



Havering

LONDON BOROUGH

REGULATORY SERVICES COMMITTEE AGENDA

7.30pm	Thursday 7 April 2011	Havering Town Hall Main Road, Romford
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Members 11 : Quorum 4

COUNCILLORS:

Conservative Group (7)

Barry Oddy (**Chairman**)
Barry Tebbutt (**V Chairman**)
Sandra Binion
Jeff Brace
Garry Pain
Robby Misir
Fred Osborne

Residents' Group (2)

Brian Eagling
Linda Hawthorn

Labour Group (1)

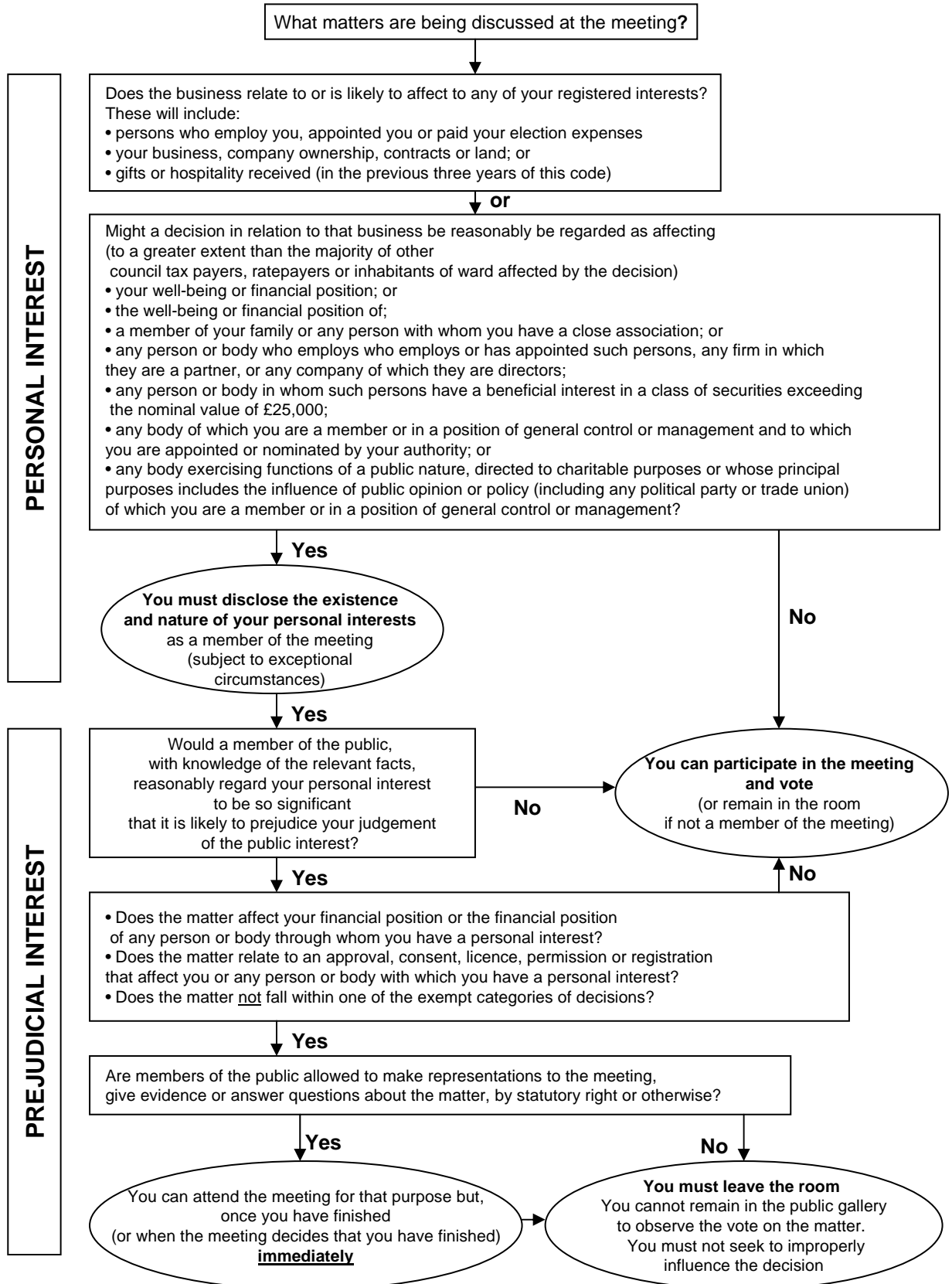
Paul McGeary

Independent Residents' Group (1)

Mark Logan

**For information about the meeting please contact: Richard Cursons (01708) 432430
E-mail: richard.cursons@havering.gov.uk**

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will announce the following:

These are the arrangements in case of fire or other events that might require the meeting room or building's evacuation. (Double doors at the entrance to the Council Chamber and door on the right hand corner (marked as an exit).

Proceed down main staircase, out the main entrance, turn left along front of building to side car park, turn left and proceed to the "Fire Assembly Point" at the corner of the rear car park. Await further instructions.

I would like to remind members of the public that Councillors have to make decisions on planning applications strictly in accordance with planning principles.

I would also like to remind members of the public that the decisions may not always be popular, but they should respect the need for Councillors to take decisions that will stand up to external scrutiny or accountability.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS (if any) - receive.

3 DECLARATION OF INTERESTS

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

4 MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on 17 March 2011 and to authorise the Chairman to sign them.

5 P0324.11 - SALT STORE, UPPER RAINHAM ROAD, HORNCHURCH

6 P0390.11 – LAND TO THE REAR OF 206-220 BRIDGWATER ROAD, HAROLD HILL, ROMFORD

- 7 **P0302.11 – GARAGE COURT ADJACENT TO 49 - 59 TURPIN AVENUE, ROMFORD**

- 8 **P0370.11 – LAND TO THE REAR OF 43-45 EDENHALL ROAD, HAROLD HILL, ROMFORD**

- 9 **P1394.11 – INGREBOURNE LINKS, RAINHAM (MOOR HALL FARM)**

- 10 **P0130.11 – 26 REDRUTH ROAD, ROMFORD**

- 11 **P0373.11 – LAND TO THE REAR OF 25-39 SEVENOAKS CLOSE, HAROLD HILL, ROMFORD**

- 12 **P1806.10 – FORMER MANOR PRIMARY SCHOOL, SHAFTESBURY ROAD, ROMFORD**

- 13 **P0129.11 – UPMINSTER RECREATION GROUND, CORBETS TEY ROAD, UPMINSTER**

- 14 **P0261.11 - CORBETS TEY SCHOOL, HARWOOD HALL LANE, UPMINSTER**

- 15 **PLANNING APPLICATIONS – See Index and Reports – Applications outside statutory limits**

- 16 **PLANNING CONTRAVENTION - 8 HIGHVIEW GARDENS, UPMINSTER**

- 17 **URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

Philip Heady
Democratic Services Manager

**MINUTES OF A MEETING OF THE
REGULATORY SERVICES COMMITTEE
Thursday 17 March 2011 (7.30pm – 8:40pm)**

Present:

COUNCILLORS: 11

Conservative Group Barry Oddy (in the Chair), Sandra Binion, Jeff Brace, Robby Misir, Fred Osborne, Garry Pain and Barry Tebbutt

Residents' Group Linda Hawthorn
Brian Eagling

Labour Group + Pat Murray

**Independent
Residents' Group** Mark Logan

An apology for absence was received from Councillor Paul McGeary

+Substitute Member: Councillor Pat Murray (for Paul McGeary)

12 members of the public and a representative of the Press were present.

Unless otherwise indicated all decisions were agreed with no vote against.

Through the Chairman, announcements were made regarding emergency evacuation arrangements and the decision making process followed by the Committee.

237 DECLARATION OF INTEREST

Councillor Linda Hawthorn declared a prejudicial interest in application P1900.10 by virtue of prejudice. Councillor Hawthorn advised that she had been a client of the applicant. Councillor Hawthorn left the room during the discussion and took no part in the voting on that item.

- 238 P0128.11 – RAINHAM VILLAGE PRIMARY SCHOOL - Single storey link extension connecting existing school building to provide new entrance. Single storey infill extension to provide 4 classrooms, foundations unit, relocated staff facilities and children centre/community hub. Landscaping alterations including removal of detached classroom unit - relocated parking area, front play area with seating and storage and railings.**

The Committee considered the report and without debate, **RESOLVED** that planning permission be granted subject to the conditions as set out in the report.

- 239 P0132.11 – FORMER MANOR PRIMARY SCHOOL, SHAFTESBURY ROAD, ROMFORD - Terrace of 3 three bedroom houses, plus associated car parking and landscaping - revision to scheme approved under reference P0446.10**

Members were advised that the current application sought permission to change the siting of one house within a terrace of three houses previously approved.

The Committee considered the report and **RESOLVED** that the proposal was unacceptable as it stood but would be acceptable subject to the applicant entering into a Deed of Variation under Section 106A of the Town and Country Planning Act 1990 (as amended) to vary the legal agreement completed on 29 June 2010 in respect of planning permission P0446.10 by varying the definition of Planning Permission which would mean either planning permission P0446.10 as originally granted or planning permission P0446.10 as altered by planning permission under reference P0132.11 subject to construction of a maximum of 30 dwellings on the application site pursuant to the Planning Permission.

It was **RESOLVED** that planning permission be granted subject to the prior completion of a Section 106 agreement in respect of the obligations set out above and to the conditions as set out in the report.

- 240 L0002.11 – FAIRKYTES, 51-53 BILLET LANE, HORNCHURCH – Listed Building Consent for repairs to and over-cladding of existing rendered timber-framed external walls and installation of new fireplace**

The Committee considered the report and without debate, **RESOLVED** to refer the application to the Secretary of State with the recommendation that the Council would be minded to grant Listed Building Consent, subject to the conditions contained within the report.

240 P0086.11 - SNOWDON COURT, ELVET AVENUE, GIDEA PARK, ROMFORD - Demolition of existing Snowdon Court buildings and the erection of two, new four storey buildings providing 38 sheltered flats and 60 extra care flats (total 98) with support facilities together with associated external landscaping

The report before members detailed an application for the redevelopment of a former residential home at Snowdon Court to provide a residential development of 98 units, comprising 38 sheltered housing units and 60 extra care units. The planning issues include the principle of development, design and street scene impact, parking and highway matters, amenity issues, environmental impact, sustainability and affordable housing.

With its agreement, Councillor Thorpe addressed the Committee. Councillor Thorpe remarked that Councillor White had also been in receipt of objections to the proposed scheme. Councillor Thorpe stated that the proposal would exacerbate the existing problems of insufficient parking in the surrounding area. Councillor Thorpe advised that she had been in receipt of representations from residents of Russell Court who, whilst supporting the need for sheltered accommodation for the elderly, felt that the creation of the proposed scheme would impact on parking and local facilities to a detriment. As such, Councillor Thorpe requested that the committee refuse the application.

During discussions it was confirmed that the proposed scheme was sited within 27 metres of Russell Court. Members were also advised that the current parking restrictions in Elvet Avenue were for one hour in the morning. It was also noted that the proposed scheme did not stipulate any parking controls.

Members were advised that the staffing of the accommodation would be a mix of onsite staff and visiting carers.

In response to a question from Members, officers confirmed that each block would have an internal lift.

Following discussions the Committee **RESOLVED** provided that no further material considerations were raised which were not considered by close of the consultation period on 18th March 2011 (and for the avoidance of doubt that if such fresh material consideration were received before the 18th March 2011 the matter be remitted to the Regulatory Services Committee for further consideration) that the Head of Development and Building Control be authorised to grant planning permission subject to the obligations (heads of terms of which are listed below and conditions listed in the report and prior completion of a legal agreement and also subject to the following changes and stipulations:

- The provision of a minimum of 50% of the units within the development as affordable housing in accordance with Policies CP2 and DC6 of the

LDF Core Strategy and Development Control Policies Development Plan Document.

- The restriction of occupancy to residents of fifty five years of age or older and the spouse or cohabiting partner of such persons or their carers irrespective of age.
- A financial contribution of £42, 000 to be used for highway improvements in the locality of the site.
- A requirement for the developers to enter into a Section 278 agreement under the Highways Act prior to commencement of the development.

- Condition 4 Materials.

Before any of the development hereby permitted is commenced samples of all materials to be used in the external construction of the buildings, with the exception of the external main brick, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development would be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

- Condition 9 Secure by Design.

The development should not be occupied until a full and detailed application for the Secured by Design award scheme had been submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme were to be incorporated, approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor and implemented on site in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

- Condition 10 CCTV.

The development would not be occupied until a scheme showing the details of a CCTV system to be installed for the safety of users and the prevent of crime throughout, had been submitted to and approved in writing by the Local Planning Authority in consultation with the Crime Prevention Design Advisor and implemented on site in accordance with the agreed details.

Reason: In the interest of creating safe sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

- **Condition 11 External lighting**

The development would not be occupied until a scheme for the lighting of external areas of the development including the access road had been submitted to and approved in writing by the local planning authority. The scheme of lighting should include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme should be implemented in strict accordance with the agreed details prior to the first occupation of the development and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

- **Additional Condition**

The external brickwork for the development hereby approved should be:

Lingfield Yellow Multi Facings – Extra Care building, and
First Quality Multi Facing – Sheltered Housing building

The buildings should be constructed externally in the approved brick unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the appearance of the proposed development would harmonise with the character of the surrounding area and in order that the development accorded with the LDF Development Control Policies Development Plan Document Policy DC61.

- **Clause 4 of Section 106 Heads:**

Add ... "Save for demolition of the buildings".

241 LANDFILL SITE, COLDHARBOUR LANE, RAINHAM

The Committee considered the report and without debate, **RESOLVED** that

a) a Section 106 agreement be completed under Sections 106 and 106A of the Town and Country Planning Act 1990 (As amended) between the parties to the agreement dated 6 February 1998 or their successors in title to vary or discharge the planning obligations in the 1998 Agreement on the planning obligations set out in the LTGDC resolution of 10 September 2009, taking effect; and

b) authority be delegated to the Head of Development and Building Control in conjunction with the Head of Legal Services to settle and complete the details of the discharge or variation of the 1998 Agreement by identifying the existing clauses which remained effective and discharging those clauses that described obligations already discharged (and from which the landowners should be released, being otiose and therefore unnecessary to replicate.

242 P1577.10 – GROVELANDS GARDEN CENTRE, CLAY TYE ROAD, UPMINSTER

The Committee considered the report and without debate, **RESOLVED** that planning permission be granted subject to the conditions as set out in the report.

243 P1705.10 – ASHLEA VIEW, TOMKYNS LANE, UPMINSTER

The proposal followed the temporary approval of the site to retain the use of the land as a caravan site for a Gypsy family and for the retention of the existing mobile home and a static caravan, together with a touring caravan. The current application was for the stationing of 3 caravans for residential occupation by Gypsy family and storage of a 4th caravan on a permanent basis. A site visit had confirmed that the 3 caravans were of the mobile home variety with the 4th caravan being a touring caravan.

During discussions it was commented that the site had changed visibly due to the addition of a gate at the entrance.

Members also expressed concern regarding the effect the proposal would have on the Green Belt.

Members asked that a condition be added limiting the planning permission to a two year temporary permission.

A motion was proposed that consideration be deferred to enable staff to

- To obtain photos of the current site to show views of additional mobile homes including view from access/entrance.
- Ascertain details of waste and sewage disposal arrangements.

It was **RESOLVED** that planning permission be deferred to allow officers to gather additional information.

244 P1900.10 - 54 STATION ROAD, UPMINSTER, Change of use of part of the front ground floor to class A2 financial and professional services.

The Committee considered the report and without debate, **RESOLVED** that planning permission be granted subject to the conditions as set out in the report.

As stated at the beginning of the minutes, Councillor Linda Hawthorn declared a prejudicial interest in this application. Councillor Hawthorn advised that she had previously been a client of the subject of the application. Councillor Hawthorn decided to leave the room during the discussion and took no part in the voting.

- 246 P0018.11 - 395-405 Brentwood Road, Romford Part change of use of former car showroom to form a Class A1 retail unit, alteration to front forecourt layout and the front facade of the building.**

The Committee considered the report and after a brief debate, **RESOLVED** that planning permission be granted subject to the conditions as set out in the report.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2010

Subject Heading:

P0324.11 - Salt Store, Upper Rainham Road, Hornchurch

Provision of salt storage facility to be included within the existing central depot

(Application received 3rd March 2011, additional drawings received 14th March 2011).

Report Author and contact details:

**Helen Oakerbee, 01708 432800,
helen.oakerbee@havering.gov.uk**

Policy context:

**Local Development Framework,
London Plan, Planning Policy
Statements/Guidance Notes**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[X]

SUMMARY

This application relates to the land west of Rainham Road, to the south-west of the new Council vehicle maintenance and highway depot (Central depot). More specifically, the proposal would be on the land recently approved as a depot for the Council's Passenger Transport Service. The development is for the provision of a 2,000 tonne salt storage facility.

Staff consider the relevant issues to particularly include the implications of the development within the Metropolitan Green Belt, visual impact, parking, highway and amenity issues. In respect of the impact on the Green Belt, Staff conclude that the proposal does represent development that is inappropriate, in principle, within the Green Belt. However, there is a substantial case to support the view that very special circumstances exist which outweigh the 'in principle' harm, and any other harm, to the Green Belt arising from the proposals. The proposal is further considered to be acceptable in respect of the other relevant planning issues.

Although Members will wish to weigh up the factors forming the case for very special circumstances against the other issues arising from this application, on balance, Staff recommend that planning permission be granted.

RECOMMENDATIONS

That subject the Secretary of State planning permission be granted subject to the planning conditions set out below:

1. Time Limit

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Materials

Unless otherwise agreed in writing by the Local Planning Authority, the building hereby approved shall be constructed in the following external materials:

Wall – concrete

Roof and sides above concrete wall – PVC coated cladding, Heritage Green RAL 6002

Reason:

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

3. Landscaping

No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document

4. In accordance with plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Policy DC61 of the Development Control Policies Development Plan Document.

5. Hours of Construction

No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place

on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

6. Construction Methodology

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

7. Removal of Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) no development under Schedule 2, Part 8 of the Order (the extension or alteration of an industrial building or warehouse) shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

To retain control over future development in the interests of protecting the Green Belt and local amenity

Informative:

The applicant is advised that the proposed works are likely, unless controlled, to adversely impact the safety and integrity of National Grid apparatus. The applicant is therefore required to contact National Grid for technical advice and guidance prior to the commencement of any works on site.

REASON FOR APPROVAL:

The proposal represents inappropriate development within the Green Belt and the proposed building is judged to result in visual harm to the Green Belt. It is however considered that the harm to the Green Belt resulting from the development is outweighed by other considerations which are sufficient to constitute very special circumstances to justify the development. The proposal is therefore considered to accord with the provisions of PPG2. The proposal is also considered to be compliant with policies relating to open space and minerals safeguarding. It is considered no material harm to the ecology or bio-diversity of the site will occur. The proposal is considered to be acceptable in respect of all other material respects.

The proposal is therefore considered to be compliant with Policies Policies CP7, CP13, CP15, CP16, CP17, DC18, DC20, DC32, DC33, DC45, DC48, DC49, DC50, DC51, DC53, DC55, DC56, DC57, DC58, DC59, DC61 and DC63 of the Core Strategy and Development Control Policies Development Plan Document are material considerations. The proposal is also considered to comply with Policies 3C.1, 3C.23, 3D.8, 3D.9, 3D.12, 3D.14, 3D.15, 4A.1-7, 4A.13, 4A.14, 4B.1 and 4C.22 of the London Plan and PPS1, PPG2, PPS9 and PPS25..

The applicants are reminded that granting of planning permission does not any way change or remove conditions imposed on the previous planning permission granted for the larger Phase 2 PTS site (Planning Ref: P0175.10).

REPORT DETAIL

1. Site Description

- 1.1 The application site is located to the west of Rainham Road, at the point where the road bends northwards, beneath the railway embankment and into Upper Rainham Road. The site is accessed from Rainham Road,

through the new Council fleet maintenance and highways servicing depot (Central depot).

- 1.2 The site relates to an area measuring 441sq metres and forms part of a smaller area of land within the larger Phase 2 site which itself has an area of 0.57 hectares. The site is situated within the Metropolitan Green Belt. Additionally the site forms part of a Site of Important for Nature Conservation at Borough level and is also part of Bretons playing fields area of open space. The site is also within a Minerals Area of Search.
- 1.3 Prior to clearance of the Phase 2 PTS site, the area comprised grassland and scrub. The site has however now been cleared and has the appearance of a construction site. There is a variation in levels across the site but it is, in general, approximately 1m below street level. To the south of the site lies a bridleway, which is in a poorly maintained condition. The Beam River runs along the north/north-western side of the site. The new Council Central depot, which comprises hard surfacing and buildings, including a 7m high workshop building, lies to the north/north-east of the site.

2. Description of Proposal

- 2.1 The Council is in receipt of a planning application seeking permission for the construction of a 2000 tonne salt storage facility which would be included within the Phase 2 Passenger Transport Service site.
- 2.2 The storage facility would be partially located on the land previously designated as a “washdown bay” and “detachable gritter body storage area” as part of the Phase 2 proposal. The proposal would however extend slightly further south into the southern bund. An area of 441sq metres will be hard surfaced forming the base of the storage facility.
- 2.3 The storage facility will consist of a 4m high concrete wall with a steel frame on top, resulting in an open fronted building with a maximum height of 6.3m. The building would measure 26m in width and 17m in depth. The frame would have green coloured pvc coated cladding with a matching roof. There would be internal flood lighting as well as 5 flood lights towards the top of the roof.
- 2.4 Following climatic conditions in 2009/2010, government guidance for winter gritting operations has since clarified the need for local authorities to hold a strategic salt reserve sufficient to support gritting operations for a continuous period of 3 days. In Havering’s case, this generates a capacity requirement of 2000 tonnes.

3. Planning History

- 3.1 P0437.08: Use of land as highways depot, including vehicle parking and open storage, erection of workshop, office and ancillary buildings, formation

of new access and alteration of part of former salt store to reinstate landscaped area – approved.

- 3.2 P0175.10: New office / mess / store building and provision of parking spaces to form new Council transport depot. New boundary fencing and lighting. Realignment of footpath – approved.

4. Consultations/Representations

- 4.1 The application has been advertised on site and in the local press as development contrary to Green Belt policies and policies relating to leisure and recreation. Neighbour notification letters have also been sent to 63 local addresses. No letters of representation were received.
- 4.2 Thames Water has no objection with regard to sewerage infrastructure and advises it is the responsibility of the developer to make proper provision for drainage to ground, water courses or suitable sewer.
- 4.3 National Grid advises that the proposal is likely, unless controlled, to adversely impact the safety and integrity of National Grid apparatus. No excavations should take place until trial holes have been dug in accordance with the detailed requirements and under the supervision of National Grid. Discussions will need to be ongoing with the developer during the course of construction to ensure the protection of the gas apparatus.
- 4.4 The Borough Crime Prevention Design Advisor comments in respect of issues relating to security on the site, lighting and fencing. In this instance it is considered that the proposal raises no significant crime prevention or designing safer places issues that might be considered material.
- 4.5 Conditions requiring the applicants to undertake a detailed ecological assessment of the site were imposed when permission was granted for the larger Phase 2 site. These conditions cover the larger site of which this application forms part of. The condition further required the applicant to demonstrate how measures will be taken to enhance the ecological value of the site. It is considered that these conditions are sufficient and given the small scale of the proposal on a site which already benefits from planning permission, it is not considered that there would be any further ecological issues as a result of this development.

5. Staff Comments

- 5.1 The issues arising from this application are whether the development is acceptable in principle within the Green Belt and, if not, whether there are any very special circumstances sufficient to justify the development; the impact of the development on open space provision within the Borough; implications for the bio-diversity and ecology of the site; flood risk; visual impact of the development and resultant effect on local character and

amenity; parking and highway issues; impact on residential amenity and community safety issues.

5.2 Policies CP7 (recreation and leisure), CP13 (minerals extraction), CP15 (environmental management), CP16 (bio diversity and geodiversity), CP17 (design), DC18 (protection of public open space, recreation, sports and leisure facilities), DC20 (access to recreation and leisure including open space), DC32 (road network), DC33 (car parking), DC45 (appropriate development within the Green Belt), DC48 (flood risk), DC49 & 50 (sustainability and renewable energy), DC51 (water supply, drainage and quality), DC53 (contaminated land), DC55 (noise), DC56 (light), DC57 (river restoration), DC58 & 59 (biodiversity and geo diversity), DC61 (urban design), DC63 (delivering safer places) of the Core Strategy and Development Control Policies Development Plan Document are material considerations.

5.3 Policies 3C.1 (integrating transport and development), 3C.23 (parking strategy), 3D.8 (realising the value of open space and green infrastructure), 3D.9 (Green Belt), 3D.12 (open space strategies), 3D.14 (biodiversity and nature conservation), 3D.15 (trees & woodland), 4A.1-7 (climate change), 4A.13 (flood risk management), 4A.14 (sustainable drainage), 4B.1 (design principles) and 4C.22 (rivers, brooks and streams) of the London Plan and PPS1 (Delivering Sustainable Development), PPG2 (Green Belts), PPS9 (Biodiversity and Geological Conservation), PPS25 (Development and Flood Risk) are also material considerations.

5.5 Principle of Development

5.5.1 The site is within the Metropolitan Green Belt where, in accordance with PPG2, new development is considered to be unacceptable in principle unless it is for one of the exceptions set out in paragraph 3.4 of the PPG. The proposed development is not considered to fall within the list of exceptions set out in PPG2 and Staff therefore consider the development to be inappropriate, in principle, within the Green Belt.

5.5.2 Paragraph 3.2 of PPG2 states that inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

5.5.3 The application site is within the area known as Bretons, a large area of open space, covering some 25 hectares in total and providing a mix of formal and informal recreational opportunities, including sports pitches and allotments. The application site forms part of a small area of land measuring 441sq metres, situated within the Phase 2 central depot site which is currently under construction. The larger Phase 2 site currently has fencing around its boundaries with a bund directly inside the fenced area.

Although engineering works have started on the site, no construction works have taken place yet.

- 5.5.4 The proposal follows approval in 2008 for the relocation of the Council's central depot from outside of the Borough to the former salt store, which adjoins the current application site (Planning Ref: P0437.08). Following the Phase 1 central depot development, an application was approved for the Council's Passenger Transport Service (PTS) to be relocated which forms part of the larger site within which this proposal will be located (Planning Ref: P0175.10). Permission was granted for both the above mentioned developments based on the very special circumstances pertaining at that time. These very special circumstances stemmed from a number of benefits, which it was considered arose from the proposal but principally arose from the Council's statutory duty towards local residents. An overriding requirement was to provide as efficient and sustainable a depot as possible to serve the needs of the Borough and the opportunities for environmental enhancement of the site and surrounding area.
- 5.5.5 All local authorities have a duty to ensure 'community resilience' by providing necessary emergency planning arrangements and infrastructure to cope with severe weather conditions (snow, flooding etc) and other scenarios (e.g. fuel shortages) – compliance with this duty is monitored by the Cabinet Office and the Civil Contingencies Secretariat. Havering Council is also proposing to sign up to a Pan London Mutual Aid protocol, an agreement that all London councils will support each other in the provision of any form of mutual aid when required in times of emergency. Following climatic conditions in 2009/2010, government guidance for winter gritting operations has since clarified the need for local authorities to hold a strategic salt reserve sufficient to support gritting operations for a continuous period of 3 days. In order to comply with this requirement, Havering would require a salt storage capacity of at least 2000 tonnes. The current storage facility in Phase 1 of the Central Depot accommodates 250 tonnes, hence a shortfall of 1750 tonnes.
- 5.5.6 The proposed location of the salt storage facility benefits from planning permission already granted at the site for a Passenger Transport Service which includes hard standing, an office building, fencing and lighting. The changes would therefore not result in any further encroachment to Bretons nor would it encroach further on Green Belt land. The application site is located within the heart of the Borough.
- 5.5.7 The Central Depot site accommodates a number of transport / highway functions, some of which already operate on a 24 hour basis (e.g. vehicle workshops) yet, due to it's location, offer no disruption to adjoining premises or residents. The co-location of the strategic salt store on the Phase 2 site would ensure that critical winter gritting operations can be supported within an environment presenting no adverse impact on the neighbouring community.

5.5.8 From an operational perspective, significant efficiencies and cost savings will accrue from locating the salt store adjacent to the new Central Depot, offering best value to residents and fulfilling the Council's statutory Highways obligations.

5.5.9 The Council has considered alternative sites both in and outside the Borough, with the intention of assessing which, if any, can address its operational requirements for the strategic salt store and base for gritting operations, and which optimises value for the residents of Havering. The option to provide the required additional 1,750 tonne storage capacity on a separate site presents comparatively greater sustainability and environmental impacts than accommodating the salt storage on a site which already benefits from planning permission and which is adjacent to the existing Central Depot. The application site is situated some distance from nearest residential premises, reducing the likelihood of disturbance from overnight loading of gritting vehicles and enjoys screening from adjoining roads. Furthermore suitable drainage infrastructure is already proposed to meet environmental requirements.

5.5.10 The proposal to provide the additional storage facility on the previously approved Phase 2 PTS site, adjacent the already operational Central Depot has various operational benefits:

- a reduced need to travel and fuel efficiency
- secure storage, reduced fitting time and easy access to maintenance of gritter bodies
- a single surveillance system providing security benefits

By locating the storage facility in this location, the site will benefit from the existing shared vehicular access from Upper Rainham Road, avoiding the need to create a new vehicular access point.

5.5.11 By locating the salt store facility to the rear of the Central Depot site, the majority of the operation is visually screened from Upper Rainham Road. The facility takes the form of concrete retaining walls which will be built into the existing landscaping bund approved as part of the earlier planning application (Planning Ref: P0175.10), thereby mitigating any visual impact.

5.5.12 In common with many other Councils, Havering uses rock salt for its gritting operations and its durability in use is maximised if it is stored in dry conditions. As a result there is a need for the facility to have a lightweight cover in the form of a fixed roof suspended across the concrete loading bays. The ground level of the salt storage area will be reduced by 1m with the result that the 6m roof height may protrude only 1m beyond the top of the bund. The planting along the top of the bund, coupled with the green colour applied to the roof, will to a large degree serve to screen the facility from the Bretons perspective. A cross section drawing has been supplied illustrating the relative topography and building dimensions.

- 5.5.13 It should be noted that Upper Rainham Road's contour is lower than the existing site entrance when approaching from the north side travelling under the railway bridge. This contour allows for the bunding to provide adequate visual protection to the proposed salt storage facility. Travelling from the opposite direction, the proposed salt store is screened via trees. The proposal therefore aims to take advantage of existing topography by setting the development into the land with graded landscaped bunding to provide better integration into the wider Green Belt surroundings.
- 5.5.14 The proposal has been designed to minimise its impact on the character and openness of the Green Belt, as well as on the local environment. The area of the storage facility is the minimum necessary to comply with the requirements of the Council to provide the necessary emergency planning arrangements and infrastructure to cope with severe weather conditions and other scenarios. The size of the building is based on the type of vehicles required to undertake salt deliveries.
- 5.5.15 Whilst the footprint of the building is relatively substantial, its position towards the south of the site and relationship to other, larger buildings on the adjacent depot site is considered to significantly mitigate its impact on the Green Belt. The existing ground levels across the site will be generally lowered to match the levels of the adjacent depot site, which will further mitigate the impact of the development on the open character of the surrounding area. The future extension or alteration of this building, which could normally be undertaken as 'permitted development' subject to the conditions set out in Schedule 2, Part 8 of the Town and Country Planning General Permitted Development Order, could also be controlled through a planning condition. The proposal also includes lighting. However, having regard to the lighting already approved on the larger site and those existing on the neighbouring depot, Staff are satisfied that these elements of the proposal could be designed so that they cause minimal harm to the character and openness of the Green Belt.
- 5.5.16 Where an application is for inappropriate development in the Green Belt, it should be considered whether the development would, by reason of its scale, nature or location, have a significant impact on the openness of the Green Belt. Notwithstanding that there are factors which are considered to mitigate against the impact of the development within the Green Belt, Staff conclude that the extent of hard surfaced area and buildings granted permission as part of the Phase 2 development, in conjunction with the footprint, scale and bulk of this building proposed would, in combination, have a harmful impact on the openness of the Green Belt.
- 5.5.17 In reaching a decision as to whether very special circumstances to justify the development have been demonstrated and whether there is a case to justify the grant of planning permission, Staff consider that it is appropriate to consider the proposals in the round. Undoubtedly, the proposals will result in an increase in hardsurfacing and built form on the site. This will

have an unavoidable impact on the character and openness of the site and Members may be inclined to the view that this is unacceptable.

