



Havering

LONDON BOROUGH

REGULATORY SERVICES COMMITTEE AGENDA

7.30 pm

**Thursday
1 October 2015**

**Havering Town Hall,
Main Road, Romford**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Robby Misir (Chairman)
Melvin Wallace (Vice-Chair)
Ray Best
Philippa Crowder
Steven Kelly

**Residents'
(2)**

Stephanie Nunn
Reg Whitney

**East Havering Residents'
(2)**

Alex Donald
Linda Hawthorn

**UKIP
(1)**

Phil Martin

**Independent Residents
(1)**

Graham Williamson

**For information about the meeting please contact:
Richard Cursons 01708 432430
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Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

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.

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.

Would members of the public also note that they are not allowed to communicate with or pass messages to Councillors during the meeting.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

Members are invited to disclose any pecuniary interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any pecuniary interest in an item at any time prior to the consideration of the matter.

4 PLANNING APPLICATIONS - SEE INDEX AND REPORTS (Pages 1 - 16)

5 P0760.15 - 268-272 NORTH STREET, ROMFORD (Pages 17 - 34)

6 URGENT BUSINESS

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

**Andrew Beesley
Committee Administration
Manager**

Regulatory Services Committee

1 October 2015

Application No.	Ward	Address
P0984.15	Hacton	Hacton Primary School, Central Drive, Hornchurch, RM12 6AU

OFFICER REPORT FOR REGULATORY SERVICES COMMITTEE - 1st October 2015

APPLICATION NO. P0984.15

WARD: Hacton

Date Received: 6th July 2015

Expiry Date: 5th October 2015

ADDRESS: Hacton Primary School
Central Drive
Hornchurch

PROPOSAL: Redevelopment of existing Hacton Primary School to allow construction of new school buildings (Use Class D1) of approximately 3,324sqm GIA, with associated facilities and works including vehicular and pedestrian access and landscaping, and the phased demolition of existing school buildings at the site

DRAWING NO(S): TP(00) 02 Rev P1
TP(12) 01 Rev P1
TP(00) 04 Rev P1
TP(00) 05 Rev P1
TP(10) 01 RevP1
TP(10) 02 RevP1
TP(10) 03 RevP1
TP(10) 01 RevP1
TP(00) 02 Rev P1
TP(00) 03 RevP1
TP(00) 04 Rev P1
TP(00) 05 Rev P1
TP(10) 01 RevP1
TP(10) 02 RevP1
TP(10) 03 RevP1
TP(11) 01
TP(11) 02
TP(11) 03
TP(00) 03 RevP1

RECOMMENDATION It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The site, of approximately 2.7 hectares, is located to the south of Chepstow Avenue/Central Drive, east of Goodwood Avenue, west of Plumpton Avenue and north of Fontwell Park Gardens, approximately 1.2km to the south of the centre of Hornchurch. The site is currently occupied by Hacton Primary School. The school grounds are rectangular in shape, with maximum dimensions of about 300m (north to south) by 90m (east to west). The site and surrounding area slope down from north to south.

High metal fencing surrounds the school, with the main buildings occupying the northern part of the site. The existing buildings are generally of single storey in height with flat or pitched roofs. To the south grassed playing fields exist, whilst to the front and between the buildings are areas of

parking, hard play, with associated play equipment as well as landscaped areas.

Beyond all of the boundaries the surrounding area consists of residential properties and their associated gardens. The school has three access points, from Chepstow Avenue/Central Drive, Plumpton Avenue and Goodwood Avenue. It is understood that at present the Plumpton Avenue access is not used, with the Chepstow Avenue/Central Drive access being used by vehicles and pedestrians and the Goodwood Avenue access used by pedestrians.

DESCRIPTION OF PROPOSAL

It is proposed to redevelop the site to provide a replacement school. This would include the demolition of the existing primary school buildings and the construction of a new part 3/part 2/ part single storey school located centrally within the site, south of the existing buildings. In terms of floorspace proposed, there would be a slight reduction in floorspace from 3759 sq m to 3324 sq m. The existing accesses would remain, with Plumpton Avenue access providing a vehicular entrance for service vehicles and minibuses.

The existing school buildings would be demolished in a phased fashion once the existing school buildings and facilities have been decanted into the new school. The space occupied by the existing buildings will become a playing pitch, outdoor play, parking, access and landscaping.

The proposed school buildings would comprise two main blocks, a teaching block running east-west across the site and a hall building to the south of this linked by a corridor link. The teaching block would be 78 metres wide by 15 metres deep occupying the width of the site within 6 metres of the boundary with properties in Goodwood Avenue where the building would be single storey rising to three storey and 6-9 metres to properties in Plumpton Avenue where the building would be two storey rising to three storey. The hall building and link would be single storey located centrally in the site.

A parking area is proposed close to the Chepstow Avenue/Central Drive access providing 35 cars. An additional two disabled parking spaces are provided in the servicing area accessed from Plumpton Avenue.

The school is currently 2 form of entry with approximately 420 pupils (including 30 SEN pupils), plus a 26 place nursery. The proposal would be to provide a three form of entry school with 630 pupils and a 52 place nursery.

