

DESIGN AND ACCESS STATEMENT

**Land to the Rear of 210 Main Road
Gidea Park, Romford
Essex
RM2 5HA**

APPLICATION FOR FULL PLANNING PERMISSION

PROPOSAL FOR NEW TWO-STOREY APARTMENT BUILDING CONTAINING TWO,
TWO BEDROOM APARTMENTS

Document No: 24/03/PL5
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A&M Architectural and Technical Services Limited

Introduction

This Statement accompanies an application for Full Planning Application for new two-storey apartment building containing two, two bedroom apartments on land at 210 Main Road, Romford.

This Statement identifies the physical, social and policy context of the site and provides information as to the likely scale and form of the proposed development. Specifically a description of the use is given, the amount of development proposed is set out and the likely layout of the site and the scale of the building is identified. In addition architectural principles and details are considered. Since design and access issues are not separate matters these are considered 'holistically' in the Statement.

The Site and Surrounding Area

The site sits within the Gidea Park Conservation Area.

This site comprises of a parking court, which serves two residential properties (No.'s 208A & No. 210A) and two retail units (208 and 210 – car audio retail outlet and hairdressers respectively). The site comprises of hard standing, a detached shed and a variety of trees on the boundary. The parking court has an established vehicular access onto the public highway (Main Road) to the north.

To the north of the site are commercial units with residential accommodation in the upper floors. To the south of the site is a place of worship (Friends Meeting House) with its associated grounds and beyond that, residential dwellings fronting onto Balgore's Crescent. To the southeast of the site is Gidea Lodge retirement housing complex.

There are two listed buildings in the vicinity of the application site – The Coffee Pot (Grade II) positioned to the north-west and The Ship Public House (Grade II) positioned to the north east.

There are a number of mature trees on the southern boundary of the site, three of which are covered under a Tree Preservation Order TPO 8-83.

The application site is situated approximately mid way along Main Road with access from the south side of the road opposite the Harvester restaurant.

The complete site area is 660 sq m with the external site area being 530 sq m.

The access area to the site is within a parade of shops and commercial uses within the predominantly residential conservation area of Gidea Park.

Number 210 Main Road forms part of a row of 17th century buildings containing a listed Public House. Numbers 208 and 210 Main Road form a double storey building with shops on the ground floor and apartments above access from the rear car park area. The apartments are numbered 208A & 210A. This is a locally listed building.

The buildings to the east of the site, no's 212 to 218 Main Road are formed of three single storey shops.

To the west is the continuation of this terrace of buildings 192 to 206 linked to 208 and 210 at two storeys in height, being shops and a Public house "The Ship" with residential units at first floor. To the west of these is a three-storey building with rooms in the roof and shops on the ground floor.

Located opposite the site entrance are two double storey timber frame buildings "The Ship" public house and "Harvester" restaurant.

Background to Proposal

Planning Permission P0975.14 for 2No 2 bedroom flats with garden space was granted on 20th November 2014. This scheme was not constructed.

A scheme proposal for 4 No flats was submitted to the Council for a Pre Application meeting. The scheme included a three storey apartment containing 3 No 2 Bedroom flats with an additional Flat over a Garage (FOG). A meeting on site was held with Planning Officer Adele Hughes on 14th July 2023. Post meeting comments were received on 19th December 2023.

The principle of the development was deemed acceptable however the Council would want amendments to the scheme to be able to support an application:

