



Havering

L O N D O N B O R O U G H

REGULATORY SERVICES COMMITTEE AGENDA

7.30 pm

**Thursday
14 July 2016**

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

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Robby Misir (Chairman)
Melvin Wallace
Ray Best
Steven Kelly
Michael White

**Residents'
(2)**

Stephanie Nunn
Reg Whitney

**East Havering Residents'
(2)**

Alex Donald (Vice-Chair)
Linda Hawthorn

**UKIP
(1)**

Phil Martin

**Independent Residents
(1)**

Graham Williamson

**For information about the meeting please contact:
Richard Cursons 01708 432430
richard.cursons@onesource.co.uk**

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 INTERESTS

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

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

4 PLANNING APPLICATIONS - SEE INDEX AND REPORTS (Pages 1 - 26)

5 P0071.16 - HEXAGON HOUSE, ROMFORD (Pages 27 - 42)

6 P0320.16 - HYLANDS PRIMARY SCHOOL, HORNCHURCH (Pages 43 - 52)

- 7 **P0666.15 - 30-30C SOUTH HALL DRIVE, LAND ADJACENT TO, RAINHAM** (Pages 53 - 70)

- 8 **P0782.16 - GIDEA PARK PRIMARY SCHOOL, LODGE AVENUE, ROMFORD**
(Pages 71 - 78)

- 9 **P0779.16 - GIDEA PARK PRIMARY SCHOOL, LODGE AVENUE, ROMFORD**
(Pages 79 - 90)

- 10 **P0746.16 - CROWLANDS PRIMARY SCHOOL, LONDON ROAD, ROMFORD**
(Pages 91 - 96)

- 11 **P1692.15 - 2A SOWERY AVENUE (LAND REAR OF) RAINHAM** (Pages 97 - 108)

- 12 **P0596.16/P0594.16/P0599.16 - PLOT 6, PLOT 8, PLOT 10&11 BEAM REACH
BUSINESS PARK, RAINHAM** (Pages 109 - 156)

- 13 **L0008.16 - TOWN HALL, MAIN ROAD, ROMFORD** (Pages 157 - 162)

- 14 **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

14 July 2016

Application No.	Ward	Address
P0648.16	Gooshays	Drapers Academy, Settle Rd, Harold Hill
P0621.16	Brooklands	Mawney Infant School, Romford
P0576.16	Upminster	Upminster Library, 26 Corbets Tey Road

OFFICER REPORT FOR REGULATORY SERVICES COMMITTEE - 14th July 2016

APPLICATION NO. P0648.16
WARD: Gooshays **Date Received:** 27th April 2016
Expiry Date: 22nd June 2016

ADDRESS: Drapers Academy
Settle Road
ROMFORD

PROPOSAL: Installation of two modular buildings together with ancillary hard surfacing and fencing for temporary period

DRAWING NO(S): Site Location Plan - Drawing No. 28261123-001
Existing Site Plan - Drawing No. 28261123-002
Proposed Site Plan - Drawing No. 28261123-003
Proposed Plan: Block A School Temp Accommodation - Drawing No. 28261123-004
Proposed Plan: Block B School Temp Accommodation - Drawing No. 28261123-005
Proposed Elevations: Blocks A and B - Drawing No. 28261123-006
Reinstatement Plan - Drawing No. 28261123-007

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

BACKGROUND

In 2009 outline planning permission was granted (ref: P0682.09) for an education campus or learning village comprising a primary school, secondary school and college on land to the east of Settle Road. Reserved matters comprising details of layout, scale, appearance and landscaping for the secondary school (Drapers Academy) were approved in 2010 (ref: P0817.10) and the school opened in 2012. Full planning permission was then granted in 2016 (ref: P1572.15) for the primary school on site and construction with regard to this is programmed to be completed in December 2017. The primary school however, given the need for primary school places in the Borough, started operating in September 2015 with a two form entry reception being housed with part of Drapers Academy.

SITE DESCRIPTION

Drapers Academy is located on the eastern side of Settle Road in Harold Hill. The school site is located on the outskirts of suburban Harold Hill, with Dagnam Park located to the north and Maylands Golf Course to the east. The nearest residential properties to the school are those located on Settle Road and Sheffield Drive circa 130m to the south. The area to which this application relates is located to the east of the built form of Drapers Academy, adjacent to the staff park, with the school playing fields further to the east. The site forms part of the Metropolitan Green Belt.

DESCRIPTION OF PROPOSAL

As alluded in the 'Background' section of this report - whilst this application relates to land forming part of the Drapers Academy, the temporary classbases, proposed as part of this application,

would actually support primary school pupils. In view of the programmed completion date for the primary school, adjacent to Drapers Academy, rather than seeking to disrupt the established reception year group, temporary planning permission is sought for the installation of two temporary classbases to support a new reception class intake for 2016 and to provide further accommodation for the Academy to compensate for the floorspace within the building which is currently being used by the primary school.

Temporary planning permission is sought until April 2018, when it is anticipated that the primary school would be fully constructed and ready for occupation. The temporary buildings would after this time be removed from the site and the site reinstated to its current condition.

RELEVANT HISTORY

P1572.15 - Construction of a new primary school providing 2,232 sq m (GEA) of educational floor space (use class D1) comprising primary school facilities, grassed playing pitch and outdoor play facilities, together with associated works, including access, car parking and landscaping arrangements.

Apprv with cons 29-03-2016

P1653.14 - Extension of the period of time for submission of reserved matters and implementation of planning permission P0682.09 (Outline planning permission for the phased redevelopment of existing buildings and associated development for the purpose of a new Learning Village) in order to allow for the implementation of phases 2-4 of the proposal.

Awaiting Decision

P0817.10 - Details of layout, scale, appearance and landscaping in relation to the erection of a part three/part two/part single storey academy building and single storey plant building (reserved matters in part pursuant to outline planning permission reference P0682.09 for Learning Village).

Apprv with cons 27-08-2010

P0682.09 - Outline planning application for the phased redevelopment of existing buildings for the purposes of a new Learning Village of up to a total of 26,381sq.m Class D1 floorspace (total maximum building footprint of 18,010 sq.m). Creation of new vehicular access off Dagnam Park Drive and internal site highway infrastructure, drop-off facilities and car parking areas comprising up to 506 spaces. Provision of sports facilities and associated hard and soft landscaping including the creation of a civic heart on Settle Road.

Apprv with cons 24-12-2009

CONSULTATIONS / REPRESENTATIONS

Highway Authority - No objection.

London Borough of Havering Environmental Health - No objection.

London Fire Brigade - No objection.

Sport England - Any comments received will be presented verbally to Members.

Public consultation: 25 properties were directly notified of this application. The application was advertised by way of site notice and press advert. No letters of representation have been

received.

RELEVANT POLICIES

LDF

CP08 - Community Facilities
CP10 - Sustainable Transport
CP14 - Green Belt
CP15 - Environmental Management
CP16 - Biodiversity and Geodiversity
CP17 - Design
DC26 - Location of Community Facilities
DC27 - Provision of Community Facilities
DC29 - Educational Premises
DC32 - The Road Network
DC33 - Car Parking
DC45 - Appropriate Development In The Green Belt
DC55 - Noise
DC61 - Urban Design
DC62 - Access
Landscaping SPD

LONDON PLAN

3.16 - Protection and enhancement of social infrastructure
3.18 - Education facilities
6.1 - Strategic approach
6.3 - Assessing effects of development on transport capacity
6.11 - Smoothing traffic flow and tackling congestion
6.12 - Road network capacity
6.13 - Parking
7.4 - Local character
7.6 - Architecture
7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.16 - Green Belt
8.3 - Community Infrastructure Levy

National Planning Policy Framework
National Planning Practice Guidance

MAYORAL CIL IMPLICATIONS

Not applicable.

STAFF COMMENTS

The NPPF, at paragraph 6, states that the purpose of the planning system is to contribute to the achievement of sustainable development. Specifically in relation to educational facilities

(paragraph 72), it is noted that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with school promoters to identify and resolve key planning issues before applications are submitted.

Replicating this, policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.

The applicant has suggested that the temporary classbases proposed to be installed are required on-site to meet an identified shortfall in floorspace for the forthcoming academic year (2016-17). The temporary classbases would allow the primary school to continue to operate from within the confines of Drapers Academy whilst the building works for the primary school are completed on the adjacent site. Although it is accepted that the primary school could simply decline to take pupils in for the next academic year, in context of the need for pupils places in the Borough and that doing so would isolate the existing reception year group it is considered that there is some justification/merit in the application/proposal. This is a temporary measure and staff are content that works are progressing with regard to the new permanent primary school, adjacent, and accordingly have no principle objection to this development coming forward. The application would support Havering in offering school places to meet the needs of existing and new communities and the Government attaches great importance to this.