RELEVANT HISTORY

P2056.04 - Temporary car-parks

Part aprvd part ref 10-01-2005

P0279.02 - Alterations to existing fence.

Apprv with cons 12-04-2002

P1281.99 - 2.4m high galvanised palisade fence and gates; 1.8m high powdered coated gates on Goodwood Avenue and Plumpton Avenue entrances; and 1.8m high galvanised palisade fence on boundaries with 275 and 279 Goodwood Avenue

Apprv with cons 15-02-2000

CONSULTATIONS / REPRESENTATIONS

The application was advertised by way of site and press notice as well as notification to occupiers of surrounding properties. Nine representations have been received, raising objections to the proposal on the following grounds:

- already parking problems and inconsiderate parking, which will become worse
- increase in traffic as the school expands each year
- increased risk of accidents, no safe dropping off/collection areas
- mitigation or promotion measures as suggest in the Transport Statement do not work
- parking surveys are not accurate
- parking restrictions should be introduced to encourage non-vehicular modes of travel
- increase in noise, disturbance and litter during the day
- nursery entrance too close to residential properties causing noise and disturbance
- concern with community use outside school hours
- should be more tree planting
- rendered finish has maintenance issues
- building too high and close to residential properties so will be imposing
- loss of privacy from new building
- the new building will spoil the view form houses
- building will block natural light and sunlight
- light pollution
- noise and inconvenience from new playing pitches and play areas
- noise from plant and machinery should be attenuated
- balls going into gardens causing damage
- Plumpton Avenue is not suitable for service vehicles
- proposed building is bland and imposing
- refuse area should be near to the kitchen
- noise, dust and disturbance during construction
- roads are not suitable for construction vehicles
- existing school should be refurbished rather than a new building
- loss of swimming pool which will not be replaced

The following consultation responses have been received:

Environment Agency - no comments

Historic England (Greater London Archaeological Advisory Service) - recommend condition to undertake archaeological evaluation and investigation if necessary

Thames Water - no objections

Sport England - originally raised objection as there would be an overall loss of playing fields. Further information has been provided to Sport England and they have withdrawn their objection.

LFEPA - requested further information regarding access for fire appliances

Metropolitan Police - no objection subject to recommended conditions

Streetcare Engineering Services - no objection subject to construction method statement and vehicle washing conditions

Public Protection - recommend conditions relating to noise from plant/machinery, contaminated land and air quality

Energy Strategy Officer - recommend condition to require Energy Performance Certificate

RELEVANT POLICIES

LDF

- CP07 - Recreation and Leisure
- CP08 - Community Facilities
- DC18 - Protection of Public Open Space, Recreation, Sports and Leis
- DC29 - Educational Premises
- DC32 - The Road Network
- DC33 - Car Parking
- DC55 - Noise
- DC61 - Urban Design
- DC62 - Access
- DC63 - Delivering Safer Places
- DC70 - Archaeology and Ancient Monuments

OTHER

- LONDON PLAN - 3.18 Education facilities
-
- LONDON PLAN - 3.19 Sport facilities
-
- NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

The proposal is for educational facilities and so is specifically exempt from CIL as outlined in the Mayor of London CIL Charging Schedule.

STAFF COMMENTS

PRINCIPLE OF DEVELOPMENT

The site is an existing educational establishment with improved and expanded facilities proposed. Within Havering there is an identified need for additional school places, evidenced by the schools commissioning report produced by the Council which shows an existing and proposed shortfall in school places across the Borough. Within Havering, there is a need to accommodate 3,000 additional primary school pupils over the next 5 years. Paragraph 72 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. Policy 3.18 of the London Plan states that development proposals which enhance education and skills provision, including new build, will be supported. The policy goes on to state that proposals that address the current and projected shortage of primary school places will be particularly

encouraged. Policy DC29 of the LDF states that the Council will ensure that the provision of primary and secondary education facilities is sufficient in quantity and quality to meet the needs of residents by taking account of future demand and normally seeking to meet the need for increased school places within existing sites.

There is therefore strong planning policy support in favour of the proposal.

The proposal involves the loss of the current playing fields containing playing pitches and their replacement with similar pitches once the existing buildings are demolished. Paragraph 74 of the NPPF states that existing playing fields should not be built on unless the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. In this case the amount of green open space reduction as a result of the development is about 600 square metres. The proposal is for a replacement playing pitch on the north part of the site and further playing pitch space in the retained area to the south of the site. The new replacement pitch to the north would be flat compared to the existing sloping pitch. Community use is also proposed in accordance with Sport England guidance and this can be secured by condition. There is therefore considered to be an overall improvement in sports pitch provision. Having been given further information in relation to the proposed pitch provision, Sport England have withdrawn their original objection to the proposal. In considering the application, whilst there may be some loss in the amount of playing fields on the site, the playing pitch provision is improved. There are large areas of open space, including playgrounds proposed as well as general landscape improvements around the site. Balanced against the strong policy presumption supporting educational development where there is a need for school places, it is considered that the proposal in respect of playing field and open space provision is acceptable in this case.