- The Council will support development proposals that provide a mix of dwelling types, sizes and tenures in accordance with Policy 5 of the Hovering Local plan.
- The proposal will be expected to comply with the internal design standards set out in Policy D6 of the London Plan. Units expected to be designed to Approved Document M4(2) requirements.
- Amendments required to the cramped nature of the site and how this will affect the potential development of the adjoining sites. Concerns over the bulk, height and massing of the proposal. Concerns over poor outlook from the proposed units and balcony locations. Concerns over the location of the FOG unit and how this will affect the locally listed buildings. Concerns over Security of undercroft parking below the FOG unit. Limited space for landscaping. Minor drawing discrepancies to be corrected.
- The second floor flat and the FOG unit should be omitted from the scheme.
- The proposed scheme to be designed to reflect the character of the Gidea Park conservation area.
- The site has a PTAL rating of 3 and Policy T6.1 of the London Plan has a maximum car-parking standard of up to 0.75 spaces per 1-2 bedroom dwelling. One space/dwelling maybe acceptable. A legal agreement may be required to remove the ability of future occupiers to obtain resident parking permits for surrounding parking schemes on the highway and this would be required at application stage to be sure this is justifiable. Details of electric vehicle charging points to meet London Plan requirements should be submitted with an application, to prevent the need for securing details via condition. Policy T5 of the London Plan states that 1.5 cycle spaces per 2 person 1 bedroom dwelling and 2 spaces per all other dwellings. An enclosed cycle store would be required to provide protection from the elements.
- Details of refuse and recycling can be submitted as part of a planning application or can be secured by condition if minded to grant planning permission.
- An archaeological desk-based assessment is required for all applications where ground works are proposed within an Archaeological Priority Zone (APZ) or Archaeological Priority Area (APA).
- There are a number of mature trees on the southern boundary of the site, three of which are covered under a Tree Preservation Order TPO 8-83. An Arboricultural Impact Assessment will need to be undertaken to examine the impact of the proposed development upon the trees that have been identified for removal. There are significant concerns regarding the removal of the TPO trees, as this would be harmful to the character and appearance of the Gidea Park Conservation Area. It is noted that planning permission was granted under planning application P0975.14 for 2 no. 2 bedroom flats with garden space (Approval with agreement), in a similar siting, although the proposal did not result in the removal of trees on the site. Condition 6 of P0975.14 consisted of the submission of a scheme for the protection of the preserved trees. There are views of the trees in Main Road and the trees on the site contribute to ecology and biodiversity. The proposal involves planting some new trees on the site and this will need to be assessed at submission.

Design Proposal

Following the Pre Application meeting and comments the scheme has been redesigned and is now proposed to erect a two-storey apartment building for 2 No 2 bedroom flats broadly in the location of the approved scheme P0975.14.

The access to the site from Main Road will be retained along with the existing gates.

The location of the block will be set approximately 12m from the rear of the 210 Main Road building at the ground floor and 15m to the nearest point of the first floor apartments 208A & 210A. The block is set 1m from the eastern rear boundary and is 19.6m to the closest corner of Gidea Lodge but generally 34m to the opposing flank wall. It sits 5.1m from the southern boundary with distances between 15.5m and 17m to the Friends Meeting House. It sits 5.7m from the western boundary and there is no close adjacent building at this point. We feel at this location there is no detrimental overlooking to neighbours.

A new parking court will be created with designed parking space for the new and existing uses with landscaping for new planting and trees.

The staircase to the existing flats 208A & 210A will be reconfigured to accommodate the new parking spaces and landscaping.

The ground level will be raised by approximately 300mm to aid the reuse of the existing concrete based on site, creating falls for drainage and minimising the depth of foundations.

The overall height of the block will be broadly in line with the approved scheme P0975.14 at 8.4m above datum.

The flats will be accessed from the north side of the block on the ground floor with apartment 2 having its own staircase to the first floor.

The units are designed to Nationally described space standards, the internal design standards set out in Policy D6 of the London Plan and Approved Document M4(2). Both apartments are 2 bedroom 4 person units and slightly above the required 70m² with 2m² storage.

Although Policy 5 of Havering's Local Plan seeks for developers to provide a proportion of family sized 3 bedroom properties, due to site constraints this will not be possible for this scheme.

The site needs to retain access and facilities for existing uses, along with the location of the retained TPO trees and the limited width and depth of the site means the space required for 3 bedroom housing is not available.

As the site is within a Conservation Area, height is also a constraint with the current scale and massing of the block in keeping with the surrounding area.

Although the first floor unit is 74.6m², the staircase takes up 3m² of this space.

Two storey 3 Bedroom houses at minimum 84m² with rear garden amenity requirements would also be too large to fit onto the site and as this scheme is small scale a Duplex type apartment would not be relevant.

Both apartments are designed to maximize natural sunlight and are dual aspect with windows on all sides. The ground floor apartment has its living area on the south west corner and the first floor apartment has its living area on the south east corner, to enable both apartments have access to the rear gardens.

Both apartments will have their own gardens with the ground floor apartment accessing via a side gate and from the rear French doors. The first floor apartment will also have a side gate on the ground floor and stairs from rear French doors to the garden. Both apartments will have patio areas laid out.

The building has been designed to reflect the surrounding area with black horizontal boarding reflecting the boarding to the rear of 208 and 210 Main Road over a low brick plinth. Plain tiles to the 40 degree pitched roof and single bar casement windows.

Access, Parking and Transport

The site access will be retained along with the existing gates to the parking court.