5.5.18 The case for establishing very special circumstances to justify the development centres on the Council seeking to fulfil its statutory obligations, providing the most value for money service it can to Borough residents and the increased operational efficiencies resulting from locating the storage facility on the PTS site, adjacent the existing Central Depot.

5.5.19 This is a balanced judgement. The combination of this proposal in conjunction with development previously approved on the larger PTS site and adjacent Central Depot may be harmful to the open character and appearance of the Green Belt. However, it is clear that the provision of this salt storage facility will enable the Council to comply with its statutory requirements and provide a substantially more effective and cost efficient service to its residents. It is considered that, due to the efficiencies accrued by linking this site with the existing Central depot, for example a centralised servicing facility and the opportunity for storage across the sites, the proposed site offers cumulative environmental and carbon reduction improvements that could not be matched by alternative sites.

5.5.20 Having regard to the circumstances summarised above, Staff consider significant weight could be attached to these factors. Members may therefore consider the combined weight of these factors to amount to the very special circumstances required to justify this development even though it is in the Green Belt.

5.6 Impact on Open Space

5.6.1 The larger PTS site forms part of the Bretons area of open space. Policy CP7 of the Core Strategy DPD aims to retain and increase access to leisure and recreation opportunities, as does Policy DC18 of the Development Control Policies DPD.

5.6.2 Policy DC18 further states that alternative uses of public open space will be allowed where it is shown that other facilities exist in the locality to meet the standards set out in Policy DC20 and the open space is surplus to requirements. Priority will be given to other recreation/leisure uses but any loss of open space to a non recreation/leisure use must be accompanied by an improvement to the quality of open space in the vicinity or to remedying qualitative and quantitative deficiencies in open space elsewhere in the Borough.

5.6.3 The application site forms part of the larger PTS site which also forms part of Bretons. Notwithstanding, the impact of the current planning application on the Open Space would not be greater compared to those issues considered as part of the previous applications for the Central Depot and PTS.

5.6.4 Although not specifically included in this application, the Council is committed to undertaking environmental improvements to the wider Bretons area, including the potential extension of the open space to the south to include Willoughby Drive. In light of the proposed improvements to Bretons and the fact that the proposal would be within a larger site which already benefits from an earlier planning permission, it is not considered that this application would have any harmful impact on the quality of the open space.

5.6.5 The Council's commitment to improve the quality of open space in the locality therefore complies with the objectives of Policies CP7 and DC18, as well as London Plan Policy 3D.12.

5.7 Minerals Area of Search

5.7.1 The application site is located within a Mineral Area of Search and Policy CP13 of the Core Strategy DPD is a material consideration. The policy states that permission will not be granted for non-mineral development in safeguarded areas unless specific criteria are met.

5.7.2 The proposed salt storage facility is an essential development and, owing to the linkages to the existing PTS and Central Depot identified previously in this report, it is considered that there is an overriding need for development in this location that would outweigh the potential implications for mineral extraction from this site. It is not considered practicable to extract minerals from the site prior to development taking place and Staff consider that this constitutes sufficient grounds to justify non-mineral development within this safeguarded area, consistent with Policy CP13.

5.8 Bio-diversity and Ecology

5.8.1 The site forms part of a Borough Site of Important for Nature Conservation and a preliminary ecological appraisal was undertaken and submitted with the Phase 2 PTS application (Planning Ref: P0175.10). Conditions requiring the applicants to undertake a detailed ecological assessment of the site were imposed when permission was granted for the larger Phase 2 site. These conditions cover the larger site of which this application forms part of. The condition further required the applicant to demonstrate how measures will be taken to enhance the ecological value of the site. It is considered that these conditions are sufficient and given the small scale of the proposal on a site which already benefits from planning permission, it is not considered that there would be any further ecological issues as a result of this development.

5.8.2 The proposal would not result in any additional loss of fauna and flora on the site, over and above that which was considered as part of the application for the larger PTS site.

5.8.3 One of the conditions imposed when permission was granted for the Phase 2 site (which includes the area proposed for the current application for a salt

storage facility) was to require a programme of ecological management, including proposals for mitigation and remediation to be undertaken. This condition is considered sufficient to cover the application site and it is not considered that any further mitigation works are required.

- 5.8.4 The development is close to the River Beam, although it falls outside of any designated flood risk zones. It is considered that there will be no material harm to the ecology of the river over and above that considered as part of the Phase 2 application. No consultation response has been received from the Environment Agency at the time of drafting this report. Members will be verbally updated on the evening of any representations received.

5.9 Design and Visual Impact

- 5.9.1 Issues relating to the impact of the development on the Green Belt and local openness have been addressed in Sections 5.5 and 5.6. In respect of the wider visual implications of the development consideration must be given to the impact of the development on the streetscene and neighbouring development.
- 5.9.2 In terms of streetscene impact the development will be screened from views in Rainham Road by the new Council depot, which lies to the north-east of the application site. Views of the development from the north will effectively be screened by the railway embankment. In addition to being screened by the new depot buildings and the railway embankment, it should be noted that the site levels are set lower than street level, generally by at least 1m. Staff consider that this change in levels would largely mitigate against the visual impact of the building in the street scene. The design and external materials used in the construction of the building are considered to be sympathetic to the character of the surrounding area and, although the acceptability of the visual impact of the building is essentially a matter of judgement for Members, Staff consider on balance that given the design of the building, the site topography and the mitigating effect of the building which would be constructed into the existing landscaping bund, the proposed building would not have a materially harmful impact on local character or the streetscene.
- 5.9.3 The proposed development includes a significant degree of bunding and grading of the land, particularly towards the southern and western boundaries, which will also substantially screen the development when viewed from the wider Green Belt surroundings, further reducing the impact of the development on local character. It was noted upon site inspection that the building would be visible standing on a hill directly south of the application site. The majority of the building would however be hidden within the bund and the scheme involves substantial vegetation to be provided on top of the bund, further mitigating any visual impact the proposal may have.

5.9.4 Staff are therefore of the opinion that owing to the change in levels between the site and the surrounding Bretons Playing Fields and street level, in conjunction with the soft landscaping both existing and proposed within the site, that the proposal would not have a materially harmful effect on local character or the street scene.

5.10 Impact on Neighbouring Amenity

5.10.1 The nearest residential properties to the application site are those in Dunningford Close, which are over 200m from the application site. The application site is set well back from Rainham Road, behind the new Council depot. Staff consider that the distance of the proposed salt storage facility from the neighbouring properties and the screening impact of the main Council depot and existing boundary treatment would be sufficient to prevent material harm to neighbouring residential amenity in terms of loss of light or privacy and visual impact.

5.10.2 The proposal will predominantly operate during winter months during adverse weather conditions and therefore not on a continuous basis. It is considered to be sufficiently far from the nearest residential dwellings and Dunningford School not to materially harm amenity through noise and disturbance from either site operatives or vehicular activity. It is not considered there would be material harm from the noise of vehicles entering or leaving the site due to the distances between the site and the nearest buildings.

5.11 Parking and Highway Issues

5.11.1 The application site does not have a direct access onto the highway. The site will be accessed from the existing junction access for the main Council depot. Vehicles will pass through the adjacent site and enter the application site on its eastern side. The proposal will predominantly consist of a covered salt storage building which would enable gritter vehicles to distribute salt during adverse weather conditions.

5.11.2 The Council's Highways Engineers are satisfied in principle that the access is acceptable and that junction capacity is currently adequate. A Road Safety Audit has been undertaken for the recently constructed access to the Central depot. As part of the Phase 2 proposal, it was recommended by Highways that a further Road Safety Audit (Stages 3 and 4) be required by condition in view of the fact that the access will receive greater usage than originally envisaged. No further studies are required for the current application over and above those already secured.

5.11.3 In respect of parking, the proposal would not result in a loss of parking to either the Central Depot or the Phase 2 PTS site which involved the provision of 64 parking spaces. When not operational, there is a need to provide secure storage for the gritter bodies (for clarification, the gritter body is the machinery attached to the gritter vehicles, spreading grit on the roads

during icy weather). The PTS parking area within Phase 2 provides the opportunity to store the bodies (x5) within the curtilage of the asphalt apron. Parking on the site is therefore considered to be sufficient.

- 5.11.4 The gritter bodies and salt storage facility will only be used during adverse weather conditions and would therefore not have a continuous impact on the functioning of the highway. It is not considered that any further highway impact studies are required and the proposal is considered to be acceptable in this respect.

5.12 Safer Places

- 5.12.1 A Safer Places statement was submitted for the development of the larger Phase 2 site. The statement indicated that the site will be protected from vandalism and break ins through a number of means including fencing, lighting, landscaping and the use of CCTV, linked to the system used in the adjacent depot. Fencing has already been installed around the boundaries of the site and there is a gated access to the site, which itself is only accessible via the adjacent depot. The adjacent depot further operates on a 24 hour basis, including security patrols, which will assist the security of the larger Phase 2 PTS site.

5.13 Contaminated Land

- 5.13.1 Following site investigation works carried out as part of the Phase 2 PTS development, no further remediation works are required for the development of the additional salt storage facility.

6. Conclusions

- 6.1 The proposal is for a strategic salt storage facility on the previously approved Phase 2 Council's Passenger Transport Service site. The use of the salt storage facility will be linked to the adjacent Council highways and fleet maintenance depot.
- 6.2 The site is within the Metropolitan Green Belt and the proposed development is considered to be inappropriate, in principle, within the Green Belt. The proposal would involve the addition of hard surfacing, lighting and a new building within the Green Belt. As a whole, the development is considered to have a significant impact upon the character and openness of the Green Belt in combination with the previously approved Phase 2 development. In accordance with the advice given at paragraph 3.1 of PPG2, such development should not be approved except in very special circumstances. Consideration must therefore be given as to whether there are other considerations which clearly outweigh the 'in principle' harm and visual harm sufficient to constitute the very special circumstances necessary to justify the development.

- 6.3 In summary, considerations which Members may wish to take into account are the Local Authority's duty to ensure 'community resilience' by providing necessary emergency planning arrangements and infrastructure to cope with severe weather conditions, the substantial carbon reduction opportunities arising from locating all the Council's salt storage and associated facilities on one central site, together with the significant improvement to operational and cost efficiencies that can be achieved. Members will also wish to consider that the combination of these efficiency improvements and the Council's commitment to provide a safe environment for its community in line with the Council's Carbon Reduction Strategy, is unlikely to be achievable through the use of any known alternative site.
- 6.4 If Members judge that the weight to be given to these factors clearly outweighs the 'in principle' harm and visual harm arising from the proposed buildings on the site, then it may be concluded that the application demonstrates the very special circumstances necessary to justify the development.
- 6.5 On the basis that the proposal is considered to be acceptable in all other respects, subject to Member's agreeing that the case for very special circumstances is justified, it can be recommended that planning permission be granted, subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This application stems from the Council's review of its depot arrangements, including the provision of cost-effective services. The outcome of this application will therefore have financial implications for how services are provided to the community.

Legal Implications and Risks

This application is considered on merits and independently from the Council's interest as owner of the site.

Human Resources Implications and Risks

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

Application forms, plans and supporting statements received on 3rd March 2011.
Additional drawings received, 14th March 2011.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0390.11 – Land to the rear of 206-220
Bridgwater Road, Harold Hill, Romford**

**Demolition of existing garages and the
construction of eight semi-detached
houses each containing three
bedrooms. Widening of Bridgwater
Road between No.111 and No.131 to
enable improved access and the
provision of three parking spaces for
local resident use (Application
received 11th March 2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

**Local Development Framework
London Plan
National Planning Policy**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to the construction of eight houses on a Council owned backland site. In order to ensure suitable access to the site the application also proposes the widening of a section of Bridgwater Road and the provision of three parking spaces for local resident use. The planning issues are set out in the report below and cover the principle of the development, design and site layout, impact upon amenity and highways/parking issues. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the buildings hereby permitted are first occupied, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The parking areas shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with

the LDF Development Control Policies Development Plan Document Policy DC33.

4. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

7. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

8. Secure by Design - Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

9. External lighting - Prior to the commencement of the development a scheme for the lighting of external areas of the development including the access road shall be submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the occupation of the development and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and residential amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

10. Hours of construction - No construction works or constructed related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or constructed related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

11. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

12. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully

assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

13. Sound attenuation - The dwellings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise'.

14. No additional flank windows - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the approved plans), shall be formed in the flank walls of the dwellings hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

15. Removal of Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, Article 3, Schedule 2, Part 1, Classes A to E, no enlargements, improvements or other alteration shall take place to the

dwellinghouses and no outbuildings or other means of enclosures shall be erected within the rear garden areas of the dwellinghouses unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

16. Installation of domestic sprinkler system: Prior to the first occupation of the development hereby permitted, a domestic sprinkler system to meet BS9251:2005 shall be installed in each of the houses and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of safety and in order that the development accords with Policy 4B.6 of the London Plan.

17. Obscure glazing - The proposed first floor flank windows serving bathrooms shall be permanently glazed with obscure glass and with the exception of top hung fanlights shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

18. Scheme for road widening – Prior to the commencement of the development hereby approved a scheme for the widening of Bridgwater Road to accommodate the increase in traffic resulting from the development and emergency and refuse vehicles shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until works have been undertaken in accordance with the agreed scheme to the satisfaction of the Local Highway Authority.

Reason: To ensure that road widening is undertaken to the standards adopted by the Local Highway Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC32.

INFORMATIVES

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering will require a agreement/licence and the

applicant must contact the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.

2. In aiming to satisfy conditions 7, 8 and 9 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.
5. The applicant is advised that Notices may be required under the Local Government Act in respect of any open space with forms part of the application site.
6. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC11, DC32, DC33, DC34, DC35, DC36, DC40, DC53, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3C.1, 3C.2, 3C.3, 3C.21, 3C.22, 3C.23, 3D.14, 3D.15, 4B.1, 4B.6 and 4B.8 of the London Plan.

REPORT DETAIL

1. Site Description

- 1.1 The application site comprises two portions of land. The first portion comprises the section of Bridgwater Road between the junction with Montgomery Crescent and the green outside nos. 135 and 208 Bridgwater Road. This portion of the site is presently formed of the adopted public highway, grass verge and to the eastern end a small turning/parking area. The second portion of the site comprises land to the rear of nos. 206 – 220 Bridgwater Road, nos. 1 – 23 North Hill Drive and nos. 295 – 327 Hilldene Avenue. The western portion of the site is presently a garage court comprising 31 single garages. The eastern portion of the site is presently

overgrown but is understood to have been a play site. Vehicular access into the garage court is taken from Bridgwater Road with a single track road passing between nos. 204 and 206. There is also a separate pedestrian access to the site which passes between nos. 216 and 218 Bridgwater Road.

- 1.2 The application site is located within a predominantly residential area with two storey housing being the predominant housing type in the locality. The site is bounded entirely by the rear garden areas of adjoining residential properties. Ground levels across the site fall gently in a southerly direction.

2. Description of Proposal

- 2.1 The application seeks full planning permission for the demolition of the existing garages on the site and the erection of eight semi-detached houses each containing three bedrooms. In order to achieve suitable access permission is also sought for the widening of Bridgwater Road between No.111 and No.131 and the provision of three new parking spaces for local resident use outside nos. 135 and 208 Bridgwater Road.

- 2.2 The proposal would see one pair of houses provided to the western side of the existing garage court (plots 1 and 2). The houses would be sited facing north to the rear of nos. 212 and 214 Bridgwater Road. The remaining three pairs of houses (plots 3 to 8) would be provided to the eastern side of the site in the area which is currently open space. The arrangement of the houses would be such that they would face into the site (west) and back onto those properties fronting North Hill Drive. In the central part of the site a turning and parking area would be created.

- 2.3 In terms of dimensions for the proposed houses each semi-detached pair would be identical. The width of each pair of houses would be 10.3 metres with a depth of 10 metres. Each pair of houses would be covered by a hipped roof 4.6 metres in height at the eaves and 8.9 metres to the ridge. To the front elevation of each house would be a porch canopy supported on two columns. Each canopy would measure 1 metre in depth by 2.8 metres in width and have a flat roof 2.3 metres in height. The exterior of the dwellings would be finished in coloured render with concrete roof tiles and UVPC windows.

- 2.4 The dwellings would be arranged internally to meet the Lifetime Homes standard and would achieve Code for Sustainable Homes Level 4. The proposed dwellings would be constructed using a timber frame system which would make the construction process faster than conventional brick developments. Conventional garden areas would be provided to the rear of the dwellings. Two parking spaces would be provided per property with cycle storage provided via sheds within the rear garden areas.

- 2.5 A bin store is proposed to be provided along the access road to the houses at the rear of no. 208 Bridgwater Road. The proposed bin store would

comprise of a timber enclosed pergola and would measure 4.2 metres in width by 2.1 metres in depth and have a flat roof 2.2 metres in height. The store would be large enough to accommodate both refuse and recycling waste bins.

- 2.6 As Members will note from the history section of this report a previous application for eight houses on this site was withdrawn by the applicant. The reason for the withdrawal was owing to the fact that the access to the site along Bridgwater Road was judged by the Council's Highway Engineers to be unsuitable to support additional housing. Following discussions with the Council's Highway Engineers this current proposal would see the widening of Bridgwater Road from its junction with Montgomery Crescent to the vehicular access road into the existing garage court. The exact width of the widened road would need to be determined by the Council's Highway Engineers in the event that planning permission was granted. It is likely however to be approximately 7 metres in width with the existing footways being retained on either side.

3. Relevant History

- 3.1 P1822.10 – Demolition of existing garages and the construction of eight semi-detached 3 bedroom houses and associated parking - Withdrawn

4. Consultations/Representations

- 4.1 Neighbour notification letters have been sent to 66 adjoining addresses with one letter of representation being received. The letter raises objection to the proposal on the basis that access to a rear garage would be lost as a result of this proposal resulting in a car having to be parked on street and that the proposed access appears to be insufficient for larger vehicles to enter the site. At the time of drafting this report the neighbour notification period has yet to expire but will have expired by the time of the Committee. Members will be verbally updated at the Committee of any further representations received.
- 4.2 The Borough Crime Prevention Design Advisor considers that the proposal does not present any material crime prevention issues but requests a condition be imposed in respect of the Secure by Design award scheme.

5. Relevant Policies

- 5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local

Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.

- 5.2 The Supplementary Planning Document for Residential Design is a material consideration as is the Supplementary Planning Document for Sustainable Design and Construction.
- 5.3 Policies 3A.1 (increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (maximising the potential of sites), 3A.5 (housing choice), 3A.6 (quality of new housing provision), 3C.1 (integrating transport and development), 3C.2 (matching development to transport capacity), 3C.3 (sustainable transport), 3C.21 (walking), 3C.22 (cycling), 3C.23 (parking strategy), 3D.14 (biodiversity), 4B.1 (design principles), 4B.6 (safety, security and fire prevention and protection) and 4B.8 (respect local context and communities) of the London Plan are relevant.
- 5.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation' and Planning Policy Guidance Note 13 'Transport' are also relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee due to the application site being in Council ownership. The issues arising from this application are the principle of development, the layout and density of the development, design and street scene issues, impact on amenity, parking and highway issues, sustainability and community safety.
- 6.2 Principle of Development
 - 6.2.1 The application site comprises two parts, the first being the highway land along Bridgwater Road between its junction with Montgomery Crescent to the vehicular access road into the existing garage court. The proposal would see the widening of this portion of the road in order to ensure that the carriageway is wide enough for larger vehicles to pass along the road even when cars are parked on one side. The land is adopted highway and highway verge and as such staff raise no objection in principle to the widening of the road. The proposal would also result in the loss of the existing verge (approximately 298 square metres in area) on the northern side of the road. The verge comprises grass and two wild cherry trees. The verge and trees are judged to be of low public amenity value and as such no objection is raised to their loss.
 - 6.2.2 The second portion of the application site comprises the land to the rear of nos. 206 – 220 Bridgwater Road, nos. 7 – 23 North Hill Drive and nos. 295 – 327 Hilldene Avenue. Part of this land is previously developed in being presently occupied by 31 garages. The remainder of the land is presently undeveloped and was originally a play site. The site as a whole is located

within a predominantly residential area and is not designated for a particular purpose in the Council's Local Development Framework. Having regard to this the site is suitable in principle for residential development in accordance with Policy CP1, subject to the detailed design of the proposals. Furthermore Government guidance contained within PPS1 refers to the need to locate new development on land within existing urban areas in order to contribute to the principles of urban regeneration and sustainability. The proposed residential redevelopment would contribute to the London Plan objective of increasing the overall supply of housing, specifically relevant are Policies 3A.1 and 3A.2. Furthermore staff are of the view that the proposal would contribute to the Council's vision namely the Living Ambition agenda.

6.2.3 Members will be aware that a number of Council owned sites are coming forward for redevelopment. The majority of these sites are underused or derelict garage courts many of which have become a target for antisocial behaviour. In the case of this site only 9 of the 31 garages were occupied but have recently been vacated at the Council's request. Having regard to the low occupancy rate of the garages, prior to their vacation, staff raise no objection in principle to their loss. The potential for displacement parking is considered under section 6.7 of this report.

6.2.4 The portion of the site which is currently undeveloped is understood to have originally been a play site however it has not been used for this purpose for at least 10 years and is now overgrown. The land is not designated as public open space and as such no objection is raised to its loss. At the time of staff's site visit it was evident that the land has become a focus for fly tipping and anti-social behaviour. Staff are of the view therefore that the proposed redevelopment of the site would provide an opportunity to achieve environmental improvements and reduce the likelihood of nuisance to existing residents through anti-social behaviour occurring on the site.

6.2.5 In the event that Members are minded to grant planning permission staff recommend that a condition be imposed requiring an investigation of any potential contamination of the site.

6.3 Density and Site Layout

6.3.1 Policy DC2 seeks to guide a higher density of development to those parts of the Borough having good access to public transport. In this instance, the application site falls within a PTAL zone where a density of 30-50 units per hectare is anticipated. The proposed development would provide eight houses on site which excluding Bridgwater Road has an area of 0.26 hectares. This would result in a density of 30 units per hectare, which is within the anticipated density range. Staff are of the view that the density of development is acceptable and would make an efficient use of urban land in accordance with PPS3.

6.3.2 The proposed dwellings would be arranged on the site so as to allow the provision of some landscaped areas to the front of the buildings, with private

amenity areas being located to the rear of the buildings. The area to the front of the houses within the centre of the site would be largely hard surfaced in order to provide sufficient parking and manoeuvring space. In order to reduce the visual impact of the hard surfaced area it is proposed that differing surfacing materials are used including tarmac, red block pavers and buff paving slabs. Staff are of the view that the setting for the proposed houses is acceptable it is recognised however that Members may wish to exercise their judgement. The siting of the proposed houses within the site would allow the buildings to be spaced apart and set off the site boundaries. Staff are of the view that the arrangement of the proposed dwellings would be compatible with development in the surrounding area. Staff are of the view that whilst the development of this site would create a more developed feel in the rear garden environment of existing neighbouring houses, this would not be harmful.

6.3.3 In respect of amenity space the Supplementary Planning Document (SPD) for Residential Design does not prescribe fixed standards for private amenity space or garden depths unlike previous guidance. Instead the SPD places emphasis on new developments providing well designed quality spaces that are usable. In this instance each of the proposed houses would benefit from private rear garden areas of between 67 and 182 square metres. Staff are of the view that the proposed rear garden areas are acceptable and would provide future occupiers with useable external space for day to day activities such as outdoor dining, clothes drying and relaxation.

6.3.4 The proposed dwellings would have rear garden depths of between 9 and 18 metres. Garden depths for those properties adjacent to the application site are as follows; 12 metres for houses along Bridgwater Road, 13 metres for houses fronting North Hill Drive Close and 12 to 17 metres for houses fronting Hilldene Avenue. Staff are of the view that the proposed rear garden depths are acceptable and would provide a suitable degree of spacing between buildings.

6.3.5 The proposed plans show a scheme of hard and soft landscaping for the areas surrounding the proposed houses which staff consider to be acceptable subject to the submission of further details via condition.

6.4 Design/Impact on Street scene

6.4.1 The character of the area is typified by two storey semi-detached and terraced housing of a similar architectural style. The proposed semi-detached houses would be of traditional design which staff consider would be in keeping with the general character of the area. The proposed houses would be deeper than the existing houses adjoining the site in order that the internal room sizes achieve the Lifetime Homes standard. As a result of the buildings being deeper the roof ridge heights of the houses would be slightly higher than adjoining properties. The proposed houses would not be readily visible from the street scene in being contained to the rear of existing

properties. Having regard to this staff are of the view that the proposed roof forms are acceptable.

6.4.2 It is considered that the design and appearance of the proposed houses is of an acceptable quality, in accordance with relevant guidance. The proposed houses would utilise a mixture of materials including coloured render, concrete roof tiles and UPVC windows. Staff are of the view that the proposed materials would be compatible with those to be found on neighbouring dwellings. In any event full details and samples of materials can be controlled by condition should Members be minded to grant planning permission.

6.4.3 The design of the proposed houses is such that it would be fully accessible to those with disabilities, with each of the house being built to meet the Lifetime Homes standard. The proposal is considered to accord with Policy DC7 in this respect and would provide residential accommodation to meet the needs of individuals throughout their lives through changing circumstances.

6.5 Impact on Amenity

6.5.1 The proposal would introduce residential development to the rear of properties fronting Bridgwater Road to the north, North Hill Drive to the east and Hilledene Avenue to the west and south of the site. A pair of semi-detached houses (plots 1 and 2) is proposed to the eastern side of the site to the rear of nos. 212 and 214 Bridgwater Road. The proposed houses would have their front elevation facing north and be separated from the rear garden areas of nos. 212 and 214 by the proposed access road (a distance of 14 metres. A distance of 28 metres would be achieved between the rear main wall of nos. 212 and 214 and the front elevation of the proposed houses. Staff are of the view that this distance of separation would be sufficient to prevent the proposed houses adversely affecting amenity.

6.5.2 The proposed houses to plots 1 and 2 would be positioned on the site to follow the shape of the site resulting the building being angled away from those houses to the south (nos. 297 – 307 Hilledene Avenue). The proposed houses to plot 1 and 2 would be separated from the rear of the nearest house in Hilledene Avenue by 21 metres which staff consider to be a sufficient distance to maintain privacy and to ensure that the proposed building does not adversely affect outlook or light received.

6.5.3 Three pairs of semi-detached houses (plots 3 to 8) are proposed to the eastern side of the site with their front elevation windows facing west. These houses would result in a conventional back to back relationship with those properties to the east fronting North Hill Drive. The proposed houses would be arranged on the site in order to achieve back to back distances of between 24 and 27 metres. Staff consider this relationship to be acceptable.

- 6.5.4 The proposed house to the north east corner of the site (plot 3) would result in a flank to back relationship with those properties to the north (nos. 218 – 222 Bridgwater Road and nos. 21 and 23 North Hill Drive. The proposal would see the proposed house set off the northern boundary by 1.3 metres. A distance of 17.7 metres would be achieved between the flank wall of the proposed house and the rear of the nearest neighbouring property. In terms of visual impact and impact on light, the proposed building is judged to be sufficiently far from the rear of adjoining properties not to result in material harm to amenity. Staff are of the view that the relationship with neighbouring properties is acceptable and that any adverse impact would be minimised by the hipped roof design of the proposed houses.
- 6.5.5 The proposed house to the south east corner of the site (plot 8) would result in a flank to back relationship with the maisonettes to the south at nos. 309 - 323 Hilldene Avenue. The proposal would see the proposed house set off the northern boundary by 2.1 metres. A distance of 23 metres would be achieved between the flank wall of the proposed house and the rear of the maisonettes. The proposed building is judged to be sufficiently far from the rear of adjoining properties not to result in material harm to amenity.
- 6.5.6 The proposed houses have been designed with two windows in the flank wall of each property. Ground floor windows are proposed to serve WCs with first floor windows proposed to serve bathrooms. The ground floor windows would be capable of being screened by a boundary fence with the first floor windows capable of being conditioned with obscure glazing. Staff are of the view that these arrangements would suitably maintain the privacy of adjoining occupiers.
- 6.5.7 Staff are of the view that the impact of traffic noise or general activity within the site, as a result of this proposal, would not be materially harmful to residential amenity when compared to traffic and activity generated by the original use of the site as garaging for up to 31 cars.

6.6 Sustainability

- 6.6.1 Through the policies of the Local Development Framework the Council is seeking to address climate change by encouraging the highest standards of sustainable construction and design in new development proposals. The proposed development would make use of modern sustainable design techniques, materials and construction methods. The proposed development aims to gain Code for Sustainable Homes Level 4, which is beyond the current requirements given in Policy DC49. Staff are of the view that the proposal would act as a showcase development for the Council's sustainability agenda and contribute positively to the regeneration of Harold Hill.

6.7 Parking and Highway Issues

- 6.7.1 The section of Bridgwater Road from the junction with Montgomery Crescent leading up to the vehicular access road into the existing garage court is of narrow width. The existing width of the road at 3.9 metres results in difficulties for existing residents and for delivery, service and emergency vehicles when cars are parked in the highway. In view of these existing problems the Council's Highway Engineers raised objection to the previous application (reference P1822.10) on the basis that the situation would be exacerbated through the creation of additional houses. The applicant opted to withdraw the previous application and entered into discussions with the Council's StreetCare Service. In order to address the concerns raised by the Council's Highway Engineers the applicant has agreed to widen Bridgwater Road in the event that planning permission is granted. The proposed increased road width would enable on street parking to take place whilst allowing larger vehicles to more easily enter the road. Staff are of the view that the proposed road widening arrangements are acceptable subject to a condition requiring final details to be submitted and agreed.
- 6.7.2 At the beginning of the year 9 of the 31 garages on site were occupied however all of the garages have recently been vacated at the Council's request. The loss of the garages has therefore resulted in some limited displacement of vehicles onto surrounding roads. At the time the Council asked the occupiers of the nine garages to vacate them alternative garages were offered within five minutes walk of the site. Five of the nine occupiers have since taken an alternative garage which means that there is the potential for four cars to be displaced on street. The roads surrounding the application site are presently largely unrestricted from parking controls. Whilst staff acknowledge that the portion of Bridgwater Road outside the garage court is presently narrow, thus making on street parking difficult, this would be widened as a result of this proposal. The Council's Highway Engineers have advised that the road is likely to be widened to approximately 7 metres in width. This would allow for the continuation of the existing parking in marked footway bays to the southern side of the road and for the creation of additional on street parking on the opposite side of the road. In addition it is proposed that three new parking bays are provided to the easternmost end of the road for use by local residents with the Council's Housing Department currently exploring whether further bays can be provided in the vicinity. Staff are of the view that sufficient capacity exists in the locality on street to accommodate any displaced parking from the loss of the garages.
- 6.7.3 Access from the widened portion of Bridgwater Road into the development site would be taken via the existing garage court access road which passes between nos. 204 and 206 Bridgwater Road. The existing roadway has a width of 3.76 metres and as such would comply with requirements set out in fire safety and Building Regulations. Staff consider the proposed access arrangements to be acceptable.
- 6.7.4 In respect of emergency access at the time of writing this report no comments had been received from the London Fire and Emergency

Planning Authority (LFEPA). It is expected that as with other garage sites of a similar nature that the LFEPA will raise an objection to this application based that a fire appliance would be unable to enter the site. Members will be updated at the Committee should such an objection be received. In dealing with similar sites in the Borough staff have been able to overcome this objection by requiring a domestic fire sprinkler system to be installed to meet BS9251:2005. The installation of a sprinkler system within each of the houses would negate the need for a fire appliance to enter the site. In this case were Members minded to grant planning permission such a system could be secured via planning condition. This is also a matter which can be addressed through Building Regulations.