DESIGN / IMPACT ON STREET / GARDEN SCENE

The site is surrounded on all sides by residential development and does not have a street frontage. However, the proposed buildings due to their proposed width and height up to three storeys would be readily visible from the rear and gardens of a large number of houses. There may possibly be long range views from gaps between buildings in the surrounding streets.

Nearest to the residential boundaries, the building at two or single storey would be consistent with the surroundings. The three storey portion forms the main part of the building and would be higher than the surrounding buildings. However, in this case the site is very large with the buildings only occupying a small portion of the site compared to existing with the remainder of the site being predominantly open. The scale and design of the building is considered to be representative of its use as a school. In this context, it is considered that the proposed bulk and scale of the building would not look out of place or be overdominant in views from neighbouring and surrounding land.

In terms of design, the building would appear modern and of simple design with both blocks finished in render. Use of coloured/glazed panels and full height windows to the blocks would provide interest and articulation to the elevations. The final details of materials would be reserved by condition. Overall, the design is considered to be acceptable.

IMPACT ON AMENITY

The single storey hall block is located centrally within the site and is not considered to have any significant impact on neighbouring residential amenity. The teaching block would run east/west

across the site and at up to three storeys (11.4 metres) high has the most potential to impact on neighbours. Given the orientation of this block, the view from the houses nearest to the block would be of the respective flank walls.

In terms of relationship to no.s 273 to 277 Goodwood Avenue, the single storey flank of the proposed teaching block would be 6 metres from the rear boundaries and 31 metres from the houses, with the 2nd/3rd storey flank a further 7.6 metres away. To no.s 80 to 82 Plumpton Avenue, the two storey flank of the proposed teaching block would be 6-9 metres from the rear boundaries (some houses have a rear accessway in between) and 25 metres to the houses, with the third storey flank a further 15.6 metres away. At these distances, it is considered that the building would not appear overdominant or result in a significant loss of outlook or daylight. The application has been accompanied by a sunlight shadow assessment that suggests that only the most rear part of adjoining properties would have a shadow for a small part of the day - this would not be significant enough to justify a refusal on grounds of loss of sunlight. The proposal indicates that the upper floor flank windows to the teaching block would be obscurely glazed and this can be secured by condition. The main windows face north south and although there would be some increased overlooking of the rear parts of adjoining gardens, this is judged not to be so severe as to be materially harmful to residential amenity.

The site is an existing school and so would have the usual activity associated with arrival/departure and outside play. Although the proposal would result in additional pupil numbers, the impact in terms of any increase in noise and disturbance is not considered to be so significant to be a justifiable reason to refuse planning permission in this case. A condition is recommended limiting the hours that the sports pitches can be used. A condition is also recommended seeking details of the proposed ground levels including the bunding to the open space to ensure that there is no undue overlooking.

HIGHWAY / PARKING

The proposal would result in an increase in total pupil numbers from 420 to 630 and nursery places from 26 to 52. The number of staff is expected to increase from 89 (19 full time teaching, 8 full time support; 6 part time teaching, 56 part time support) to 135 (29 full time teaching, 12 full time support; 9 part time teaching, 84 part time support) in total. The application has been accompanied by a detailed Transport Assessment which assesses the current position in regard to trips to the school and parking in the vicinity and the likely impact of the proposal on both road safety and parking capacity.

The Transport Statement identifies that currently 27% of pupils travel by car to/from resulting in a parking demand for 102 spaces in the vicinity of the site. Surveys undertaken indicate that the roads nearest to the school entrances are fully parked during most of the drop off/collect time but that there is spare capacity further away. The proposal would create a demand for an additional 66 parking spaces in the vicinity of the site. It should be noted that the demand for spaces would be spread over the arrival and departure times which are extended due to the breakfast and after school clubs that operate from the school. The Transport Statement outlines that consideration has been given to providing drop off facilities on site, however concludes that it would encourage journeys by car and additional traffic as well as not being safe. The Transport Statement considers that the increased car trips would not result in any highway safety issues nor capacity issues at the Station Lane Gyration or South End Road/Airfield Way junction. Competition for spaces nearest

the school would increase but there would be sufficient parking capacity in streets surrounding the school to accommodate the increased demand, particularly in Alma and Crystal Avenues. The Transport Statement recommends a mitigation strategy mainly based around a school travel plan to set target for reducing car journeys for pupils and staff as well as expanding times in the morning and afternoon when pupils can be dropped off/picked up.

The Council's Highways Engineer has raised no objection to the proposal.

It would be the case that any expansion of a school would likely result in increased congestion and inconvenience during the drop off and pick up period. The Transport Statement in this case acknowledges that this would happen, although not to the extent that raises any highway safety issues and suggesting that the degree of additional impact could be mitigated to an extent by parents changing travelling preferences through a robust School Travel Plan. On this basis, given the very strong policy in regard to addressing the shortfall in school places in the borough, it is considered that the impact on parking in surrounding streets and associated inconvenience does not outweigh the policy presumption in favour of the development.

The proposal includes 37 staff parking spaces which is considered to be acceptable.

OTHER ISSUES

Access - the proposed buildings have been designed to be accessible with level access and lift to the upper floors.