From a design and visual perspective, the temporary classbases would be largely non-descript. That being said it is considered that the proposed location to the rear of the school is logical and, by keeping the development close to the existing built form, it is considered that the visual impact would be relatively limited. Whilst the Local Planning Authority are keen to avoid the provision of temporary accommodation on school sites, in general, as such provisions are not overly conducive to the principles of sustainable development, for a short period, it is not considered that this is a sufficient reason to withhold planning permission in this instance.

Policy DC61 of the LDF, in part, details that planning permission will not be granted where a proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy and/or unreasonable effects on the environment by reason of noise impact, hours of operation, vibration and fumes between and within developments. In view of the proposed location of the temporary classbases, and the proximity to nearby residential development, it is not considered that the development would give rise to significant amenity impacts.

GREEN BELT IMPLICATIONS

This site forms part of the Metropolitan Green Belt. As detailed within the NPPF, at paragraph 79, the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As provided by paragraph 89 of the NPPF, a Local Planning Authority should regard the construction of new building as inappropriate in the Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Whilst the applicant has sought to provide a justification for the development, the applicant considers that the development is not representative of inappropriate development by virtue of exception three and six of the above. With regard to this, staff note that the temporary classbases would be installed on an area where there is currently no built form - the area forming part of the school playing fields. Staff therefore do not agree that this is brownfield land, by definition, albeit it is accepted that the site/area is in a form of educational use. School playing fields and areas of open space often form part of the Green Belt as, although in a form of recreational use, are absent from built development and perform an important role in preventing urban sprawl.

Staff nevertheless consider that the classbases could be considered as a temporary extension and as such could be acceptable under this exemption. In respect of this, for a temporary period, staff do not consider that the development would undermine the purpose of the Green Belt or the reason this land is included in the designation (the Green Belt). It is furthermore considered that the development would not result in a disproportionate addition to the site, especially in context that this temporary accommodation would be replaced by permanent accommodation on the adjacent site, in the future, as per planning permission granted for the permanent primary school (ref: P1572.15). Accordingly, it is not considered that this development represents inappropriate development in the Green Belt and as such is not representative of a departure from the LDF.

HIGHWAY / PARKING

Staff acknowledge that the additional reception entry would generate additional vehicle movements to and from the site and additional activity but this is an established school site and it is not considered that any such increase would be sufficient to warrant refusal. Sufficient car parking provision exists to accommodate the increased numbers of staff within the Drapers Academy car park and the Highway Authority has raised no objection on highway efficiency or safety grounds.

KEY ISSUES / CONCLUSIONS

It is considered that there is clear policy support within the NPPF, London Plan and Havering LDF for education facilities. Whilst this application seeks to install temporary accommodation, on to a newly established school site, it is considered that adequate justification exists for this in context of the demand for school places in the Borough and that this would be a temporary measure whilst the construction of a new primary school, adjacent, is completed. Although the design value of the

temporary classbases is considered limited, for a temporary period, staff do not consider that these are categorically unacceptable. The classbases would be located to the rear of the existing school building and as such would not impact on the existing street scene.

Staff do not consider that the development would undermine the Green Belt designation and subject to a suitable condition seeking to ensure the site is restored to its current condition it is not considered that there would be any long term impact on openness. Furthermore, it is not considered that the development would give rise to any significant amenity or highway related impacts. Accordingly, it is recommended, in the circumstances, that planning permission be granted for a temporary period.

RECOMMENDATION

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

1. 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.

2. Temporary permission (April 2018)

The permission hereby granted shall be for a limited period only, expiring on 30 April 2018, by which the use of the temporary buildings shall be discontinued. Within six months of this date the temporary buildings themselves, hardstanding and associated fencing shall be removed and the site reinstated to its former condition to the satisfaction of the Local Planning Authority.

Reason:-

To enable the Local Planning Authority to retain control, to ensure that the planning permission granted is temporary in nature, to ensure that the site is restored in accordance with the details submitted and to comply with Development Control Policies Development Plan Document Policy DC61 and guidance with regard to appropriate Green Belt outlined in the National Planning Policy Framework.

INFORMATIVES

1. 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.

OFFICER REPORT FOR REGULATORY SERVICES COMMITTEE - 14th July 2016

APPLICATION NO. P0621.16
WARD: Brooklands **Date Received:** 19th April 2016
Expiry Date: 19th July 2016

ADDRESS: Mawney Foundation School
Mawney Road
ROMFORD

PROPOSAL: Demolition of the existing school building and the construction of a replacement school

DRAWING NO(S): Existing Location Plan - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9000 (Rev P01)
Existing Elevations - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9001 (Rev P01)
Proposed Site Plan - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9002 (Rev P01)
Site General Arrangement - Drawing No. EFAMS-ALA-00-XX-DR-LA-0001
Illustrative Masterplan - Drawing No. EFAMS-ALA-00-GF-DL-LA-0002
Level 0 Floor Plan - Drawing No. EFAMS-PEA-01-00-DR-A-1200 (Rev P02)
Level 1 Floor Plan - Drawing No. EFAMS-PEA-01-01-DR-A-1201 (Rev P02)
Level 2 Floor Plan - Drawing No. EFAMS-PEA-01-02-DR-A-1202 (Rev P02)
Proposed Roof Plan - Drawing No. EFAMS-PEA-01-03-DR-A-9006 (Rev P01)
Proposed Elevations - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9007 (Rev P01)
Site Sections - Drawing No. EFAMS-ALA-00-GF-DR-LA-0004
Proposed Site Sections - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9008 (Rev P01)
Proposed Facade Treatment Proposed Elevations - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9009 (Rev P01)
Planting Plan - Drawing No. EFAMS-ALA-00-XX-DR-LA-0009
Fencing Arrangement - Drawing No. EFAMS-ALA-00-GF-DR-LA-0003
Secure Line - Drawing No. EFAMS-ALA-00-GF-DR-LA-0007
Access & Circulation - Drawing No. EFAMS-ALA-00-GF-DR-LA-0006
Proposed 3D Perspectives - Drawing No. EFAMS-PEA-XX-ZZ-DR-A-9010 (Rev P01)

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

SITE DESCRIPTION

Mawney Foundation School is located on the northern side of Mawney Road, to the south-east of Como Street, approximately 500m north-west of Romford town centre. The site is irregularly shaped and contains both a primary school and a nursery. The school building is located to the south of the site and comprises a number of single storey brick buildings with pitched tiled roofs.

The main school building is supplemented by a few temporary buildings to the east.

The primary vehicular and pedestrian entrance to the site is from Mawney Road and the school boundaries are formed by high metal fencing. The school site is hard-surfaced throughout and landscaping is limited to a narrow strip of grass, containing a few mature trees, to the south of the school building, fronting Mawney Road. The school car park is located to the south-east of the site and is accessed from Mawney Road.

In terms of the locality, the school is bordered by residential development to the north (along Como Street and Olive Street). Whilst Mawney Road contains a mix of built development and supports a range of uses, this Road, at the point opposite the school site, has a definite residential feel. The site is not located within a conservation area and the school building is not listed. The site does nevertheless form part of an archaeological priority zone.

With regard to the school itself, Mawney Foundation School is a Foundation Primary for girls and boys aged between 2-11. Originally known as the Mawney Road Schools, the facility first opened in 1896, with the two schools being amalgamated in 1996 to form Mawney Primary School. In 2010, the school changed status to become Mawney Foundation School and now hosts an on-site nursery. A total of 300 pupils attend the school and there are three bulge classes (Reception, Year 1 and Year 2). The affiliated nursery provides 50 places in two sessions daily (25 pupils per session).

DESCRIPTION OF PROPOSAL

The London Borough of Havering has a need for additional school places and on receiving funding, through the Priority School Building Programme, to address the needs of this school, identified that potentially there was scope to expand the school as part of the re-development proposals. The Council have received funding through the Priority School Building Programme as the school accommodation does not conform to current standards and due to its general poor condition and the cost of extensive repair works would not be viable to modernise. Accordingly, the decision was made use the funding secured to apply for planning permission to demolish the existing school building and replace it, albeit with a building capable of accommodating more pupils.

The new building proposed as part of this application would be sufficient to provide accommodation for a three form entry (FE) primary school or 668 primary school pupils; 30 full time (or equivalent) nursery places and eight spaces for under 3's.

The proposed school would form one linear block, running adjacent to the orientation of Mawney Road. The building would be three storeys and would comprise 3,164m² of floorspace. The building is proposed with a single storey, double-height West Wing which would incorporate the main hall and kitchen suite. Administration areas are proposed to be located on the ground floor and are positioned such that they are adjacent to the main site entrance. Adjacent to the proposed main entrance, within a secure proportion of the site, is a second pedestrian entrance which is proposed to support the nursery use. In terms of design, and materiality, the building is proposed with a brick plinth, above which external walls would be faced with a modern synthetic render. The render system proposed would utilise a number of colours. The building is proposed to be supported by numerous windows including a feature vertical length window to the east of the

building, in front of the proposed stair case.