6.7.5 Policy DC33 seeks to ensure that the proposal provides adequate car parking on site. The Council's adopted car parking standard recommends the provision of 1.5-2 spaces per unit in this location. The proposal would see the provision of two spaces per dwelling which is considered to be acceptable.

6.7.6 The submitted plans indicate that cycle storage would be provided via sheds within the rear gardens of each property. Should Members be minded to grant planning permission for this proposal then staff consider that a condition requiring further details would be reasonable.

6.7.7 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. It is proposed that a refuse and recycling bin store is provided along the access road to the houses at the rear of no. 208 Bridgwater Road. The construction of the proposed bin store has been agreed with the Council's StreetCare department and would comprise of a timber enclosed pergola. Staff are of the view that the proposed refuse arrangements are acceptable.

6.8 Designing out Crime

6.8.1 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

7. Conclusion

7.1 The proposal would see the construction of eight houses on a site owned by the Council. In order to ensure that suitable vehicular access can be obtained to the site the proposal would see the widening of a portion of Bridgwater Road. Staff raise no objection to the proposed road widening and consider that the proposed access and parking arrangements are acceptable. The proposed redevelopment of the existing underused garage court and former play site for residential purposes is considered to be acceptable in principle. The proposed houses are considered to be

acceptable in terms of scale, form, massing and visual impact. Staff are of the view that the proposed houses would have an acceptable relationship to adjoining properties and would provide suitable amenity provision for future occupiers. It is therefore recommended that planning permission be granted subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

Legal implications and risks:

This application is considered on merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed dwellings would be constructed to meet the Lifetime Homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application form, plans and supporting statements received on 11th March 2011.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0302.11 – Garage Court adjacent to
No. 49 - 59 Turpin Avenue, Romford**

**Demolition of existing 7 garages and
the erection of 5 x No. houses with
associated parking**

**(Application received 9th March 2011,
Revised drawings received 21st March
2011)**

Report Author and contact details:

**Helen Oakerbee, 01708 432800
helen.oakerbee@havering.gov.uk**

Policy context:

Local Development Framework

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to a Council owned garage court. The application proposes the demolition of the existing 7 garages and the erection of 5 x No. houses with associated parking.

The planning issues are set out in the report below and cover the principle of the development, impact on streetscene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1) Time limit: The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2) Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3) Parking standards: Before the building(s) hereby permitted is first occupied, provision shall be made for 2 x No. car parking spaces on each plot (providing a total of 10 parking spaces) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

Regulatory Services Committee, 07 April 2011

To ensure that adequate car parking provision is made off street in the interests of highway safety.

4) Materials: Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

5) Landscaping: No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

6) Obscure glazed windows: The proposed flank wall windows on 1st floor level, serving the bathroom towards the northern elevation of the dwelling on Plot 1, the landing area towards the southern elevation of the dwelling on Plot 3, the landing area towards the northern elevation of the dwelling on Plot 4 and the bathroom towards the southern elevation of the dwelling on Plot 5 as indicated on Drawing Nrs. 8430-90-1004 and 8430-90-1001 (received 9th March 2011) shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s), shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:

In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7) Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

8) Standard flank wall condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no window or other opening (other than those shown on the submitted plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

9) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made for 2 x No. cycle storage spaces to each plot in accordance with the approved plans (Drawing Nr. 8430-90-1000, received 9th March 2011) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

10) Hours of Construction: No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

11) Construction Methodology Statement: Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

12) Visibility Splays: The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason:

In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

13) Highways Licence Agreement: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

14) Alterations to Public Highway: The proposed alterations to the Public Highway shall be submitted in detail for approval prior to the commencement of the development and any related highway agreement shall be completed prior to implementation of the development.

Reason:

In the interest of ensuring good design and ensuring public safety and to comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

15) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

16) Noise insulation: The building(s) shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning and Noise" 1994.

17) Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the

development accords with the LDF Development Control Policies Development Plan Document Policy DC61

INFORMATIVES

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.
5. There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
6. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water

Developer Services will be required. They can be contacted on 0845 850 2777.

7. In aiming to satisfy Condition 15 the applicant should seek the advice of the Police Crime Prevention Design Advisor (CPDA). The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
8. In the interest of good design, the Highways Authority requires that the lay-by is raised to the level of the existing footway and the proposed vehicle crossovers will then be constructed across this extended footway. It is further required that the redundant access to the north of the site be joined, thus producing a continuous footway.
9. The applicant is advised that lamp column 10 situated to the south and rear of 49 – 59 Turpin Avenue may require relocating from its current position. If this is required, it will be diverted at the developers cost.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a garage court towards the eastern side of Turpin Avenue, directly north of No. 61 Turpin Avenue and south of No. 59 Turpin Avenue, Romford. The surrounding area is characterised by a mixture of 2-storey terraced dwellings towards the west with 3-storey flats directly north and south of the application site. Towards the east is the River Rom, approximately 19 metres away.
- 1.2 Access to the site is off Turpin Avenue. The site is currently covered in hardstanding and has 7 x No. garages. The boundaries of the site have close boarded timber fencing. Ground levels on the site rise significantly from south to north and from east to west. The site has a depth of approximately 23m and a width of 36m, having an overall site area of approximately 780sq metres.

2. Description of Proposal

- 2.1 The application seeks permission to demolish the existing 7 x No. garages on the site and erect 5 x No. dwelling houses. There would be 3 terraced dwellings and 2 semi-detached dwellings.
- 2.2 The proposal would be for 3 x terraced dwellings and 2 x semi-detached dwellings which will form part of the Turpin Avenue street scene. The dwellings would be set back from the edge of the highway by approximately

6.3m. The separation distance between the northern flank wall of the dwelling on Plot 1 and Nos. 49 - 59 Turpin Avenue would be 2.9m and the separation distance between the dwelling on Plot 5 and No. 61 - 71 Turpin Avenue would be 2.3m. There would also be a separation distance of 3.66m between the pair of semi detached dwellings and the terraced dwellings. Dwellings towards the east would be approximately 55m away.

- 2.3 The dwellings on Plots 1 and 2 would have a width of 6.3m and a depth of 10.3m each. The dwelling on Plot 3 would have a width of 5.8 and a depth of 9.3m. There would also be a pair of semi detached dwellings with the dwelling on Plot 4 having a width of 5.8m and a depth of 9.3m with the dwelling on Plot 5 having a width of 6.3m and a depth of 10.3m. The semi-detached dwellings would have a maximum height of 8.2m and the terraced dwellings a maximum height of 8.5m.
- 2.4 On ground floor level, each unit would have a kitchen / dining room, a WC and a living room. On first floor level, 3 of the dwellings would have 4 x bedrooms and a bathroom and 2 of the dwellings would have 3 x bedrooms and a bathroom. Windows and doors are generally arranged towards the front and rear (west and east) with Plots 1, 3, 4 and 5 having flank wall windows on 1st floor level serving either bathrooms or landing areas.
- 2.5 Two parking spaces are allocated to each dwelling towards the front. Parking will be accessed from Turpin Avenue via an extended vehicular crossover. The provision of parking towards the front would also involve the removal of the existing mature trees. These trees are not considered to be of a preservable quality and will be replaced with appropriate landscaping.
- 2.6 Amenity for each dwelling would be towards the rear and sides. The size of the amenity areas would range between 55 to 93sq metres for each plot. All amenity areas would be screened by means of a 1.8m close boarded timber fence.
- 2.7 The plans indicate provision for bin storage and refuse collection facilities as well as cycle storage spaces to each dwelling.

3. Relevant History

- 3.1 P0067.11 - Demolition of existing 7 garages and the erection of 3 x No. houses with associated parking – approved.

4. Consultations/Representations

- 4.1 Notification letters were sent to 30 neighbouring properties with no letters of objection being received. At the time of drafting this report the neighbour notification period has yet to expire. Members will be verbally updated on the evening of any further representations received.

5. Relevant Policies

- 5.1 Policies CP17 (design), DC3 (Housing Design and Layout), DC33 (Car parking), DC61 (Urban Design), DC63 (Crime) and the Residential Design Supplementary Planning Document of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents, Policy 3A.4 (Housing Choice) of the London Plan, PPS1 (Delivering Sustainable Development) and PPS 3 (Housing) and the Residential Design Supplementary Planning Document are relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 Principle of Development

- 6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land-use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.

- 6.2.2 Policy 3A.5 of the London Plan states that DPD policies should ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups.

- 6.2.3 Policy CP1 indicates that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The proposal is for redevelopment of a derelict site within an existing residential area.

- 6.3.3 Permission was granted on 28th February 2011 (Planning Ref: P0067.11) for the erection of three houses on this site. In doing so, the principle of residential development was established on the site. The proposal is therefore acceptable in principle and in accordance with the above mentioned policies.

6.3 Site Layout / Amenity Space

- 6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and

boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The amenity areas would all be provided mainly towards the rear of the dwellings. The smallest amenity area would be that of Plot 2 which would measure approximately 56sq metres with the largest amenity area provided at Plot 1, measuring approximately 94sq metres. The garden areas would be a minimum depth of 9m. The amenity areas would all have a 1.8m close boarded timber fence which would provide privacy.

6.3.3 It was noted that amenity areas in the vicinity have various shapes and sizes with no particular character. The neighbouring properties immediately north and south of the application site are residential flats and have communal garden areas towards the rear. Staff are of the opinion that the garden areas would be large enough to be practical for day to day use and with the provision of fencing, would be screened from general public views and access, providing private and usable garden areas. As a result, it is considered that the proposed amenity areas of the new dwellings would comply with the requirements of the Residential Design SPD and is acceptable in this instance.

6.3.4 The residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 64 units per hectare. The density range would be slightly above that recommended for this area. It should however be noted that there are residential flats north and south of the application site which has a higher density. The application will therefore be assessed on grounds of its layout on the site, scale, bulk and mass to determine whether the proposal would represent an overdevelopment.

6.3.5 In terms of the general site layout, the proposed 5 dwellings would have a front building line which would be in line with the neighbouring building towards the south and approximately 1.9m behind the building towards the north. The proposal would be set in from its side boundaries by 1.4m towards the north and 2.5m towards the south. Staff are therefore of the opinion that the proposal would have an acceptable layout on the plot without appearing visually intrusive or dominant within the street scene. The spacing between buildings is considered appropriate and overall, Staff are of the opinion that the layout relates acceptably to the size of the application site without appearing as a cramped or overdeveloped site.

6.4 Impact on Local Character and Street Scene

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties.

Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

- 6.4.2 The surrounding area has no characteristic built style and dwellings in the vicinity are mainly 2-storey semi-detached or terraced. The neighbouring properties immediately north and south of the application site comprise 3-storey buildings with flats. The proposal would introduce a 2-storey building incorporating 3 x terraced and 2 x semi-detached dwellings with pitched roof designs.
- 6.4.3 In terms of the proposal's view from Turpin Avenue, the size, height and orientation of the dwellings would be similar to those further along Turpin Avenue and the development would be of a smaller scale compared to the buildings directly north and south of the application site. The proposal's design would be compatible with the character of the street scene and Staff consider this aspect of the proposal to be acceptable.
- 6.4.4 Articulation would be towards the front and rear of the development and in conjunction with the break between the row of terrace dwellings and the pair of semi's, would reduce any potential visual bulk and mass. The development is set in from the front and side boundaries by a sufficient distance. As a result of the above, it is not considered that the proposal would appear visually obtrusive or bulky as seen in the street scene.
- 6.4.5 Access to the site would be towards the front from Turpin Avenue. The proposal would involve creating a wider vehicular access with the addition of appropriate visibility splays to comply with highway safety regulations. The entire site is currently covered in hardstanding whilst the proposal would provide hardstanding for parking towards the front with the remainder of the front garden areas broken up by the provision of soft landscaping.
- 6.4.6 The development would involve the loss of 3 mature trees towards the front. The trees can however be replaced with appropriate landscaping and this can be required by means of a condition. Staff are of the opinion that appropriate landscaping and use of materials towards the front can improve the visual appearance of the proposal.
- 6.4.7 It is considered that the development of 3 x terraced and 2 x semi-detached dwellings in this location would have an acceptable impact on the character and appearance of the street scene. In light of sufficient separation distances between the proposed dwellings and neighbouring properties, Staff are of the opinion that the proposals would not appear as a cramped form of development within the street scene and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.
- 6.5 Impact on Amenity

- 6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.
- 6.5.2 The 2-storey building would be set in from its side boundaries by 1.4m towards the north and 2.5m towards the south. The development would project approximately 1.8m beyond the rear wall of No. 61 - 71 Turpin Avenue and approximately 3.9m beyond the rear wall of Nos. 49 - 59. Notwithstanding this projection beyond the rear wall of neighbouring developments, the proposal would be set in from its side boundaries by a sufficient distance simultaneously creating adequate separation distance with its neighbouring buildings. In addition, the proposed development is for 2-storey buildings with a pitched roof design, reducing its visual impact. Given the relationship of the proposal with the immediate neighbouring buildings, it is not considered that the scheme would result in any potential for overshadowing towards the north which would be harmful to neighbouring amenity.
- 6.5.3 In terms of overlooking, the proposal would introduce a window on 1st floor level towards the northern and southern elevation of dwellings on Plots 1 and 3, 4 and 5. Each of these windows would serve either a bathroom or landing area. It was noted upon site inspection that the neighbouring buildings towards the north and south have no flank wall windows. Staff do not consider any potential for overlooking or invasion of privacy to occur as a result of the proposed flank wall windows. Conditions can further be imposed restricting these windows to be fixed shut and obscure glazed.
- 6.5.4 Windows within the rear elevation would overlook the proposal's rear garden areas and the River Rom some 28 metres towards the east. The nearest neighbouring dwellings towards the east are approximately 55m away and no potential for overlooking or invasion of privacy would occur.
- 6.5.5 In terms of additional noise and disturbance, it is not considered that the addition of 5 x family dwellings would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area.
- 6.5.6 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed 2-storey developments in relation to the resultant limited plot space, any additions, extensions or alterations to the dwelling may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all Permitted Development Rights for the proposed development should be removed in order to safeguard the appearance of the street scene and amenities of neighbouring occupiers.
- 6.5.7 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no material harmful impact on the

amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 Highways / Parking Issues

6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type in Romford. Each plot would provide 2 x parking spaces to the front, providing a total of 10 x parking spaces for the development. The provision of off-street parking spaces would therefore comply with the requirements of Policy DC33 and no issues are raised in this respect.

6.6.2 Comments from the Highways Authority reveals that only one garage tenant will be displaced and visits to the site have indicated that the open parking space in front of the garages is not heavily used for parking by local residents. The effects of the displaced vehicles should therefore not be significant.

6.6.3 In the interest of good design, the Highways Authority requires that the lay-by is raised to the level of the existing footway and the proposed vehicle crossovers will then be constructed across this extended footway. It is further required that the redundant access to the north of the site be joined, thus producing a continuous footway. The applicant will be informed of this request and revised drawings were received on 21/03/2011 indicating these changes. The revised drawings are considered to be a minor amendment to the proposed development.

6.6.4 The development provides storage for 2 x cycle spaces to each dwelling which would comply with the Council's standards as set out in Annex 6 of the Council's LDF Development Control Policies Development Plan Document, which requires a provision of 2 spaces per dwelling with 3 or more bedrooms.

6.6.5 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 Other Issues

6.7.1 The development indicates refuse storage areas. Similar to other dwellings in the Borough, future occupiers would be required to leave refuse bags close to the highway on collection days.

6.7.2 It was noted upon site inspection that the application site is also used as a recycling facility. Street Care advised that the site is the only location in the area that met the extensive criteria for siting a mini recycling centre. By

removing this recycling facility, concerns are raised that the local residents of Collier Row will not have a nearby facility to recycle their glass and excess recyclables. Whilst not a planning consideration, it is for the Council as landowner and waste authority to reconcile this loss.

7. Conclusion

- 7.1 Overall, Staff are of the opinion that the proposal would be compatible with the existing street scene and neighbouring properties. It is considered that the proposal presents an acceptable degree of spacing between buildings and is not considered to appear as unacceptably dominant or visually intrusive as seen from the street scene. It is considered that the proposal would not have any detrimental impact on neighbouring properties to the extent which would justify refusal of this application. There are no highways or parking issues in respect of the application and the provision of amenity space is considered acceptable in this instance. Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

Legal implications and risks:

This application is considered on merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed dwellings would be constructed to meet the Lifetime Homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application forms and plans received on 9th March 2011. Revised drawings received on 21st March 2011.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0370.11 – Land to the rear of 43-45
Edenhall Road, Harold Hill, Romford**

**Demolition of existing garages and
erection of a four bedroom bungalow
(Application received 25th February
2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

**Local Development Framework
London Plan
National Planning Policy**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to the construction of a detached bungalow on a Council owned garage site. The proposal intends to maximise the use of modern sustainable design techniques, materials and construction methods. The planning

issues are set out in the report below and cover the principle of the development, impact on street scene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the building hereby permitted is first occupied, the area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The parking area shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Refuse and recycling - Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

7. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

8. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

9. Secure by Design - Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

10. Hours of construction - No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

11. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the

- local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

12. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

13. Sound attenuation - The dwellings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise'.

14. No additional flank windows - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the approved plans), shall be formed in the flank walls of the dwellings hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

15. Removal of Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, Article 3, Schedule 2, Part 1, Classes A to E, no enlargements, improvements or other alteration shall take place to the dwellinghouse and no outbuildings or other means of enclosures shall be erected within the rear garden areas of the dwellinghouse unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the

development accords with Development Control Policies Development Plan Document Policy DC61

16. Installation of domestic sprinkler system: Prior to the first occupation of the development hereby permitted, a domestic sprinkler system to meet BS9251:2005 shall be installed and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of safety.

17. Lighting scheme - Prior to the first occupation of the bunaglow hereby approved a scheme for the lighting of the external areas including the access road shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the agreed details and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

INFORMATIVES

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering will require a licence and the applicant must contact the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.
2. In aiming to satisfy conditions 8 and 9 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

6. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC11, DC32, DC33, DC34, DC35, DC36, DC40, DC53, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3C.1, 3C.2, 3C.3, 3C.21, 3C.22, 3C.23, 3D.14, 3D.15, 4B.1, 4B.6 and 4B.8 of the London Plan.

REPORT DETAIL

1. Site Description

1.1 The application site is situated to the west of nos. 43 & 45 Edenhall Road, to the north of nos. 104 & 106 Daventry Road and to the south of nos. 59 to 67 Hailsham Road. The site presently comprises two disused blocks of single storey garages with associated hard surfacing. 9 garages are positioned along the northern site boundary and 5 garages along the southern site boundary. 2 of the existing garages are currently occupied. Access into the site is taken from Edenhall Road with a single track road passing between nos. 43 and 45. The site has an area of 0.06 hectares.

1.2 The application site is located within a predominantly residential area with two storey semi-detached housing being the predominant housing type in the locality. The site is bounded entirely by the rear garden areas of adjoining residential properties.

2. Description of Proposal

2.1 The application seeks full planning permission for the demolition of the existing garages on the site and the erection of a single detached bungalow containing four bedrooms.

2.2 The proposed bungalow would be sited towards the centre of the site and cover an area of 11.5 metres in width by 9.2 metres in depth. The bungalow would feature a front projection of 3.8 metres in depth and 3.8 metres in width. The bungalow would be of a hipped roof design 2.2 metres in height to the eaves and 5.1 metres to the ridge. The exterior of the bungalow would be finished in facing brickwork.

2.3 The proposed bungalow would be arranged internally to meet the Lifetime Homes standard and would achieve Code for Sustainable Homes Level 4. The proposed bungalow would be constructed using a timber frame system which would make the construction process faster than conventional brick developments. A conventional garden area would be provided to the rear of the dwelling. Two parking spaces would be provided with cycle storage provided via a shed within the rear garden area.

3. Relevant History

3.1 P1871.10 – Demolition of existing garage block and the erection 2No. 4 bed semi-detached houses and associated parking - Withdrawn

4. Consultations/Representations

4.1 Neighbour notification letters have been sent to 23 adjoining addresses with no letters of representation being received. At the time of drafting this report the neighbour notification period has yet to expire but will have expired by the Committee meeting. Members will be verbally updated on the evening of any representations received

4.2 The Borough Crime Prevention Design Advisor considers that the proposal does not present any material crime prevention issues but requests a condition be imposed in respect of the Secure by Design award scheme.

5. Relevant Policies

5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.

5.2 The Supplementary Planning Document for Residential Design is a material consideration as is the Supplementary Planning Document for Sustainable Design and Construction.

- 5.3 Policies 3A.1 (increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (maximising the potential of sites), 3A.5 (housing choice), 3A.6 (quality of new housing provision), 3C.1 (integrating transport and development), 3C.2 (matching development to transport capacity), 3C.3 (sustainable transport), 3C.21 (walking), 3C.22 (cycling), 3C.23 (parking strategy), 3D.14 (biodiversity), 4B.1 (design principles), 4B.6 (safety, security and fire prevention and protection) and 4B.8 (respect local context and communities) of the London Plan are relevant.
- 5.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation' and Planning Policy Guidance Note 13 'Transport' are also relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee due to the application site being in Council ownership. The issues arising from this application are the principle of development, the layout and density of the development, design and street scene issues, impact on amenity, parking and highway issues, sustainability and community safety.
- 6.2 Principle of Development
- 6.2.1 The application site is previously developed land. It is within a predominantly residential area and is considered to be suitable in principle for residential development in accordance with Policy CP1, subject to the detailed design of the proposals. The proposed residential redevelopment would contribute to the London Plan objective of increasing the overall supply of housing, specifically relevant are Policies 3A.1 and 3A.2.
- 6.2.2 Government guidance relating to sustainable development is contained within PPS1. This document refers in particular to the need to locate new development on land within existing urban areas. With reference to housing and sustainability local planning authorities are encouraged to make effective use of land within urban areas. Members may agree therefore that the redevelopment of the site would contribute to the principles of urban regeneration and sustainability. Furthermore staff are of the view that the proposal would contribute to the Council's vision namely the Living Ambition agenda.
- 6.2.3 The site is currently occupied by 14 garages. However, these are in a dilapidated condition with only 2 garages presently being utilised. The Council has offered the occupants of these garages alternative garaging within the locality. A garage which has been constructed within the rear garden area of no. 106 Daventry Road is presently accessed through the application site. The proposal would result in access to this garage being rescinded however the applicant has advised that the occupier of this property does not have a right to access the garage via the garage court. In

view of this staff raise no objection to the proposal preventing access to the garage.

6.2.4 In the event that Members are minded to grant planning permission staff recommend that a condition be imposed requiring an investigation of any potential contamination of the site.

6.3 Density and Site Layout

6.3.1 Policy DC2 seeks to guide a higher density of development to those parts of the Borough having good access to public transport. In this instance, the application site falls within a PTAL zone where a density of 30-50 units per hectare is anticipated. The proposed development would provide a single bungalow. This would result in a density of 16 units per hectare, which is below the anticipated density range. Having regard to the constrained back land nature of the site staff are of the view that the density of development is acceptable and would make an efficient use of urban land in accordance with PPS3.

6.3.2 The proposed bungalow would be arranged on the site so as to allow the provision of some landscaped areas to the front of the building, with a private amenity area being located to the rear of the building. The siting of the proposed bungalow would allow the development to be set off the boundaries to either side of the site. It is considered that the arrangement and setting of the proposed bungalow would be compatible with development in the surrounding area.

6.3.3 In respect of amenity space the Supplementary Planning Document (SPD) for Residential Design does not prescribe fixed standards for private amenity space or garden depths unlike previous guidance. Instead the SPD places emphasis on new developments providing well designed quality spaces that are usable. In this instance the proposed bungalow would benefit from a private rear garden area of 97 square metres. Staff are of the view that the proposed rear garden area would provide future occupiers with a useable external space for day to day activities such as outdoor dining, clothes drying and relaxation.

6.3.4 The proposed bungalow would have a rear garden depth of 6.5 metres. Garden depths for surrounding properties generally achieve depths of 12.5 metres for dwellings along Hailsham Road and 14.5 metres for dwellings along Edenhall Road. Staff are of the view that the proposed rear garden depth, whilst of a lesser depth than those to be found in the local area, would not be harmful to local character given the location of the plot.

6.3.5 The proposal does show a scheme of hard and soft landscaping to the front and rear of the proposed building which staff consider to be acceptable subject to the submission of further details via condition.

6.4 Design/Impact on Street scene

6.4.1 The character of the area is typified by two storey semi-detached and terraced housing of a similar architectural style. Notwithstanding this staff are of the view that the provision of a bungalow on the site would not be harmful to the existing character of the area. The proposed bungalow would be of traditional design and form which staff consider would integrate successfully into the urban grain. The application site is located to the rear of properties fronting Edenhall Road and as such would not be readily visible in the street scene.

6.4.2 It is considered that the design and appearance of the proposed bungalow is of an acceptable quality, in accordance with relevant guidance. The proposed bungalow would utilise a mixture of materials including facing brickwork, concrete roof tiles and UPVC windows. Staff are of the view that the proposed materials would be compatible with those to be found on neighbouring dwellings. In any event full details and samples of materials can be controlled by condition should Members be minded to grant planning permission.

6.4.3 The design of the proposed bungalow is such that it would be fully accessible to those with disabilities in being built to meet the Lifetime Homes standard. The proposal is considered to accord with Policy DC7 in this respect and would provide residential accommodation to meet the needs of individuals throughout their lives through changing circumstances.

6.5 Impact on Amenity

6.5.1 The proposal would introduce residential development to the rear of properties fronting Edenhall Road to the east, Hailsham Road to the north and Daventry Road to the west/south of the site. The proposed bungalow would be orientated on the site so that the front elevation of the building would face east. The proposed windows in the front elevation of the building would be separated from the boundary with nos. 43 and 45 Edenhall Road by 6.5 metres and from the rear wall of these properties by between 14.5 and 18 metres. Given the single storey nature of the proposed building staff consider this relationship to be acceptable.

6.5.2 The proposed dwellings would result in a flank to back relationship with those properties to the north fronting Hailsham Road. The proposal would result in a separation distance of 14 metres from the rear of nos. 63 and 65 Hailsham Road. In the flank wall of the proposed bungalow three windows are proposed however these could be screened by a boundary fence. Staff are of the view that these arrangements would suitably maintain the privacy of adjoining occupiers. In terms of bulk, visual impact and impact on light, the proposed building is judged to be sufficiently far from the rear of adjoining properties not to result in material harm to amenity.

6.5.3 The rear elevation of the proposed bungalow would face west towards the rear gardens of nos. 106 to 116 Daventry Road. The windows to the rear

elevation of the bungalow would look over the proposed rear garden area and be removed from the boundary with the nearest adjoining property no. 106 Daventry Road by 6.5 metres. These windows would be capable of being screened by conventional boundary treatment. Staff are of the view that the proposal would not result in loss of privacy to adjoining occupiers.

6.5.4 Staff are of the view that the impact of traffic noise or general activity within the site, as a result of this proposal, would not be materially harmful to residential amenity when compared to traffic and activity generated by the original use of the site as garaging for up to 14 cars.

6.6 Sustainability

6.6.1 Through the policies of the Local Development Framework the Council is seeking to address climate change by encouraging the highest standards of sustainable construction and design in new development proposals. The proposed development would make use of modern sustainable design techniques, materials and construction methods. The proposed development aims to gain Code for Sustainable Homes Level 4, which is beyond the current requirements given in Policy DC49. Staff are of the view that the proposal would act as a showcase development for the Council's sustainability agenda and contribute positively to the regeneration of Harold Hill.

6.7 Parking and Highway Issues

6.7.1 Access into the site would continue to be taken via a single track road which passes between nos. 43 and 45 Edenhall Road. Section 6.7.2 of Manual for Streets and Building Regulations requirement B5 (2000) outlines that the minimum width of a carriageway should be 3.7 metres between kerbs to allow suitable access for servicing. In this case the access road into the development would be formed as a shared surface with no separate pavement. The access road achieves a width of 3.5 metres with a pinch point of 2.8 metres to enable a refuse collection point to be provided. In view of the limited volume of traffic expected to use the proposed access road staff are of the view that the width of the access road is acceptable.

6.7.2 In respect of emergency access at the time of writing this report no comments had been received from the London Fire and Emergency Planning Authority (LFEPA). It is expected that as with other garage sites of a similar nature that the LFEPA will raise an objection to this application based that a fire appliance would be unable to enter the site. Members will be updated at the Committee should such an objection be received. In dealing with similar sites in the Borough staff have been able to overcome this objection by requiring a domestic fire sprinkler system to be installed to meet BS9251:2005. The installation of a sprinkler system within the bungalow would negate the need for a fire appliance to enter the site. In this case were Members minded to grant planning permission such a

system could be secured via planning condition. This is also a matter which can be addressed through Building Regulations.

6.7.3 In respect of parking issues Policy DC33 seeks to ensure that the proposal provides adequate car parking on site. The Council's adopted car parking standard recommends the provision of 1.5-2 spaces per unit in this location. The proposal would see the provision of two which is considered to be acceptable.

6.7.4 The submitted plans indicate that cycle storage would be provided via a shed within the rear garden of the property. Should Members be minded to grant planning permission for this proposal then staff consider that a condition requiring further details would be reasonable.

6.7.5 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. In this case it is intended that future occupiers would store their refuse and recycling within their rear garden area. Given that a refuse vehicle would be unable to enter the site the onus would be for future occupiers to place their refuse within a designated collection area which would be within the access road to the development. Staff are of the view that the proposed refuse arrangements are acceptable and would enable convenient kerb side collection from Edenhall Road. In the event that Members are minded to grant planning permission a condition requiring further details in this respect could be imposed.

6.8 Designing out Crime

6.8.1 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

7. Conclusion

7.1 In conclusion, residential development on the site is considered to be acceptable in principle and no objections are raised to the loss of the existing garages. The proposal is considered to be acceptable in terms of scale, form, massing and visual impact. Staff are of the view that the proposal would have an acceptable relationship to adjoining properties and would provide suitable amenity provision for future occupiers. The development is also considered to be acceptable in respect of parking and highway issues. It is therefore recommended that planning permission be granted subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

Legal implications and risks:

This application is considered on merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed bungalow would be constructed to meet the Lifetime Homes Standard which means that it would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application form, plans and supporting statements received on 25th February 2011.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2010

Subject Heading:

**P1394.11 – Ingrebourne Links,
Rainham (Moor Hall Farm).**

**Construction of a Par 3 golf course,
covered driving bays and changing
facilities with temporary car parking.**

**(Application received 26th January
2011, additional drawings received 23rd
March 2011).**

Report Author and contact details:

**Helen Oakerbee, 01708 432800,
helen.oakerbee@havering.gov.uk**

Policy context:

**Local Development Framework,
London Plan, Planning Policy
Statements/Guidance Notes**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[X]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

The proposed development is for the construction of a par 3, nine hole short golf course in the southern part of the Ingrebourne Links Golf Course which is currently under construction. The development would also involve a single storey building containing 30 covered driving bays and changing facilities with 30 temporary car parking spaces and floodlighting. The site is located east of the A1306 (New Road) and north of The Willows and the Travel Inn.

The application site more specifically was designated as Phase 5 of the development of the larger Ingrebourne Links Golf Complex which included a driving range. The applicants identified that there is potential to develop a par 3 nine hole course to the south of the driving range which would serve as a recreational facility to the local community. As such, the initial Phase 5 development of the site has been moved forward and will now form part of the 1st stage of the 5 year construction programme.

The majority of the larger site which also includes the application site was poorly restored to a lower level than surrounding land following mineral extraction in the 1970's - 1980's. Classed as an overall low agricultural grade of 3c and 'highly disturbed', the site has been achieving poor agricultural yields. There is a Site of Importance for Nature Conservation (SINC) within the site, hedgerows and woodland blocks which would be enhanced as part of these proposals.