Ecology - the application has included an ecological assessment which confirms that there are no protected species or habitats on the existing site.

SUSTAINABILITY / ENERGY EFFICIENCY

The application has been accompanied by an energy statement that demonstrates that the development will be designed in accordance with LDF and London Plan energy and sustainability planning policies. A condition is recommended requiring certification that energy performance is achieved.

FLOOD RISK

Details of Sustainable Urban Drainage System (SUDs) have been submitted and would be secured by condition in accordance with national planning policy guidance.

ARCHAEOLOGY

The site is within an Archaeological Priority Zone. Historic England have recommended a condition requiring evaluation and if necessary investigation to take place before the development commences.

SECURED BY DESIGN

A condition is recommended in relation to secure by design as recommended by the Designing Out Crime Officer.

KEY ISSUES / CONCLUSIONS

The proposal for a replacement school with greater pupil numbers would improve educational facilities in the Borough and contributes to the need for school places. As such there is a very strong policy presumption in favour of the development. There would be a loss of playing field as a result of the proposal, although there would be no loss of playing pitches, which would be reprovided. The proposed larger pitch would also be of higher quality and this policy objection is outweighed by the policy presumption in favour of improved education provision. As outlined in the highway/parking section of the report, there will be some increased parking in surrounding streets and although not a highway safety concern, will increase inconvenience for surrounding residents. However, weighed against the policy in favour of school places, any traffic impact is considered to be within acceptable limits. There would be some impact on nearby residential amenity as a result of the proposed 3 storey teaching block, but this is considered to be within acceptable limits.

The proposal is considered to be acceptable in all other respects. Therefore it is recommended that planning permission be granted.

RECOMMENDATION

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

1. SC4 (Time limit) 3yrs

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. SC09 (Materials) (Pre Commencement Condition)

No works shall take place in relation to any of the development hereby approved until samples of all materials to be used in the external construction of the building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:-

Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will 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. Demolition of Buildings

Within 6 months of the first occupation of the building hereby approved, the existing school buildings (except for the existing demountable erected under planning permission P0965.13) shall be demolished and the site completed, including provision of playing pitches, in accordance with Plan No. TP(00)003 Rev 1.

Reason:-

To ensure removal of the existing building and adequate provision of sports pitches in accordance with NPPF.

4. SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

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.

5. SC11 (Landscaping) (Pre Commencement Condition)

No works shall take place in relation to any of the development hereby approved 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:-

Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

6. Community Use of Facilities

The development hereby approved shall not be occupied until full details of the community use of the playing pitches including a Community Use Scheme has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall include access policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon provision of the pitches in accordance with this approval.

Reason: In order to ensure adequate mitigation for the loss of playing fields, in accordance with NPPF.

7. Cycle Provision

The development hereby approved shall not be occupied until a minimum of 34 cycle parking spaces are provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. Such cycle parking shall thereafter be retained.

Reason: To ensure the development takes account on the needs of cyclists, in accordance with Policy DC33 of the LDF.

8. Parking

No building shall be occupied or use commenced until the car/vehicle parking area shown on the approved plans has been provided, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development in the interests of highway safety.

9. Loading

No building shall be occupied or use commenced until the space/facilities for loading, unloading, circulation and manoeuvring have been provided in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these purposes.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

10. Travel Plan

The development hereby approved shall not be occupied unless a Travel Plan for the school has been submitted to and agreed in writing by the Local Planning Authority. The Travel Plan shall include measures to reduce private vehicular trips and proposals for monitoring progress, including a timetable for its implementation and review. The agreed Travel Plan shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To help bring about a reduction in private car journeys and to minimise the potential for increased on street parking in the area

11. Boundary Details

The development hereby approved shall not commence until details of the boundary treatment are submitted to and approved in writing by the local planning authority. The development site shall not be occupied until boundary treatment has been provided in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to commencement will protect the visual amenities of the development, ensure adequate security and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

12. Levels Details

No works shall take place in relation to any of the development hereby approved until details of proposed ground levels, including details of the proposed bunding to the proposed open spaces, and finished floor levels are submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: Insufficient information has been supplied with the application to judge proposed ground and finished floor levels. Submission of details prior to commencement will ensure that the development is acceptable and does not have any unexpected impact on existing residential amenity in accordance with Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

13. External Lighting

The development hereby approved shall not be occupied until details of external lighting are submitted to and approved in writing by the Local Planning Authority. External lighting shall be provided in accordance with the approved details.

Reason: Insufficient information has been submitted with the application to judge the impact of external lighting. Submission of this detail prior to occupation will protect residential and visual amenity and biodiversity and ensure adequate security.

14. SC34 (Obscure glazing) ENTER DETAILS

The proposed windows/doors at first and second floor level to the east and west facing flank elevations of the building hereby approved shall be permanently glazed with obscure glass.

Reason:-

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

15. SC48 (Balcony condition)

The flat roof areas of the buildings hereby permitted shall not be used as a balcony, outdoor teaching area, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason:-

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

16. Plant & Machinery

Prior to the occupation of the development hereby approved, details shall be submitted of all external plant and machinery to be installed, including details of external appearance and noise information demonstrating that 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. All external plant and machinery shall be installed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and in order to minimise noise disturbance.