With regard to site layout, by re-configuring the site and locating all of the teaching in one block the applicant has been able to create an area of hard and soft play within the school grounds - a provision the school does not benefit from, as existing. In terms of car parking, the existing car parking area would remain but a new main vehicular access and secondary car parking area would be formed off Como Street, to the north-east of the site. This car park would provide 13 spaces, inclusive of two disabled spaces, to support the 11 car parking spaces in the existing car park.

RELEVANT HISTORY

P0911.16 - Two storey demountable classroom block to temporarily accommodate pupils during the demolition of the existing school and the proposed construction phase of the new one (covered by application ref: P0621.16 and currently pending determination)

Awaiting Decision

P0674.13 - Erection of single storey demountable classroom for nursery use.

Apprv with cons 20-08-2013

P1641.10 - Removal of brick wall to front boundary and erection of 2m high steel railings.

Apprv with cons 14-01-2011

CONSULTATIONS / REPRESENTATIONS

Anglian Water - No comments received.

Environment Agency - No comments to make.

Essex and Suffolk Water - No objection.

Highway Authority - No objection in principle. This site has a PTAL of 4 (good) and the appropriate standard for primary schools relates to staff parking - a maximum of one space per full time member of teaching staff. It is proposed to provide 24 car parking across the development, which in context that the school would employ 27 full time members of staff, complies with the maximum standard prescribed in the Core Strategy. The proposed level of cycling parking complies with the stipulations of the London Plan for long stay provision but it is suggested that a further six short stay spaces be secured by planning condition.

No specific pupil drop-off/collection area is proposed as part of this development. Although the streets surrounding the school are within a controlled zone, which covers normal school times, stopping to drop off/collect is permitted (it is waiting which is prohibited). The increase in car-bourne trips, as a result of the increased pupil roll, does raise some concerns that further pressure would be brought on to local streets where parents choose to park in contravention of the restrictions. It is recommended in view of this that the applicant be required to produce and monitor a school travel plan.

The proposed access arrangements for the school are acceptable subject to conditions requiring the achievement of suitable pedestrian visibility splays. The applicant would furthermore be

required to enter into the necessary agreement to relocation the zebra crossing on Como Street.

Historic England - No objection subject to the development being undertaken in accordance with the written scheme of investigation submitted and the post-excavation assessment and analysis published.

London Borough of Havering Energy Management Officer - No comments received.

London Borough of Havering Environmental Health - No objection subject to conditions in respect of maximum noise levels from plant and machinery.

London Borough of Havering Lead Local Flood Authority & Emergency Planning Department - No objection subject to implementation of the proposed SUDs scheme.

London Fire Brigade - No objection.

Metropolitan Police - No objection in principle, although it is suggested that details of how the principles and practices of the Secured by Design scheme have been included with the proposal be secured by condition.

National Grid - No comments received.

Romford Civic Society - No comments received.

Sport England - No comments to make.

Thames Water - With regard 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. Thames Water would advise that with regard to sewerage infrastructure capacity, no objection is raised to the development coming forward.

Public consultation: 236 properties were directly notified of this application. The application was also advertised by way of site notice and press advert. Eight letters of representation have been received. The letters of representation received raise concerns/objections to the development on the following planning grounds: inappropriate design of no architectural merit; impact on the character of the area; loss of a fine example of a Victorian school building; loss of privacy, overshadowing and general amenity impact (increased noise pollution); traffic, congestion and parking; and concerns about how the construction phase would be managed.

RELEVANT POLICIES

LDF

CP08 - Community Facilities

CP09 - Reducing the Need to Travel

CP10 - Sustainable Transport

CP15 - Environmental Management

CP16 - Biodiversity and Geodiversity

CP17 - Design

CP18 - Heritage
DC26 - Location of Community Facilities
DC27 - Provision of Community Facilities
DC29 - Educational Premises
DC32 - The Road Network
DC33 - Car Parking
DC35 - Cycling
DC36 - Servicing
DC48 - Flood Risk
DC49 - Sustainable Design and Construction
DC50 - Renewable Energy
DC51 - Water Supply, Drainage and Quality
DC52 - Air Quality
DC55 - Noise
DC56 - Light
DC58 - Biodiversity and Geodiversity
DC60 - Trees and Woodlands
DC61 - Urban Design
DC62 - Access
DC72 - Planning Obligations
Designing Safer Places SPD
Landscaping SPD
Sustainable Design and Construction SPD
Planning Obligation SPD

LONDON PLAN

3.16 - Protection and enhancement of social infrastructure
3.18 - Education facilities
5.2 - Minimising carbon dioxide emissions
5.3 - Sustainable design and construction
5.7 - Renewable Energy
5.12 - Flood Risk Management
5.13 - Sustainable Drainage
6.1 - Strategic approach
6.3 - Assessing effects of development on transport capacity
6.9 - Cycling
6.11 - Smoothing traffic flow and tackling congestion
6.12 - Road network capacity
6.13 - Parking
7.3 - Designing out crime
7.4 - Local character
7.6 - Architecture
7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
8.2 - Planning obligations
8.3 - Community Infrastructure Levy

MAYORAL CIL IMPLICATIONS

As this application is for development providing education floorspace, as a school or college, the development is exempt from the Mayoral CIL.

STAFF COMMENTS

It is considered that the key issues for consideration in the determination of this application are the design of the development and the impact on the character and appearance of the locality; the impact on nearby amenity; and the impact on local traffic and parking conditions.

PRINCIPLE OF DEVELOPMENT

The NPPF, at paragraph 6, states that the purpose of the planning system is to contribute to the achievement of sustainable development. Specifically in relation to educational facilities (paragraph 72), it is noted that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with school promoters to identify and resolve key planning issues before applications are submitted.

Replicating this, policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.

The main aim of the proposal is to improve the teaching accommodation and facilities offered by the school and in tandem provide additional teaching floorspace to ensure that there is sufficient school places to meet predicted demand. In consideration of this, and the above detailed in the NPPF, no principle objection is raised in respect of the proposal. Although that being said, this is nevertheless subject to the proposal meeting and satisfying all relevant policy and guidance in respect of design, highways, amenity and any specific individual site constraints. An assessment of the aforementioned can be found below.

DENSITY / SITE LAYOUT

Policy CP17 of the LDF Core Strategy and Development Control Policies DPD details that the appearance, safety and accessibility of Havering will be maintained and, where possible, enhanced by requiring new development to:

- maintain or improve the character and appearance of the local area in its scale and design;
- provide a high standard of inclusive design so it is accessible to those who require access to it; and
- be safe and secure in its design and contribute to community safety.

Expanding on this policy DC61 states development must (only criteria relevant to this application

have been detailed) harness the topographical and ecological character of the site, including the retention of existing trees and landscape features while providing appropriate landscaping; respond to distinctive local building form and patterns of development and respect the scale, massing and height of the surrounding physical context; complement or improve the amenity and character of the area through its appearance, materials used, layout and integration with surrounding land and buildings; provide structure by utilising and protecting existing views, vistas, panoramas and landmarks and creating new ones; be designed and oriented around the needs of pedestrians, cyclists and connectivity to the public transport network; and be durable flexible and adaptable.

As detailed in the 'Description of Proposal' section of this report, this application seeks planning permission to demolish the existing school and build a new one. With regard to this, the applicant has seen this as an opportunity to assess the existing needs of the school. Mindful of the proposed expansion in pupil roll, it was identified early that increasing the scale of built development on this site would offer the opportunity to free-up ground space which could provide additional hard and soft play space for pupils.

Staff on review of the proposed site layout accept that there is merit in amalgamating the floorspace into one building, accepting that a bigger building nevertheless could give rise to a number of impacts from a street scene perspective. Subject to further assessment in terms of this, the potential impacts on amenity, and an assessment from a highway perspective, in principle, staff accept the rationale behind the proposed site layout and support the aspirations to provide a school which better complies to current educational standards.

DESIGN / IMPACT ON STREET / GARDEN SCENE

Specifically with regard to design, staff consider that the school buildings, as existing, do have street presence and, to some degree, add to the Mawney Road street scene. It is however noted that the existing buildings are not nationally or locally listed. Staff therefore, whilst considering it a shame that the buildings are proposed to be demolished, acknowledge that the buildings are not of a significant architectural merit to warrant listing. Accordingly, the justification for the demolition, in that the current condition of the buildings render them unviable for refurbishment, is accepted.