The site is located in the Green Belt and this has been taken into consideration along with visual, agricultural, noise, air, flood and surface water, traffic and archaeological impacts.

Staff consider that on balance, the proposals would accord with the relevant policies of the LDF Core Strategy DPD and the LDF Development Control Policies DPD. Havering should raise no objection to the proposals and it is recommended that the application be approved subject to appropriate planning conditions.

RECOMMENDATIONS

That planning permission be granted subject to the planning conditions set out below:

1. Time Limit

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. In accordance with plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications, unless conditions specify otherwise:

- Location Plan (Drw No. 0128/P3/L), dated 01/09/2010
- Planting Phase 1 Driving Range Area (Drw No. 1026.1 Rev A), dated Dec 2010
- Application Plan (showing existing site Drw No. 0128/A), dated 25/02/2009
- Illustrative Cross Sections on Driving Range (Drw No. 0128/P3/CS/1), dated 23/03/2011
- Driving Range and Par 3 Course Application Plan (Drw No. 0128/P3/A), dated 31/08/2010
- Access Detail (during construction of a 27 hole golf course Drw No. 0128/P3//AD/1a), dated 21/01/2011
- Proposed Driving Range (Drw No. 09/058/02 Rev B), dated 10/12/2010
- Planting Phase 1: Context Plan / Bridleway hedges / plan schedules Drw No. 1026.2 Rev A), dated Dec 2010
- External Floodlighting (Design Ref: UKS6371/5), dated 17/12/2010

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Policy DC61 of the Development Control Policies Development Plan Document.

3. Temporary car park

Within 3 months of the main car park and overspill car parking facility being completed or substantially completed in accordance with the details agreed in Planning Ref: P0319.09, the temporary car parking area with associated fencing and lighting (of which details are shown on Plan No. 0128/P3/AD/1a, dated 21/01/2011) shall be permanently removed and land restored in accordance with details of the reinstatement of this part of the site previously submitted to and approved in writing by the Local Planning Authority.

Reason:

In order for the development to retain the open character and appearance of this part of the development and for the development to comply with the Green Belt Policies and objectives as set out in Policy DC45 and PPG2.

4. Material Samples

Notwithstanding the details shown on the approved plans, before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the driving bay building, associated facilities and fencing around the temporary car park, shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:-

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

5. External Lighting

Notwithstanding the details shown on the approved drawing (Design Ref: UKS6371/5), prior to the commencement of the development hereby approved, details of all external lighting including flood lighting and lux levels in connection with the driving range and temporary car park, shall be submitted to and agreed in writing by the Local Planning Authority. No external lighting, other than that approved, shall be erected within the site. The approved lighting shall be installed in accordance with the agreed details prior to the commencement of the use to the satisfaction of the Local Planning Authority.

Reason:

In the interests of amenity.

6. Landscaping

No development of the driving range and associated facilities, temporary car park or par 3 golf course shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development.

All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which, within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61 and to reduce the risk of flooding to the proposed development, future occupants and third parties.

7. Construction Methodology

Before development for the construction of the driving range building, temporary car park and associated facilities is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Cycle storage

Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

9. Hours of Construction

No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. Storage of material

No material shall be stored on the site in mounds higher than 4m.

Reason: In the interest of visual amenity in the Green Belt.

11. Storage of refuse

Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

12. Fire hydrants

Prior to the first occupation of the driving range building hereby permitted, a scheme detailing the location and detail of fire hydrants on the site shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of any of the buildings, such hydrants as required for the development shall be installed and thereafter maintained continuously to the satisfaction of the Local Planning Authority.

Reason:

To ensure that adequate provision is made for fire protection on the site.

13. Hours of use of driving range

The driving range, driving bays and associated facilities shall not be used for the purposes hereby permitted other than between the hours of 07:30 and 22:00 without the prior consent in writing of the Local Planning Authority.

Reason:

To enable the Local Planning Authority to retain control in the interests of amenity, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

14. Hours of use of floodlights

The floodlighting hereby permitted shall not be used other than between the hours of 07:30 and 22:00 without the prior consent in writing of the Local Planning Authority.

Reason:

To enable the Local Planning Authority to retain control in the interests of amenity, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

15. Wheel washing

Within 1 month of permission hereby granted, details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site throughout the course of construction works.

Reason:

In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

Informatives

1. Reason of Approval

It is considered that the development would be an acceptable use within the Green Belt, following the principle which has previously been agreed in combination with the poor restoration of a previously mined site, in that it will

provide for better land management of the site in enhancing site ecology and allowing public usage.

The proposal is therefore considered to accord with the aims and objectives of Policies CP7 – (Recreation and Leisure); CP8 – (Community Facilities); CP10 – (Sustainable Transport); CP11 – (Sustainable Waste Management); CP14 – (Green Belt); CP15 – (Environmental Management); CP16 – (Biodiversity and Geodiversity); CP18 – (Heritage); DC20 – (Access to Recreation and Leisure); DC22 – (Countryside Recreation); DC32 – (The Road Network); DC33 – (Car Parking); DC34 – (Walking); DC35 – (Cycling); DC40 – (Waste Recycling); DC45 – (Green Belt); DC47 – (Agriculture); DC48 – (Flood Risk); DC51 – (Water Supply, Drainage and Quality); DC52 – (Air Quality); DC53 – (Contaminated Land); DC55 – (Noise); DC58 – (Biodiversity and Geodiversity); DC60 – (Trees and Woodlands); DC62 – (Access); DC70 – (Archaeology and Ancient Monuments); DC72 – (Planning Obligations).

2. The applicants are reminded that granting planning permission for this application does not in any way alter or remove any previous conditions imposed on the original approved application reference P0319.09.
3. The applicants are further reminded that there are pre-commencement conditions relating to planning permission P0319.09 which are still outstanding. In light of works already commenced on site, the applicants are in breach of their planning permission. Details relating to all pre-commencement conditions should be submitted as soon as possible to prevent enforcement action being taken.
4. The Local Planning Authority fully supports the principles and practices of the Secured By Design scheme for all developments in Havering. The services of the local Police Crime Prevention Design Advisor is available free of charge through Havering Development and Building Control or Romford Police, to assist architects, developers and their clients to reduce crime risks and assist in the delivery of safer, stronger, sustainable communities.

REPORT DETAIL

1. Site Description

- 1.1 The 19.7ha site comprises land towards the south-western corner of the larger Ingrebourne Links golf course development. More specifically, the site is directly east of the A1306 (New Road) and north of the Travel Inn and The Willows, Rainham. Access to the site is via the recently completed access road, from the A1306 (New Road).

- 1.2 The site is within the Metropolitan Green Belt. The larger site for the Ingrebourne Links Golf Complex, which includes the application site was poorly restored in the 1980's following mineral extraction and has since been utilised primarily for agricultural and horse grazing purposes. There is a Site of Importance for Nature Conservation (SINC) of Borough importance towards the eastern side of the site, including a number of ponds. The most south west corner is within Flood Zone 2, as a result of a ditch passing through the corner of the site. The site generally falls from the south east to the north west, resulting in the majority of the site being generally lower lying than surrounding field levels.
- 1.3 The site is predominately located within agricultural and grazing land with the eastern boundary of the site demarcating the Havering / Thurrock boundary where adjacent mineral extraction sites have been previously restored to community woodland. The Willows Grade II listed building and the Willows hotel which are located adjacent to the southern boundary, and Moor Hall farm house immediately to the east. Towards the north is the larger Ingrebourne Links Golf Complex development which is currently under construction.

2. Description of Proposal

- 2.1 The application is to construct a par 3 nine hole short golf course within the land around the edge of the driving range in the southern part of the Ingrebourne Links Golf Complex which is currently under construction. In addition, the proposal would involve the construction of a single storey building containing 30 covered driving bays and changing facilities with 30 temporary car parking spaces. The driving range would be flood lit.
- 2.2 The application site formed part of the larger Ingrebourne Links golf course development and was designated as Phase 5 of the scheme comprising of a driving range. Moving of the phases has been agreed under the submission of condition discharge request relating the Planning Permission P0319.09. Since permission was granted for the golf course development (Planning Ref: P0319.09) the applicants identified sufficient space around the southern and eastern margins of the driving range to enable a short par 3 nine hole course to be built. This application would therefore be the first stage of a 5 year construction programme and will take 12 – 18 months to complete.
- 2.3 The construction of the larger golf course which also includes the application site, involves the importation of approximately 1 million m³ of inert waste to be processed together with approximately 250,000 m³ of indigenous clay and soils from the 145ha site. It should however be noted that no additional waste will be brought to the site as a result of the current planning application.
- 2.4 The proposal involves minor land raising and cutting. The land naturally raises towards the east from 6m.aod (road level) to 15m.aod where the

- SINC is towards the west. Overall, the land raising would be negligible and would in large remain as existing. Land cutting is proposed at a number of points within the site mainly within and around existing water features to construct water storage areas for irrigation and ecological enhancement. The maximum depth of extraction is 2m.
- 2.5 The proposed opening hours for the par 3 nine hole course is 07:30 to 22:00 throughout the week. The par 3 golf course will not be floodlit however, the proposed opening hours will allow for summer play.
- 2.6 The proposal also involves the construction of a single storey building which will form driving bays to the driving range. The building will have a maximum height of 5.1m to the top of its pitched roof. The overall width of the building will be 101m as viewed from the western / eastern elevations. The building will have a maximum depth of 5.8m. There would be the addition of changing facilities to the rear (western side) of the building with a maximum width of 18.6m and depth of 8.4m. It is proposed for the driving range to have similar opening hours, i.e. 07:30 to 22:00 throughout the week, including weekends and Bank Holidays.
- 2.7 Although the applicant proposes the materials for the driving range building with changing facilities to be of a textured concrete with a natural wood finish, painted dark green (Holly Green), Staff are not convinced that this is the most appropriate materials for this location in the Green Belt. Staff therefore recommends a condition to require the submission of material samples to be approved prior to commencement of works.
- 2.8 Floodlighting will be provided for the driving range. The aim of the floodlighting is to illuminate the main area of the range where 80% of the golf balls will land. This is roughly within 250m of the bays. Lux levels are a maximum of 50 closest to the driving bays and will be brought down to 0.5lux closest to the SINC.
- 2.9 The development would involve the provision of 30 temporary car parking bays. This area will be an unbound surface of crushed concrete / hardcore to allow water to drain through the surface. All paths will be of a similar construction with the surrounding areas sown to a hard wearing grass. The parking area will be screened by means of a 2m close boarded timber fence. The parking area would be provided with low level lighting in the form of low bollards, 1m in height.
- 2.10 Woodland planting that is wrapped around the north and east of the driving range and par 3 course formed part of the already approved golf course design. As part of this application, this woodland would be extended along the northern boundary to enclose the driving range and provide screening from the construction works.
- 2.11 Access to the site would be via the main access to the site which has already been constructed as part of the larger golf course development.

3. Planning History

- 3.1 The site was mined for gravel and sand in the late 1970's and under control of the GLC (the then Mineral Planning Authority) was poorly restored to agricultural use. The site has been utilised mainly for agricultural use and horse grazing since.
- 3.2 Permission was granted for a change of use to a Golf Course in 1991 under planning reference P1660.90. This was never implemented.
- 3.3 P0319.09 - Construction of a 'links' style golf course, club house, car parking and ancillary facilities using treated indigenous and imported materials – application approved.

4. Consultations/Representations

- 4.1 Neighbouring properties in the immediate surrounding area were notified of the application through mail correspondence, a site notice was erected on the site entrance and the application advertised in the press. Consultations expired on 17th March. At the time of drafting this report, no letters of representation had been received.
- 4.2 Thames Water - No objection / Surface Water Drainage permit required if discharging to local sewer.
- 4.3 LFB - No objection. Construct additional fire hydrant.
- 4.4 Metropolitan Police - No Objection, include informative on any consent that may be issued regarding secure by design.
- 4.5 Environment Agency - No objection as all concerns were addressed by means of conditions imposed on the original consent.
- 4.6 TFL – No objection subject to all movement activities for construction are taking place during off-peak hours. Refer to conditions of original consent.
- 4.7 English Heritage – The proposals would not affect the setting of any heritage assets.
- 4.8 GLA – the proposal does not raise any new strategic planning issues that were not previously dealt with. The Mayor of London does not need to be consulted further.

5. Relevant Policies

Development Policies

DC20 – Access to Recreation and Leisure

DC22 – Countryside Recreation

DC32 – The Road Network
DC33 – Car Parking
DC34 – Walking
DC35 – Cycling
DC40 – Waste Recycling
DC47 – Agriculture
DC48 – Flood Risk
DC51 – Water Supply, Drainage and Quality
DC52 – Air Quality
DC53 – Contaminated Land
DC55 – Noise
DC58 – Biodiversity and Geodiversity
DC60 – Trees and Woodlands
DC62 – Access
DC70 – Archaeology and Ancient Monuments

Core Policies Document

CP7 – Recreation and Leisure
CP8 – Community Facilities
CP10 – Sustainable Transport
CP14 – Green Belt
CP15 – Environmental Management
CP16 – Biodiversity and Geodiversity
CP18 – Heritage

London Plan

3C.17 – Tackling Congestion and Reducing Traffic
3C.20 – Improving Conditions for Buses
3C.21 – Improving Conditions for Walking
3C.22 – Improving Conditions for Cycling
3C.23 – Parking Strategy
3D.9 – Green Belt
3D.14 – Biodiversity and Nature Conservation
4A.3 – Sustainable Design and Construction
4B.3 – Enhancing the Quality of the Public Realm
4B.5 – Creating an Inclusive Environment

Government Guidance

PPS1 – Delivering Sustainable Development
PPG2 – Green Belts
PPS9 – Biodiversity and Geological Conservation
PPG13 – Transport
PPG17 – Planning for Open Spaces, Sport and Recreation
PPS23 – Planning and Pollution Control
PPG24 – Planning and Noise
PPS25 – Development and Flood Risk

6. Staff Comments

6.1 The issues arising from this application are whether the development is acceptable in principle within the Green Belt and, if not, whether there are any very special circumstances sufficient to justify the development; the impact of the development in terms of traffic, transport and access, ecology and biodiversity issues, hydrological issues, archaeological / heritage issues, impact and resultant effect on local character and amenity and the impact of the development on residential amenity.

6.2 Principle of Development

6.2.1 The site is within the Metropolitan Green Belt where, in accordance with PPG2, new development is considered to be unacceptable in principle unless it is for one of the exceptions set out in paragraph 3.4 of the PPG. Golf courses are generally acceptable in principle within the Green Belt as they promote and retain the general openness of the land involving various vegetation and land management practices. However, the acceptability of such a development rests upon its design to ensure the surrounding land is not impacted through inappropriate changes in the land form, the erection of new buildings, and impact of associated facilities such as flood lighting and large open surfaces of hard stand for car parking. These issues are considered further elsewhere in this report.

6.2.2 Whilst the principle of the development of a golf course and driving range has already been established and accepted on the site, this development in particular involves the addition of a building to accommodate driving bays, floodlights and temporary car parking spaces to support the functions of the driving range and proposed par 3 golf course. PPG2 states at paragraph 3.4 that if new buildings are involved, uses for outdoor sport and outdoor recreation will not be appropriate unless such buildings provide essential facilities which preserve the openness of the green belt and do not conflict with the purposes of including land within it.

6.2.3 The construction of a free-standing building accommodating a 30 bay driving range is considered to be essential for outdoor sport and recreation, and it would not constitute inappropriate development in the Green Belt. The applicant is also proposing to incorporate changing facilities, a small reception area, store and area for storage of ball washing and collecting tractors within the building, rather than accommodating it in an additional building on the site. Those are similarly considered to constitute essential facilities.

6.2.4 Although the provision of the single storey building for driving bays and a facilities building is considered an essential facility and therefore acceptable in principle, consideration has to be given to the impact of this part of the proposal on the openness of the Green Belt by reason of its scale, nature and location. This is considered elsewhere in this report.

6.2.5 The provision of floodlighting and temporary parking bays are not considered to be essential facilities and therefore not appropriate

development in Green Belt terms. Paragraph 3.2 of PPG2 states that inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. These are considered later in the report.

- 6.2.6 As a poorly restored and isolated site within the Borough's Green Belt area, the proposal would be acceptable in principle, although further consideration is needed in terms of the openness and visual impact to area; impact of floodlighting; ecological impacts, water resources and drainage; traffic and parking; public access; dust and noise during the construction period and archaeological impacts would need to be considered further to justify the acceptability of the proposal. These are considered further below.

6.3 Green Belt Openness and Visual Impact

- 6.3.1 The proposal involves minor land raising and cutting. The land naturally raises towards the east from 6m.aod (road level) to 15m above ordinance datum (aod) where the SINC is towards the west. Overall, the land raising would be negligible and would in large remain as existing. Land cutting is proposed at a number of points within the site mainly within and around existing water features to construct water storage areas for irrigation and ecological enhancement. Furthermore, the site was restored to a poor quality following mineral extractions in the 1970's and is classed as an overall low agricultural grade of 3c and 'highly disturbed'. The proposal involves substantial planting of woodlands and hedges around the perimeter of the site which would help break up and screen obvious changes in levels. In addition, it would strengthen and restore elements of the local landscape character as well as bringing biodiversity benefits. The par 3 golf course development in itself is therefore not considered to be harmful in terms of its visual impact in this part of the Green Belt.
- 6.3.2 Whilst it is acknowledged that the driving range building will have an impact on the openness of the Green Belt due to its permanent nature it is not considered to be significantly harmful as it is an essential facility for the successful operation of the driving range. It is considered that this part of the proposal is acceptable as the siting and scale of the building, is in keeping with its rural setting. The proposed new building will be screened from view from the A1306 (New Road) by extensive perimeter woodland planting. The new building will be located approximately 35 metres at its pinch point from the boundary with New Road (to the west of the site) and, has been designed to be single storey in height, measuring 5.1m to the top its ridge. Appropriate conditions can be imposed to require material samples to be submitted. Due to the small scale of the building in relation to the larger site and the above mentioned mitigation measures, it is not considered that the driving bays building will adversely affect the openness of the Green Belt, nor would it appear visually intrusive in this location.

- 6.3.3 The driving range is proposed to be used from 07:30 to 22:00 throughout the week. This means that the driving range will be used in periods of darkness and there is therefore a need to provide an appropriate level of floodlighting. The design proposes to illuminate the main area of the range where 80% of the golf balls will land. This is roughly within 250 metres of the bays. The floodlights will be mounted above the tee stalls (driving bays) at 5m high. The orientation of the bays have been specifically designed to ensure that any floodlighting is directed away from the Willows and the Hotel, therefore directed at the already approved driving range itself with minimum spill onto the adjoining areas. The lights would be integrated as part of the driving range building and would therefore not have any additional impact on the openness of the Green Belt.
- 6.3.4 The proposed temporary additional car parking area will have an impact on the openness of the Green Belt. However, Staff are of the opinion that appropriate conditions can be imposed, requiring the removal and restoration of the temporary car parking area, once the main car parking facility has been constructed. Due to the temporary nature of this part of the development, it is not considered to have any significant, permanent impact on the openness of the Green Belt.
- 6.3.5 In conclusion, Staff are satisfied that the proposed landform and associated development, would be acceptable in this location would not cause harm to the openness of the Green Belt nor create a landform that would be visually unacceptable in this location. The existing and proposed vegetation and planting would provide adequate screening during the construction period and staff consider that the resultant works, inclusive of additional vegetation and enhancement of the ecology of the site would create an acceptable development in the long term.

6.4 Traffic, Transport and Access

- 6.4.1 As part of the larger golf course development, which included the application site, the applicant provided a transport assessment which has included construction traffic and operational traffic. Similar to those conditions imposed previously, construction and operational traffic can be controlled.
- 6.4.2 The access to the driving range and par 3 course will remain via the main access to the site from the A1306 (New Road) which has recently been constructed.
- 6.4.3 The access will be shared with construction traffic for the remaining period of construction however, it is proposed to direct visitors away from ongoing construction activity. A separate entrance will therefore be constructed from the access road, close to the A1306. There will be 2 separate gates, one will be the entrance to the driving range with the other being to the

construction site. This will enable the par 3 course to be utilized outside of the working hours for the main construction works.

6.4.4 As part of ongoing dust control measures, including mobile water bowsers and the formation and management of graded internal haulage roads, the applicant has installed a wheel wash at the site entrance to reduce the amount of mud and debris that may otherwise be deposited on the public highway. Should the highway become dirty, a street sweeper would be employed. This is controlled by means of conditions imposed on the permission for the larger site.

6.4.5 The transport assessment which was submitted as part of the larger golf course development has identified a future need for some 150 car parking spaces, with provision for 50 spaces in overflow to be included in the design of the reserved matters submission for the club house. This current application was initially designated as Phase 5 of the development but has now been moved forward. As such, the main car parking area and overflow parking has not been constructed yet, and the applicant therefore proposes a 30 temporary car parking facility. Although it is proposed to provide the car parking area with a visual screen in the form of a 2m high close boarded timber fence, Staff are however of the opinion that this would not be appropriate in the Green Belt and would recommend that a condition is imposed, requiring the applicants to install a post and rail fence which would be more in keeping within this location. The number of spaces is based on a 75% occupancy of the 30 bays which means that 23 spaces are required. The number has however been increased to 30 spaces to allow a sensible overlap between arrival and departure and to accommodate golfers playing the par 3.

6.4.6 The car park numbers and proposed location are found to be generally acceptable. Once development of the larger site is complete, the temporary car parking area can be removed and parking will be provided at the main club house car park, as previously agreed.

6.4.7 Members' attention is also drawn to the fact that the previously submitted transport assessment recommended that a new bus stop should be built to encourage use of public transport to the site. The Section 106 Legal Agreement stipulates that the bus stop should be constructed within 12 months of the golf course opening. The applicant accepts that the opening of the driving range and par 3 course will trigger this commitment, which means the bus stop will be available 4 years earlier than anticipated.

6.4.8 The proposal also indicates a pedestrian / cyclist route for people using the facility that will be clearly marked on the site with appropriate warning signs.

6.5 Ecology / Biodiversity

6.5.1 The site has been generally stripped of vegetation following mineral extraction and has been utilised for agriculture and grazing over the past 30

years. There are a number of hedgerows along the perimeter and within the site. There is a Borough Site of Important Nature Conservation within the site (towards the eastern side of the driving range), which include areas surrounding a lake and numerous ponds, woodland and hedgerows.

- 6.5.2 The application site formed part of Phase 5 of the larger golf course development and as part of the management of the larger golf course, details have previously been submitted which propose to enhance the ecological value of the entire site, focusing on the existing SINC's. A detailed ecological management plan has also been submitted, which details various measures to be taken, during and post construction, to ensure the successful protection and enhancement of the existing site ecology. Implementing these protection measures and enhancements on the site has already been imposed by means of planning conditions.
- 6.5.3 Great Crested Newts, reptiles and badgers are known to exist on the overall site in small isolated pockets of populations. The current application site, which is now Phase 1 of the previously approved scheme, was fully investigated and cleared of any newts under the appropriate licensing arrangements. As this phase is currently being prepared ahead of works commencing in September, should planning permission be granted, any ecological issues have been fully addressed.
- 6.5.4 Staff are satisfied that, if implemented correctly, the site can be restored to a much higher ecological value benefiting this area and are confident this can be secured through the imposition of adequate conditions and implementation of the conditions and legal agreement imposed upon approval of the larger Ingrebourne Links scheme.

6.6 Hydrology Issues

- 6.6.1 A full hydrological study was undertaken as part of the main golf course development which considered the impacts of the proposed re-contouring.
- 6.6.2 **Groundwater:** As the majority of the larger site has been worked for sand and gravel extraction and the proposed development is therefore not likely to impact upon groundwater. Staff are satisfied that the potential for groundwater contamination is very low and are satisfied that, through the imposition of previously agreed conditions, any concern can be resolved.
- 6.6.3 **Surface water:** The proposal does not materially change the surface drainage design which was approved as part of the larger golf course design. The foul drainage from the building will be to the sewer. Roof drainage will be collected to an underground tank for re-use, with any overflow being directed to the western linear soakaway ditch before being connected to the permanent surface drainage system which is designed to conserve and re-use the water for irrigation. As part of this current planning application, there are no impacts that require specific mitigation.

6.6.4 A small area to the most south western section of the site is within flood zone 2. As part of the previously approved scheme for the development of the larger site, the existing drainage ditch to the south would be widened in the form of swale which would allow additional storage of surface water runoff to the south whilst the increase of existing pond capacities throughout the site would maintain a balance elsewhere. The Environment Agency raised no objections in respect of flooding and all flooding issues have been sufficiently covered within the Flood Risk Assessment submitted with the Ingrebourne Links application. Staff are therefore satisfied that there would be no negative impact on flooding.

6.7 Archaeological / Heritage

6.7.1 The application site and immediate land surrounds are known to be rich in archaeology. A large part of the site was subjected to historic mineral extraction and, although worked for archaeological finds, much of this was destroyed. As part of the application for the larger site, the applicant proposed to involve a qualified archaeologist to supervise works and conditions were imposed to protect any archaeology on the site.

6.7.2 There are two Grade II Listed Building's within 250m south west of the application boundary. Policy DC67 ensures that new developments protect the setting of listed building's. In general, the proposed use of this land as a golf course, owing to its open setting and natural landscapes is considered to not alter the landscape significantly. The floodlighting proposed for the driving range is located at a sufficient distance from the site boundaries. In addition, comments from English Heritage reveals that the proposal is not considered to affect the setting of any heritage assets.

6.8 Impacts to Neighbouring Properties

6.8.1 Wennington village lies approximately 350m to the south west of the application site with Wennington Cottages, Lennards Arms, the Willows properties approximately 50m away. There are a number of residential properties immediately east of the application site. The main impacts to neighbouring properties are considered to be during the construction phase of the development. This would cause potential disturbance to neighbouring properties due to dust and noise when moving soils. The proposal is now phase 1 of the larger golf course development and impacts to these properties would be closely monitored and controlled, which can be secured by condition should planning permission be granted. These matters are further discussed below.

6.8.2 **Noise:** The site is bounded to the west by the A1306 where traffic would be a key noise generator. The closest residential properties are Wennington Hall cottages, The Willows, The Willows Travel Inn to the south west and Moor Hall Farm to the eastern boundary. A noise assessment was undertaken as part of the larger golf course development, which included this part of the application site. The assessment concluded that some

impact may occur to these properties during the relevant closest construction phase, which would be the development of the driving range and the now proposed par 3 golf course. In order to control noise, various mitigation measures were proposed, such as restricted working hours, increased bund heights, periodic monitoring, condensing the working period to 8 weeks within 150m of these sites and a reduction in operating hours. Staff are satisfied that, through the practice of complying with the mitigation proposals already imposed by means of conditions, the impact of noise to neighbouring properties would be adequately reduced to minimise the impact.

6.8.3 **Dust:** There is the potential of an increased impact to nearby residential properties as a result of the proposed works due to dust generated by the general movement of soils. Staff are satisfied, that through the mitigation techniques included as part of the main golf course proposal to include mobile water bowsers, regular road maintenance, speed restrictions and materials sheeting that this can be reduced. Common industry practices require restriction of soil movement on particularly windy days. Upon site inspection, it was noted that these measures are already in place and Staff are therefore satisfied that any potential impact in terms of dust will be mitigated sufficiently by complying with the relevant conditions imposed on the main application (P0319.09).

6.8.4 **Lighting:** The floodlighting has been designed to illuminate the main area of the driving range where 80% of the golf balls will land which is roughly within 250m of the bays towards an eastern direction. The floodlights would not be used to illuminate any part of the par 3 course. The orientation of the driving bays with floodlighting on top has further been designed specifically to ensure that any illumination is directed away from residential properties (towards the west) and The Willows and Hotel (south of the site). Lighting details submitted indicates that there would be no lighting spill or glare which would affect any of the neighbouring properties and illumination levels are kept to a minimum. It is not considered that the proposed floodlights would be harmful to neighbouring amenity as there would be no lighting spill into any habitable rooms. Hours of use and lux levels can further be controlled by means conditions. The proposed lighting is therefore considered to be acceptable in this respect.

6.9 Very Special Circumstances

6.9.1 Where an application is for inappropriate development in the Green Belt, it should be considered whether the development would, by reason of its scale, nature or location, have a significant impact on the openness of the Green Belt. In reaching a decision as to whether very special circumstances to justify the development have been demonstrated and whether there is a case to justify the grant of planning permission, Staff consider that in this instance, a balanced judgement needs to be made.

- 6.9.2 Undoubtedly, the proposals will result in an increase in hardsurfacing and built form on the site. This will have an unavoidable impact on the character and openness of the site and Members may be inclined to the view that this is unacceptable.
- 6.9.3 The case for establishing very special circumstances to justify the development centres on the fact that the principle of a golf course development, including a driving range have already been approved on the site (Planning Ref: P0319.09). Staff are of the opinion that the quiet, informal form of recreation the par 3 golf course and driving range would introduce, is appropriate within its open countryside setting.
- 6.9.4 The concept of the Ingrebourne Links Golf Complex, which includes the driving range facilities and par 3 course, is to create a new recreational facility and environmental landscape in the locality for the benefit of all within the local and wider community. As Ingrebourne Links will be a public golf course, it will provide facilities to enable people to learn and progress through and into the game of golf. The par 3 course and driving range provides the opportunity to learn basic skills and offers an ideal starting point for children, junior golfers, seniors and most importantly, beginners. As part of the objective of the overall golf complex, the development will offer an academy style of instruction which will be enhanced with the addition of a par 3 golf course. Staff are therefore of the opinion that the proposal would have a positive recreational role for nearby urban areas.
- 6.9.5 The site has been generally stripped of vegetation following mineral extraction and has been utilised for agriculture and grazing over the past 30 years. However, classed as an overall low agricultural grade of 3c and 'highly disturbed', the site has been achieving poor agricultural yields. The proposal involves substantial planting of woodlands and hedges around the perimeter of the site which would help break up and screen obvious changes in levels. In addition, it would strengthen and restore elements of the local landscape character as well as bring biodiversity benefits by enlarging existing, and providing additional ponds. The proposed development is therefore considered to improve the overall landscape value of the site.
- 6.9.6 The provision of a driving range without driving bays and covered facilities is unusual and not very attractive to visitors. It is considered that the driving range with ancillary facilities is essential in order to achieve a quality venue which would attract members of the public. The building would provide the appropriate level of essential small scale storage space for groundsmans (i.e. ball collecting tractors and ball washing equipment). It cannot reasonably be expected to provide these facilities out in the open and buildings would inevitably be required. By providing all these facilities in one building, the application reduces its overall impact on the Green Belt. In addition, the proposed hedge and woodland planting in conjunction with the lower site levels compared to the surrounding area, would aid in mitigating

the appearance of the driving range building. The building is also proposed to be single storey in height, designed to appear as an agricultural building.

- 6.9.7 Whilst the driving range can be used during evening hours in the summer months, the winter months only allow for play up to 16:00 – 17:00, depending on the time of the year. Driving ranges in general are used mainly after hours and to in order to provide an all-year round facility, it is indicated by the applicants that the driving range has to be provided with flood lighting. The proposal is to illuminate only the main area of the range where 80% of the golf balls will land which is roughly within 250 metres of the bays. The orientation of the bays have been specifically designed to ensure that any floodlighting is directed away from the Willows and the Hotel, therefore directed at the already approved driving range itself with minimum spill onto the adjoining areas. Due to the installation of modern lighting which will itself be integrated as part of the driving range building, it is considered that general overspill and glare would be minimal. The Council's Lighting Engineer confirmed that no concerns are raised in respect of the lighting however it is proposed that lux levels are brought down towards the SINC. This can be controlled by means of a condition.
- 6.9.8 The proposed par 3 course and driving range, if permission is granted, would be operational before the remainder of the site is developed and in particular, before the main parking area adjacent the club house has been constructed. It would be reasonable to provide a level of parking spaces to facilitate the proposal. The parking spaces have been kept to a minimum and are only proposed on a temporary basis. The area can be restored to its natural form after completion of the main parking facility.
- 6.9.9 The provision of the driving bays with floodlights and car parking area in conjunction with the previously approved club house facilities at the main site could be considered to be harmful to the open character and appearance of the Green Belt. However, Staff are satisfied that the provision of these facilities is essential to provide a quality recreational facility which would be attractive to the local and wider community. It is considered that the provision of the par 3 golf course in combination with the larger golf course development would enhance the biodiversity value of the site and provide an improved landscape compared to the previous low grade level agricultural use.
- 6.9.10 Having regard to the circumstances summarised above, Staff consider significant weight could be attached to these factors. Members may therefore consider the combined weight of these factors to amount to the very special circumstances required to justify this development even though it is in the Green Belt.

