

## **OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY**

**APPLICATION NO:** P1174.20

**WARD :** Brooklands

**Date Received:** 19th August 2020

**ADDRESS:** 60 Brooklands Road  
Romford

**PROPOSAL:** Erection of a one bedroom two-storey dwelling

**DRAWING NO(S):** 20-033/02 Block Plan  
20-033/05 - Existing and Proposed Streetscene and Existing Plans of Outbuilding  
20-033/04 Proposed Plans and Elevations  
20-033-03 Site Plan

**RECOMMENDATION :** It is recommended that **planning permission be REFUSED** for the reason(s) given at the end of the report

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### **SITE DESCRIPTION**

The subject site is located at the end of Brooklands Road on the eastern side adjacent to Ivey Villas.

The property is currently developed with a two storey semi-detached dwelling finished in pebbledash with a hipped tiled roof and a detached single storey outbuilding to the rear. Parking is provided to the front and side of the dwelling.

The surrounding area comprises a mix of 2-3 storey detached, semi-detached and terraced houses with relatively small front amenity areas and shallow rear gardens.

NOTE: Due to the current Covid-19 crisis, the Officer was unable to do a site visit. A site photo was provided by the agent on 24 September 2020. Other mapping services such as Google Earth, and Earthlight were also used for images and aerials views of the property and surrounding area.

### **DESCRIPTION OF PROPOSAL**

Planning permission is sought for the demolition of the rear outbuilding and erection of a new detached 2-storey, 1-bedroom dwelling to the northern side of the host dwelling.

The proposed building would measure 4.73m (w) x 7.88m (d) x 7.81m (h) to its ridge. Materials include face brick, white uPVC windows and eaves, black rainwater goods and grey roof tiles.

The ground floor would comprise an entrance hall, toilet, kitchen, living and dining areas. The first floor would comprise a bedroom and bathroom. The total internal floor area would be 60.50sqm.

### **RELEVANT HISTORY**

P0860.19 was REFUSED on 25 July 2019. It sought a 'Proposed 2 storey side & rear extension & canopy to the front elevation'.

P1462.18 was REFUSED on 28 November 2018. It sought the 'Construction of one 1 bedroom house to include alteration to roof of existing house'.

P0235.16 was REFUSED on 14 July 2017. It sought the 'Construction of one 1 bedroom house to include alteration to roof of existing house'.

L/HAV 1044/71 - Conservatory - Approved

## **CONSULTATIONS/REPRESENTATIONS**

### **PUBLIC CONSULTATION**

Letters were sent to 17 neighbouring properties as part of the consultation. 2 representations were received, with the comments summarised below.

- Outbuilding/double garage is being used as an office.
- Parking is a problem in the street.
- Upkeep of property.
- Loss of light from the proposed development.

The application under consideration is in respect of the proposed new dwelling as described and may be considered separately from the use of the site as a whole.

Consequently, issues relating to the use of the property for multi-occupation and any associated issues are not relevant to consideration of this application.

The comments regarding loss of light and parking impacts will be assessed under the impact on amenity and highway/parking sections of the report.

The application has been submitted as a householder proposal and will be assessed on its individual planning merits.

### **REFERRALS**

Waste & Recycling - Waste and recycling sacks will need to be presented by 7am on the boundary of the property facing Brooklands Road on scheduled collection day.

London Fire Brigade - No additional hydrants or further action is required.

## **RELEVANT POLICIES**

### LDF

- CP17 - Design
- DC02 - Housing Mix and Density
- DC03 - Housing Design and Layout
- DC33 - Car Parking
- DC35 - Cycling
- DC40 - Waste Recycling
- DC61 - Urban Design
- SPD09 - Residential Design SPD

### OTHER

- LONDON PLAN - 3.3 - Increasing housing supply
- LONDON PLAN - 3.4 - Optimising housing potential
- LONDON PLAN - 3.5 - Quality and design of housing developments
- LONDON PLAN - 6.13 - Parking
- LONDON PLAN - 6.9 - Cycling
- LONDON PLAN - 7.4 - Local character
- LONDON PLAN - 7.6 - Architecture
- NPPF - National Planning Policy Framework



## **MAYORAL CIL IMPLICATIONS**

As the application involves the creation of a new dwelling, it is CIL liable.

The proposed new dwelling covers approximately 60sqm across the two floors.

This equates to a Mayoral CIL figure of £1,500 and a Havering CIL figure of £7,500.

## **STAFF COMMENTS**

The main issues for consideration are the proposed density and site layout of the new dwelling, any impact on the streetscene or rear garden scene, any impact to neighbouring properties as well as highways or parking.