The new school building would be three storeys high and, whilst there is some development of this scale along Mawney Road, it is considered that the new school would appear more-dominant in the street-scene when compared to the existing school buildings. That being said, it is not necessarily considered that the new school building would be detrimental to the character of the area. A school, as detailed previously in this report, has existed on this site for many years and accordingly it is considered that the school site has and continues to play a big part in terms of the character of the area. It is accepted that the new school building adopts a more modern architectural approach however it is not considered that this is necessarily wrong. It is considered that the new building has sought to follow particular character elements, in this locality, with the inclusion of the brick plinth up to ground floor window cills, but use more modern materials to define the school use and attempt to enhance the street scene.

The NPPF at paragraph 60 states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.

Whilst it is suggested that it is proper to promote or reinforce local distinctiveness. Staff accept the concerns raised, in the letters of public representation, about the development appearing inappropriate or out of character however consider that a pastiche of the existing school or greater use of brick, in a development of this scale, would appear over-dominant. With regard to this, it is considered that the proposed colour range for the render seeks to limit the overall scale of the development and the inclusion of step-back in the building line on the second storey and the use of a high proportion of glazing seeks to accentuate certain design elements and further break down the mass of the development.

Staff do not believe that the proposed scale, mass and bulk of the development would appear unduly over-dominant and/or excessive in the street scene. With this in mind, staff are content with the design rationale and do not consider that the development would be fundamentally harmful to the locality from a design perspective. Accordingly, it is considered that the development complies with policy DC61 of the LDF and policies 7.4 and 7.6 of the London Plan.

IMPACT ON AMENITY

The nearest residential properties to the school are those surrounding the school boundary on Mawney Road, Como Street and Olive Street. Policy DC61 of the LDF, in addition to the above, details that planning permission will not be granted where a proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy and/or unreasonable effects on the environment by reason of noise impact, hours of operation, vibration and fumes between and within developments. Policies DC55 and DC56 seek to ensure that development proposals do not give rise to undue levels of noise or vibration or unacceptable light intrusion.

Given the increased scale of the built form, together with the proposed site re-configuration it is accepted that potentially this development could give rise to amenity impacts. Accepting this, the applicant at an early stage sought to develop a strategy to avoid any loss of light to any near-by properties. By orientating the building appropriately the applicant has effectively been able to create a minimum 22m separation from any habitable room in the nearby residential properties. Taking a 25 degree line from the centre of a ground floor window 22m away, the applicant has accordingly been able to demonstrate that the proposed bulk of development would not, in any way, impede upon this line and as such it is not considered that the development would give rise to significant loss of light or over-shadowing. With regard to privacy, staff in context of the aforementioned separation distance, together with the design of the windows, do not consider that the development would significantly impact on nearby privacy.

It is accepted that an increased pupil roll could potentially give rise to additional noise pollution. However, this is an established school site and it is not considered that any such increase in noise levels, as a result of additional pupils on-site or the re-location of the schools play space, in this instance, is sufficient to refuse planning permission.

In relation to the construction phase of the development, conditions could nevertheless be imposed, on any planning permission granted, to ensure that impacts during this period are suitable managed and controlled. For example, restrictions on the proposed hours of construction and compliance with the submitted construction management plan could both be secured by condition, in the event that planning permission is granted.

HIGHWAY / PARKING

Policy DC32 of the LDF Core Strategy and Development Control Policies DPD states that new development which has an adverse impact on the functioning road hierarchy and network will not be allowed. Policy DC33 and DC35 in respect of this outline various parking standards for vehicles and bicycles, respectively. Expanding on this, policy DC62 furthermore details that planning permission for public buildings or places will not be granted unless a high standard of inclusive access for employees and visiting members of the public is provided.

As alluded previously in this report, it is proposed that a new primary vehicular access to the school would be formed as part of this application, off Como Street. This access would lead to a new designated car parking to the west of the site, to supplement the existing car park area to the east, off Mawney Road. 24 car parking spaces would be provided across the two car parks, in total, inclusive of two disabled spaces. Policy DC33 details a maximum parking standard for primary and secondary schools of one space per teaching staff and furthermore suggests a safe and convenient drop off/collection area for parents cars and coaches/school buses should be provided. The standard is however a maximum and no minimum is prescribed. The school as existing has 21 full time members of staff and 35 part-time members of staff. The school expansion plans would result in this increasing to 27 full time members of staff and 53 part-time members of staff.

A Transport Statement has been submitted with this application. This suggests that from a trip generation perspective, the school expansion factoring both pupils and staff, could generate a net increase of 68 vehicle movements (or 34 vehicles undertaking arrival and departure trips) during the am and pm peak periods. Whilst the concerns raised in the letters of public representation are noted, staff do not consider that the above suggested increase in vehicle movements would give rise to congestion at levels to warrant refusal. The Highway Authority has been consulted on this application and have raised no objection to the expansion from a highway efficiency or safety perspective.

With regard to parking, staff note that as existing parking provision for 24 spaces exist on-site and therefore no additional provision is formally being proposed as part of this application. In respect of this it is accepted that the existing parking provision is nevertheless being brought up to standard and the provision on-site as existing is actually representative of an over-provision in context of the maximum standard prescribed in policy DC33. Whilst ideally, staff often seek a one to one provision at school sites, it is noted that Mawney Foundation School operates a TfL STARS accredited travel plan and actively encourages staff and pupils to travel to the site via sustainable means and public transport. The School achieved a 'gold' award during the 2013/14 academic year with 49% of staff and 88% of pupils either walking, car sharing, utilising park and stride car parks or cycling. Subject to the continued promotion of the travel plan, secured by condition, staff consider that the adequate evidence has been supplied to demonstrate that the proposed parking provision is acceptable and the increased pupil roll and staff numbers would not give rise to additional parking issues in the area.

OTHER ISSUES

Secure by Design: It is noted that the Metropolitan Police has been consulted on this application and have recommended that a condition with regard to secure by design should be imposed

should planning permission be granted. Since this consultation was received the applicant has nevertheless sought to submit additional information and revise the proposals in an attempt to over-come these concerns. With regard to this, the applicant brought forward the proposed entrance way and also provided further details on the proposed external lighting and proposed CCTV. Staff are content that the measures submitted show sufficient regard to the principles of the secure by design scheme and accordingly subject to conditions seeking to ensure the development is undertaken in accordance with that submitted it is considered that the development complies with policy DC56 of the Core Strategy and policy 7.3 of the London Plan.

Energy: A Energy Statement has been submitted with the application which seeks to demonstrate that the development through the proposed building fabric quality; use of daylight dimming systems, including photocell control mechanisms; a mixed mode ventilation strategy; and the installation of energy efficient appliances, would achieve a 41% reduction in CO2 emissions, above that required by Building Regulations would be achieved. Accordingly, it is considered that the development would comply with policies DC49 and DC50 of the Core Strategy and policies 5.2, 5.3 and 5.7 of the London Plan.

Flood Risk and Drainage: This site is not located within a flood zone. The existing school is served by existing surface water and foul water drainage networks which each outfall to adopted public sewers in the vicinity of the site. It is proposed that the development would be supported by separate storm and foul water drainage systems designed in accordance with Building Regulations for new private drainage and SUDS. Subject to a condition seeking to ensure the development is undertaken in accordance with the submitted details it is considered that the proposals comply with policies DC48, DC49 and DC51 of the Core Strategy and policies 5.3, 5.12 and 5.13 of the London Plan.

Ecology: An extended Phase I habitat survey has been undertaken in support of this application and it has been suggested that the key ecological features on site and overhanging the site are scattered trees. Whilst semi-mature trees cannot be easily replaced, and potentially provide nesting and foraging opportunities for birds, it is considered that the habitats supported are either well represented in the surrounding area or are of low species diversity.

Environmental Impact Assessment:

The development is not representative of a Schedule 1 project as detailed within the Town and Country Planning (EIA) Regulations 2011 (as amended). However, potentially the development does fall within Schedule 2 under Paragraph 10 (Infrastructure Projects), Class b (Urban development projects including the construction of shopping centres, car parks, sports stadiums, leisure centres and multiplex cinemas). The screening threshold for such projects is the development includes more than 1ha of urban development; or the overall area of the development exceeds 5ha. In context that the aforementioned thresholds are not met by this development it is not considered that the application needs to be formally screened for EIA. In any respect, in context of the further guidance within the Planning Practice Guidance, and the above conclusions formed in the body of this report, it is considered that the development would not, in any respect, result in any impacts of more than local significance.

KEY ISSUES / CONCLUSIONS

It is considered that there is clear policy support within the NPPF, London Plan and Havering LDF

for improved or new education facilities. This development would facilitate a significant improvement to the quality of teaching accommodation and furthermore further seek to fulfil an identified need in terms of school places in this area.