17. Extraction Equipment

No cooking of food shall take place, unless extract ventilation equipment is installed in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason: In order to minimise smell nuisance, in the interest of users of the site and nearby residential amenity.

18. Hours of Outdoor Use

The playing fields hereby approved shall not be used other than between the hours of 08.00 to 21.00 hours Mondays to Saturdays and 09.00 to 18.00 hours on Sundays and 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.

19. SC62 (Hours of construction)

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason:-

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

20. SC57 Wheel washing (Pre Commencement)

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.

b) A description of how the parking area will be surfaced, drained and cleaned to prevent

mud, debris and muddy water being tracked onto the public highway;

- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason:-

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided 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. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

21. SC63 (Construction Methodology) (Pre Commencement)

No works shall take place in relation to any of the development hereby approved until a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers is submitted to and approved in writing by the Local Planning Authority. 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:-

Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

22. Contamination

(a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

(b) Following completion of the remediation works as mentioned in (a) above, a "Verification Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason:-

To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination.

23. Secure by Design

Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: Insufficient information has been supplied with the application to judge whether the proposals meet Secured by Design standards. Submission of a full and detailed application prior to commencement is in the interest of creating safer, sustainable communities and to reflect guidance in Policies CP17 and DC63 of the Core Strategy and Development Control Policies Development Plan Document and the NPPF.

24. Archaeology

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

25. SUDs

Sustainable Urban Drainage System (SUDs) shall be provided and thereafter maintained in accordance with details submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: Insufficient information has been supplied with the application to judge whether the proposed SUDs would be satisfactory. Submission of this detail prior to new building works will ensure that the development accords with the policy to ensure adequate provision for attenuating surface water in accordance with NPPF.

26. Sustainability

Sustainability and energy efficiency measures shall be installed in accordance with the details outlined in the Energy Assessment submitted as part of the application. Within 3 months of the completion of the development hereby approved, final copies of the Energy Performance Certificate (EPC) and Microgeneration Certification Scheme (MCS) should be submitted to the Local Planning Authority.

Reason: To ensure compliance with LDF and London Plan policies on sustainability and energy efficiency.

INFORMATIVES

1. Fee Informative

A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

2. Approval - No negotiation required

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

3. Archaeology

(Archaeology) - Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

It is recommended that the archaeological fieldwork should comprise of the following:

Geophysical Survey

Archaeological geophysical survey uses non-destructive techniques to detect the likely presence of archaeological features. It is usually used as part of a field evaluation to inform a planning decision. Geophysical survey is largely restricted to undisturbed greenfield sites and certain types of archaeological remains.

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

4. Secure by Design

(Secured by Design) - In aiming to satisfy condition 23 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).

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REGULATORY SERVICES COMMITTEE

REPORT

1 October 2015

Subject Heading:

P0760.15 - 268-272 North Street,
Romford

Additional storey and conversion of existing first floor office to create a total of 8 flats. (Received 27/05/15 and revisions received 15/07/15, 14/09/15)

Ward:

Pettits

Report Author and contact details:

Helen Oakerbee
Planning Manager
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01708 432800

Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

- Havering will be clean and its environment will be cared for []
- People will be safe, in their homes and in the community [X]
- Residents will be proud to live in Havering [X]

SUMMARY

The proposal is to add an additional storey to the existing two-storey building and create 5 x 2-bed and 3 x 1-bed apartments with the retail unit kept on the ground floor.

It raises considerations in relation to the impact on the character and appearance of the streetscene, the impact on the residential amenity of the future occupants and of neighbouring residents and the suitability of the proposed parking and access arrangements.

The proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted subject to conditions and the applicant entering into a Section 106 Agreement.

RECOMMENDATIONS

That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee is based on an internal gross floor area of 180m² and amounts to £3,600.

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

- A financial contribution of £48,000 to be used for educational purposes
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner pay the Council's reasonable legal costs in association with the preparation of a legal agreement, prior to completion of the agreement, irrespective of whether the legal agreement is completed.
- The Developer/Owner to pay the appropriate planning obligation/s monitoring fee prior to completion of the agreement.

That the Head of Regulatory Services 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 Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans detailed on page 1 of the decision notice approved by the Local Planning Authority.

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.

4. Parking Provision

Before any of the flats hereby permitted are first occupied, the car parking provision shall be laid out to the full satisfaction of the Local Planning Authority and be made available for 8 no. car parking spaces and thereafter this car parking provision shall remain permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

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 that the development accords with the Development Control Policies Development Plan Document Policy DC33.

5. External Materials

No works shall take place in relation to any of the development hereby approved until samples of the external finishing materials, which shall match those of the existing building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the external finishing materials to be used. Submission of samples prior to commencement will safeguard the appearance of the premises and the character of the immediate area and will ensure that the development accords with the Development Control Policies Development Plan Document Policies DC54 and DC61.

6. Landscaping

No works shall take place in relation to any of the development hereby approved 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: Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

7. Refuse and Recycling

No building shall be occupied or use commenced until refuse and recycling facilities are provided in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority. The refuse and recycling facilities shall be permanently retained thereafter.