7. Conclusions

- 7.1 The majority of the application site was mined for minerals in the 1970's and poorly restored under the control of the GLC (the Mineral Planning Authority

at the time). The site has since been utilised for agricultural use and horse grazing which has experienced poor yields over the years. Classified as low grade agricultural land, the proposal to provide an additional par 3 course to the south-western corner of the site would be acceptable in principle in this location within the Green Belt. The proposal would provide a large degree of additional woodland and hedges on the site and with the addition of new ponds and appropriate management, the overall biodiversity value of the site would be improved

- 7.2 Noise, traffic, air quality, archaeological and heritage, ecological, water and neighbouring impacts have been addressed and have been fully considered. It is not considered that the development would give rise to any unreasonable levels of harm in these respects.
- 7.3 In summary, considerations which Members may wish to take into account are that the principle of a golf course development and driving range has previously been accepted when permission was granted for the larger golf course development. It is considered that the driving range building provides an essential facility for the functions of the driving range. The addition of floodlights and temporary car parking areas are not considered to be harmful to the openness of the Green Belt.
- 7.4 If Members judge that the weight to be given to these factors clearly outweighs the 'in principle' harm and visual harm arising from the proposed floodlights and car parking area, then it may be concluded that the application demonstrates the very special circumstances necessary to justify the development.
- 7.5 On the basis that the proposal is considered to be acceptable in all other respects, subject to Member's agreeing that the case for very special circumstances is justified, it can be recommended that planning permission be granted, subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

There would be costs associated with the time that planning staff would take in attending the site near the end of each phase to allow the successful and adequate progression of the development

Legal Implications and Risks

The legal department have been consulted on the matter. There are no planning obligations resulting from the proposal.

Human Resources Implications and Risks

Planning input would be met from existing staff resources as part of the current responsibilities.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equalities and diversity.

BACKGROUND PAPERS

Application forms, plans and supporting statements received on 26th January 2011.
Additional drawings received 23rd March 2011.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

P0130.11 – 26 Redruth Road, Romford

Two storey side extension
(Received 09 February 2011)

Report Author and contact details:

Helen Oakerbee (Planning Control
Manager) 01708 432800
Helen.oakerbee@havering.gov.uk

Policy context:

Local Development Framework

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application relates to a Homes in Havering managed dwelling. The application proposes a two storey side extension. The extension would provide two additional bedrooms at first floor and a reception room at ground floor

The planning issues are set out in the report below and cover the impact on street scene, residential amenity and highways/parking. Staff are of the view that the

proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions.

1. The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. All new external finishes shall be carried out in materials to match those of the existing building(s) to the satisfaction of the Local Planning Authority.

Reason:-

To safeguard the appearance of the premises and the character of the immediate area, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

3. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:-

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no window or other opening (other than those shown on the submitted plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development

accords with Development Control Policies Development Plan Document Policy DC61.

INFORMATIVES

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a two storey semi-detached property which has a face brick appearance with a tiled roof. There is parking for one vehicle within the curtilage of the property and there is a two wheel on two wheels off parking system in operation within the street. The surrounding area is characterised by two storey semi-detached and terraced properties.
- 1.2 The plot is an irregular shaped plot of land and is enclosed by a combination close boarded fencing of various heights to a maximum of height of 2 metres.

2. Description of Proposal

- 2.1 The application seeks planning permission for a two storey side extension.
- 2.2 The two storey side extension measures approximately 3 metres wide and 6.918 metres deep. A set back of a 1 metre is provided at first floor level to create a break in the roofline and a matching gabled end roof is proposed with an eaves height of about 4.75m rising to a maximum ridge height of 7.15m.
- 2.3 The development is to be finished in matching materials and provides additional accommodation in the form of a reception room on the ground floor with two bedrooms at first floor level.

3. Relevant History

- 3.1 No relevant history

4. Consultations/Representations

- 4.1 Notification letters were sent to 6 neighbouring properties. No letters of representation have been received.

5. Relevant Policies

- 5.1 Policies DC33 (car parking) and DC61 (urban design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.
- 5.2 The Residential Extensions and Alterations Supplementary Planning Document is also relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee due to the application being submitted by Homes in Havering and for land in Council ownership. The main issues to be considered by Members in this case are design/street scene issues; amenity implications and parking and highways issues.

6.2 Design/Impact on Street scene

- 6.2.1 In the case of side extensions for semi-detached properties, policy DC61 and the Supplementary Planning Document are relevant and detail criteria to maintain Havering's existing open and spacious residential character. The character is derived from the uniformed spacing of dwellings and their symmetry in the street scene. It is important when accessing side extensions that they do not upset the balance of the street scene.

- 6.2.2 In this case the proposed extension incorporates a setback of 1m in accordance with usual guidelines. Subject to the use of matching materials, it is considered that the development will relate well with the design and general appearance of this semi-detached house in terms of design, bulk and massing. It is also considered that it will not appear unduly obtrusive or otherwise harmful to the street scene.

- 6.2.3 No other objections are raised from the visual impact point of view and it is considered the development complies with guidance.

6.3 Impact on Amenity

- 6.3.1 Consideration has been given to the impact of the proposal on adjacent properties, primarily in respect of privacy and overshadowing.

- 6.3.2 The proposed side extension would be located to the south east of the attached neighbour at No.28 Redruth Road and therefore having regard to the aspect and orientation will cause no loss of sunlight to this neighbour.

- 6.3.3 In respect to the neighbour at No.1 Redcar Road which is located to the south east of the application site, the development will however be particularly noticeable when viewed from the rear of this neighbour due to

the tapered nature of the garden and the particular relationship between the two properties.

6.3.4 The potential for overlooking from the third bedroom window would not be unreasonable, as the first floor windows of the existing dwelling and those of the attached neighbour afford views over the rear garden areas of surrounding neighbouring properties already. In these circumstances it is considered that any additional loss of privacy will not be of a degree that would warrant a refusal of this application.

6.3.5 Taking these factors into account and mindful also of the generally favourable orientation, it is considered that any overbearing or enclosing effects arising from the development would not be so great as to be unacceptable.

6.3.6 No other neighbourliness concerns are raised and it is considered that the proposals comply with this aspect of guidance.

6.4 Highway/parking issues

6.4.1 Policy DC33 requires 2 parking spaces to be provided for developments up to four bedrooms. In this case the application dwelling has one parking space on site at present. Inspection reveals that there is a two wheel on two wheel off parking system in operation within the street for residents within Redruth Road

6.4.2 It is considered that whilst the development may give rise to some additional parking in the street, such arrangements are unlikely to materially increase levels of on street parking so as to cause highway difficulties.

6.4.3 No objections are therefore raised to the development from the highway point of view.

7. Conclusion

7.1 It is considered that the two storey side extension has been designed in sympathy with the existing dwelling. It will not have an unsatisfactory relationship to neighbouring occupiers and subject to the imposition of safeguarding amenity conditions it is considered to be acceptable.

7.2 There are no material adverse parking or highways implications as a result of this proposal.

7.3 The proposal is considered to be in accordance with the aims and objectives of the LDF Development Control Policies Development Plan Document and approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

This application is considered on its merits independently of Homes in Havering's interest as applicant and the Council's ownership of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed extension will enable the adaptation of the existing house to provide enhanced accommodation for family living.

BACKGROUND PAPERS

Application form and drawings received on 9 February 2011.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0373.11 – Land to the rear of 25-39
Sevenoaks Close, Harold Hill, Romford**

**Demolition of existing garages and the
erection of a detached house and a
pair of semi-detached houses
(Application received 14th February
2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

**Local Development Framework
London Plan
National Planning Policy**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to the construction of a detached house and a pair of semi-detached houses on a disused Council owned garage site. The proposal intends

to maximise the use of modern sustainable design techniques, materials and construction methods. The planning issues are set out in the report below and cover the principle of the development, impact on street scene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the buildings hereby permitted are first occupied, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The parking areas shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Refuse and recycling - Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

7. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

8. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

9. Secure by Design - Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

10. Hours of construction - No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

11. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the

- local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

12. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

13. Sound attenuation - The dwellings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise'.

14. No additional flank windows - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the approved plans), shall be formed in the flank walls of the dwellings hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

15. Removal of Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, Article 3, Schedule 2, Part 1, Classes A to E, no enlargements, improvements or other alteration shall take place to the dwellinghouses and no outbuildings or other means of enclosures shall be erected within the rear garden areas of the dwellinghouses unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

16. Obscure glazing - The proposed first floor flank windows, serving bathrooms, in each of the dwellings shall be permanently glazed with obscure glass and with the exception of top hung fanlights shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

17. Lighting scheme - Prior to the first occupation of the houses hereby approved a scheme for the lighting of the external areas including the access road shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the agreed details and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

INFORMATIVES

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering will require a licence and the applicant must contact the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.
2. In aiming to satisfy conditions 8, 9 and 17 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.
5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
6. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC11, DC32, DC33, DC34, DC35, DC36, DC40, DC53, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3C.1, 3C.2, 3C.3, 3C.21, 3C.22, 3C.23, 3D.14, 3D.15, 4B.1, 4B.6 and 4B.8 of the London Plan.

REPORT DETAIL

1. Site Description

- 1.1 The application site is situated to the north of nos. 14 to 18 Hailsham Road, to the south of nos. 17 to 23 Sevenoaks Close, to the east of nos. 25 to 59 Sevenoaks Close and to the west of nos. 36 to 49 Taunton Road. The site presently comprises three blocks of single storey garages with associated hard surfacing. 7 garages are positioned along the western site boundary and 23 garages along the eastern site boundary. 8 of the 30 garages are presently occupied. Access into the site is taken from Sevenoaks Close with a road passing between nos. 23 and 25. The site has an area of 0.15 hectares. Ground levels across the site are generally flat however there is a difference of approximately 1.5 metres between the site and the rear garden area of nos.14 and 16 Hailsham Road which are at the higher level. The application site is located within a predominantly residential area with two storey semi-detached and terraced housing being the predominant housing type in the locality. On street car parking within Sevenoaks Close is currently unrestricted.

2. Description of Proposal

- 2.1 The application seeks full planning permission for the demolition of the existing garages on the site and the erection of a detached two storey house and a pair of two storey semi-detached houses each containing four bedrooms.
- 2.2 The proposed dwelling to plot 1 would be a detached two storey house and would be positioned to the northern end of the site with its front elevation facing north. The dwelling would be of a hipped roof design. The dwelling would measure 6.5 metres in width by 10.2 metres in depth. The roof of the dwelling would be 4.7 metres in height at the eaves and 7.9 metres overall. To the front elevation of the dwelling would be a porch canopy supported on two columns. The canopy would measure 1 metre in depth by 3.4 metres in width and have a flat roof 2.5 metres in height. The exterior of the dwelling would be finished in facing brickwork with concrete roof tiles and UVPC windows.
- 2.3 To the southern end of the site a pair of semi-detached houses are proposed forming plots 2 and 3. The proposed semi-detached pair would be positioned with the front elevation of the building facing north into the site. The building would be of a hipped roof design. The dwellings would measure 12.6 metres in width by 10.2 metres in depth. The roof of the building would be 4.7 metres in height at the eaves and 8.1 metres overall. To the front elevation of the building would be a porch canopy supported on two columns to cover the entrance door of each property. The canopy would measure 1 metre in depth by 6.7 metres in width and have a flat roof 2.5 metres in height. The exterior of the dwellings would be finished in facing brickwork with concrete roof tiles and UVPC windows.
- 2.4 The proposed dwellings would be arranged internally to meet the Lifetime Homes standard and would achieve Code for Sustainable Homes Level 4. The proposed dwellings would be constructed using a timber frame system which would make the construction process faster than conventional brick developments. Conventional garden areas would be provided to the rear of the dwellings. Two parking spaces would be provided per property with cycle storage provided via sheds within the rear garden areas.

3. Relevant History

- 3.1 P1823.10 - To demolish existing garage block and erect 3 No 4 bed houses with associated parking – Withdrawn.

4. Consultations/Representations

- 4.1 Neighbour notification letters have been sent to 49 adjoining addresses with two letters of representation being received. The letters raise objection to the proposal on the grounds of a loss of privacy, the location of the refuse store, disruption during construction and noise disturbance. At the time of drafting this report the neighbour notification period has yet to expire but will

have expired by the Committee meeting. Members will be verbally updated on the evening of any representations received

- 4.2 The Borough Crime Prevention Design Advisor considers that the proposal does not present any material crime prevention issues but requests a condition be imposed in respect of the Secure by Design award scheme.

5. Relevant Policies

- 5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.

- 5.2 The Supplementary Planning Document for Residential Design is a material consideration as is the Supplementary Planning Document for Sustainable Design and Construction.

- 5.3 Policies 3A.1 (increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (maximising the potential of sites), 3A.5 (housing choice), 3A.6 (quality of new housing provision), 3C.1 (integrating transport and development), 3C.2 (matching development to transport capacity), 3C.3 (sustainable transport), 3C.21 (walking), 3C.22 (cycling), 3C.23 (parking strategy), 3D.14 (biodiversity), 4B.1 (design principles), 4B.6 (safety, security and fire prevention and protection) and 4B.8 (respect local context and communities) of the London Plan are relevant.

- 5.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation' and Planning Policy Guidance Note 13 'Transport' are also relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee due to the application site being in Council ownership. The issues arising from this application are the principle of development, the layout and density of the development, design and street scene issues, impact on amenity, parking and highway issues, sustainability and community safety.

- 6.2 Principle of Development

- 6.2.1 The application site is previously developed land. It is within a predominantly residential area and is considered to be suitable in principle for residential development in accordance with Policy CP1, subject to the detailed design of the proposals. The proposed residential redevelopment would contribute to the London Plan objective of increasing the overall supply of housing, specifically relevant are Policies 3A.1 and 3A.2.
- 6.2.2 Government guidance relating to sustainable development is contained within PPS1. This document refers in particular to the need to locate new development on land within existing urban areas. With reference to housing and sustainability local planning authorities are encouraged to make effective use of land within urban areas. Members may agree therefore that the redevelopment of the site would contribute to the principles of urban regeneration and sustainability. Furthermore staff are of the view that the proposal would contribute to the Council's vision namely the Living Ambition agenda.
- 6.2.3 The site is currently occupied by 30 garages. However, these are in a poor condition and the majority have not been used for parking for some time. 8 of the garages are currently listed as being occupied however the applicant has been unable to ascertain how many are used for storage and how many for parking. Although the loss of the garages does have the potential for some displacement parking staff are of the view that sufficient capacity exists on street within Sevenoaks Close without resulting in congestion to the highway.
- 6.2.4 In the event that Members are minded to grant planning permission staff recommend that a condition be imposed requiring an investigation of any potential contamination of the site.

6.3 Density and Site Layout

- 6.3.1 Policy DC2 seeks to guide a higher density of development to those parts of the Borough having good access to public transport. In this instance, the application site falls within a PTAL zone where a density of 30-50 units per hectare is anticipated. The proposed development would provide a detached house along with a pair of semi-detached houses. This would result in a density of 20 units per hectare, which is below the anticipated density range. Notwithstanding this, staff are of the view that the density of development is acceptable as it would be commensurate with local character and would make an efficient use of urban land in accordance with PPS3.
- 6.3.2 The proposed dwellings would be arranged on the site so as to allow the provision of landscaped areas to the front of the buildings, with private amenity areas being located to the rear of the buildings. The siting of the proposed dwellings would allow the development to be set off the boundaries. Staff are of the view that the arrangement and setting of the

proposed dwellings would be compatible with development in the surrounding area.

6.3.3 In respect of amenity space the Supplementary Planning Document (SPD) for Residential Design does not prescribe fixed standards for private amenity space or garden depths unlike previous guidance. Instead the SPD places emphasis on new developments providing well designed quality spaces that are usable. In this instance the proposed dwelling to plot 1 would have a rear garden area of 60 square metres, plot 2 a garden of 63 square metres and plot 3 a garden of 115 square metres. Staff are of the view that the proposed rear garden areas would provide each dwelling with a useable external space for day to day activities such as outdoor dining, clothes drying and relaxation. The proposed site layout would result in the rear garden area of the dwelling to plot 1 being positioned at right angles to the rear of no. 25 Sevenoaks Close. This relationship would result in the garden area of plot 1 being overlooked to some extent from the upper floor windows of no. 25. However given the separation distance (10 metres) staff consider the impact of this to be acceptable. Furthermore such a relationship would be an occupier aware situation.

6.3.4 The proposal would see the proposed dwelling to plot 1 provided with a rear garden of 8 metres in depth, plot 2 a rear garden of 8.6 metres in depth and plot 3 a rear garden of 9.5 metres in depth. Garden depths for surrounding properties generally achieve depths of 8 to 12 metres for those properties fronting onto Sevenoaks Close. In light of this staff are of the view that the proposed rear garden depths would be compatible with local character.

6.3.5 The proposal does show a scheme of hard and soft landscaping to the front and rear of the proposed building which staff consider to be acceptable subject to the submission of further details via condition.

6.4 Design/Impact on Street scene

6.4.1 The character of the area is typified by two storey semi-detached housing of a similar architectural style. The proposed dwellings would be of traditional design which staff consider would be in keeping with the general character of the area. The proposed dwellings would be comparable with surrounding dwellings in terms of general proportions and detailing. The proposed detached dwelling to plot 1 would be arranged on the site so that the flank wall of the building fronts onto the access road. Staff are of the view that the proposed building would have an acceptable impact on the Sevenoaks Close street scene. The presence of the flank wall of the building would be relieved by the formation of windows in this elevation. The proposed semi-detached pair forming plots 2 and 3 would be sited to the rear of the existing properties fronting Sevenoaks Close and as such would not have an impact on the street scene.

6.4.2 It is considered that the design and appearance of the proposed dwellings is of an acceptable quality, in accordance with relevant guidance. The

proposed dwellings would utilise a mixture of materials including facing brickwork, concrete roof tiles and UPVC windows. Staff are of the view that the proposed materials would be compatible with those to be found on neighbouring dwellings. In any event full details and samples of materials can be controlled by condition should Members be minded to grant planning permission.

6.4.3 The design of the proposed dwellings is such that it would be fully accessible to those with disabilities, with each of the dwellings being built to meet the Lifetime Homes standard. The proposal is considered to accord with Policy DC7 in this respect and would provide residential accommodation to meet the needs of individuals throughout their lives through changing circumstances.

6.5 Impact on Amenity

6.5.1 The proposal would introduce residential development to the rear of properties fronting Sevenoaks Close to the north and west, Hailsham Road to the south and Taunton Road to the east of the site. The proposed detached dwelling to plot 1 would be orientated on the site so that the front elevation of the building would face north. This layout would result in a front to back relationship with the three maisonette blocks to the north of the site known as nos. 1 to 23 Sevenoaks Close. A separation distance of 14.3 metres would be achieved from the proposed front elevation windows of plot 1 to the boundary with the rear garden area of the maisonettes. Staff are of the view that this distance of separation is sufficient to prevent the adjoining amenity space being overlooked. The proposed house to plot 1 would be separated from the rear main wall of the maisonettes by at least 16 metres, a distance staff consider to be acceptable to prevent harm to amenity. The maisonettes are positioned at an oblique angle to the proposed dwelling rather than being positioned square on and as such an open aspect would be maintained at the rear.

6.5.2 The proposed dwelling to plot 1 would result in a flank to back relationship with those properties to the east fronting Taunton Road. The proposal would result in a separation distance of 16 metres to the rear of the nearest property in Taunton Road which staff consider to be acceptable to prevent material harm by way of a loss of light or overshadowing. No windows are proposed in the flank wall of the building facing east.

6.5.3 The proposed semi-detached houses, forming plots 2 and 3, would be positioned to the southern end of the site with the front elevation of the building facing north. The proposal would result in a conventional back to back relationship with those properties to the south fronting Hailsham Road. A separation distance of 22.6 metres would result between the back wall of the proposed houses and the nearest dwelling at no. 16 Hailsham Road. Staff consider this relationship to be acceptable. The proposal would result in a flank to back relationship with those properties to the east fronting

Taunton Road. The proposal would result in a separation distance of at least 16.6 metres which staff consider to be acceptable.

6.5.4 The proposed semi-detached houses would result in a flank to back relationship with those properties to the west fronting Sevenoaks Close. At the closest point the proposed building would be set 9.6 metres from the rear of no. 35 and this would increase to 16.4 metres at the rear of no. 39. In view of the distance of separation described, the orientation of the proposed houses and their hipped roof design, it is judged that the proposed building is sufficiently far from the rear of adjoining properties not to result in material harm to amenity.

6.5.5 In the flank walls of the proposed semi-detached dwellings two windows are proposed to each property. A ground floor window is proposed to serve a kitchen/dining room and a first floor window is proposed to serve a bathroom. The ground floor windows would be capable of being screened by a boundary fence with the first floor windows capable of being conditioned with obscure glazing. Staff are of the view that these arrangements would suitably maintain the privacy of adjoining occupiers.

6.5.6 Staff are of the view that the impact of traffic noise or general activity within the site, as a result of this proposal, would not be materially harmful to residential amenity when compared to traffic and activity generated by the original use of the site as garaging for up to 30 cars.

6.6 Sustainability

6.6.1 Through the policies of the Local Development Framework the Council is seeking to address climate change by encouraging the highest standards of sustainable construction and design in new development proposals. The proposed development would make use of modern sustainable design techniques, materials and construction methods. The proposed development aims to gain Code for Sustainable Homes Level 4, which is beyond the current requirements given in Policy DC49. Staff are of the view that the proposal would act as a showcase development for the Council's sustainability agenda and contribute positively to the regeneration of Harold Hill.

6.7 Parking and Highway Issues

6.7.1 Access into the site would continue to be taken via a 5.5 metre wide road from Sevenoaks Close which passes between nos. 23 and 25. The road presently provides access to the garage site and a parking area adjacent to the flank of no. 25 Sevenoaks Close. The proposal would see the existing access road extended into the site terminating in a central turning space. The proposed access and turning arrangements are considered to be acceptable and would enable vehicles to turn within the site and leave in a forward gear. The proposal does not raise any other highway issues.

- 6.7.2 In respect of parking issues Policy DC33 seeks to ensure that the proposal provides adequate car parking on site. The Council's adopted car parking standard recommends the provision of 1.5-2 spaces per unit in this location. The proposal would see the provision of two spaces per dwelling which is considered to be acceptable.
- 6.7.3 The submitted plans indicate that cycle storage would be provided via sheds within the rear gardens of each property. Should Members be minded to grant planning permission for this proposal then staff consider that a condition requiring further details would be reasonable.
- 6.7.4 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. In this case it is intended that future occupiers would store their refuse and recycling within the rear garden area of each property with a collection area being provided at the entrance to the development. There would be an onus on future occupiers to place their refuse within the designated area on a collection day. Staff are of the view that the proposed refuse arrangements are acceptable. In the event that Members are minded to grant planning permission a condition requiring further details in this respect could be imposed.
- 6.8 Designing out Crime
- 6.8.1 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

7. Conclusion

- 7.1 In conclusion, residential development on the site is considered to be acceptable in principle and no objections are raised to the loss of the existing garages. The proposal is considered to be acceptable in terms of scale, form, massing and visual impact. Staff are of the view that the proposal would have an acceptable relationship to adjoining properties and would provide suitable amenity provision for future occupiers. The development is also considered to be acceptable in respect of parking and highway issues. It is therefore recommended that planning permission be granted subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

Legal implications and risks:

This application is considered on merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed dwellings would be constructed to meet the Lifetime Homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application form, plans and supporting statements received on 14th February 2011.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

P1806.10 – Former Manor Primary School, Shaftesbury Road, Romford

Construction of a single dwelling house as a continuation of terrace of four houses approved under planning permission P0446.10 (Application received 20th December 2010 and received plans received 18th March 2011)

Report Author and contact details:

Helen Oakerbee (Planning Control Manager) 01708 432800

Policy context:

**Local Development Framework
London Plan
National Planning Policy**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

Members may recall that planning permission was granted in June 2010 for the redevelopment of this former primary school site to provide a residential development of 30 houses. This current application seeks permission for an additional single dwelling house as a continuation of a terrace of four dwellings previously approved under P0446.10. The planning issues include the principle of development, design and street scene impact, parking and highway matters and amenity issues. These issues are set out in detail in the report below. Staff consider the proposals to be acceptable, subject to a legal agreement and conditions.

RECOMMENDATIONS

That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Legal Agreement under Section 106 and Section 106A the Town and Country Planning Act 1990 (as amended), to secure the following:

- This planning permission shall only be implemented in association with P0446.10 and the S106 agreement completed on 29th June 2010.
- The Section 106 completed on 29th June 2010 (as varied) will be varied pursuant to Section 106A of the Town and Country Planning Act 1990 to increase the number of units to 31 units on the application site associated with the planning permission under P0446.10.
- The payment of a financial contribution of £6147.74 towards additional school places within the Borough in accordance with Interim Planning Guidance for Educational Needs and Policy DC29 of the LDF Core Strategy and Development Control Policies Development Plan Document
- A financial contribution of £1,000 to be used for a review of parking restrictions in the locality of the site together with a street lighting upgrade and possible footway improvements in accordance with Policy DC32 of the LDF Development Control Policies Development Plan Document.
- All contribution sums shall include interest to the due date of expenditure.

That staff be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below.

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the buildings hereby permitted are first occupied, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The parking areas shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. Use of garages/carports - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) the garages/carports hereby permitted shall be made permanently available for the parking of private motor vehicles and not for any other purpose including living accommodation or any trade or business.

Reason: To provide satisfactory off-street parking at the site and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

5. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

7. Tree protection - Prior to the commencement of the development hereby approved the trees to be retained on site shall be protected in accordance with the appropriate recommendations contained in British Standard 3998:1989 (Tree Works) to the satisfaction of the Local Planning Authority.

Reason: To protect the trees on site in the interests of amenity and to accord with Policy DC60 of the LDF Development Control Policies Development Plan Document.

8. Refuse and recycling - Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

9. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

10. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details

of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

11. Secure by Design - Prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

12. External lighting - Prior to the commencement of the development a scheme for the lighting of external areas of the development including the access road shall be submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the occupation of the development and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

13. Biodiversity – Prior to the commencement of the development a method statement shall be submitted to and approved in writing by the Local Planning Authority outlining details of how the proposed ecological scoping survey recommendations and associated habitat enhancement measures will be implemented. The development shall thereafter be carried out in accordance with the agreed details.

Reason: In order to ensure that the proposed development has an acceptable impact on biodiversity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC58 and DC59.

14. Hours of construction - No construction works or deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to

Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

15. Wheel washing - Before the development hereby permitted is first commenced, details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site throughout the course of construction works.

Reason: In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area.

16. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

17. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority the Phase I Report having already been submitted to and approved in writing by the Local Planning Authority:

- a) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.
- b) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise two parts:

Part A - Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

- c) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the LPA; and
- d) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'.

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

18. Archaeology - No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to comply with the requirements of Policy DC67 of the LDF Core Strategy and Development Control Policies Development Plan Document.

19. Sustainability - No development shall be commenced until the developer has provided a copy of the Interim Code Certificate confirming that the development design achieves a minimum Code for Sustainable Homes 'Level 3' rating. The development shall thereafter be carried out in full accordance with the agreed Sustainability Statement. Before the proposed development is occupied the Final Code Certificate of Compliance shall be provided to the Local Planning Authority in order to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC49 of the LDF Development Control Policies Development Plan Document and the London Plan.

20. Renewable energy - The renewable energy system shall be installed in strict accordance with the agreed details and operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development. Thereafter, it shall be permanently retained.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC49 of the LDF Development Control Policies Development Plan Document and the London Plan.

21. Sound attenuation - The buildings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise'.

22. Removal of Permitted Development rights - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, Article 3, Schedule 2, Part 1, Classes A to E, no enlargements, improvements or other alteration shall take place to the dwellinghouses and no outbuildings or other means of enclosures shall be

erected within the rear garden areas of the dwellinghouses unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

23. No additional flank windows - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the approved plans), shall be formed in the flank walls of the dwellings hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

INFORMATIVES

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering will require a licence and the applicant must contact the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.
2. In aiming to satisfy conditions 10, 11 and 12 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
3. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC6, DC7, DC11, DC21, DC32, DC33, DC34, DC35, DC36, DC40, DC48, DC49, DC50, DC51, DC53, DC55, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3A.9, 3C.1, 3C.2, 3C.3, 3C.21, 3C.22, 3C.23, 3D.13, 3D.14, 3D.15, 4A.1, 4A.3, 4A.7, 4A.14, 4B.1, 4B.6 and 4B.8 of the London Plan.

4. Planning Obligations

The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

REPORT DETAIL

1. Site Description

- 1.1 The application site concerns a portion of the former Manor Primary School site which is situated on the northern side of Shaftesbury Road. The application site concerns land sited in the north west corner of the site to the rear of no 154 & 156 Victoria Road. The site covers an area of approximately 0.01 hectares within a larger site area associated with planning permission P0446.10 of approximately 0.64 hectares. The wider site was occupied by a range of single storey buildings and areas of playground but is now in the process of being redeveloped for housing. Topographically the site is generally flat.
- 1.2 The former school site is bounded on three sides by the properties fronting Albert Road to the west, Broadfield Close to the east and Victoria Road to the north. Albert Road is characterised by a variety of land uses predominantly contained within two storey buildings. Broadfield Close is a residential cul de sac containing two storey housing constructed in the 1980s. Victoria Road is predominantly residential in character to its southern side with a mixture of land uses to the northern side of the street.
- 1.3 The surrounding area is subject to a number of parking controls. Shaftesbury Road, Carlisle Road and Albert Road fall within Controlled Parking Zone RO3 which is in operation between 0830 and 1830 Monday to Saturday. Victoria Road is subject to a single yellow line parking restriction which also operates between 0830 and 1830 Monday to Saturday.

2. Background Information

- 2.1 In June 2010 planning permission was granted for the demolition of the former Manor School buildings and the construction of a new residential development comprising a total of 30 dwellings under reference P0446.10. The applicant has now implemented this permission and construction work is on-going. The former school site has an irregular shape towards the rear

where it adjoins existing rear garden areas. At the time the original application was submitted a portion of land to the rear of nos. 154 & 156 Victoria Road could not be clarified by the Land Registry and as such was excluded from the application site. Information has subsequently come to light indicating that this portion of land does form part of the former school site. This application has been made therefore to provide an additional end terrace house on the land.

3. Description of Proposal

- 3.1 This application seeks full planning permission for the construction of a single dwelling house as a continuation of the terrace of four houses previously approved under planning permission P0446.10. The proposed additional end terrace house would have an overall width of 5.3 metres by 8.8 metres in depth and be covered by a pitched roof of 5.5 metres in height at the eaves and 10 metres to the ridge. The proposed house would be set a metre from the flank boundary and would be set 9.5 metres from the northern site boundary. As with the four houses previously approved the proposed house would feature a front facing dormer window with pitched roof. The dormer would be 1.7 metres in width by 2 metres in depth and be 2.3 metres in height.

4. Relevant History

- 4.1 P0446.10 - Redevelopment of the site to create 30 no. two, three and four bedroom dwellings, plus associated roads, paths, driveways and car parking – Approved.

P0132.11 - Terrace of 3 no. three bedroom houses, plus associated car parking and landscaping (revision to scheme approved under reference P0446.10) – Legal agreement currently being completed.