It is considered the proposed new building fits comfortably on the site and the proposed changes to the site layout would facilitate improvements to both general circulation and provisions within the actual school. This school is well established and although, as with most educational establishments, the use does cause some conflict with nearby development, it is considered the re-development proposals have been designed in a way to limit adverse impacts and attempt to address existing problems rather than cause additional conflict. Subject to adequate conditions attached to any planning permission granted with regard to the proposed material palette, conditions seeking to ensure that the development is carried out in accordance with the details submitted and that the school travel is duly updated and promoted, it is not considered the development would give rise to any significant impacts. Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

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

1. 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. 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 policy DC61 of the Core Strategy and Development Control Policies Development Plan Document.

3. Materials

The development hereby permitted shall be constructed in materials in accordance with those detailed in the document titled 'Proposed Materials' (Issue Number 02) and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason:-

To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document; and policies 7.4 and 7.6 of the London Plan.

4. Parking provision

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 and 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 that the development accords with policy DC33 of the Core Strategy and Development Control Policies Development Plan Document.

5. Cycle provision and storage

No building shall be occupied or use commenced until a plan showing provision of cycle parking and facilities for cyclists to use has been submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

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 in accordance with policy DC35 of the Core Strategy and Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

6. Visibility splay

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 policy DC32 of the Core Strategy and Development Control Policies Development Plan Document.

7. Vehicle access

The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of any demolition or any above ground construction works.

Reason:-

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

8. Replacement landscaping

Any tree or shrub forming part of a landscaping scheme approved in connection with the development that dies, is damaged, diseased or removed within the duration of 5 years during and after the completion of the development shall be replaced during the next available planting season (October to March inclusive) with a tree or shrub to be agreed in advance in writing by the Local Planning Authority.

Reason:-

In the interest of the amenity of the local area, in accordance with Section 197 of the Town and Country Planning Act 1990 and to comply with policies CP15, CP16, CP17, DC58,

9. Drainage strategy

The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Drainage Strategy, dated 14/04/2016, inclusive of the following drawings:

- Phase 1 - Proposed Drainage Layout, drawing no. MFS-BWB-HDG-XX-DR-501 (Rev P2), dated 14/04/2016;
- Phase 2 - Proposed Drainage Layout, drawing no. MFS-BWB-HDG-XX-DR-502 (Rev P2), dated 14/04/2016;
- Drainage Details - Sheet 1 of 3, drawing no. MFS-BWB-HDG-XX-DR-560 (Rev P1), dated 14/04/2016;
- Drainage Details - Sheet 2 of 3, drawing no. MFS-BWB-HDG-XX-DR-561 (Rev P1), dated 14/04/2016;
- Drainage Details - Sheet 3 of 3, drawing no. MFS-BWB-HDG-XX-DR-562 (Rev P1), dated 14/04/2016;
- Construction Layout, drawing no. MFS-BWB-HKF-XX-DR-700 (Rev P2), dated 14/04/2016; and
- Construction Details, drawing no. MFS-BWB-HKF-XX-DR-720 (Rev P1), dated 14/04/2016.

Reason:-

In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51 and DC61 of the Core Strategy and Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14 and 7.13 of the London Plan.

10. External lighting

The development hereby permitted shall be undertaken in accordance with the details outlined on drawing titled 'External Lighting and Security Philosophy Layout - Proposed External Site Plan', drawing no. CPW-16057-EX-100-01 (Rev T1), dated 13/05/2016; document titled 'CP Submission' (Rev T2), dated 13/05/2016; and document titled 'Outline Mechanical & Electrical Specification' (Rev T1), dated 13/05/2016.

Reason:-

In the interests of ensuring that the amount of external lighting proposed is kept to a minimum, to ensure that the external lighting proposed does not give rise to significant amenity impacts; and to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Core Strategy and Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan.

11. Energy efficiency and sustainability

The development hereby permitted shall be undertaken in accordance with the design details and measures outlined in the submitted Energy Strategy, dated 08/04/2016.

Reason:-

In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Core Strategy and Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

12. Noise: new plant and machinery

No new plant or machinery shall be installed on-site which would generate noise levels, when expressed as a equivalent continuous sound level LAeq (1 hour), of more than 45dB(A) during school hours; or 26dB(A) during the evening when measured at the boundary with the nearest noise sensitive property

Reason:-

The application has been assessed and deemed acceptable on the basis of the above levels which have been suggested by the applicant within the submitted Noise Assessment. The maximum noise levels suggested are in the interests of safeguarding amenity and to comply policies DC55 and DC61 of the Core Strategy and Development Control Policies Development Plan Document; and policy 7.15 of the London Plan.

13. Archaeological evaluation

The development hereby permitted shall be undertaken in accordance with the Written Scheme of Investigation for Archaeological Evaluation, dated June 2016, inclusive of the details for the post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material.

Reason:-

In the interests that any found archaeological interest is suitably recorded, prior to the re-development of the site and to comply with policies CP18 and DC70 of the Core Strategy and Development Control Policies Development Plan Document.

14. 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 policy DC61 of the Core Strategy and Development Control Policies Development Plan Document.

15. Construction methodology

The development hereby permitted shall be undertaken in accordance with the submitted Construction Logistics Plan & Method Statement, dated 28/06/2016.

Reason:-

In the interests of limited the potential amenity and highway impacts during the construction phase of the development. Compliance with the aforementioned details will furthermore seek to ensure that the development complies with policy DC61 of the Core Strategy and Development Control Policies Development Plan Document.

16. Travel plan

The development hereby permitted shall be undertaken in accordance with the Travel Plan submitted with this application, dated April 2016. The travel plan shall be monitored and updated, as per that detailed in section 8, in discussion with the Highway Authority .

Reason:-

The applicant as part of this application has suggested an number of initiatives and mitigation measures to ease the potential impacts an increased pupil roll could have on parking conditions in the area. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development complies with polices DC32, DC33 and DC61 of the Core Strategy and Development Control Policies Development Plan Document.

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. Highways Informatives

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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this 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.

The developer 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.

3. Thames Water Informative

A Groundwater Risk Management Permit from Thames Water would be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures would be proposed to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team on 02035779483 or at wwqriskmanagement@thameswater.co.uk.

4. 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.

OFFICER REPORT FOR REGULATORY SERVICES COMMITTEE - 14th July 2016

APPLICATION NO. P0576.16
WARD: Upminster Date Received: 5th May 2016
Expiry Date: 30th June 2016
ADDRESS: Upminster Library
26 Corbets Tey Road
UPMINSTER
PROPOSAL: Change of use of part of the first floor from D1 (library) to A2 office use
DRAWING NO(S): Block plan
KS1603548/01
RECOMMENDATION It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The application site is situated on the western side of Corbets Tey Road. The site is bordered by St. Laurence Church to the north and west, Upminster Park to the south and the Fringe Area of the Upminster Major District centre to the east. The site is currently occupied by a two storey, flat roofed detached building, which is in use as Upminster Library.

DESCRIPTION OF PROPOSAL

The proposal is for a change of use of part of the first floor from D1 (library) to A2 (office use). The proposal would not require any external changes and would only require a minimal amount of internal changes.

An existing meeting room and waiting area would be converted to an office, an existing office will be converted to a staff room and the existing meeting area will be partitioned off to form additional office space.

RELEVANT HISTORY

P1263.04 - Refurbishment including new windows and external works (fencing/paving/ramps/gate), to include external metal fire escape staircase
Apprv with cons 26-08-2004

CONSULTATIONS / REPRESENTATIONS

Consultation letters were sent to 30 neighbouring occupiers. One letter of representation was received from St. Laurence Church commenting on existing parking concerns where visitors to the library park within the church grounds. The Church are concerned that the situation could be made worse by changing the use to office use.

The Highways Authority has not raised an objection to the proposal.

RELEVANT POLICIES

LDF

CP04 - Town Centres

DC61 - Urban Design

OTHER

LONDON PLAN - 2.15 Town Centres

-

LONDON PLAN - 7.4 - Local character

NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

None

STAFF COMMENTS

The application is brought before the Committee as it relates to Council-owned property and an objection to the development has been received.

The issues arising from this application are the principle of the proposed change of use, visual impact, effect on local amenity and any parking and highway issues.

PRINCIPLE OF DEVELOPMENT

The proposal is considered acceptable in principle as it would not result in the loss of the library. Office use at first floor is considered acceptable and in keeping with policy guidelines. It is not considered the proposal would materially affect the functioning of the library and staff facilities are still retained on the upper floor.

DESIGN / IMPACT ON STREET / GARDEN SCENE

There will be no visual impact as there are no external changes proposed.

IMPACT ON AMENITY

The proposed office use is not considered to harm residential amenity as the site is well removed from any residential property. The proposed office use would not result in noise and disturbance over and above the existing library use.

HIGHWAY / PARKING

The proposed use is judged unlikely to result in any material change to parking requirements at the premises compared to the existing use. Highways have raised no objection to the proposals. It is not therefore considered the proposal would create conditions that have a material impact on the highway or neighbouring amenity.