Reason: Insufficient information has been supplied with the application to judge how refuse and recycling will be managed on site. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect the amenity of occupiers of the development and also the locality generally and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

8. Cycle Storage

No building shall be occupied or use commenced until cycle storage is provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be permanently retained thereafter.

Reason: Insufficient information has been supplied with the application to demonstrate what facilities will be available for cycle parking. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use is in the interests of providing a wide range of facilities for non-motor car residents and sustainability.

9. Noise Insulation (Flats)

The building(s) 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 with Development Control Policies Development Plan Document Policies DC55 and DC61.

10. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

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

11. Secure By Design

No works shall take place in relation to any of the development hereby approved until a full and detailed application for the Secured by Design award scheme is 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 Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: Insufficient information has been supplied with the application to judge whether the proposals meet Secured by Design standards. Submission of a full and detailed application prior to commencement is in the interest of creating safer, sustainable communities and to reflect guidance in Policies CP17 and DC63 of the Core Strategy and Development Control Policies Development Plan Document and the NPPF.

12. 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: Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

13. Noise Assessment

Prior to the commencement of any development an assessment shall be undertaken of the impact on road noise emanating from (North Street and the A12 Eastern Avenue) upon the development in accordance with the methodology contained in the Department of Transport/Welsh office memorandum, "Calculation of Road Traffic Noise", 1988. Reference should be made to the good standard to be found in the World Health Organisation Document number 12 relating to community noise and BS8233:1999. Following this, a scheme detailing measures, which are to protect occupants from road noise shall be submitted to, and approved in writing by the Local Planning Authority and shall be implemented prior to occupation.

Reason: Insufficient information has been supplied with the application in relation to the impact of road noise emanating from the A12. Submission of details prior to commencement will ensure that a noise assessment will evaluate the potential impact on residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

14. Obscure glazing

The proposed second floor window in the northern elevation serving the kitchen/lounge/dining area and the proposed windows at second floor to plot 3 serving a bathroom and a bedroom shall be permanently glazed with obscure glass.

Reason:

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

15. Balconies

The flat roof area on the first and second floor shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason:

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

16. Wheel washing

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason:

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided 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. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

INFORMATIVES

1. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed..
2. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with para 186-187 of the National Planning Policy Framework 2012, improvements required to make the proposal acceptable were negotiated with the agent via email on 2 July 2015. The revisions involved changing the design of the additional storey from a mansard roof design to a flat roof. The amendments were subsequently submitted on 13 July 2015.
3. The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL). Based upon the information supplied with the application, the CIL payable would be £3,600.00 (this figure may go up or down, subject to indexation). CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website.
4. In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of the Secured by Design Award Scheme and Designing against Crime. Your attention is drawn to the free professional service provided by the Metropolitan Police Designing Out Crime Officers for North East London, whose can be contacted via DOCOMailbox.NE@met.police.uk or 0208 217 3813. They are able to provide qualified advice on incorporating crime prevention measures into new developments.
5. 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 comprises a two storey building which is situated to the eastern side of North Street, Romford approximately 50m from the junction with Eastern Avenue (A12). The premises currently has a retail use at ground floor and office use (B1a) at first floor.
- 1.2 The surrounding area is characterised by a mixture of commercial and residential development.

2. Description of Proposal

- 2.1. The proposal is for the addition of a second storey and a change of use of the first floor from office to residential in order to create 5 x 2-bed and 3 x 1-bed apartments.
- 2.2 The proposed additional storey would be set in at least 1m from the front and side building lines and will be finished with a flat roof. The overall height of the building would be 10.6m to the top of the flat roof.
- 2.3 On-site parking will be provided for 8 no. vehicles to the rear/side of the site with access onto Parkside Avenue.
- 2.4 Refuse storage and cycle storage would be provided next to the parking area at the rear/side of the site.

3. Relevant History

- 3.1 P0593.14 - Additional storey to part of existing building to create three residential flats - Withdrawn
- 3.2 J0005.13 - Prior approval request for a change of use from office to residential of the first floor only - Prior approval not required
- 3.3 P1231.13 - External alterations to north elevation to create a first floor courtyard - Approved with conditions

4. Consultations/Representations

4.1 Neighbour notification letters were sent to 22 properties and 4 letters of objection were received. The comments can be summarised as follows:

- Overlooking neighbouring garden.
- Not enough parking in the area.
- Disruption, noise and dirt as a result of proposed construction works.
- Proposal would have a negative impact on ground floor business and its customers.
- Loss of light to garden.
- Proposal would impact on the service provision, patient confidentiality and security for the adjacent medical premises.
- Overdevelopment of the site affecting the character of the neighbourhood.
- Overbearing and out of character in the streetscene

4.2 The following consultation responses have been received:

- Environmental Health – no objection, recommended conditions in relation to noise insulation and a noise assessment.
- Highways - no objection in principle, requested a condition for vehicle cleansing and a construction method statement

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC6 (Affordable Housing), DC11 (Non-designated Sites), DC32 (The Road Network) DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC53 (Contaminated Land), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places) and DC72 (Planning Obligations) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

5.2 Other relevant documents include the Residential Design SPD, the Sustainable Design and Construction SPD, Planning Obligation SPD (Technical Appendices)

5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 3.10 (definition of affordable housing), 3.11 (affordable housing targets), 3.12 (negotiating affordable housing), 3.13 (affordable housing thresholds), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 5.13 (sustainable drainage), 5.16 (waste self sufficiency), 5.21 (contaminated land), 6.1 (strategic transport approach), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.14 (improving air quality),

7.15 (reducing noise and enhancing soundscapes) and 8.2 (planning obligations) of the London Plan, are material considerations.