5. Consultations/Representations

- 5.1 Neighbour notification letters have been sent to 178 adjoining addresses with no letters of representation being received.
- 5.2 The London Fire Brigade raise no objection to the proposal subject to a new fire hydrant being provided as part of the wider redevelopment of school site.
- 5.3 The London Fire and Emergency Planning Authority is satisfied with the proposals.
- 5.4 The Borough Crime Prevention Design Advisor raises no objection to the proposals.

6. Relevant Policies

- 6.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC6 (affordable housing), DC7 (lifetime homes and mobility housing), DC11 (non-designated sites), DC21 (major developments and open space), DC29 (educational premises), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC48 (flood risk), DC49 (sustainable design and construction), DC50 (renewable energy), DC51 (water supply and drainage), DC53 (contaminated land), DC55 (noise), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC60 (trees), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.
- 6.2 The Supplementary Planning Document for Residential Design is a material consideration as are the Supplementary Planning Documents for Sustainable Design and Construction and for Protecting and Enhancing the Borough's Biodiversity.
- 6.3 Policies 3A.1 (increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (maximising the potential of sites), 3A.5 (housing choice), 3A.6 (quality of new housing provision), 3A.9 (affordable housing targets), 3C.1 (integrating transport and development), 3C.2 (matching development to transport capacity), 3C.3 (sustainable transport), 3C.21 (walking), 3C.22 (cycling), 3C.23 (parking strategy), 3D.13 (children and young people's play and informal recreation strategies), 3D.14 (biodiversity), 3D.15 (trees), 4A.1 (tackling climate change), 4A.3 (sustainable design and construction), 4A.7 (renewable energy), 4A.14 (sustainable drainage), 4B.1 (design principles), 4B.6 (safety, security and fire prevention and protection) and 4B.8 (respect local context and communities) of the London Plan are relevant.
- 6.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation', Planning Policy Guidance Note 13 'Transport', Planning Policy Guidance Note 17 'Planning for open space, sport and recreation', Planning Policy Statement 22 'Renewable Energy', Planning Policy Guidance Note 24 'Planning and Noise' and Planning Policy Statement 25 'Development and Flood Risk' are also relevant.

7. Staff Comments

- 7.1 The issues arising from this application are the principle of development, the density and site layout, design and street scene issues, impact on amenity, parking and highway issues, accessibility, sustainability, community safety, affordable housing and education matters.

7.2 Principle of Development

- 7.2.1 The application site is previously developed land having most recently been in use as a primary school. Planning permission has previously been given by the Council for the redevelopment of the application site for housing. No objections are therefore raised in principle to this current proposal which seeks an amendment to the previous planning permission by providing one additional house.
- 7.2.2 The provision of an additional house on the site would contribute to the London Plan objective of increasing the overall supply of housing, specifically relevant are Policies 3A.1 and 3A.2.
- 7.2.3 Given that this proposal involves a portion of land not included in the original application staff recommend that a condition be imposed requiring an investigation of any potential contamination.

7.3 Density and Site Layout

- 7.3.1 The application site is located within the Romford Public Transport Accessibility Level (PTAL) zone 5-6 where Policy DC2 indicates that a development density of 50-110 units per hectare is acceptable in principle. The original application achieved a density of 46.9 units per hectare. The provision of an additional house would result in the development of the wider site as a whole achieving a density of 50 units per hectare. Staff are of the view that the density of the proposal is acceptable and would make an efficient use of previously developed land.
- 7.3.2 The proposed dwelling would continue the front and rear building lines of the previously approved terrace of four houses. The arrangement of the terrace would be such that landscaped areas would be provided to the front of the building, with private amenity space being located to the rear. Staff are of the view that the arrangement and setting of the additional house would be compatible with the remainder of the development previously given planning permission and would be compatible with the surrounding area.
- 7.3.3 In respect of amenity space the Supplementary Planning Document for Residential Design places emphasis on new developments providing well designed quality spaces that are usable. In this instance the proposal would provide a rear garden area of 42 square metres for the additional house. Staff are of the view that the proposed rear garden area would provide future occupiers with a useable external space for day to day activities such as outdoor dining, clothes drying and relaxation. The size of the proposed garden area would be comparable to other garden areas in the wider development which have previously been approved.
- 7.3.4 The provision of amenity space is not only important for providing external space for future occupiers but also provides space between buildings. The proposed additional house would have a rear garden depth of 9.5 metres.

Staff acknowledge that the proposed garden depth would be significantly shorter than those presently found for the Victorian housing surrounding the site where garden depths average 37 metres for properties in Victoria Road and 14 metres for properties in Shaftesbury Road. Notwithstanding this staff are of the view that the proposed rear garden depth would not be harmful to local character. Indeed rear garden areas with a depth of 9 metres are presently found in Broadfield Close, which is directly to the east of the site, and have previously been accepted in the wider development of this site. In view of the proposed site layout staff are of the view that the configuration of terrace as a whole is such that the garden depths would not appear overly cramped.

7.3.5 The submitted plans show detailed information in respect of proposed hard and soft landscaping including new tree planting. Staff are of the view that the proposed landscaping is acceptable and would help to create a pleasant and attractive high quality environment for future occupiers. If Members are minded to approve this proposal the applicant would be required to submit further details for approval in this respect.

7.4 Design/Impact on Street scene

7.4.1 The character of the area is typified by two storey semi-detached housing of a similar architectural style. The proposed house would form an additional end terrace dwelling of a terrace of four houses previously approved. The design and external appearance of the additional house would follow that of the terrace as a whole. Staff are of the view that the design and appearance of the proposed house is of an acceptable quality, in accordance with relevant guidance. The proposed house (and terrace as a whole) would utilise a mixture of materials including facing brickwork, concrete roof tiles and UPVC windows. Staff are of the view that the proposed materials would be compatible with those to be found on neighbouring dwellings. In any event full details and samples of materials can be controlled by condition should Members be minded to grant planning permission.

7.4.2 The design of the proposed house is such that it would be fully accessible to those with disabilities, with the dwelling being built to meet the Lifetime Homes standard. The proposal is considered to accord with Policy DC7 in this respect and would provide residential accommodation to meet the needs of individuals throughout their lives through changing circumstances.

7.4.3 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

7.5 Impact on Amenity

7.5.1 The proposed house would be positioned to the north west corner of the site and would result in a conventional back to back relationship with those properties to the north fronting Victoria Road. The proposal would result in a back to back distance of 28 metres. Staff are of the view that the separation distance between the proposed house and the adjoining houses to the north would be sufficient to prevent harm to amenity through a loss of light or privacy. The proposal would see the additional house provided adjacent to the garden area of no. 158 Victoria Road. The proposed house would be set off the boundary and given its siting adjacent to the very bottom of the adjoining garden would not in staff's view be harmful.

7.5.2 The proposal would result in the provision of one additional house on the former school site beyond the 30 houses already approved. In terms of noise and disturbance from vehicular movements, staff are of the view that this would not materially increase through the provision of one additional house.

7.6 Sustainability/Renewables

7.6.1 The proposed development of the whole wider site aims to gain Code for Sustainable Homes Level 3, which is in accordance with Policy DC49. In the event that Members were minded to grant planning permission this could be secured by condition to ensure the development attains this standard.

7.6.2 It is indicated that predicted carbon dioxide emissions from the development could be reduced by 20% through the use of on-site renewable energy equipment – namely solar panels. The development would therefore accord with the target set out in the London Plan. The Council's Energy Officer is also satisfied with the proposal in respect of sustainability subject to suitable conditions. The proposal is therefore considered acceptable in this respect and conditions could be imposed to ensure the development achieves this reduction.

7.7 Parking and Highway Issues

7.7.1 Access to the development as a whole would be taken from Shaftesbury Road with a new road being provided through the centre of the site and terminating at a turning head area to the northern end of the site. The additional house and courtyard parking area in front of the building would link into this new road. The proposed courtyard parking area would remain as per the original planning application as a result of this proposal albeit with two additional parking spaces.

7.7.2 In respect of car parking the original planning application for this site was granted with a ratio of 1.6 spaces per unit. This current proposal would see the parking provision for plots 16 to 19 remain unchanged with two additional spaces being added for the additional house (plot 31). Staff are

of the view that the proposed parking arrangements are acceptable and comply with Policy DC33.

7.7.3 Under the original application for this site the applicant agreed to pay a financial contribution through a S106 agreement towards a review of parking restrictions in the locality of the site together with a street lighting upgrade and possible footway improvements. In view of the fact an additional house is now proposed the applicant has agreed to an additional sum of £1,000 in respect of the above.

7.7.4 The proposed house would incorporate provision for secure cycle storage within the curtilage of the property. Staff are of the view that the proposal accords with Policy DC36 in this respect and that further details could be secured via condition.

7.7.5 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. In this case it is envisaged that refuse and recycling would be stored within the rear garden area the house using the black and orange sack method. On collection day the sacks would then be placed at the property boundary for roadside collection. In the event that Members are minded to grant planning permission a condition requiring further details in this respect could be imposed.

7.8 Affordable Housing

7.8.1 The London Plan and Policy DC6 advises that 50% of all new housing should be provided as affordable housing unless a financial appraisal demonstrates that this cannot viably be met. The applicant submitted a financial appraisal in support of the original planning application which demonstrated that the development would not be viable with a percentage of affordable housing greater than 35%. This appraisal has been updated to reflect the fact that an additional house is now proposed. The appraisal demonstrates that even with the provision of the additional house the scheme would still not be viable with a percentage of affordable housing greater than 35%. The Council's Housing Department have assessed the applicant's financial appraisal and are satisfied with its findings. It is for this reason that no further affordable housing is being sought through this application.

7.9 Education

7.9.1 At the time the original planning application was granted a financial contribution was secured through a legal agreement to cover the potential demand for increased school places in the Borough. This proposal would result in one additional house on the site and as such an additional financial contribution is required in accordance with Policy DC29. A contribution of up to a maximum of £6147.74 is required based on the calculation in the Council's Interim Planning Guidance for Educational Need generated by

New Residential Development. The applicant has agreed to pay this sum which can be secured through a legal agreement in the event that Members are minded to grant planning permission.

7.10 Other Matters

7.10.1 The application site was subject to ecological surveys prior to the approval of the original application and mitigation/enhancement measures have been secured via condition. The submitted plans indicate that the construction of the terrace would necessitate the removal of one tree towards the northern site boundary. The removal of this tree was previously judged to be acceptable and staff are of the view that its loss can be mitigated through the landscaping scheme for the wider site.

8. Conclusion

8.1 Planning permission has previously been granted for 30 houses on the site as a whole including a terrace of four houses in the north western corner. This planning application seeks permission for the construction of an additional end terrace dwelling as a continuation of the four terraced dwellings previously approved in the north west corner of the former school site.

8.2 The principle of residential development on this site has previously been established. The proposal is considered to be acceptable in terms of scale, form, massing and visual impact. Staff are of the view that the proposed house would have an acceptable relationship to adjoining properties and that suitable amenity provision would be made for future occupiers. The development is also considered to be acceptable in respect of parking and highway issues. It is therefore recommended that planning permission be granted subject to conditions and a legal agreement to secure additional financial contributions for highways and educational needs.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions are required through a legal agreement.

Legal implications and risks:

Legal resources will be required for the drafting of a legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity. The proposed house would be constructed to meet the Lifetime Homes Standard which means that it would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application form, plans and supporting statements received on 20th December 2010.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0129.11 – Upminster Recreation
Ground, Corbets Tey Road, Upminster**

**Extend cricket nets enclosure to the
existing batting, coaching and practice
area with sub base, matting and gates
(Application received 11th February
2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

Local Development Framework

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input checked="" type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This matter is brought before committee as the application site is Council owned. The application seeks full planning permission to extend a cricket nets enclosure to the existing batting, coaching and practice area with sub base, matting and gates. Staff conclude the proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. Time Limit – The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

Reason for Approval

The proposal is considered to accord with the aims and objectives of Policies CP7, CP17, DC18 and DC61 of the LDF Development Core Strategy and Development Control Policies DPD.

REPORT DETAIL

1. Site Description

- 1.1 The application site is located adjacent to the Cricket and Hockey Club pavilion in Uppminster Recreation Ground. The surrounding area is characterised by semi-detached and terraced housing and commercial properties as the site fronts Corbets Tey Road.

2. Description of Proposal

- 2.1 The application seeks permission to extend a cricket nets enclosure to the existing batting, coaching and practice area with sub base, matting and gates. An existing cricket nets enclosure (approved under application

P1266.05) needs extending to enclose a currently unprotected existing practice wicket hardstanding. This is for reasons of safety of park users and the increasing numbers of junior and senior players at the club who need to practice. The proposal allows a north/south orientation rather than an east/west orientation as the main net enclosure by the tennis courts, thus allowing safe practice out of the direction of the setting sun.

- 2.2 Existing batting end No. 2 would be extended by a depth of 2.5 metres and a width of 2.7 metres. The new batting end (labelled as No. 3 on the plans) would have a width of 2.8 metres and a depth of 9.3 metres with new sub base and matting. There will be new matting for batting end No. 2 when funding becomes available.
- 2.3 All new fencing would comprise of Euromesh up to 3 metres in height to match the existing green fencing and this would be located around the perimeter of the net facilities. The gates which would enclose each of the 3 no. batting ends would comprise of Euromesh infill with sliding bolts that can be padlocked. There will be a new fixed net enclosure in batting ends No.'s 2 and 3. The proposal includes net surround finishes to Ends No. 1 and 2.

3. Relevant History

P0516.01 – Alterations and additions to the existing cricket and hockey pavilion – Approved.
P0345.03 – Vandal proof fencing enclosure, practice artificial wickets and cricket practice nets – Approved.
P1266.05 – New fencing enclosure to existing batting, coaching and practice area – Approved.

4. Consultations/Representations

Notification letters were sent to 12 neighbouring properties. One letter of objection has been received with detailed comments that have been summarised as follows:

- The Cricket Club already has three purpose made metal cricket nets adjoining the tennis courts and one near the Pavilion, which take up park land that cannot be used by the general public.
- Are there any planning laws/guidelines to protect public parks for use by all the general public, not just the Cricket Club?
- The proposal should be relocated to the central park area next to the existing three permanent metal nets to increase their separation distance from neighbouring properties.
- Health and safety as the proposal is three metres away from the back gardens of neighbouring properties.
- There will only be a limited number of cricket players able to use the new nets one at a time, whilst the remaining players practice at the end of neighbouring properties.
- The proposal encourages people to congregate in this location and possibly create a public nuisance.

- The rear fence of a neighbouring property has been vandalised.
- Anti-social behaviour.

In response to the above comments, the proposal allows a north/south orientation rather than an east/west orientation as the main net enclosure by the tennis courts, thus allowing safe practice out of the direction of the setting sun. Policy DC18 seeks the retention and enhancement of all public open space and recreation, sports and leisure facilities that are in private or public ownership. Comments that the proposal should be relocated to the central park area are not material planning considerations, as each application is assessed on its individual planning merits. The remaining issues are addressed in the following sections of the report.

5. Relevant Policies

- 5.1 Policies CP7 (Recreation and Leisure), CP17 (Design), DC18 (Protection of public open space, recreation, sports and leisure facilities), and DC61 (Urban Design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents are material planning considerations.

6. Staff Comments

- 6.1 This proposal is put before the Committee owing to the land being Council owned. The issues arising in respect of this application will be addressed under the headings principle of development, impact on the streetscene, amenity issues and parking and highways implications. Policy DC61 of the LDF Core Strategy Development Plan Document is relevant.

7. Principle of Development

- 7.1 Upminster Recreation Ground is a designated as a Public Open Space. The provision of enhanced sporting facilities is considered acceptable in principle.

8. Design/impact on street/Garden scene

- 8.1 It is considered that extending a cricket nets enclosure to the existing batting, coaching and practice area with sub base, matting and gates would not be harmful to the streetscene, as it would be set back approximately 160 metres from Corbets Tey Road. The nets enclosure, matting and gates are considered to be of an acceptable appearance and would match the existing green fencing.

9. Impact on amenity

- 9.1 It is considered that the proposal would not result in any material harm to the residential amenities of properties in Stewart Avenue, as the proposal would be some 10 metres from the end of the rear gardens of these closest

residential properties. Also, the net enclosure and gates would be the same height as the existing fencing. In addition, the proposal should help to increase the safety of park users. It is considered that the proposal would not give rise to vandalism, anti-social behaviour or public nuisance over and above existing conditions.

10. Highway/parking issues

10.1 It is considered that the proposal would not create any highway or parking issues.

11. Conclusion

11.1 Having regard to all relevant factors and material planning considerations staff are of the view that this proposal to extend a cricket nets enclosure to the existing batting, coaching and practice area with sub base, matting and gates would be acceptable. Staff are of the view that the proposal would not have an impact on the streetscene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

This application is considered on its own merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

Regulatory Services Committee, 7 April 2011

Application form and plans received on 11th February 2011.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07-April-2011

Subject Heading:

**P0261.11: Corbets Tey School,
Harwood Hall Lane, Upminster**

**Detached single storey building to
provide disabled toilets and changing
facilities for use in conjunction with
new sensory play area. (Application
received 18 February 2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800
helen.oakerbee@havering.gov.uk**

Policy context:

**Local Development Framework
London Plan, Planning Policy
Statements/Guidance Notes**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input type="checkbox"/>
Excellence in education and learning	<input checked="" type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

The proposal is for the construction single storey building to provide disabled toilets and changing facilities for use in conjunction with new sensory play area within the grounds of Corbets Tey School. The proposed toilets are intended to provide additional facilities for the pupils of the school, who have special educational needs, as well as for members of local community groups.

The proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. SC04 Time Limit

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Act 1990.

2. SC32 In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted.

3. SC62 Hours of Construction

No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity.

4. NSC02 External Materials

The single storey building hereby approved shall be externally finished in timber cladding and stained to match the external appearance of the existing swimming pool building. The external materials shall then be retained as such thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area and to accord with Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

5. NSC03 External Lighting

There shall be no external lighting within the site unless otherwise submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of neighbouring residential amenity and to accord with Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

6. NSC04 Use of building

The building hereby permitted shall be used for purposes ancillary to the use of the school only and for no other purposes whatsoever.

Reason: To enable the Local Planning Authority to retain control over the future alternative use of the building, in the interests of amenity.

INFORMATIVES

1. Reason for Approval:

The proposal is considered to accord with the aims and objectives of Policies CP8, CP9, CP10, CP14, CP15, CP17, CP18, DC26, DC28, DC29, DC32, DC33, DC34, DC35, DC45, DC48, DC51, DC61, DC62 and DC68 of the LDF Core Strategy and Development Control Policies Development Plan Document as well as is PPG2 and PPS5.

2. The applicant is advised that it is the applicant's responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to

discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

REPORT DETAIL

1. Site Description

- 1.1 The application site is Corbets Tey School, which is located on the north side of Harwood Hall Lane, some 65m west of its junction with Corbets Tey Road. The school is situated within the Metropolitan Green Belt and partially within the Corbets Tey Conservation Area, which extends across the northern part of the school grounds.
- 1.2 The site is currently occupied by a cluster of school buildings, predominantly single and two-storey and has been previously extended on a number of occasions. The school has a single storey timber clad swimming pool extension, which is situated to the east of the main school building. There is parking to the school frontage and grassed playing fields to the north of the school buildings. There are a number of large trees within the school grounds, in particular to the eastern site boundary, some of which are subject of a Tree Preservation Order. Construction has started on the previously approved planning application for a sensory play area.
- 1.3 The site is adjoined to the north and west by open Green Belt land. To the east of the site lie residential dwellings, which front on to Harwood Hall Lane or Londons Close.

2. Description of Proposal

- 2.1 Corbets Tey School is a school for children and young people who have statements detailing particular personal educational needs. The school caters for pupils aged 4 to 16 with moderate to severe learning challenges, including autism, and a number of medical syndromes.
- 2.2 The proposal is to introduce disabled changing and toileting facilities to a new sensory play area to the north of the swimming pool area. The sensory play area is divided into 3 separate areas which includes a water area. This allows children to play with sensor and manually controlled water jets which will create a need for an area where children can be dried and changed by the parents/carers. Due to the specific needs of the children who will be using the play area, the changing and toilet facilities will need to be easily accessible and located within close proximity to the play area.
- 2.3 The dedicated changing and toilet facilities will be essential for both the changing of children after enjoying the water area of the sensory play area

and for quick and exclusive access to DDA toilets and changing facilities. This facility will consist of a 10m long, 3m wide and 3.3m high pitched roof (timber structured) cabin, clad to match the existing swimming pool building and running parallel to the west end of the north face of the existing building at a distance of 1m from the existing swimming pool building's external wall. This gap is essential to facilitate the run off of rain water from the pitched roof and any maintenance to both the swimming pool building and the proposed cabin. The toilet and changing facilities will be directly accessible from both the water area and the interactive/performance area of the sensory play area to facilitate the ease and speed necessary in transitioning children with specific needs to appropriate facilities.

- 2.4 There is presently a building project proceeding that will provide a fully equipped disabled toilet within the existing school building. However, it could be problematic to allow unrestricted access to this facility out of school hours, as it would require the school to be unnecessarily opened and unsecured. There is therefore a need to have a dedicated, independent resource to cater for this need.

3. Relevant History

- 3.1 The school has had numerous previous extensions. The most recent planning history is set out below:

P1104.04 - Detached garage - Approved

P0509.07 - Demolish old storage shed and erect new detached storage shed - Approved

P0752.07 - Two storey resource extension - Approved

P1183.09 - Two storey side extension to existing classroom block, with adjoining single storey stores lobby connection to existing swimming pool building - Approved

P1505.10 - External sensory play area on existing field including new surfacing and fencing. Plant room extension - Approved

4. Consultations/Representations

- 4.1 The application has been advertised on site and in the press as a Green Belt application and development within a Conservation Area. Neighbour notification letters have also been sent to neighbouring addresses. One letter of objection was received which raises concerns regarding the amount of development happening at Corbets Tey School and loss of light and noise which would result with any more development closer to the boundary with the Corbets Tey houses.

- 4.2 Thames Water raise no objection to the proposal.

- 4.3 Essex and Suffolk Water and the London Fire Brigade raised no objection to the proposal.
- 4.4 The Environment Agency raised no objection to the proposal but suggested that rainwater runoff from the building should be directed to a suds feature such as a pond.

5. Staff Comments

- 5.1 The issues arising from this proposal are the principle of the development, including its acceptability within the Metropolitan Green Belt, the impact on the character and openness of the Green Belt and the locality in general, the impact on the Corbets Tey Conservation Area, the impact on local residential amenity, parking and highway impact and environmental issues.
- 5.2 Policies CP8, CP9, CP10, CP14, CP15, CP17, CP18, DC26, DC28, DC29, DC32, DC33, DC34, DC35, DC45, DC48, DC51, DC61, DC62 and DC68 of the LDF Core Strategy and Development Control Policies Development Plan Document are material considerations, as is PPG2 and PPS5.

5.3 Principle of Development

- 5.3.1 The application is for disabled changing and toileting facilities within the grounds of an existing school. The facilities would be available for the use of current school pupils and also for community use by local user groups, who already make out of hours use of the existing school swimming pool. As the development is within the grounds of an existing school it is not considered there would be any conflict with the provisions of Policy CP8 and that the proposal would comply with Policies DC26 and DC28, as it provides additional community facilities and enables dual use of existing school premises for education and wider community purposes.
- 5.3.2 Although the development is on the school playing fields the proposal does not involve the loss of any land containing a sports pitch meeting the PPG17 definition of a playing pitch. The proposal would also provide enhanced recreational facilities within the school grounds. It is not considered that there would be any loss of sports facilities arising from the proposal.

5.4 Green Belt

- 5.4.1 The site is situated within the Metropolitan Green Belt and PPG2 is therefore a material consideration. PPG2 states a general presumption against inappropriate development within the Green Belt, which should not be approved except in very special circumstances. PPG2 states that the carrying out of engineering and other operations and the material change of use of land is inappropriate in the Green Belt unless it maintains openness and does not conflict with the purposes of including land in the Green Belt.

New buildings are inappropriate in this case unless they are judged to be essential for outdoor sport and recreation.

5.4.2 Staff consider that it is arguable whether the development should be considered to be inappropriate in principle within the Green Belt, given that the proposal is required in connection with the sensory garden and could therefore arguably be considered as essential facilities required in connection with an open air recreational use.

5.4.3 Notwithstanding the above, in respect of the very special circumstances case, the applicant has made reference to the fact that the school is an existing development within the Green Belt, which fulfils an important role in the local community. This is a specialist school and has a specific need for the facilities that are sought. The project has been designed to be as sensitive to the school's environment as possible, including making the building as low level as possible, siting the structure as close to existing buildings on the site as possible and using materials, colours etc. wherever possible to blend in with the surroundings (for example, timber cladding the building). The applicants advised that they have designed the facility to be as small as possible in order to reduce the potential impact on the Green Belt.

5.4.4 In terms of the impact of the development on the Green Belt, Staff acknowledge that there would be some visual impact owing to the appearance of the proposed structure. However, the structure is relatively small in size and low level and sited as close to the swimming pool as possible, which appears as a backdrop to the proposed structure. It is not considered, within the context of the existing school buildings and the extent of open space that remains around the facility, that it would materially harm the intrinsic openness of this Green Belt site.

5.4.5 Staff consider that it is a matter of judgement whether the proposal is considered to be inappropriate in principle within the Green Belt but that in any event there are very special circumstances in this case which justify the proposed development. The proposal is not therefore considered to conflict with the provisions of PPG2 or with LDF Policies CP14 and DC45.

5.5 Impact on Conservation Area

5.5.1 The northern part of the application site is located within the Corbets Tey Conservation Area. The character of this part of the Conservation Area is very much drawn from Parklands, which is the open landscaped area of public open space north of the school site.

5.5.2 It is considered that given the location of the proposed structure close to the existing developed part of the school site that no material harm to the character and appearance of the Conservation Area would result. The proposal is therefore considered to accord with PPS5 and LDF Policy DC68.

5.6 Impact on Amenity

- 5.6.1 There are existing residential properties to the east of the application site, including dwellings in Harwood Hall Lane and in Londons Close. It is considered that the proposed structure would be sufficiently far from neighbouring residential properties (approximately 30m) not to result in material harm to neighbouring amenity.
- 5.6.2 Staff consider that given the existing use of the site as a school and playing fields, there would not be a material increase in noise and disturbance to occupiers of neighbouring property compared to the current use. Evening and weekend use of the proposed structure would be limited to hours of daylight as the associated sensory garden facility is not externally lit and would not be used during unreasonable hours of the day. Staff do not therefore consider that material harm to local residential amenity in terms of noise and disturbance would result.

5.7 Parking and Highway Issues

- 5.7.1 The school provides existing off street parking to the frontage. The proposed structure would be used by existing school pupils during the day at term time and so would not generate additional traffic or demand for parking. Community use of the facilities would be outside of school hours and so use of the existing on-site parking facilities could be made. Staff do not therefore consider that there would be a material parking or highway impact arising from the proposals.

5.8 Other Issues

- 5.8.1 There are a number of trees to the eastern boundary of the site, some of which are subject of a Tree Preservation Order. The Council's Tree Officer has advised that there is not considered to be an adverse impact on these trees but that the tree should be fenced during construction works to provide protection.

6. Conclusion

- 6.1 The proposal will provide additional facilities for the pupils of the school and for the local community. It is a matter of judgement whether the proposals are acceptable in principle within the Green Belt but Staff are satisfied, in any event, that very special circumstances exist to justify the development. No material harm to the open character of the Green Belt, the locality or the special character of the Corbets Tey Conservation Area is considered to result and there is no material harm to residential amenity or the public highway.
- 6.2 The proposal is therefore considered to be acceptable in principle and Staff recommend that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks:

None directly affecting the Council.

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities implications and risks:

The application relates to a proposed single storey building to provide disabled toilets and changing facilities for use in conjunction with new sensory play area at Corbets Tey School, which is a specialist school for pupils aged 4 to 16 with moderate to severe learning challenges. The facilities would also be available for use by local community groups.

BACKGROUND PAPERS

Application form, drawings and supporting statement received on 18 February 2011.

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Item 15

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1-6	P1618.10	Emerson Park	20 Rockchase Gardens Emerson Park Hornchurch
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17-28	P0118.11	St Andrew's	Westland Medical Centre Westland Avenue Hornchurch
29-37	P0173.11	Romford Town	12-16 Craigdale Road Romford

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APPLICATION NO:	P1618.10	
WARD :	Emerson Park	Date Received: 9th November 2010
ADDRESS:	20 Rockchase Gardens Emerson Park Hornchurch	
PROPOSAL:	Retention of new outbuilding Revised plans received 21-12-2010 & 1-2-2011	
DRAWING NO(S):	2067_P01A 2067_sk11 2067_sk12b	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

This application has been called in by Councillor Ramsey.

Reason for call in: The outbuilding would have a detrimental impact on the surrounding properties.

RECOMMENDATION

It is recommended that planning permission be granted, subject to the conditions set out at the end of this report.

BACKGROUND

This application was last brought to the 24th February Regulatory Services Committee. At that meeting, Members requested the deferral of the application so additional information could be collated and also to provide a detailed analysis on various issues which are addressed in the following section of this report. The main content of the report set out below is the same as that reported on 24th February.

REASONS FOR THE DEFERRAL:

Accurate measurements of the building including distances from boundaries, the building ridge and eaves heights.

The case officer visited the application site and the neighbouring property to the rear of the outbuilding to obtain approximate measurements for the separation distances from the boundary to the outbuilding. It was noted that the existing high close boarded fence is positioned in front of the existing boundary treatment beside the dwelling house.

The outbuilding would be set off the original close boarded fence by 0.38m on the south elevation and 0.2m on north west corner of the outbuilding to the rear boundary of the property along Woodfines.

Better photos of the building.

During the case officer's site visit after this application was deferred, additional photos were taken from the dwelling house and from the neighbouring garden to the rear of outbuilding so a

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clearer picture could be ascertained in relation to the development.

Clarification of degree of hip end cut back and what impact this has on internal building headroom, (ie could a deeper cut back be possible).

Revised plans have been provided by the agent denoting the hipped roof with an angle of 42 degrees on either end of the outbuilding. The agent clarified that a deeper cut on the roof angle would not be aesthetically pleasing to the eye. The roof angles on all four sides of the outbuilding would match and therefore would not have an odd appearance within the rear garden.

Brief summary of enforcement implications if retention application is (a) approved (ie compliance) or (b) refused.

Should the application be approved and alterations made to the building than no further action would be taken. The permission would have conditions attached for the revised scheme to be completed within 6 months of the said approval. Furthermore, a condition would be attached to ensure that the outbuilding is only used for ancillary use and not for living accommodation or for trade/business use.

Should the application be refused, then the applicant has the right of appeal. Subject to the outcome of this decision if the proposal is dismissed than an enforcement notice would be served potentially requiring the removal of the structure.

Relationship of building to the host house and extensions.

The outbuilding is approximately 3.57m from the end of the existing rear extension of the dwelling house which was constructed under Permitted Development in 2009. The submitted drawings denote the separation from the rear extension to the outbuilding.

Other Issues

During the case officer's site visit to the neighbouring property to the rear of the application site, it was noted that the ground level was slightly lower in the neighbouring garden than the application site with a variance of approximately 0.1m.

SITE DESCRIPTION

The application site is located at the end of a turning head in Rockchase Gardens. The site consists of a two storey detached dwelling set in a large spacious plot. The surrounding street scene is made up from detached dwellings of a similar nature. The application site and surrounding plots are located in the Emerson Park Policy Area.

It was noted that there were two outbuildings in the rear garden, one adjacent to the northern boundary and the other along the southern boundary. To the south, the side boundary of the appeal site adjoins the rear gardens of dwellings at 7 and 9 Rockchase Gardens. To the west the appeal site adjoins the rear garden of 5 The Woodfines and part of the rear garden of No 7.

The south side of the application site is largely screened from view from the neighbouring rear gardens by an approximately 4.5m high, mature, conifer hedge set within the curtilage of No 7, and which extends into the neighbouring property at No 9. The boundary with 5 The Woodfines

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is defined by a timber fence and some mature trees and bushes.