KEY ISSUES / CONCLUSIONS

The proposal is considered acceptable and approval is recommended.

RECOMMENDATION

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

2. 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).

3. SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accord 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.

INFORMATIVES

1. 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.

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REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P0071.16 - Hexagon House and Chaucer House, Mercury Gardens, Romford

Erection of 20 Flats on top of the Existing Building. (Received 25/02/16)

Ward:

Romford Town

Lead Officer:

Simon Thelwell
Planning Manager

Report Author and contact details:

Evert Grobbelaar
Senior Planner
evert.grobbelaar@havering.gov.uk
01708 432724

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 for the erection of 20 flats on top of the existing Hexagon House building.

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 parking 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 995m² and amounts to £19,900.

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 £240,000 towards affordable housing.
- A financial contribution of £120,000 to be used for educational purposes.
- Save for the holders of blue badges that any future occupiers of the development be prevented from applying for and purchasing parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme.
- 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).

2. 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.

3. Parking Provision

Before any of the flats hereby permitted are first occupied, the car parking provision shall be laid out to the satisfaction of the Local Planning Authority and be made available for 60 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.

4. External Materials

No works shall take place in relation to any of the development hereby approved until samples of the external finishing materials 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.

5. Refuse and Recycling

The flats hereby permitted shall not be occupied or 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.

6. Cycle Storage

The flats hereby permitted shall not be occupied 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.

7. 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.

8. 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.

9. Energy Statement

No development shall take place until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The statement is required to demonstrate that the development will meet the 'Minimum Improvement on 2013 Building Regulations of 35 per cent'

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC49 of the Core Strategy and Development Control Policies DPD and Policy 5.2 of the London Plan 2011

10. Accessible and Adaptable Dwellings

At least 3 of the dwellings hereby approved shall be constructed to comply with Part M4(3)(2)(a) of the Building Regulations – Wheelchair Adaptable Dwellings. The remainder of the dwellings hereby approved shall be constructed to comply with Part M4(2) of the Building Regulations – Accessible and Adaptable Dwellings.

Reason: In order to comply with Policy DC7 of the Local Development Framework and Policy 3.8 of the London Plan.

11. Water Efficiency

All dwellings hereby approved shall comply with Regulation 36 (2)(b) and Part G2 of the Building Regulations – Water Efficiency.

Reason: In order to comply with Policy 5.15 of the London Plan

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 at various stages through the application process. The revisions involved an increase to the affordable housing contribution. The amendments were subsequently submitted on 29 June 2016.
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 £19,900.00 (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. 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.

1281m² and amounts to £25,620.

REPORT DETAIL

1. Site Description

- 1.1 The application site is within Romford Town Centre and is located to the south side of Western Road, to the eastern side of its junction with Grimshaw Way. The site is generally flat, although there is a gentle slope

towards the southern end of the site. The site has an area of 0.57 hectares. It comprises the existing 4/5 storey office buildings, known as Hexagon House and Chaucer House, together with an associated car park of around 112 spaces to the rear of the buildings.

- 1.2 To the north of the site lies Western Road, with a multi-storey car park on the opposite side of the road and beyond that the Liberty shopping centre. There are bus stops directly in front of the application site. To the immediate east of the site is Mercury Gardens, which forms part of the ring road around Romford Town Centre. West of the site is the location for the new Romford Leisure Development and Grimshaw Way, which is bordered on the other side by the 5 storey Sovereign House and 4 storey Scimitar House beyond. A narrow private access road lies to the south with the 4 storey St James House and 2 storey Romford & District Synagogue beyond.
- 1.3 The wider area is characterised by town centre activities and includes a number of shopping centres, including the Liberty and Brewery, reflective of the status of Romford as a Metropolitan Town Centre (as identified in the London Plan). The site also lies within the Romford Office Quarter as identified in the Romford Area Action Plan.

2. Description of Proposal

- 2.1 The proposed development involves the erection of 20 flats on top of the existing building at Hexagon House and Chaucer House. The flats would be arranged in an informal layout on the roof accessed from within the existing building and would consist of 3 no. 3-bed units, 14 no. 2-bed unit and 3 no. 1-bed units.
- 2.2 The proposal will provide 2 no. additional storeys to the existing buildings. The additional storeys will be set back from the front edge of the roof of the existing building by at least 2m. The flats on the two wings would be set in from the rear edge by 1.5m. The proposed flats will be finished with zinc cladding and glazing. A condition will be added in order to approve the final material prior to the commencement of the development.
- 2.3 Amenity space in the form of balconies would be provided to the proposed flats.
- 2.4 The Technical Note Transport Statement provided as part of the application advises that the resultant building at Hexagon and Chaucer House would have 60 parking spaces for the 135 flats (current proposal for 20 units plus the previously approved 115 units under J0026.15) in the building at a ratio of under 0.5 parking spaces per flat. No changes are proposed to the existing access arrangements for vehicles off Grimshaw Way. The main access points for pedestrians would remain off Mercury Gardens and Western Road.
- 2.5 The applicant has stated that 135 secure cycle spaces would be provided which would amount to 1 per flat when considering the existing units as well

as the proposed units. A condition will be added to request details of the cycle storage to be submitted prior to commencement on site, in the event of an approval.

- 2.6 No details of refuse storage have been submitted and this will be requested as part of a condition in the event of an approval.

3. Relevant History

- 3.1 P0177.16 - Raised Wall to Parapet & New Windows – Approved with conditions

- 3.2 P1768.15 - Erection of 10 Flats on top of Existing Building – Committee resolution for approval subject to a legal agreement

- 3.3 J0026.15 - Change of Use from (Class B1 (a)) to residential use (Class C3) for 115 proposed new flats - Prior approval given

- 3.4 F0003.13 - Application for prior notification of demolition of electricity substation - Planning permission not required

- 3.5 P1537.12 - Part demolition and installation of Chaucer House and Hexagon House, construction of 2 new fire escapes, relocation of air handling plant, re-configuration of existing car parking - Approved with conditions

- 3.6 The following applications affecting the adjacent surface car park are also relevant:

Z0008.12 - Screening opinion for current car park to be developed for Leisure Centre to include swimming pool and ice rink - EIA not required.

P1492.12 - Construction of a new leisure centre comprising an ice rink, 25m swimming pool, training pool, multi-purpose dance studio, fitness suite and ancillary café with associated disabled car parking and cycle parking - Approved with conditions

4. Consultations/Representations

- 4.1 The application has been advertised on site and in the local press. Neighbour notification letters have also been sent to 16 local addresses. No letters of objection were received.

- 4.2 The following consultation responses have been received:

- Highways - no objection
- Waste and recycling team - requested clarity on bin storage and access
- Thames Water - no objection.
- London Fire Department - no objection.
- Environmental Health - no objection.

- Designing Out Crime Officer – no objection to the current proposal but raised secure by design concerns in relation to the existing building.

5. Relevant Policies

- 5.1 The National Planning Policy Framework, specifically Sections 2 (ensuring the vitality of town centres), 4 (promoting sustainable transport), 7 (requiring good design) and 8 (promoting healthy communities) are material to this application.
- 5.2 Policies 2.6 - 2.8 (Outer London: Vision and strategy, economy and transport), 2.15 (town centres), 4.2 (offices), 4.7 (retail and town centre development), 5.18 (development waste management), 6.1 (transport), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.2 (an inclusive environment), 7.4 (local character), 7.5 (public realm) and 7.6 (architecture) of the London Plan are material planning considerations.
- 5.3 Policies CP4 (town centres), CP5 (culture), CP9 (reducing the need to travel), CP10 (sustainable transport), CP17 (design), DC15 (town centres), DC32 - 36 (transport), DC40 (waste recycling), DC55 (noise), DC61 (urban design), DC62 (access), DC72 (planning obligations) of the Core Strategy and Development Control Policies Development Plan Document are material considerations.
- 5.4 Policies ROM13 (Romford Office Quarter), ROM19 (tall buildings) and ROM20 (urban design) of the Romford Area Action Plan are material to this application, alongside the Romford Development Framework which has been adopted for development management purposes.

6. Staff Comments

- 6.1 The main considerations relate to the principle of the development within the designated Romford Office Quarter, the impact on the vitality and viability of the town centre, the visual impact of the proposed works, amenity issues and parking and highway considerations.
- 6.2 *Principle of Development*
- 6.2.1 The site lies within the Romford Office Quarter, designated in the Romford Area Action Plan (AAP). Policy ROM13 of the AAP states that to increase the vitality and viability of the Romford Office Quarter higher densities will be allowed and residential and A3 uses encouraged provided that:
- There is no net loss of office space in any redevelopment of existing sites;
 - New developments include a significant element of new office space within the scheme; and
 - In line with ROM17 and ROM21, new developments incorporate tree planting and green amenity space, and new hard landscaped public spaces.