## **BACKGROUND**

There have been three previous applications (refer to relevant history) for a second dwelling on the same site which have been refused for the following reasons:

- The proposed development would, by reason of its excessive width, scale, bulk, mass conflicting roof forms and cramped appearance would unacceptably unbalance the appearance of this pair of semi-detached house and appear as a dominant and visually intrusive feature in the street scene and rear garden, harmful to the appearance of the surrounding area contrary Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document, the Residential Extensions and Alterations Supplementary Planning Document and Policy 7.4 of the London Plan.
- The proposed two storey side/rear extension would by reason of its excessive depth, height and position close to the boundaries of the site, be an intrusive and unneighbourly development as well as having an adverse effect on the amenities of adjacent occupiers at Ivey Villas, Romford contrary Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document, the Residential Extensions and Alterations Supplementary Planning Document.
- By incorporating part of No.60 within the built form of the new dwelling, it would appear that part of the bulk and mass of No.60 would be lost, thereby giving the appearance of an unbalanced pair to semi-detached houses to the detriment of the character and appearance of the street scene. Therefore, the proposal would fail to comply with the overarching aims of the National Planning Policy Framework 2018, and the implementation of Policies CP17 and DC61 of the London Borough of Havering Councils' Core Strategy and Development Control Policies DPD 2008.
- The proposed dwelling would occupy the parking space of the existing dwelling No.60 and in doing so, the existing dwelling would be left with a single space which, for a 3 bedroom dwelling is insufficient. In addition, the design of the tandem parking arrangement for the new dwelling means that the space for the existing dwelling is simply not going to be independently accessible because there simply isn't enough space to manoeuvre into it. The outcome will be additional pressure for on-street parking. Therefore, the proposal fail to comply with Policy DC33 of the London Borough of Havering Councils' Core Strategy and Development Control Policies DPD 2008.

The current application differs slightly from the previous proposals, however staff need to consider whether enough has been changed to overcome these reasons for refusal.

## **DENSITY/SITE LAYOUT**

The NPPF and Policy CP1 of the Core Strategy DPD support the increase in the supply of housing in existing urban areas where development is sustainable. The proposal would be for a single dwelling in an existing residential area and so fits within this context.

The London Mayor regards the relative size of all new homes to be a key element and has adopted the Nationally Described Space Standard (from the DCLG Technical Housing Standards - Nationally Described Space Document). Policy 3.5 of the London Plan advises that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To this end the policy requires that new residential development conform to minimum internal space standards.

The proposed new 1-bedroom, 2-person, 2-storey dwelling has a gross internal area (GIA) of 60sqm, which exceeds the minimum GIA of 58sqm set by the standard. The width of rooms, floor to ceiling heights and storage spaces also all meet minimum requirements.

The intended subdivision would see the host dwelling maintain a garden area of approximately 61sqm and the proposed new dwelling receive a garden area of approximately 85sqm. Both would be private and of a useable shape and dimension.

Overall the proposal would provide a satisfactory level of internal amenity and outdoor accommodation for future occupants.

### **DESIGN/IMPACT ON STREET/GARDEN SCENE**

Policy DC61 states that development must respond to distinctive local building form and patterns of development and respect the scale, massing and height of the surrounding context.

Brooklands Road is characterised by a mix of predominantly two storey detached, semi-detached and terraced houses. The buildings are finished in a variety of materials including face-brick, pebble-dash and render with tiled hipped roofs. The properties are further characterised by relatively small front amenity areas, mainly used for parking and shallow rear gardens with limited landscaping.

The new dwelling would be setback 4.8 metres from the front street boundary, in line with the host dwelling and main building line on the eastern side. The building would provide a minimal 0.30m separation from the host dwelling (south) and a 0.38m separation from the northern boundary. The proposed siting would not allow any access through to the rear yard and effectively create a terraced row of dwellings. Given the pattern of spacing that exists along Brooklands Road, this proposed building siting is not considered an appropriate response to the streetscene.

The drawings also illustrate that the new dwelling would have a gable-ended roof and small non-barred windows which do not align or complement the host dwelling which has a hipped roof and large barred windows. As the proposed new dwelling would be located so close to the host dwelling, this mis-match of architectural design features is considered to detract from local character.

Overall, the proposed positioning of the dwelling appears to crowd the site and unbalance the appearance of this pair of semi-detached properties. This would have a detrimental impact on the streetscene, thereby failing to comply with the overarching aims of relevant policy.

### **IMPACT ON AMENITY**

Consideration has been given to Policies 7.4, 7.6, CP17, DC3, DC4, DC61, and Havering's Residential Design SPD with regard to impact on amenity of existing neighbouring properties.