DESCRIPTION OF PROPOSAL

The application has been submitted seeking retrospective planning permission for a detached outbuilding in the rear garden which is adjacent to the southern boundary of the site.

The detached outbuilding measures approximately 3.34m wide and 8.03m deep. The submitted plans show a hipped roof with an eaves line of 2m and an overall height of 3.95m high.

However, the outbuilding has been converted with a fully gabled roof. The applicant has confirmed that the outbuilding will be amended to reflect the submitted plans.

The doors and windows of the outbuilding have views into the garden of the application site and are located on the northern elevation. The existing structure is finished in a timber clad and felt finish with plain tiles.

RELEVANT HISTORY

P1476.07 - Erection of a single and two storey front, rear and side extension - Refused (Appeal was dismissed as invalid appeal).

P2049.07 - Erection of a single storey and two storey rear/side extension - Refused.

P0232.08 - Single storey and front/rear and side extension two storey rear extension - Refused.

P1151.08 - Single storey rear and side extension - Refused (Dismissed on Appeal 1838).

D0080.09 - Certificate of Lawfulness for single storey side extension, two storey rear extension and demolition of existing garage - Planning Permission not required.

CONSULTATIONS/REPRESENTATIONS

Nine neighbours were notified regarding the application and three letters and one e-mail of representation were received. One e-mail and one letter were received from one neighbour and the other two letters were received from another neighbour, objecting to the proposal.

The e-mail and subsequent letter commented that the height and finish of the structure was unacceptable. The application submitted was a retrospective application which was constructed contrary to Permitted Development Legislation. The outbuilding is out of character for the Emerson Park Policy Area.

The two letters received from another neighbour stated that the outbuilding is too high and not finished to an acceptable standard. The writer is commenting that the north and east elevations have been finished in a timber clad and tiled roof however, the south and west elevation have been finished in felt and the southern roof slope has not been tiled whatsoever resulting in an unacceptable appearance which would have a detrimental impact on the Emerson Park Policy Area.

A response to the planning issues raised by these comments is contained in the officer assessment below.

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RELEVANT POLICIES

Residential Extensions and Alterations Supplementary Planning Document.
Emerson Park Policy Area Supplementary Planning Document.
DC33, DC61 & DC69 - LDF Core Strategy and Development Control Policies Development Plan Document.

STAFF COMMENTS

The application site is located within the designated Sector 6 of the Emerson Park Area and Policy DC69 and the Emerson Park Policy Area is relevant in assessing this case. These policies seek to retain the open character of the area which consists of large and varied dwellings set in mature, well-landscaped grounds.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The detached outbuilding is visible in the rear garden and obliquely between the shared driveways of the properties along Woodfines. The outbuilding is located at the end of the garden adjacent to the southern and western boundary of the application site. There is a small gap of approximately 0.38m between the boundary of the site and the south east corner of the outbuilding. Furthermore, there is a separation distance of approximately 0.2m from the north west corner of the outbuilding to the boundary.

It is noted that there is a smaller green house at No.7 Woodfines but no similar structures of a similar height are visible within the rear gardens. However, staff are of the view, due to the low eaves line that the development would not be dissimilar in height to the previous garage, the amendment to it to create a hipped roof and furthermore due to the fact the development would be partly screened by the large conifer trees, that it would not unacceptably impact on the rear garden area.

IMPACT ON AMENITY

There would be a small gap between the proposed outbuilding and the boundaries of No.7 Rockchase Gardens and also No.5 and No.7 Woodfines.

As previously stated, the outbuilding has an eaves line of 2m rising to an overall height of 3.95m high. The roof of the garage would be hipped when viewed from the properties along Woodfines, whereas currently it is viewed as a fully gabled structure.

The height of the previous garage granted on appeal in 1986 was approximately 2m to the eaves line and an overall height of 3.8m. This garage was demolished to allow the construction of the single storey side extension and two storey rear extension which was permitted under the Certificate of Lawfulness application, D0080.09.

The subject of this application would have a similar height and roof form to the previous garage granted on appeal; however. It is noted that the west elevation of the outbuilding has been constructed closer to the boundary.

It is acknowledged that the outbuilding may result in a small reduction in light and outlook to the properties along Woodfines specifically No.7, but given the form of the previous outbuilding and the revisions proposed, staff consider that the outbuilding would not unacceptably impact on the amenity of the neighbouring properties and furthermore no loss of privacy would result as no flank windows are proposed. The case officer has negotiated for the south and west elevations to be timber clad to match the remaining elevation and additionally for the southern roof slope to be tiled to match the other roof slope. It is considered the proposal falls within the aims and

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objectives of the Councils policy.

A condition would be attached to the garage to ensure the development is only used for purposes ancillary to the dwelling house and not for any trade or business unless an application was submitted to the local planning authority.

HIGHWAY/PARKING

The development will not increase the number of bedrooms and therefore no further parking is required.

KEY ISSUES/CONCLUSIONS

The proposed development would not unacceptably impact on the street scene or the rear garden environment. It is considered that the outbuilding would be designed sympathetically with the existing dwelling and would not unacceptably impact on the amenity of the neighbouring properties subject to the amendments proposed and the southern roof slope of the outbuilding being tiled and both the south and west elevations being timber clad to match the other sides.

The depth and height of the development would be mitigated by the high mature conifer hedge but also the separation distance between the development and the neighbouring properties in Rockchase Gardens and along Woodfines. There are no material adverse parking or highways implications as a result of this proposal.

The proposal is considered to be in accordance with the aims and objectives of the Residential Extensions and Alterations) SPD, Policies DC61 and DC69 of the LDF Core Strategy and Development Control Policies Development Plan Document and an approval is recommended accordingly.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC32 (Accordance with plans)
2. S SC33 (Workshops etc., - Restricted Use)
3. Non standard condition
Within 3 months from the date of this decision, the roof of the outbuilding shall be altered to match that illustrated by drawing number 2067_sk12c. The southern roof slope and the south and west elevations shall also be tiled and timber clad to match the remainder of outbuilding in terms of colour, profile and texture. Thereafter, the outbuilding shall be retained in its completed form.

Reason: In the interest of visual amenity and to protect the outlook of the adjoining neighbouring properties in accordance with the Supplementary Planning Document Residential Extensions and Alterations, Policies DC61 and DC69 of the Development Control Policies DPD.

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1 **INFORMATIVE:**

Reason for Approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of the Residential Extensions and Alterations SPD, and Policies DC61 and DC69 of the LDF Core Strategy and Development Control Policies Development Plan Document.

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

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APPLICATION NO:	P1705.10	
WARD :	Harold Wood	Date Received: 26th November 2010
ADDRESS:	Ashlea View Tomkyns Lane Upminster	
PROPOSAL:	Stationing of three caravans for residential occupation by Gypsy family and storage of fourth caravan.	
DRAWING NO(S):	Plan 1 Location Plan; Plan 2 Site Location Plan	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

BACKGROUND

This application was deferred from Committee on 17th March 2011 to enable Officers to provide photos of the current site to show views of additional mobile homes including view from access/entrance and to clarify details of waste and sewage disposal arrangements.

Photos and aerial photos have been added to show the residential compound from the highway/above and the hardstanding and gates at the entrance from Tomkyns Lane and appropriate amendments have been made to the original report.

SITE DESCRIPTION

The application site is located on the eastern side of Tomkyns Lane and is within the Metropolitan Green Belt. The site has an overall area of 2.1 hectares, although the application relates only to a small part of the overall site area, referred to later in this report as the residential compound. It is only the residential compound and the access driveway which are included in the application site boundary. The compound area consists of an area of hardstanding in a central part of the site, adjacent to its western boundary with Suttons Farm, which is occupied by 3 mobile homes. There is also a touring caravan and a stables.

The remainder of the site is in use for dog breeding and livestock rearing with a large pond located to the north-west of the residential compound, this is not included within the application site.

The residential compound is linked to the highway at Tomkyns Lane. At the site visit it was noted that some works have been undertaken to widen the vehicular access and erect gates. This work is likely to require planning permission (subject to further investigation) but does not form part of this application and is not therefore under consideration. A possible playhouse does also not form part of this current planning application.

The surrounding area is within the green belt and along Tomkyns Lane is mainly comprised of well separated mainly detached residential properties to road frontages with many having commercial uses (agriculture/farming) on the remainder of the land in the plot. To the north and east of the application site are mainly open fields although there are further frontage residential properties to Warley Lane to the north-east of the application site.

DESCRIPTION OF PROPOSAL

The proposal follows the temporary approval of the site to retain the use of the land as a caravan site for a Gypsy family and for the retention of the existing mobile home and a static caravan,

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together with a touring caravan. The current application is for the stationing of 3 caravans for residential occupation by Gypsy family and storage of a 4th caravan on a permanent basis. At the site visit it was ascertained that the 3 caravans are of the mobile home variety with the 4th caravan being a touring caravan.

A statement of very special circumstances has been submitted in support of the application. In summary, this raises the following issues:

- It is recognised that the proposal is for inappropriate development in the Green Belt and that PPG2 therefore requires that very special circumstances exist
- The applicants have now occupied the application site for some 13 years dealing in livestock and dog breeding. There have been three previous planning consents, for temporary periods of five and three and two years respectively, for a mobile home and touring caravan on the site (for the latter there were 2 mobile homes). The earlier consents were temporary consents, issued pending the outcome of the Council's Travellers Needs Assessment; the latter pending the adoption of the LDF and the related DPD.
- the needs assessment has since been completed but no suitable new Gypsy sites have been identified. Despite policy changes, without changes to the Green Belt boundary, sufficient suitable sites are unlikely to become available.
- there is no material harm to the character and appearance of this part of the Green Belt. This is supported by the Planning Inspector in considering the 2004 appeal when he indicates that the 2 caravans were well set back from the road and screened by vegetation such that they "marginally reduce the general openness of the area" and that no other harm was identified. No additional harm would arise from the stationing of 3 caravans and a touring caravan.
- Both Planning Inspectors (in 1998 and 2004) concluded that a second temporary permission should not normally be granted (in line with Circular 11/95) and that as the Council's decisions regarding the provision of a site for travellers has not been meaningfully progressed, that a further temporary period was warranted. The applicants indicate that as this is now the fourth application for the same land for use by a Gypsy-Traveller and that the only change is the provision of a 3rd caravan for a married son, such that permanent permission is now warranted as the Council has had long enough to assess the impact of the proposal and to find a suitable alternative location for the family.
- the proposal is essentially compliant with the requirements of Policy DC8 which, as amended, introduces some relaxation in the approach to Green Belt issues. A needs assessment has been undertaken and a site allocation DPD is to be produced. No land has been found that is not within the Green Belt in Havering.
- other new or enlarged residential dwellings have been allowed to Tomkyns Lane and Warley Lane which are visible from the applicants property, this sets a precedent for the applicants proposal for residential use/stationing mobile homes.
- the special circumstances of the applicants include their Gypsy status, the lack of alternative sites to meet an identified need and personal circumstances relating to the educational needs of the children, age and medical condition of the applicant which has reduced the applicants activity level, the need to tend livestock kept on the site and the absence of any alternative sites.
- a personal permission would be acceptable to the applicant

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- the only change between this and the last temporary approval is the addition of a 3rd mobile home.

3 Appeal Decisions have been submitted in support of the application: 2 relates to sites in neighbouring Brentwood District Council and one in Cannock in the West Midlands all of which were granted permanent permission for Gypsy Sites in Green Belts.

RELEVANT HISTORY

P0916.97 Change of use from agriculture to residential and retention of one mobile home and a touring caravan - Refused; Subsequent appeal allowed for a temporary period of five years.

P0820.03 Change of use from agriculture to residential and retention of one mobile home and a touring caravan - Refused; subsequent appeal allowed in 2004 for a temporary period of three years.

P0185.08 Retention of one mobile home plus caravan - Refused 15/4/08 on the grounds of in principle harm, and physical harm to the character and openness of the Metropolitan Green Belt and the lack of very special circumstances to outweigh the resultant harm to the Green Belt.

P1115.08 Retention of mobile home, static caravan and touring caravan - Granted 2-year temporary consent on 1/9/08.

CONSULTATIONS/REPRESENTATIONS

The application has been advertised on site and in the local press as a departure from Green Belt policies. Neighbour notification letters have also been sent to 4 adjoining and nearby properties. 9 letters of representation have been received objecting to the proposals on the following grounds:

- increase from one mobile home to 3 is unacceptable
- loss of screen hedgerows means that the proposal is more visible and has an unacceptable impact on visual amenity
- the proposal more than marginally reduces general openness
- the site is within the green belt which should be preserved at all times
- the entrance to the property has been enlarged and gates erected without planning permission
- a large lake was constructed causing flooding during heavy rainfall which is a hazard to highway users
- the applications for mobile homes have been retrospective and this may happen again
- the applicant's family is restricted by planning condition but this is open to abuse as it could allow expansion over time, requiring more caravans
- no further/additional development should be allowed
- travellers should not be allowed to have a permanent site as they should "travel"
- if the applicants want a permanent place they can buy a "legal house"
- the reasons given by the applicant are not of any relevance
- this is not residential land
- the scheme is particularly visible from the highway and is a blight
- increase in noise from occupation and animals is noise pollution
- the applicants have threatened people
- the applicant owns other sites and could move elsewhere
- dogs at the site have escaped and caused problems for users of the highway
- the schooling needs and age and medical condition of the applicant and his family are not unusual for many Havering residents and do not give reasons for planning permission to be

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granted

- while the applicants indicate that they are respected by their neighbours this is unsubstantiated
- restricting the site to members of the family will fail as the number of family members is likely to increase requiring more and more caravans at the application site
- landscaping has been removed
- the allowance of this use on a temporary basis does not set a precedent for permanent permission as each time the applications are for more caravans and are normally made retrospectively
- conditions of the temporary consents in respect of the number of caravans have been broken
- the caravans are clearly visible from the land as landscaping has been removed
- the Council should not have sole responsibility to find the applicants an alternative site
- other works have blocked drainage channels
- the Council have failed to be decisive in their actions to deal with problems associated with this development
- the applicant should not be allowed to remove hedging on his property

The Campaign for the Protection Of Rural England have written to object on the grounds that the proposal is inappropriate development in the Green Belt, does not satisfy Green Belt criteria in Policy DC8 and that the lack of an official Council-owned Gypsy/Traveller site should not justify a claim of very special circumstances, the Council does not have sole responsibility to find a site for the applicant and there is no evidence that the applicant has searched for an alternative within the urban fringe abutting fields suitable for livestock. This is contrary to Policy DC45 of the LDF. The special circumstances offered do not amount to very special circumstances if they are commonly experienced by families without recourse to specialist treatment which requires a permanent base (old age and diabetes do not require very specialist treatment). If permission is considered it should only be temporary, should require the removal of the additional living accommodation and limited to the individuals named in the existing temporary approval.

RELEVANT POLICIES

Policies DC8, DC45 and DC61 of the Development Control Policies Development Plan Document are relevant.

Interim Planning Guidance on Provision for Travellers is also a material consideration.

Policy 3D.9 of the London Plan and the provisions of PPG2 (Green Belt) are also material considerations.

Articles 1 and 8 of the first Protocol of the European Court of Human Rights are also relevant.

In addition to the above, Circular 1/06 'Planning for Gypsy and Traveller Caravan Sites' is material in the determination of this application. The main intentions of the current Circular are:

- * To create and support sustainable, respectful and inclusive communities;
- * To reduce the number of unauthorised encampments and developments and to make enforcement more effective;
- * To increase significantly the number of Gypsy and Traveller sites in appropriate locations with planning permission in order to address under-provision over the next 3-5 years;
- * To recognise, protect and facilitate the traditional travelling way of life of Gypsies and Travellers, whilst respecting the interests of the settled community;
- * To underline the importance of assessing accommodation needs at all levels;
- * To identify and make provision for the resultant land and accommodation requirements;

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- * To ensure Development Plan Documents include fair, realistic and inclusive policies and to ensure identified need is dealt with fairly and effectively;
- * To promote more private Gypsy and Traveller site provision in appropriate locations through the planning system; and
- * To help to avoid Gypsies and Travellers becoming homeless through eviction from unauthorised sites without an alternative to move to.

The Circular explains that the planning process in relation to Gypsy and Traveller accommodation assessment and provision will begin by Local Authorities assessing the level of need and identifying approximate pitch requirements. These figures will then be passed to the Regional Planning Board (RPB) to assist in the production of the Regional Spatial Strategy (RSS). The RSS will consider need from a regional perspective before, where appropriate, specifying pitch numbers for each local administrative area. The Local Planning Authority is then required to translate that allocation into specific sites by way of a Development Plan Document (DPD) on Gypsy and Traveller Site Provision, as part of its Local Development Framework (LDF).

The Circular provides guidance on the transitional arrangements in advance of consideration of required accommodation by the RPB. In this circumstance, particularly where there is a clear and immediate need for Gypsy and Traveller site provision (evidenced, for example, through the presence of significant numbers of unauthorised encampments or developments in a Borough/District), the Circular advises that Local Planning Authorities should bring forward its site allocation DPD either in parallel with, or in advance of the Core Strategy.

The Core Strategy Development Plan Document gives a commitment to the production of a DPD on Gypsy and Traveller site provision. Preparation of the DPD is currently subject to the outcome of the GLA London-wide study of traveller need, which will inform the content of the DPD. Adoption of a Gypsy and Traveller DPD is not currently anticipated before the end of 2011.

The Circular advises that Local Planning Authorities must have regard to the findings of any associated DPD or any initial assessment work carried out before determining a planning application for a gypsy or traveller site, particularly if it decides to refuse such an application. Where a formal, up-to-date accommodation assessment has yet to be undertaken, the Circular notes that other sources of information can be used to evaluate need.

STAFF COMMENTS

The issues arising from this application are whether the development is acceptable in principle and, if not, whether there are very special circumstances sufficient to justify the development; the impact on the character and openness of the Green Belt, the impact on local amenity, parking and highway issues.

BACKGROUND

In 2004, a temporary three year planning permission was granted on appeal for the continued residential occupation of the site. In granting permission, the Inspector concluded:

"The proposal would cause intrinsic harm to the Green Belt by reason of inappropriateness and would marginally reduce its openness. Gypsy status in itself is not sufficient to amount to very special circumstances but the appellant is within a minority group that is subject to specific national advice that recognises their need for accommodation. This has a bearing on the weighing up exercise that has to be performed.

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I have found a number of material considerations that support the proposal. These include the strong general need for gypsy sites in the Borough and the lack of suitable alternatives whether public or private. In addition, the appellant's need for a settled base to enable him to keep his livestock and ensure the continuing education of his children assumes greater force given the absence of a credible option to life on the road. However, matters are in a state of flux awaiting the traveller needs assessment.

The policy objections to residential development in the Green Belt are considerable. However, I judge that the shortage of potential gypsy sites in Havering is severe with little immediate prospect that this will be remedied. Coupled with the particular circumstances of the appellant [financial inability to purchase an alternative site, the need for an operational base for livestock trading and the educational needs of the children] I conclude that there are, in aggregate, material considerations which would clearly outweigh the totality of harm. At the present time, they amount to very special circumstances sufficient to justify permitting the proposal.

The position may change after the traveller needs assessment is produced. It would therefore be wrong in my view to grant a permanent position when this site may not form part of the consultation and final list of the Gypsy/Traveller Site Allocation DPD. Circular 11/95 indicates that a second temporary permission should not normally be granted. However, in this case, the primary reason for the previous Inspector's decision was to allow the situation to be reviewed in light of the Council's decisions regarding the provision of a site for travellers. As this has not been meaningfully progressed, I consider that a further temporary period is warranted."

It is recognised that this is the 4th time the applicant has applied for permission for caravans to be sited at the application site. Nonetheless the number of caravans has increased and this is not simply a renewal or 2nd, 3rd consent based on the same scheme. This is the first application for 3 caravans and a touring caravan and it is to be considered on its merits.

PRINCIPLE OF DEVELOPMENT

PPG 2 sets out in full those developments deemed to be appropriate within the Metropolitan Green Belt. Policy DC45 reasserts the content of PPG 2 in this regard. The proposed retention and occupation of the mobile homes and touring caravan does not fall within the categories of development deemed to be appropriate. Very special circumstances are therefore required to justify what would be a departure from policy should planning permission be granted. Such circumstances will only exist where the inappropriateness, together with any other harm (such as visual impact), are clearly outweighed by other considerations.

Prior to appraising those very special circumstances therefore, an examination of the proposal's impact upon the character, appearance and openness of the Green Belt is needed, together with consideration of the impact upon residential amenity and the highway.

GREEN BELT IMPLICATIONS

As identified above, in considering the appeal for the continued use of the land for residential purposes, the Inspector considered that the mobile homes and touring caravan marginally reduced the general openness of the area. While the applicant has removed some boundary vegetation (which does of itself not require consent) allowing an increase in the direct view of the small grouping of caravans from the vehicular access to the site, the caravans are tightly grouped in a well set back position within the existing small compound area.

Little has therefore changed visually on the site since 2008 as the additional mobile home appears to have replaced an earlier building and is behind the static caravan (when viewed from

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the highway) which was considered acceptable for a temporary period in 2008. Staff consider that the low level of harm arising remains the same as that previously identified in the report to Committee in 2008.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The group of caravans, particularly those to the northern end of the compound area would be visible in the streetscene, in particular due to the removal of some hedging adjacent to the highway around the driveway access. The removal of boundary hedging does not of itself require planning permission, nonetheless it does expose the development to a slight increase in public viewpoints at the vehicular access from the highway.

Nonetheless the single-storey flat roof caravans are located nearly 70m from the highway, such that given that there are a number of two-storey houses located significantly closer to the public highway onto Tomkyns Lane, Staff do not consider that there would be any significant adverse impact on visual amenity in the streetscene.

Also, there are no other impacts arising to the streetscene or garden scene above those already identified in 2008.

IMPACT ON AMENITY

In line with the Inspector's previous conclusions, there are no other impacts arising to residential amenity over and above those previously identified.

Councillors requested that information is provided regarding the existing cess pit. Details have been requested from the applicant and an oral report will be made at the Committee meeting.

HIGHWAY/PARKING

There are no specific parking requirements for mobile homes, nonetheless there is sufficient hardstanding within the compound for between 4 and 8 vehicles which is considered to provide acceptable parking and turning space for the proposed residential use.

Waste details have not been provided on the submitted plans. The applicant has been asked to provide details and an oral report will be made at the Committee meeting.

It is noted that some works have taken place to the vehicular access onto Tomkyns Lane, in particular the removal of hedging and the laying of hardstanding together with new gates. While the hardstanding and gates are likely to require permission, this does not form part of the current proposal.

OTHER ISSUES

The Case for Very Special Circumstances:

The development applied for is broadly similar to that previously granted temporary approval, save for the addition of a further mobile home bringing the total up to 3 mobile homes and a touring caravan. The current application is supported by a statement setting out factors in support of the proposals, including further details of the personal circumstances of the applicant.

This statement is broadly summarised elsewhere in this report.

Staff consider that the arguments put forward in support of the case for very special circumstances are materially similar to those considered by the Inspector under the 2004 appeal

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(and the 2008 approval) which, in the Inspector's view, constituted, in aggregate, material considerations which would clearly outweigh the totality of harm. It is therefore considered that the case put forward, combined with the marginal impacts of the development on the openness of the Green Belt, would be sufficient to amount to the very special circumstances sufficient to justify the proposal.

However, in granting a temporary planning permission for three years, the Inspector did so principally to enable the Council to progress its review on gypsy and traveller accommodation needs. As detailed above, the production of a Development Plan Document on Gypsy and Traveller site provision has begun following the findings of the GLA London-wide study of need. The DPD is at an early stage and it is therefore unlikely that a DPD would be adopted before the end of 2011.

Arguably therefore, the policy position has changed little since 2004. It is considered that it would not be appropriate to grant a permanent permission until the Gypsy and Traveller DPD has been adopted, as this may provide alternative solutions to the needs of Gypsies within the Borough. However, it is considered that a temporary permission for a period of two years, personal to the applicants, would be reasonable covering the interim period between now and the adoption/implementation of measures that will be identified in the DPD.

KEY ISSUES/CONCLUSIONS

The main issues in this case are the principle of the development and its impact upon the character, appearance and openness of the Green Belt at this point. The proposed retention of the mobile homes and touring caravan constitutes inappropriate development. It is considered that they are prejudicial to the openness of the Green Belt. It is considered that very special circumstances have been put forward by the applicant which would justify an exception from established policy. However, it is considered that a temporary permission only would be appropriate pending the future adoption of a Gypsy and Traveller DPD.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC32 (Accordance with plans)
8. S SC16 (Temporary permission) INSERT DATE

This permission shall be for a limited period only expiring on 7th April 2013 on or before which date the use hereby permitted shall be discontinued, the buildings and works carried out under this permission shall be removed and the site reinstated to its former condition to the satisfaction of the Local Planning Authority.

REASON: The use is inappropriate in the Metropolitan Green Belt and is only acceptable due to the very special circumstances identified by the applicant and also to control development in accordance with Policies DC45 and DC61 of the LDF Core Strategy and Development Control Policies DPD.

2. Non standard condition
The occupation of the land, 3 mobile homes and touring caravan shall be restricted to persons defined as gypsies in section 24 (8) of the Caravan Sites and Control of Development Act 1960, or any equivalent definition in any Act revoking and re-enacting

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that Act.

Reason: The development is only considered to be acceptable in view of the Gypsy status of the applicant, together with the very special circumstances of the application.

3. Non standard condition No 2

The land, 3 mobile homes and touring caravan shall only be occupied by Mr. Foley, his dependant partner and his children and their families.

Reason: The personal circumstances of the applicant and his children are considered to constitute very special circumstances to justify the development.

4. Non standard condition

When Mr. Foley and his immediate family i.e. is dependant partner and children and grandchildren cease to occupy the land or at the end of two years from the date of this decision, whichever is the sooner, the residential use of the land shall cease and the mobile home, static caravan and touring caravan and all materials brought onto the site in connection with the use shall be removed.

Reason: The development is only acceptable on a temporary basis and to ensure that there is no permanent harm to the character of the Green Belt.

5. Non standard condition

Not more than 3 mobile homes and one touring caravan shall be stationed on the land at any one time.

Reason: In the interests of amenity and to maintain the character and openness of the Green Belt.

6. Non standard condition

No commercial activity shall take place on the site including the external storage of goods, materials, plant or machinery in connection with any commercial activity.

Reason: In the interests of amenity and the character and openness of the Green Belt.

7. Non standard condition

No storage of cars, lorries or other vehicles, other than those for the personal use of the applicant, shall be stored on the site.

Reason: In the interests of amenity and the character and openness of the Green Belt.

2 INFORMATIVE:

Reason for approval:

The proposed development is considered to be inappropriate development in principle within the Green Belt. However, it is considered that very special circumstances exist which would justify the development for a temporary period. This accords with the provisions of PPG2. The proposal is considered to be acceptable in respect of its impact

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on neighbouring amenity and complies with Policy DC61 of the Core Strategy and Development Control Policies Development Plan Document in this respect. The proposal is also compliant with Policy DC33 of the Core Strategy and Development Control Policies Development Plan Document.

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APPLICATION NO:	P0118.11	
WARD :	St Andrew's	Date Received: 1st February 2011
ADDRESS:	Westland Medical Centre Westland Avenue Hornchurch	
PROPOSAL:	Demolition of existing disused health care building and construction of a new medical centre and healthcare facility.	
DRAWING NO(S):	GVBS1532-SitePlan GVBS1532-SideElevations GVBS1532-F&R Elevations GVBS-1532GroundFloor GVBS1532-1stFloor GVBS1532-RoofPlan	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

No.

RECOMMENDATION

That planning permission is granted, subject to conditions.

SITE DESCRIPTION

The application site is located on the southern side of Westland Avenue, approximately 145m from the junction with North Street, Hornchurch. The site is currently occupied by a single storey building which was last used as the Hornchurch community health clinic, which was part of the NHS Havering Primary Care Trust. The existing building covers a footprint of approximately 380sq metres. The site has access from Westland Avenue with 2 vehicular crossovers, creating an in-out arrangement. There would appear to be a limited number of parking spaces to the western side of the site.

Westland Avenue is mainly characterised by residential dwellings consisting of a mixture of single storey bungalows and 2-storey semi-detached dwellings. Towards the west of the site is Langtons Junior and Infant Schools with its playing fields wrapping around towards the south and east. Towards the far south is a public car park and Goldsmere Court, a residential development. North Street (approximately 145m towards the west) is characterised by mainly commercial development.

DESCRIPTION OF PROPOSAL

This application seeks planning permission to demolish the existing disused healthcare building on the site and construct a new medical centre and healthcare facility. The proposal is not for a Local GP service or walk-in centre however, it would provide a specialist service for consultants to run their private sessions from the site.

The building has been designed with a main central feature and 2 wings extending towards the sides. The roof of the main central part has a gentle "v-shape", sloping towards the middle

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whilst the roof over the side wings slope towards the centre at a similar angle. Materials to be used would be red clay bricks for the plinth, reflecting brickwork at Langtons School. The centre piece would be a glazed atrium which will form the main entrance to the building with reception and also incorporate the staircase and lift. The glazed atrium would be a square feature extending the full height of the building. The side wings would mainly be lime rendered with windows towards the front elevation. To the top of the building would be timber cladding.

The new building would be a 2-storey building measuring 10.55 metres at its highest point. The building would measure 20.5m in width by 18.3m in depth with the glazed atrium extending approximately 3.8m forward of the main front elevation of the building. There would be an external staircase to either side of the main building leading to 1st floor level, providing fire escapes. The new building would cover a footprint of approximately 411sq metres whilst the total internal floor space would be 946sq metres.

Proposed opening hours would be between 8am and 8pm Mondays to Saturdays. The agent confirmed that the Design and Access Statement incorrectly state that there would be 10 to 15 employees and 3 to 4 doctors. The correct figure is however 6 members of staff no more than 10 doctors consulting at any one time.

The exterior will be a combination of hard and soft landscaping incorporating 3 x No. disabled parking bays. Towards the front would also be 4 x No. staff cycle storage spaces and 10 x No. spaces for visitors to the clinic.

RELEVANT HISTORY

P1326.10 - Proposed demolition of the existing disused healthcare building and construction of a new medical centre and healthcare facility - Application withdrawn.

CONSULTATIONS/REPRESENTATIONS

Neighbour notification letters were sent to 24 adjoining properties with 5 letters of representation received raising objections in respect of the following:

- Traffic problems / congestion
- Highway safety problems
- Noise and disturbance, particularly over weekends
- Insufficient parking
- Overlooking
- Not in keeping with surrounding character
- Building is overpowering

Consultation responses were in respect of the following:

- Metropolitan Police - No Objection, subject to secured by design details to be submitted via a planning condition.
- London Fire Brigade - No additional fire hydrants required.
- London Fire and Emergency Planning - no objections.

RELEVANT POLICIES

LDF: CP8 (Community Facilities), CP17 (Design), DC26 (Location of Community Facilities),

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DC27 (Provision of Community Facilities), DC33 (Car Parking) and DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places) and DC67 (Heritage).

Other: PPS5

STAFF COMMENTS

The issues arising from this application are the principle of the development, its impact in the street scene and on the buildings of Heritage importance within vicinity of the site, the impact of the development on residential amenity and highways/parking issues.

PRINCIPLE OF DEVELOPMENT

The application site is a previously developed site and currently contains the Hornchurch community health clinic, which was part of the NHS Havering Primary Care Trust. The existing building has been vacant for some time however, the use is already established on the site and there is therefore no objection in principle against the development of a Medical Centre.

According to Policy CP8 of the LDF, the Council will that a suitable range of community facilities are provided by ensuring, amongst others, that all new community facilities are located in places that are or will be accessible by a range of transport, including walking and cycling, and that the development itself is accessible to all groups. The Policy further states that the Council is committed to working in partnership with the Havering Primary Care Trust to transform healthcare by improving access to and the quality of GP premises in order to meet the needs of existing and new populations.

Policy DC26 states that new community facilities will only be granted where they:

- are accessible by a range of transport modes including walking and cycling and to those groups who rely on public transport
- do not have a significant adverse effect on residential character and amenity ensure that any on-street parking which is likely to be generated by the use can be accommodated without detriment to pedestrian and highway safety
- are where practicable provided in buildings which, are multi-use, flexible and adaptable.