6.2.3 The current buildings benefit from a prior approval giving consent for a change of use from office space to residential; therefore there will no longer be an office use of the buildings. The current proposal would add two additional floors of residential accommodation on top of the existing building.

6.2.3 Officers do not consider the lack of any new office space within the development would justify a refusal of the application given that evidence suggests a steady decline in the Romford office market over recent years and a consequent over-provision of available office floorspace. It should also be noted that the subject building had a high level of vacancy prior to the change of use from office to residential. The Romford Development Framework identifies this site and the office quarter area as suitable for development height of around 8-10 storeys with a potential for mixed use development in close proximity to Crossrail.

6.2.4 The proposal for two additional storeys to create a 6-storey building would comply with ROM19 which allow buildings of 6-storeys and over to be located in the Romford Office Quarter.

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 20 no. residential apartments at a density, when adding the 115 units approved under prior approval, equivalent to approximately 240 dwellings per hectare. This is in line with the aims of Policy DC2 which states that a dwelling density of between 240 to 435 dwellings per hectare would be appropriate in this location.

6.3.3 In terms of housing mix, this is for one, two and three-bed properties which would meet the needs of the Borough as identified by LDF Policy DC2 and the Council's Housing Needs Assessment.

6.3.4 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. The technical housing standards require that new residential development conforms to nationally described minimum internal space standards.

6.3.5 The proposal would provide residential units with varying floor space sizes all of which all except unit 20 would meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve. Unit 20 would consist of a 3-bedroom apartment with a floor area of 73m² as opposed to the technical housing standards floor area requirement of 74m². Officers however consider this shortfall to be minor and not sufficient to refuse the application.

7.3.6 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.

7.3.7 Each flat would have amenity space in the form of either a balcony or terrace. With the provision of the balconies and terrace areas it is considered that occupants of the proposed flats would have access to a reasonable provision of outdoor amenity space.

7.3.9 It is considered that the proposed amenity space would be of a suitable form and size and would therefore result in acceptable living conditions for future occupants the flats. All of the proposed flats would have adequate access to sunlight and daylight. Therefore the general site layout is considered to be in accordance with Policy DC61 and the Residential Design SPD.

7.4 *Design/Impact on Streetscene*

7.4.1 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.

7.4.2 The proposal has been carefully considered to reduce any perceived mass or bulk. Given their recessed siting at the top of the existing buildings, Officers consider the additional floors to be in keeping with the context of the streetscene and the character of the area. The surrounding area has buildings of a variety of sizes, bulk and height such that the resultant building at Hexagon House and Chaucer House would complement the streetscene. It is considered that the modern appearance of the proposed development would improve the quality of the area as the proposal would represent a visual enhancement over and above the existing built form on the site. The proposal is considered to be in keeping with Policy DC61 as it would complement or improve the amenity and character of the area through its appearance and materials used.

7.5 *Impact on Amenity*

7.5.1 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.

7.5.2 The nearest residential dwellings are situated in Eastern Road with separation distance of approximately 94m between the proposed development and these neighbouring dwellings. The site is bordered to the west and south by office buildings, to the north by a multi-storey car park and to the east by the Liberty Bell hotel and restaurant.

7.5.3 The proposal is not considered to have an unacceptable impact on the proposed flats within the existing floors of Hexagon and Chaucer House.

7.5.5 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.

7.6 *Parking and Highway Issues*

7.6.1 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. Under Policy DC2 the Public Transport Accessibility Level (PTAL) is set at 6b meaning that the site is classified as having the best access to public transport. Therefore flattened development in this location is required to provide parking provision of less than 1 space per unit.

7.6.2 The Technical Note Transport Statement provided as part of the application advises that the resultant building at Hexagon and Chaucer House would have 60 parking spaces for the 135 flats (current proposal for 20 units plus the previously approved 115 units under J0026.15) in the building at a ratio of just under 0.5 parking spaces per flat. Officers consider this provision acceptable given the high PTAL rating for the site and the town centre location. The Highways Authority has not raised an objection to the application however given that the parking ration has fallen below 0.5 spaces per unit a condition will be added which restricts future occupiers from acquiring and purchasing parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme.

7.6.3 Secure cycle storage providing space for up to 135 cycles would be provided. A condition will be added requesting details to be submitted prior to commencement of development in the event of an approval.

7.7 *Affordable Housing*

7.7.1 In terms of affordable housing the aim is to achieve 50% across the borough in accordance with LDF policies CP2 and DC6. The requirement on site would therefore be 10 units. LDF Policy DC6 seeks the maximum reasonable amount of contribution taking account of viability amongst a range of factors. This is supported by Policy 3.12 of the London Plan which states that the maximum reasonable amount of affordable housing should be sought when negotiating on individual schemes; however, negotiations should also take into account individual site circumstances, including viability.

7.7.2 The applicant has submitted a viability appraisal with the application that seeks to demonstrate that the development would only be able to support an affordable housing contribution of £68,635. The valuation has been independently appraised and that appraisal did not agree with the proposed

contribution. After the submission of additional information and verifying of building costs by a quantity surveyor the independent appraiser concluded that the proposal would be able to support an affordable housing contribution of £240,000.

7.8 *Mayoral Community Infrastructure Levy*

7.8.1 The proposed development will create 20 no. new residential units with 995m² square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £19,900 subject to indexation based on the calculation of £20.00 per square metre.

7.9 *Infrastructure Impact of Development*

7.9.1 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.

7.9.2 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.

7.9.3 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.

7.9.4 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.

7.9.5 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.

7.9.6 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.

7.9.7 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 per dwelling 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.

7.9.8 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 £120,000 for educational purposes would be appropriate.

7.10 Other

7.10.1 The applicant has stated that refuse storage and recycling capacity would be provided in accordance with the required standards. A condition will be added requesting details to be submitted prior to commencement of development in the event of an approval.

7.10.2 The proposal will be in compliance with policy 7.2 of the London Plan in that it would achieve a high standard of accessible and inclusive design so that it can be used safely, easily and with dignity by all residents of disability. The flats would be accessed by means of lifts as well as ramped access at ground floor level. More than 10% of the flats would be accessible by and easily convertible to accommodation for disabled people in accordance with the London Plan requirements

8. Conclusion

8.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal is acceptable subject to legal agreement being completed.

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.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity. The development includes a mix of unit types, including accessible and adaptable units and wheelchair adaptable.

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 25/02/16.

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REGULATORY SERVICES COMMITTEE

REPORT

14 July 2016

Subject Heading:

P0320.16 – Hylands Primary School, Granger Way - Installation of a single storey flat roof demountable building for use as classroom.

Ward

Romford Town

Lead Officer:

Helen Oakerbee – Planning Manager, Applications

Report Author and contact details:

Hugo Marchant – Planning Officer
Hugo.Marchant@Havering.gov.uk 01708 434 796

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	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

This matter is brought before committee as the application site is Council owned and objections have been received to the proposal. This proposal seeks permission for the installation of a single storey flat roof demountable building for use as classroom. It is recommended that planning permission is granted subject to conditions.

RECOMMENDATIONS

That planning permission is granted subject to the conditions set out below.

1. Time Limit (SC4)

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).

2. In Accordance with Plans (SC32)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved 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. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3. Wheel Washing (SC57)

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.

4. Hours of Construction (SC62)

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.

5. Acoustic Barrier and Canopy (NSC1)

Before the demountable is used as a classroom the Acoustic Fencing specified in the Gramm Barriers document accompanying the application and shown on approved drawing HPS/01A, and the Acoustic Canopy constructed of Makrolon Multi thermal/acoustic polycarbonate sheet shown on approved drawing HPS/01A shall be installed and permanently retained thereafter.

Reason:-

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

6. Temporary Building (SC18)

This permission shall be for a limited period only expiring on 21 July 2021 on or before which date the temporary building 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 temporary nature of the building(s) is such that permanent permission would not be appropriate in the interests of amenity. This permission is therefore granted on a temporary basis to enable the Local Planning Authority to retain control, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. Travel Plan

The School Travel Plan required by Condition 14 of Decision Notice P1948.08 shall be updated to reflect the increase in pupil and staff numbers.

Reason:

In the interests of encouraging safe and sustainable modes of travel and to accord with Policy DC32 of the LDF Development Control Policies Development Plan Document.

INFORMATIVES

1. 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 David Angus via telephone in May 2016. The revisions involved the installation of acoustic fencing along the boundary with the residential properties to the west and the installation of an acoustic canopy. The amendments were subsequently submitted on 4th May 2016.

REPORT DETAIL

1. **Site Description:**

- 1.1 The application site is Hylands Primary School in Heath Park. The school faces southwest onto Granger Road Way and Benjamin Close. The part of the school site involved in this application is located in the south west corner of the larger site and is currently covered by shrubbery. To the north of the site is the main school building; to the south at a distance of some 12 metres from where the demountable would be located are the rear gardens of houses facing onto Rossall Close; to the east is a part of the school playground and to the west at a distance of 8 metres is the rear of a three storey apartment building – Scott House.