- 5.4 The National Planning Policy Framework, specifically Sections 4 (Promoting sustainable transport), 6 (Delivering a wide choice of high quality homes), 7 (Requiring good design) and 8 (Promoting healthy communities) are relevant to these proposals.

6. Staff Comments

- 6.1 The main considerations relate to the principle of the development, the impact on the character and appearance of the streetscene, the implications for the residential amenity of the future occupants and of nearby houses and flats and the suitability of the proposed parking and access arrangements.

6.2 Principle of Development

- 6.2.1 The provision of additional housing is consistent with the NPPF and Policy CP1 as the application site is within a sustainable location in an established urban area.

- 6.2.2 The proposal is for the redevelopment of first floor offices to residential use and an additional floor for residential use. The site is not designated as Green Belt land, an employment area, or within Romford town centre in the Development Plan.

- 6.2.3 On this basis the proposal is considered to be policy compliant in land use terms and its use for residential purposes is therefore regarded as being acceptable in principle.

6.3 Density/ Layout

- 6.3.1 Policy DC2 of the LDF provides guidance in relation to the dwelling mix within residential developments. Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.

- 6.3.2 The proposal would provide no8 residential flats at a density equivalent to approximately 84 dwellings per hectare. This is in excess of the aims of Policy DC2 which states that a dwelling density of between 50 to 80 dwellings per hectare would be appropriate in this location. Although the number of units per hectare is in excess of the recommended range consideration should be given to the site constraints and the proposal being for flatted development, which naturally gives rise to higher density development.

- 6.3.3 Policy 3.5 of the London Plan advises that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To this end Policy 3.5 requires that new residential development conforms to minimum internal space standards.

- 6.3.4 For one-bedroom flats for two people the spacing requirement is set at 50 square metres. For two-bedroom flats the minimum standard is set at 61 square metres for three occupants and 70 square metres for four occupants.
- 6.3.5 The proposal would provide residential units with varying floor space sizes all of which but two meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve. Although a 1-bed unit and 2-bed unit at first floor would fall slightly below the minimum guidance Officers consider that an objection would be difficult to substantiate on this ground alone bearing in mind that these units are situated within the part of the building which benefits from permitted development rights to convert the from office accommodation to residential.
- 6.3.6 The Residential Design SPD states that private amenity space should be provided in single, usable, enclosed blocks which benefit from both natural sunlight and shading.
- 6.3.7 It is acknowledged that the proposed development does not make provision for amenity provision however it should be noted that the existing first floor can be converted from office use to residential units under permitted development without the requirement for amenity space. Also, given the existing site constraints it is not possible to provide balconies or a garden amenity area. Officers do not consider the lack of amenity space to be sufficient to refuse the proposal in this case, however Members may attach different degree of weight to the lack of sufficient amenity provision.

6.4 *Design/Impact on Streetscene*

- 6.4.1 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.4.2 The main impact in terms of the streetscene along North Street relates to resultant character and appearance of the building which would increase from a 2-storey to a 3-storey building.
- 6.4.3 It is acknowledged that the additional storey would result in a building that is higher in the streetscene compared to the adjacent properties however this would be mitigated by the setback of a minimum of 1m from the first floor front and side building lines and that it only covers part of the second floor plate. The proposal would be of similar height to a 3-storey development approved under P1707.11 which is situated approximately 90m from the subject site on the corner of Eastern Avenue West and Hainault Road. The proposal is considered to improve the existing dated 1960's brick elevation by providing a more articulated and modern building.
- 6.4.4 As such it is considered that the proposed development would be sympathetic to the immediate and wider setting, resulting in a positive impact on the character and appearance of the streetscene and surrounding area in accordance with policy DC61 and the Residential Design SPD.