The proposal will be assessed against the aims and objectives of the above mentioned policies, detailed below.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Langtons Primary School is identified in the Council's Draft Heritage Supplementary Planning Document (SPD) as a Building of Local Heritage Interest.

Heritage assets, such as the Langtons School, are valued by the community for their contribution to the history, appearance, character and cultural role of Havering and this will be taken into account when development proposals are considered. Whilst not meeting the criteria for statutory protection, Policy DC67 of the LDF sets out that when dealing with planning applications the Council will take into account the contribution that buildings of local historical and/or architectural interest make to heritage.

In line with PPS5, the effect of an application on the significance of such a heritage asset or its setting is a material consideration in determining the application. The desirability of conserving them and the contribution their setting may make to their significance is a material consideration,

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but individually less of a priority than for designated assets or their equivalents.

Although the application site is adjacent a building of local heritage interest, Langtons School is not a listed building and Staff are of the opinion that its setting and appearance is not significant enough to be a material consideration in this instance. During pre-application discussions, Staff did however encourage the applicant to take into account the fact that there is a building of local heritage interest adjacent the site and that the surrounding area has a mixed character. Staff further suggested that the guidance set out by CABE (Commission of Architecture and the Built Environment) on design of Community Facilities and in particular Medical Centres be taken into consideration.

The proposed design reflects a modern building with the majority of its façade glazed and lime rendered. In their Design and Access Statement, the applicant states that consideration was given to Langtons School in their design. The proposal therefore has a red brick plinth which reflects brickwork at the school and windows would also have white frames, similar to the white window frames at Langtons School.

Staff noted upon site inspection that Westland Avenue has no characteristic built style or character. The proposal is a modern, unique design which would, in Staff's opinion, be a distinctive feature in the street scene. Staff therefore consider the general design of the proposal to be acceptable and an appropriate condition will be imposed requesting material samples to be submitted.

Turning to the height, scale and layout of the proposal. Westland Avenue is mainly characterised by 2-storey developments with some bungalows. Directly west of the application site is Langtons School which is 3-storeys in height. The school's playing field is towards the east of the application site. The proposed medical centre has been designed with a 3-storey element towards the centre and 2-storey wings to either side. Although part of the building will be 3-storey in height, it would not have a pitched roof and therefore no higher than the adjacent Langtons School. It is considered that the 3-storey height which steps down to 2-storey elements towards either side relates well to the Langtons School and would not appear as an overbearing or visually intrusive feature in the street scene.

The proposal is for a substantial building on a limited site. The footprint of the proposal would cover the majority of the application site, being set in from its western boundary by 2.8m and from the eastern boundary by 3.4m towards the front and a 1.8m set back towards the rear of the eastern boundary. The building would be close to its rear (southern) boundary at 1.27m, whilst it would have a set back of 6.1m from the front (northern) boundary which increases to 9.6m where the building has a set back from the main central projection. There is a sufficient separation distance between Langtons School and the proposed western elevation of the medical centre and there are no buildings towards the east of the application site. Staff are therefore of the opinion that the building would not appear as a cramped form of development on the site. With its set back from the highway towards the front, the building would not appear as visually obtrusive or bulky in the street scene. Staff are therefore of the opinion that the proposal has an acceptable layout on the site and would not be harmful to the character and appearance of the street scene in this respect.

There are mature trees towards the side boundaries of the site, in particular towards the eastern boundary. The proposal would also have 3 x No. disabled parking spaces towards the front with a pedestrian path towards the main entrance. The remainder of the area towards the front of the building would have a mixture of hard and soft landscaping. Staff are of the opinion that with the correct use of different materials, the front landscaped area would have an attractive

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appearance in the street scene. Trees on the side boundaries would screen the building to a large degree as one approaches the site from the east.

In terms of its general design, height, size, bulk and layout on the site, Staff consider the proposal to be acceptable with no harm to the character and appearance of the street scene or surrounding buildings. The proposal is therefore considered to comply with the aims and objectives of Policy DC61 in this respect.

IMPACT ON AMENITY

There are no residential properties directly east, west or south of the application site. The nearest neighbouring dwellings would be those on the opposite side of Westland Avenue. At its pinch point, the nearest dwelling would be approximately 25m away from the front elevation of the proposed medical centre. This separation distance is considered to be sufficient and no harm would arise as a result of overlooking or overshadowing to these neighbouring residential properties.

In terms of noise and disturbance, a medical centre is not considered to be an intrinsically noisy activity, and in general, noise and activity from such a use is not considered likely to materially harm residential amenity. It is considered that any potential impact resulting from noise could be effectively controlled through conditions restricting opening hours, the number of practitioners and requiring the submission of a noise insulation scheme.

Staff do acknowledge that the levels of activity and associated noise may increase as a result of the proposal. No staff or visitor car parking are provided on the site with the exception of 3 x disabled parking bays towards the front. It is therefore not considered that the site would experience a significant increase in noise levels as a result of cars manoeuvring in and out of the site or car doors slamming when patients arrive and leave the site. The site is within close proximity to the Hornchurch Town Centre where there are various public car parks. It would not be unreasonable to assume that the majority of patients / visitors would be walking to the medical centre, arrive by means of public transport or be dropped off and picked up. Given the low level of on-site parking provision, it is not considered that noise levels would be unacceptable.

Activity levels will be higher compared to a residential use on the site. The site's lawful use is however a medical centre and although the proposal would be larger and have more surgery rooms compared to the previous centre, it is not considered that the activities and arrival of patients to this type of use would give rise to significantly greater noise levels which would be harmful to neighbouring amenity.

HIGHWAY/PARKING

In respect of car parking Policy DC33 advises that provision within new developments should not exceed the maxima set out in Annex 5. In the case of surgeries, health centres and clinics Annex 5 advises that parking should be provided at a rate of a maximum of 1 per practitioner plus 1 per 2 additional staff plus 2 per consulting room. The proposal would provide 12 consulting rooms, 10 doctors (at any given time) and 6 additional staff. This equates to a maximum provision of 37 parking spaces.

The site's last use was an unrestricted D1 use (being used as a community health clinic) which provided 4 x off-street parking spaces. The existing building has a floor area of approximately 320sq metres and although accurate information is not available, based on the floorspace, a fully operational centre would have required parking spaces of up to 80 spaces (based on 1 space

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per 4sq metres for D1 community centres). The site has therefore always suffered from a lack of parking spaces and it is therefore considered that the under-provision in this instance would not be as significant when compared to the last use of the site.

Annex 5 of the Council's LDF Development Control Policies Development Plan Document further advises that the benefits of providing a convenient local surgery will be taken into account. Provided the site is well served by public transport, "on street" parking is not considered likely to result in a serious road safety hazard or a significant increase in traffic congestion and the amenity of neighbouring residents is not significantly affected, a relaxation in standards may be considered.

In this case the proposal would see the provision of 3 disabled off-street parking bays only. It was noted that the parking spaces on drawings from the architect, are not correctly dimensioned at 2.4m x 4.8m. Confirmation was received from the agent that Drawing Ref: GVBS1532-Site Plan shows the correct dimensions. An appropriate condition will be attached, requiring all parking spaces to be correctly dimensioned to 2.4m x 4.8m.

The proposed provision of off-street parking is well below the maximum required number of spaces. Consideration should therefore be given to whether a reduced level of parking is appropriate in this location. In support of the shortfall of parking spaces, the applicant has provided a Transport Statement with the following findings summarised:

- 7 day time bus routes serving this part of Westland Avenue
- Emerson Park Rail Station is 730m north of site
- Hornchurch and Upminster Bridge Underground Stations approximately 1200m from site
- Hornchurch town centre approximately 500m to south-west
- The TRAVL traffic database has been consulted to present traffic generation forecasts for the proposed use of a 950sq metre medical centre. According to the data provided, which is based on other comparable sites, the maximum parking demand at any time in the day would be 25 vehicles.
 - Site is served by "yellow" and "blue" cycle routes ("yellow" - routes on quieter roads recommended by cyclists and "blue" - route signed for cyclists that may be on busier roads)
 - West of the site - restricted by yellow lines, Mondays to Saturdays 8am to 6pm.
 - East of the site - restrictions up to the playing field.
 - Total of 24 unrestricted on-street car parking opportunities along Westland Avenue
 - 89 parking spaces on single yellow lines, outside of restricted hours (parking early in the mornings and late evenings)
 - Sainsbury's & Town Centre car park within 250m for parking up to 3 hours (371 regular spaces and 28 disabled bays)
 - Pay and Display car park within 250m on Fentiman Way (124 regular spaces and 9 disabled bays)
 - Public Pay and Display car park on Billet Lane and Keswick Avenue - over 400m away

The report concludes that there will be a sufficient reserve in parking availability, both on-street and within the identified nearby public car parks, to suitably accommodate the parking demand generated by the proposal throughout a typical weekday and on a Saturday.

The Highways Authority raised no objections in respect of the proposal and accept the findings of the Transport Assessment. The Highways Authority does however recommend that further off-street parking spaces be provided.

Staff are of the opinion that in light of bus routes serving the site, the proximity of train stations

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and the availability of public car parks close to the site, the lack of on-street parking spaces would be acceptable in this instance. Parking along Westland Avenue would be restricted for the majority of the day with limited spaces available which are uncontrolled. Members attention is however drawn to the fact that this would not be a Local GP service or walk-in centre. The proposal would provide a specialist service for consultants to run their private sessions from the site. In Staff s opinion this would attract fewer people compared to a GP service however, a specialist service has a wider catchment area and would therefore potentially attract people from a wider area, requiring more patients / visitors to drive to the proposed centre.

In light of the available nearby public car parking areas and above mentioned supporting information, Staff is of the opinion that the proposal would not result in overspill parking onto adjoining roads which would be harmful to neighbouring amenity. Members are however invited to make a balanced judgement in light of the type of services proposed and the likelihood of a wider catchment area.

With regards to comments from the Highway Authority to provided further off-street parking spaces, it is considered that in light of the limited number of additional spaces that can be accommodated on the site, such an arrangement would not make any significant change to the proposed situation. Further off-street parking spaces would harm the character of the area towards the front of the building. Staff are of the opinion that there is sufficient justification to accept the low level of off-street parking in this instance and that the benefits of a primary health care facility would outweigh any potential harm as a result of low off-street parking levels.

The proposal is therefore considered to be acceptable in respect of parking and highway issues and compliant with Policy DC33 of the LDF.

KEY ISSUES/CONCLUSIONS

The proposed development of a medical health care facility is considered to be acceptable in principle. The proposal would be acceptable in terms of its scale, bulk, height, mass and layout and its design would not detract from the character and appearance of the street scene. There would be no harm to neighbouring amenity. The main issue in respect of this application is the lack of off-street car parking spaces and the specialist services proposed which potentially has a wider catchment area compared to a local GP serices. Staff are of the opinion that there is sufficient justification for the proposed under provision of parking spaces on the site and there would be no harm to amenities of nearby residents as a result of overspill parking. Members are invited to make a balanced judgement in this respect. Overall, the proposal is considered to comply with the aims and objectives of Policies DC26, DC33 and DC61 of the LDF Development Control Policies Development Plan Document. Approval is recommended, subject to conditions.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC4 (Time limit) 3yrs
2. S SC06 (Parking provision)
3. M SC09 (Materials)
4. M SC11 (Landscaping)
5. SC27A (Hours of use)

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5. SC27A (Hours of use)

The premises shall not be used for the purposes hereby permitted other than between the hours of 08:00 and 20:00 on Mondays to Saturdays and not at all on Sundays, Bank or Public holidays without the prior consent in writing of the Local Planning Authority.

Reason:-

To enable the Local Planning Authority to retain control in the interests of amenity, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

6. SC46 (Standard flank window condition)

7. S SC58 (Storage of refuse)

8. M SC62 (Hours of construction)

9. S SC32 (Accordance with plans)

10. Non standard condition

Before the building(s) hereby permitted is first occupied, provision shall be made for cycle storage in accordance with the approved plans (Drawing Nr. GVBS1532-SitePlan, received 1st February 2011) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

11. Non standard condition

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final

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disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

12. Non standard condition

The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason:

In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

13. Non standard condition

The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

14. Non standard condition

Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

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15. Non standard condition

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason:

To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

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16. Non standard condition

Before any works commence a scheme for any new plant or machinery shall be submitted to the Local Planning Authority to achieve the following standard. Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive premises shall not exceed LA90 -10dB and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 ¿Planning and Noise¿ 1994.

17. Non standard condition

Prior to commencement of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. A programme for implementation of the travel plan is to be fully operational prior to occupation of the development. The Travel Plan shall include details to indicate how public transport facilities throughout the area will be promoted, encourage car share and cover issues relating to bus, walking and cycling facilities.

Reason:

In the interest of the travelling public and to help bring about a reduction in vehicle journeys and for the development to accord with the provisions of Policy DC33 of the LDF.

3 INFORMATIVE:

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

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4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

5. In aiming to satisfy Condition 14 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

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APPLICATION NO:	P0173.11	
WARD :	Romford Town	Date Received: 7th February 2011
ADDRESS:	12-16 Craigdale Road Romford	
PROPOSAL:	Construction of 3 x No. terrace houses Revised plans received 4th & 14th March	
DRAWING NO(S):	OS Sitemap 1 - Existing Plans 2 - Existing Elevations 3A - Ground Floor Plan 4B - Proposed Plans 5B - Proposed Elevations	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

RECOMMENDATION

That planning permission is granted, subject to conditions.

SITE DESCRIPTION

The application site is located towards the western side of Craigdale Road and east of Kyme Road, approximately 70 metres from the junction with Brentwood Road, Hornchurch. The site consists of a mixture of single and 2-storey buildings and its last lawful use was for a car mechanics and spray shop. The site measures approximately 477sq metres in area with a frontage width of 16.6m and depth of 29m. The site can be accessed from Craigdale and Kyme Road.

The surrounding street scene is characterised by 2-storey residential terraced and semi-detached dwellings. Towards Brentwood Road are some commercial buildings.

DESCRIPTION OF PROPOSAL

The Council is in receipt of a planning application seeking permission to demolish the existing buildings on the site and construct 3 x 2-storey terrace dwellings.

The dwellings would extend the full width of the plot, measuring 16.4m in width. The main body of each dwelling would have a depth of 7.5m with two dwellings having a 2-storey rear extension and the dwelling adjacent No. 10 Craigdale Road would have a single storey rear extension. Revised drawings were received, reducing the depth of the rear extensions to 3.5m. Each rear extension would have a width of approximately 3.5m.

On ground floor level, each dwelling would have a lounge, dining room, W.C. and a kitchen whilst the first floor level would incorporate 3 x bedrooms and a bathroom. The dwelling closest to No. 10 Craigdale Road would have 2 bedrooms and a bathroom at first floor level.

The development would be 2-storey in height, measuring 7.9m to the top of the ridge. The roof design would be hipped with gabled ends. Fenestration would mainly be towards the front and rear. The dwellings would face Craigdale Road, where its main entrance would be.

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Vehicular access would be towards the rear, from Kyme Road, providing hardstanding for 2 x vehicles to each dwelling.

Amenity would also be provided towards the rear and would measure approximately 64sq metres in size.

RELEVANT HISTORY

P0260.06 - Provision of 10 No. residential flats contained within 2 blocks - Withdrawn.

P1308.09 - Proposed extension to workshop to form MOT bay - Approved.

CONSULTATIONS/REPRESENTATIONS

Notification letters were sent to 24 neighbouring properties with 3 letters of objection received. At the time of drafting this report the neighbour notification period has yet to expire. Members will be verbally updated on the evening of any further representations received.

Representations raised in objection letters were in respect of the following:

- Nos. 18 and 20 Craigdale Road are semi-detached dwelling which should be kept this way.

Other concerns raised in objections letters were in respect of the boundary line of the application site however, this is not a planning consideration.

A suggestion was also made that the parking at the end of the road, between Brentwood Road and No. 4 is made part of the resident parking scheme. This does however not form part of the planning application and cannot be reasonably requested as controlled parking zones are not within the applicant's control.

RELEVANT POLICIES

Policies CP17 (design), DC3 (Housing Design and Layout), DC33 (Car parking), DC61 (Urban Design), DC63 (Crime) and the Residential Design Supplementary Planning Document of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents, Policy 3A.4 (Housing Choice) of the London Plan, PPS1 (Delivering Sustainable Development) and PPS 3 (Housing) and the Residential Design Supplementary Planning Document are relevant.

STAFF COMMENTS

The issues to be considered in this case are the principle of the development, the design and scale of the proposed extension, its impact in the street scene and upon the residential amenities of neighbouring properties, impact on parking/highways.

PRINCIPLE OF DEVELOPMENT

The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land-use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.

Policy 3A.5 of the London Plan states that DPD policies should ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account

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of the housing requirements of different groups.

Policy CP1 indicates that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The proposal is for redevelopment of a derelict site within an existing residential area. The proposal is therefore acceptable in principle and in accordance with Policy CP1.

DENSITY/SITE LAYOUT

The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

The application site currently has commercial buildings with the entire site covered in hardstanding. The proposal would see the demolition of the existing buildings and the erection of 3 x terrace dwellings with associated rear gardens. The proposed amenity areas would measure approximately 64sq metres each and would be towards the rear of each dwelling. It is proposed to enclose each amenity area with a 2m close boarded timber fence. Access to the amenity areas would be either via the dining room at ground floor level, or via the proposed vehicular hardstanding areas off Kyme Road. Staff are of the opinion that the proposed amenity space would be adequate as it would be of an acceptable size, located towards the rear of the dwelling and available for private for use by the occupants. The amenity areas would be screened from public views and is therefore considered to be practical for day to day use. The amenity space provision is consistent with the provisions of the Residential Design SPD.

In terms of the density of the development, the residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 63 units per hectare. Although the density is above those recommended in the Policy DC2 of the Council's LDF, Staff are of the opinion that the proposal represents an acceptable layout and scale which is compatible with the character of the surrounding area. Notwithstanding the recommended density range, the proposal is not considered to appear as a cramped form of development and does not represent an overdevelopment of the site. Staff consider this aspect of the proposal to be acceptable.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

The character of Kyme Road and Craigdale Road is mainly 2-storey terraced and semi-detached dwellings of Victorian character. The proposal has been designed to be in keeping with the character of the existing dwellings in the street and will reflect a similar design than those along Craigdale Road.

No street scene drawings have been provided, however Staff are of the opinion that the

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proposal's height at 7.9m should be consistent with those properties adjacent to the application site. The proposal would front onto Craigdale Road and would extend the full width of the plot. The proposal's front building line would be in line with other dwellings along this road and would therefore be in keeping with the street scene character.

Notwithstanding the fact that the one end of the building would be gabled and the other end hipped, the gable end would be adjacent No. 10 which also has a gable end whilst the hipped end would be adjacent No. 18 Craigdale Road which also has a hipped end. It is not considered that the proposal would appear visually obtrusive or bulky as seen from Craigdale Road.

According to the Council's Draft Residential Extensions and Alterations SPD, two storey rear extensions should be set in from the common boundary with any attached dwelling by not less than 2 metres, and should project no more than 3 metres. In exceptional local circumstances rear extensions of a greater depth up to a maximum of 4 metres may be acceptable where, for example, this would be sympathetic with the character of the local area and/or rear extensions of a similar depth already exist at neighbouring properties.

Two of the dwellings would have a 2-storey rear extension, similar to other dwellings along Craigdale Road. Revised drawings were received to reduce the depth of these extensions to 3.5m. Changes to the revised drawings further involve removing the first floor addition to the dwelling closest to No. 10 Craigdale Road which would now only have a single storey rear extension measuring 5.2m at the top of its ridge and 3m at eaves level, nearest to its boundary. In terms of their design, the proposed extensions are considered to be in keeping with the character of other dwellings within the vicinity and would therefore be acceptable.

Overall, the proposal is considered to be acceptable in terms of its layout, scale, bulk, height and design. The dwellings would be compatible with the existing street scene character and therefore comply with the aims and objectives of Policy DC61 of the LDF.

IMPACT ON AMENITY

Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

In terms of overlooking, the only windows proposed in flank walls would serve either landing areas or bathrooms. These windows can be conditioned to be fixed shut and obscure glazed. The bathroom windows can have top hung fanlights for ventilation. All other windows would be towards the front or rear of the dwellings and it is not considered to result in any levels of overlooking which would be harmful to neighbouring amenity.

The dwellings would be north of No. 18 Craigdale Road and south of No. 10. The only dwelling to be affected by overshadowing would be No. 10. The proposal however has a similar footprint compared to its neighbouring properties and would not extend beyond No. 10 on 1st floor level. The rear extension to this side has been kept at single floor level, measuring 3m at the eaves. The roof of the single storey extension would be mono-pitched, hipping away from this neighbouring boundary. It is therefore not considered that the proposal would have any harmful impact in terms of appearing overbearing or overshadowing towards neighbouring dwellings. The application is considered to be acceptable in this respect.

In terms of general noise and disturbance, it was noted upon site inspection that the majority of neighbouring properties have outbuildings in their rear gardens, closest to the Kyme Road

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boundary. The rear of the application site would be utilised as amenity with parking spaces accessed from Kyme Road. It is not considered that the addition of 6 parking spaces for 3 dwellings would give rise to any unreasonable levels of noise and disturbance. It is further considered that any potential noise would be to a lesser degree compared to the site's existing lawful use as a M.O.T centre, and appropriate within a residential area.

It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed 2-storey developments in relation to the resultant limited plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that Permitted Development Rights for any extensions or alterations to the proposed development should be removed in order to safeguard the appearance of the street scene and amenities of neighbouring occupiers.

HIGHWAY/PARKING

Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL of 1 - 2 and therefore requires 2 parking spaces per unit. In this application, the hardstanding towards the rear would be able to accommodate parking space for two vehicles for each dwelling. The provision of a total of 6 x off-street parking spaces to the proposed 3 x 3-bedroom terrace dwellings are considered sufficient and would not have a detrimental impact on traffic congestion and parking issues along Craigdale Road or Kyme Road.

In light of the above, the proposal is in accordance with the provisions of Policies DC2 and DC33 of the LDF and is not considered to result in any parking / highway safety issues.

OTHER ISSUES

With regards to refuse collection, similar to other dwellings in the Borough, future occupiers would be required to leave refuse bags close to the highway on collection days.

KEY ISSUES/CONCLUSIONS

Overall, it is considered that the proposed dwelling by reason of its design, scale and siting, would result in an acceptable development within the street scene. It is not considered that the proposal would give rise to any overlooking or invasion of privacy and would further, due to its orientation in relation to other neighbouring properties, not result in any overshadowing. It is not considered that any highway or parking issues would arise as a result of the proposal. Staff therefore consider the development to integrate acceptably with the surrounding area, complying with Policy DC33 and DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly, subject to conditions.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC4 (Time limit) 3yrs
2. S SC5 (Parking standards)
3. M SC09 (Materials)
4. M SC11 (Landscaping)

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5. S SC32 (Accordance with plans)

6. SC34A (Obscure and fixed glazing)

The proposed windows at 1st floor level, serving the landing area, shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. SC34B (Obscure with fanlight openings only)

The proposed windows on 1st floor level serving the bathroom to each of the dwellings shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s) shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

8. SC46 (Standard flank window condition)

9. M SC62 (Hours of construction)

14. M SC63 (Construction Methodology)

15. M SC45A Removal of permitted development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C and D, no extensions, roof extensions or alterations shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

10. Non standard condition

The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason:

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In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

11. Non standard condition

The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

12. Non standard condition

Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how "Secured by Design" accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 "Design" and DC63 "Delivering Safer Places" of the LBH LDF

13. Non standard condition

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

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Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason:

To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

4 **INFORMATIVE:**

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

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4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

5. In aiming to satisfy Condition 12 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.



**REGULATORY
SERVICES
COMMITTEE**

REPORT

07 April 2011

Subject Heading:

Planning Contravention
8 Highview Gardens
Upminster

Report Author and contact details:

Ann Southwood
Planning Enforcement Officer
01708 432642

Policy context:

Financial summary:

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This is an extended semi-detached property situated in a residential road. In July 2009 the Planning Enforcement Service received a complaint that this property had laid a hard surface between the front of the house and the road. The area of hard surfacing exceeds 5 square metres and is constructed without using porous materials. A site visit was undertaken and it was confirmed that this was the case. The householder was informed that a retrospective planning application was required to retain the hard surfacing or provisions should be made to direct runoff water from the hard surface area to a permeable or porous area or surface within

the curtilage of the dwelling house or to provide a soakaway. Despite several requests for a retrospective planning application to be submitted or remedial works to be undertaken, the hardstanding remains on site. Due to the lack of assistance by the householder to progress this matter and the harm caused by the unauthorised development, it is requested that authority be given to issue and serve an Enforcement Notice to seek to remedy the breach.

RECOMMENDATIONS

That the Committee consider it expedient that Enforcement Notices be issued and served to require, within 3 months:

1. Relay the hard surface to the front of the property with porous materials;
or
2. Provisions shall be made to install a soakaway or for direct runoff water from the hard surface area to a permeable or porous area or surface within the curtilage of the dwellinghouse; or
3. Take up the hard surfacing. and
4. Remove all rubble and waste materials (including building materials) resulting from compliance with 1, 2 or 3 above..

In the event of non compliance, and if deemed expedient, that proceedings be instituted under the provisions of the Town and Country Planning Act 1990.

REPORT DETAIL

1. Site Description

- 1.1 8 Highview Gardens, Upminster, is a semi detached house situated in a residential road with properties of similar design.

2. Relevant Planning History

- 2.1 P2173.05 – Single storey side and rear extension and single storey front extension – Refused.
Po845.06 – Single storey side and rear extension and single storey side and front extension - Approved

3. Enforcement History

- 3.1 ENF/691/06/HP – Allegation of unauthorised openings in flank wall – vent holes only – Case Closed

4. **The Alleged Planning Contravention**

4.1 In July 2009 the Authority received a complaint that hard surfacing had been laid between the front of the house and the road. Moreover, the area exceeded 5 square metres and no provisions were made to direct runoff water from the hard surface area to a permeable or porous area or surface within the curtilage of the dwelling house.

4.2 Since the Town and Country Planning (General Permitted Development) Order 1995 (the “GPDO”) was amended on 1 October 2008, householders required planning permission for new or replacement driveway if the surface to be covered is more than five square metres and consisted of impermeable materials that do not provide for the water to run to a permeable area.

4.3 The owner was contacted and informed that retrospective planning permission would need to be sought if he wish to retain the hard surfacing in it’s current form or a soakaway installed or direct runoff to a porous area surface within the curtilage of the dwelling house need to be provided.

5. **Staff Comments**

5.1 The issue is whether it is expedient for this Council to serve a planning enforcement notice having regard to the nature and impact of the unauthorised development. The relevant policies are CP15, DC33, DC48, DC51 and DC61 of the adopted Development Control Policies Development Plan Document.

5.2 In this case it is considered that the unauthorised hardstanding, if left as it is, will contribute to flooding. Rainwater runs from the surface onto the highway and does not permeate into the ground. During heavy rainfall, this will add to the pressure on existing surface water drainage and increases flood risk. It was for this reason that the changes to permitted development were introduced in 2008. The lack of suitable drainage is contrary to Policies DC48 and DC51 of the LDF.

IMPLICATIONS AND RISKS

6.1 Enforcement action may have financial implications for the Council.

7. **Legal Implications and Risks**

7.1 Enforcement action and defence of any appeal will have resource implications for the Legal Services.

8. **Human Resource Implications and Risks**

8.1 No implications identified.

9. **Equalities and Social Inclusion implications**

9.1 No implications identified.

BACKGROUND PAPERS

1. Ordnance survey extract showing site and surroundings.
2. The relevant planning history.

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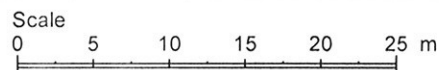


8 Highview Gardens (Map 1)

Map Reference: TQ5586NE

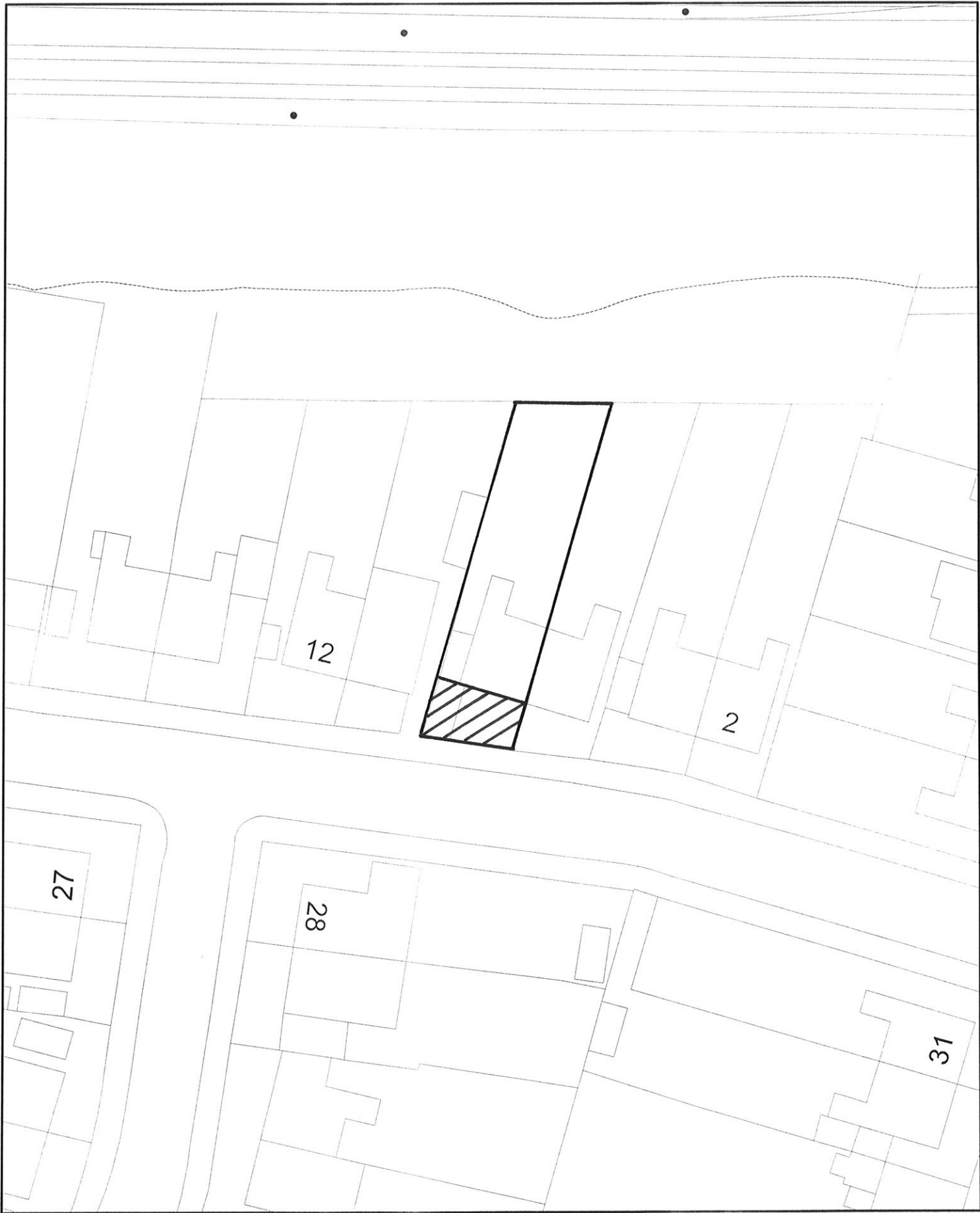


Scale @ A4 1:500
Date: 30/03/2011



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Town Hall, Main Road
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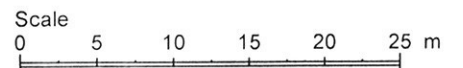


8 Highview Gardens (Map 2)

Map Reference: TQ5586NE



Scale @ A4 1:500
Date: 30/03/2011



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