The access gates will be fitted with a key fob and/or key code for access with intercom through to the apartments for visitors. An induction loop will be installed for site egress.

Parking for the existing units 208, 210, 208A and 210A. Car spaces 208, 208A and 210A will be adjusted along with the staircase to apartments 208A and 210A to allow room for landscape adjacent to the new block.

Designated car parking spaces will be laid out at 2.9x5m with an electric vehicle charging point for the two new apartments.

The apartments will be accessed from the ground floor with level thresholds. Stairs to the first floor apartment will be designed to M4(2) standards.

The layout of the apartments complies with Nationally described space standards, the internal design standards set out in Policy D6 of the London Plan and Approved Document M4(2).

There are good transport links from the site with a bus stop directly outside the site entrance for bus routes 174, 347, 498 and N86 into Romford Town and the Station. Gidea Park station is half a mile away being a 12 minute walk.

Room for 3No cycle spaces with a covered and secure cycle store is located adjacent the apartment block.

Landscaping

It is proposed for the TPO trees to be retained and the limited shrubs along the rear fence removed along with the trees to the eastern boundary.

New landscape areas will be formed within the reconfigured courtyard with trees planted within these areas.

Each apartment will have its own garden with a native hedge to the boundary fences and the garden areas laid to lawn.

Refuse

There is currently a commercial waste bin for units 208 & 210 with the apartments 208A and 210A above using black bags and orange recycling bags for waste. Commercial bins for units 212 to 218 are stored at the rear of their units. The bins are all within 30m from the highway for collection by the waste authority.

The recommended minimum storage capacity is 45 litres for recycling and 180 litres for general refuse per dwelling.

Bin lorries do not access the site and waste is loaded on the highway.

The new arrangement will locate the 1100L waste bin for commercial units 208 and 210 within a bin store at the front of the site. This store will also have space for the waste bags from the residential apartments 208A and 210A and the two new apartments.

The commercial bins can still be collected from commercial units 212 to 218. A distance of 1.5m in front of the new apartment block has been allowed for these bins to pass.

The courtyard is level with no steps for bins to be moved.

The distance from the apartments to the bin store is no more than 15m.

There is space in the rear gardens to store garden waste bins if required by the resident.

Separate waste bins will be installed in the kitchen to segregate for recycling.

Security

The schemes has been incorporated the principles of Secured by Design and Approved Document Q.

The site is completely enclosed on all sides with buildings or 1.8m high fencing.

Secure access gates exist at the front of the site and these will be fitted with a key fob and/or key code for access with intercom through to the apartments for visitors. An induction loop will be installed for site egress.

The building has no common parts and each apartment has its own front door. All doors and windows will meet PAS 24:2012 standards.

External lantern lights will be fitted to the front of the block and bollard lights will illuminate the parking court. A rear light will be fitted to the block to illuminate the rear gardens and a light will be fitted within the cycle store.

Low Carbon Design and Renewable Energy

The intention is to adopt a Fabric First approach to reduce carbon emissions by ensuring the fabric of the building meets or exceeds Building Control standards.

The design will be subject to SAP calculations and it is anticipated that an Air Source Heat Pump will be required for heating and hot water with Photovoltaic panels to provide electricity along side the grid connection. There will be no gas connection to the block.

Mechanical Ventilation and Heat Recovery will be installed to support the fabric first approach of increased insulation and assist with any potential overheating.

Separate waste bins will be installed in the kitchen to segregate for recycling.

An Electric Vehicle charging point will be located within the courtyard for charging of electric vehicles.

Smart water meters will be fitted to the new apartments.

Water Infrastructure

Low water use taps/shower head and 105L/p/p/d with low flush toilets and a low water use bath.

Smart water meters will be fitted to the new apartments.

Sustainable Drainage

The surface water drainage for the roofs will be to soakaway's in the garden areas and the courtyard area will be porous paved, all as part of a sustainable drainage system.

This design will be based on and subject to on site percolation testing for suitability of the soil.

Digital Connectivity Infrastructure

The development proposals will have ducting space for full fibre connectivity infrastructure to the apartments.

Fire Safety

The apartments will be fitted with smoke alarms and heat detectors as appropriate with means of escape windows to the first floor apartment. The apartments have secondary doors for escape if the main exit door is blocked in the event of a fire.

Escape from the building will be via the front door to the entrance courtyard and street.

A fire tender can reverse to the site access and a 45m hose can reach all the way around the block. The furthest linear hose distance to the rear of the block from the access is 43m.