6.5 *Impact on Amenity*

- 6.5.1 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss and dominance. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overlooking or loss of privacy to existing properties.
- 6.5.2 The main consideration in terms of residential amenity relates to the impact on the occupants of the residential dwellings to the east and south of the application site and the medical centre to the north
- 6.5.3 The existing elevations have two large office windows to the eastern elevation at first floor. The proposed development would result in an improvement to this elevation as one of these windows would be subdivided into 2 no. obscure glazed windows. Officers therefore do not consider the impact to be worse than that which is currently experienced; it would, in fact, be improved. The additional storey would also introduce windows to this elevation however these windows would serve a landing and bathroom and will be conditioned to be obscure glazed. The additional storey is well set in from the eastern boundary (20m) and would therefore not result in a loss of light to the rear garden of the nearest residential property at No. 1 Parkside Avenue.
- 6.5.4 The proposal is not considered to result in an impact on neighbouring amenity to the south as there would be a separation distance of 15m between the subject building and this neighbouring property. It should also be noted that there are existing south facing windows at first floor. Officers do not consider the addition of south facing windows on the second floor to result in unacceptable impact given the existing south facing fenestration.
- 6.5.5. Officers acknowledge that there would be some loss of light to the property to the North, however it is judged that the impact would be acceptable given the non-residential nature of the Health Centre and the existing close proximity of the Health Centre to the subject building. In term of overlooking only two additional windows are introduced to the northern elevation at second floor which is a secondary window to the living room and a window to a bedroom. The proposed secondary window will be conditioned to be obscure glazed and the bedroom window is well set back (3.15m) from the northern first floor building line and would not result in a harmful impact.
- 6.5.6 It is considered that the proposed development would not harm the amenities of neighbouring properties and would provide acceptable living conditions for the future occupants. The proposal is therefore in accordance with Policy DC61, the Residential Design SPD and the intentions of the NPPF.

6.6 *Environmental Issues*

- 6.6.1 Environmental Health has raised no objection to the proposal provided that the development is constructed with suitable sound insulation and a noise assessment is completed in order to determine the impact of road noise emanating from North Street and the A12.

6.7 *Parking and Highway Issues*

- 6.7.1 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. Under Policy DC2 the Public Transport Accessibility Level (PTAL) for the site is set at 3 meaning that the site is classified as having relatively good access to public transport. Therefore flatted development in this location is required to provide car parking provision of 1.5-1 spaces per unit.

- 6.7.2 The proposal can demonstrate a total of 8 no. off-street car parking spaces within the site to cater for the proposed 8 no. residential flats. The car parking provision would be arranged to the side of the development. The parking provision would result in a ratio of 1 parking space per unit which is considered acceptable for a flatted development and in accordance with Policy DC2.

- 6.7.3 Refuse and recycling is provided to the side of the car park. Existing access off Parkside Avenue would be retained.

- 6.7.4 It is therefore considered that the proposed car parking and access arrangements are acceptable and would not result in highway safety or parking/ servicing issues.

6.8 *Mayoral Community Infrastructure Levy*

- 6.8.1 The proposed development will create 8 no new residential units with 180 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £3,600.00 subject to indexation based on the calculation of £20.00 per square metre.

6.9 *Infrastructure Impact of Development*

- 6.9.1 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regs) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (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.

- 6.9.2 Policy DC72 of the Council's LDF states that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy DC29 states that the Council will seek payments from developers required to meet the educational need generated by the residential development. Policy 8.2 of the Further Alterations to the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 6.9.3 In 2013, the Council adopted its Planning Obligations Supplementary Planning Document which sought to apply a tariff style contribution to all development that resulted in additional residential dwellings, with the contributions being pooled for use on identified infrastructure.
- 6.9.4 There has been a recent change to the effect of the CIL Regs in that from 6th April 2015, Regulation 123 of the CIL Regs states that no more than 5 obligations can be used to fund particular infrastructure projects or infrastructure types. As such, the SPD, in terms of pooling contributions, is now out of date, although the underlying evidence base is still relevant and up to date for the purposes of calculating the revised S106 contributions.
- 6.9.5 The evidence background to the SPD, contained in the technical appendices is still considered relevant. The evidence clearly show the impact of new residential development upon infrastructure - at 2013, this was that each additional dwelling in the Borough has a need for at least £20,444 of infrastructure. Therefore, it is considered that the impact on infrastructure as a result of the proposed development would be significant and without suitable mitigation would be contrary to Policy DC72 of the LDF and Policy 8.2 of the London Plan.
- 6.9.6 Furthermore, evidence clearly shows a shortage of school places in the Borough - (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report identifies that there is no spare capacity to accommodate demand for secondary, primary and early years school places generated by new development. The cost of mitigating new development in respect to all education provision is £8,672 (2013 figure from Technical Appendix to SPD). On that basis, it is necessary to continue to require contributions to mitigate the impact of additional dwellings in the Borough, in accordance with Policy DC29 of the LDF.
- 6.9.7 Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought, based on a viability testing of the £20,444 infrastructure impact. It is considered that, in this case, £6000 towards education projects required

as a result of increased demand for school places is reasonable when compared to the need arising as a result of the development.

6.9.8 It would therefore be necessary to require a contribution to be used for educational purposes. Separate monitoring of contributions would take place to ensure that no more than 5 contributions are pooled for individual projects, in accordance with CIL legislation. It is considered that a contribution equating to £6000 for educational purposes would be appropriate.

7. Conclusion

7.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable.

7.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the streetscene and the impact on the amenity of the neighbouring residents. The proposal is considered to be acceptable in all material respects.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions are required through a legal agreement.

Legal implications and risks:

Legal resources will be required to prepare and complete the legal agreement.

There is a risk that the weight accorded to the Development Plan Policy and Supplementary Planning Document on Planning Obligations may be challenged at appeal or through judicial challenge.

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 31 March 2015, revision received on 3 June 2015, 05 August 2015 and 14 September 2015.

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