To the north (side) is No. 1 Ivey Villas. The proposed new dwelling would have a 7.80m high wall along this shared boundary for a length of 7.90m with only a minimal 0.38m setback. Given the



siting of the buildings, the new built form would also extend 3.35m beyond the rear building line of No. 1 Ivey Villas. It is considered that having the built form so close to the shared boundary would give rise to an uncomfortable dominant and overbearing effect, with potential loss of light and a sense of enclosure harmful to the neighbours amenity.

To the south (side) would be the host dwelling, No. 60 Brooklands Road. The proposed new dwelling would be setback 0.30m from the new shared boundary and given there are no existing or proposed flank windows, there would be no issues with overshadowing or overlooking. Also the proposed house would not breach a 45 degree line taken from the rear ground and first floor habitable room windows at No.60, therefore, outlook for its occupants would be maintained. It is considered that the neighbour further south at No.58 Brooklands Road would be screened by the host dwelling which would mitigate the proposal.

To the east (rear) is No. 37 Medora Road. The proposed new dwelling would be setback approximately 14m from the rear boundary, alleviating any major amenity impacts in this direction.

Overall, the proposal is deemed unneighbourly and therefore fails to comply with relevant policy and guidance.

### **HIGHWAY/PARKING**

Policies 6.9, 6.13, DC33 and DC35 require new development to have sufficient off-road car and cycle parking.

The site has a PTAL of 1a (very poor) and attracts a car parking standard of 1.5 - 2 spaces per unit. The drawings illustrate the intention for the host dwelling to be provided with 1 angled car parking space and the proposed new dwelling to be provided with 2 car parking spaces on the hard-stand area to the front.

Whilst the proposed new dwelling would meet the required standard, in subdividing the space, the existing host dwelling is left with a single space which, for a 3 bedroom dwelling, is not considered to be sufficient. In addition, the design of the access and parking arrangements means that the space for the existing dwelling is not going to be independently accessible because there simply isn't enough space to manoeuvre into it. The outcome will be additional pressure for on-street parking. This is a reason for refusal, because the proposal would fail to comply with policies DC33 and 6.13.

The proposal also fails to provide adequate cycle parking and waste storage areas. Whilst it is recognised that cycles and bins could potentially be accommodated in the front setback area, this would lead to additional stress regarding vehicle parking and access. Bins and bicycles could also potentially be accommodated in the rear garden areas, however access would only be available through the dwellings which is not considered appropriate.

### **KEY ISSUES/CONCLUSIONS**

The proposal is considered to be contrary to the above mentioned policies and guidance and therefore is recommended for REFUSAL.

### **RECOMMENDATION**

It is recommended that **planning permission be REFUSED** for the following reason(s):

**1. Reason for refusal - Streetscene & Rear Garden**

The proposed development would, by reason of its excessive width and cramped appearance, conflicting fenestrations and roof form would unacceptably unbalance the appearance of this pair of semi-detached houses and appear as a dominant and visually intrusive feature in the Brooklands Road street scene, harmful to the appearance of the surrounding area contrary Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document, the Residential Design Supplementary Planning Document and Policies 7.4 and 7.6 of the London Plan.

**2. Reason for refusal - Parking Deficiency**

The proposed development would occupy the parking space of the existing dwelling (No.60) and in doing so, the existing dwelling would be left with a single car parking space which, for a 3 bedroom dwelling is insufficient. In addition, the design of the tandem parking arrangement for the new dwelling means that the space for the existing dwelling cannot be accessed independently. The outcome will be additional pressure for on-street parking. By reason of the inadequate access and on site car parking arrangements, the proposal will result in unacceptable overspill onto the adjoining roads to the detriment of highway safety and residential amenity and contrary to Policy DC33 of the LDF Core Strategy and Development Control Policies DPD.

**3. Reason for refusal - Density/over-development**

The proposed development would, by reason of its position and proximity to neighbouring properties cause a dominant and overbearing effect which would have a serious and adverse effect on the living conditions of adjacent occupiers, contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

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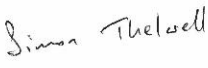
**1 Refusal and CIL (enter amount)**

The proposal, if granted planning permission on appeal, would be liable for the Mayor of London and Havering Community Infrastructure Levy (CIL). Based upon the information supplied with the application, the total CIL payable would be £9,000. Further details with regard to CIL are available from the Council's website.

**2 Refusal - No negotiation ENTER DETAILS**

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: Consideration was given to seeking amendments, but given conflict with adopted planning policy, notification of intended refusal and the reason(s) for it was given to the Agent by email on 20 October 2020.

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| <b>Authorising Officer:</b> | Simon Thelwell |  | 23-10-2020 |
| <b>Authorising Officer:</b> | Simon Thelwell |                                                                                      | 23-10-2020 |