2. **Description of development:**

- 2.1 The application is for planning permission for the installation of a single storey flat roof demountable building for use as classroom.

3. **Relevant History:**

- 3.1 P1948.08 Erection of a two storey primary school building; formation of accesses from Granger Way (vehicular) and Benjamin Close (pedestrian); formation of multi-use games area with floodlighting; associated hardstanding, playgrounds, car parking, servicing and landscaping. Permission was granted in 2009.

4. **Consultations/Representations:**

- 4.1 Occupiers of 99 neighbouring properties were notified of the application. As a result of this publicity objections were received from two neighbouring occupiers. Objections related to:
- There are insufficient facilities on the site to cater for an increase in the number of pupils.
 - The proposal would result in an increase in parking problems and congestion in the area.
 - There would be insufficient room for additional staff vehicles in the car park.
 - The additional building will be an 'eyesore' for whichever houses are affected.
 - Overlooking of gardens and windows.

These issues are addressed in paragraphs 7-10 below.

- 4.2 Local Authority Highways - The proposals will have an impact in the area immediately around the school pedestrian entrance in terms of parents dropping off children and additional pedestrians. We would suggest that because of the pressing need for school places, the Regulatory Services committee will need to consider this against the potential highway impacts.

Mitigation could include conditioning the school to update and maintain its travel plan on an annual basis. There may be further physical changes around the school which could be made to deal with motor traffic and to make walking more attractive, but these would likely need to be very radical and therefore be less likely to elicit support from residents and members.

- 4.3 Fire Brigade – No additional fire hydrants are required and the vehicle access is satisfactory.

5. **Relevant policies:**

- 5.1 Policies CP8 (Community Facilities), CP17 (Design), DC29 (Educational Premises), DC33 (Car Parking), DC34 (Walking), DC36 (Servicing), DC40 (Waste recycling), DC53 (Contaminated land), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places) of the LDF Core Strategy and Development Control Policies Development Plan Document are considered material.

- 5.2 Policies 3.18 (Education Facilities), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.4 (local character) and 7.6 (Architecture) of the London Plan are relevant.

- 5.3 Policies 7 (Requiring good design) and 8 (Promoting healthy communities) of the National Planning Policy Framework are relevant.

6. **Staff Comments**

- 6.1 The main issues in this case are the principle of development, the impact on the street/garden scene, neighbouring amenity, highway and parking issues and infrastructure.

7. **Principle of development**

- 7.1 The National Planning Policy Framework attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and requires local planning authorities to give great weight to the need to expand schools. Policy 3.18 (Educational Facilities) of the London Plan particularly encourages development proposals such as this which address the current and projected shortage of school places.
- 7.2 The applicant has stated that the demountable classroom is required to cater for an additional 30 pupil places which are required due to increasing numbers of primary school age children in the Borough. The places have

been allocated to 30 children for the forthcoming school year. There is an identified need and the proposal is considered to be acceptable in principle.

- 7.3 With regard to the objection that the facilities on-site are insufficient to cater for the increase in pupil numbers, the school was built recently and caters for 471 pupils. The additional 30 school places is a 6% increase and it is not considered that this modest increase in pupil numbers would put an unacceptable burden on school facilities.

8. **Design**

- 8.1 The demountable has a footprint of 8.9 metres by 9.6 metres and a height of 3.5 metres. The walls are of powder coated composite panels and the windows, of which there are three in both the north and south elevations and one in the east elevation, have powder coated aluminium frames. There are two timber doors – one in the east elevation and one in the west elevation. A transparent canopy supported by timber posts is proposed to be erected to the north of the demountable and this would stretch across the full width of the building and have a depth of 3.7 metres.

- 8.2 Because of its location the demountable would not be visible from the street or from the neighbouring gardens. The design of the demountable is considered to be acceptable however given the nature of the structure it is recommended that should permission be granted this should be for a temporary period of 5 years.

9. **Impact on amenity**

Noise

- 9.1 The nearest dwellings are in Scott House the rear of which is 8 metres to the northwest of the proposed location of the demountable. To the south the bottom of the rear gardens of houses on Rossall Close are 13 metres away while the houses themselves are a further 15 metres distant. In order to prevent disturbance to residents from the demountable the proposal includes: the installation of an acoustic fence between the demountable and Scott House; double glazing of the windows of the demountable and the installation of a canopy over the windows in the north elevation of the demountable. The canopy is to be roofed with twin ply insulating polycarbonate which will prevent the transmission of sound upwards from open windows in the summer.

Overlooking

- 9.2 There is no potential for overlooking of neighbouring properties from the demountable.

Conclusion

9.3 Given the mitigation measures to prevent noise transmission described above and which would be secured by condition, it is not considered that the proposal would result in any material loss of amenity to neighbouring properties.

10. Highway/parking issues

10.1 Policy DC33 (Parking) of the Core Strategy and Development Control Policies Development Plan Document indicates that parking should be provided at a level of 1 space per staff member. The school is currently provided with a total of 42 off-street parking spaces and there are 45 employees. There is therefore a shortfall of 3 parking spaces which would increase to 5 as a result of the development which would involve the employment of two new staff members.

10.2 Policy DC33 also requires the provision of safe and convenient dropping-off/collection areas for parents' cars and coaches/school buses. A 38 metre section of the highway has been marked out and a turning space on Benjamin Close opposite the main school gates.

10.2 The Council's Highways Authority has commented that the proposals will have an impact in the area immediately around the school pedestrian entrance in terms of parents dropping off children and additional pedestrians. As a result of these comments a Transport Statement has been commissioned. The conclusions of the Statement are set out below.

- The additional 30 pupils are anticipated to create demand for nine parking spaces during the peak drop off and pick up period and 18 two-way vehicle movements.
- The anticipated increase in total vehicle trips associated with the additional 30 pupils and one staff member fall below the threshold set out in DfT guidance for having a material impact. It is anticipated that the additional vehicle movements generated by the proposed expansion will therefore not have a detrimental impact on junction capacity.
- Demand for parking associated with staff is accommodated on site. If required, parking associated with the one additional member of staff is also expected to be accommodated on site.
- A parking survey has been undertaken. The data demonstrates that, when taking into account all restrictions associated with permit parking, there is existing parking stress generated at the peak drop off and pick up periods.
- In response to the existing parking stress, and to assist in mitigating any future additional demand for parking associated with pupils, a Public Space Protection Order (PSPO) is being drawn up ready for the start of the new 2016/2017 academic year starting in September 2016.
- The PSPO would prevent parents parking in close proximity to the School gates; therefore, all demand for parking associated with existing and future pupils will have to be accommodated in the wider highway network.

- The PSPO would allow parents who park dangerously in certain zones around schools to be fined £100 for each offence, with the threat of criminal prosecution and a court appearance for three or more offences.

10.3 It is considered that the Transport Statement adequately addresses the concerns raised and that the proposed PSPO would assist in mitigating any future additional demand for parking associated with pupils. Should permission be granted a condition would be imposed requiring that the School Travel Plan is updated to reflect the increase in pupil numbers.

11. **Mayoral CIL**

12.1 The proposal is not liable for Mayoral CIL as it is for educational facilities.

12. **Conclusion**

4.3 The principle of the proposal is supported by national guidance and it is suggested that any impact on the surrounding highways could be mitigated by the PSPO currently being proposed. The proposal has been amended to include acoustic fencing and a canopy to prevent any loss of amenity to neighbouring properties and is considered to be in accordance with the aims and objectives of the LDF Development Control Policies Development Plan Document and approval for a temporary period of 5 years is recommended.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

This application is considered on its merits independently of the Council's interest as applicant and 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 and plans received 3/03/2016, revised plans 4/5/2016, Transport Statement received 28/6/2016.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

14 July 2016

Subject Heading:

P0666.15 Land Adjacent 30-30C South Hall Drive, Rainham

Construction of 2 storey building consisting of 3 x 1 bedroom apartments, with associated car parking and amenity. (Received 08/05/15, revisions received 21/10/15 and 06/06/16)

Ward:

Rainham and Wennington

Lead Officer:

Simon Thelwell
Planning Manager

Report Author and contact details:

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Senior Planner
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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 for the demolition of 2 no. existing detached garages and the construction of a 2-storey building consisting of 3 x 1 bedroom apartments, with associated car parking and amenity space to the side and rear.

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, health and safety concerns 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.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 190m² which, at £20 per m², equates to a Mayoral CIL payment of £3,800 (subject to indexation).

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 £18,000 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).

2. 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.

3. Parking Provision

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 car parking 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.

4. External Materials

Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the 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: 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.

5. 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.

6. Refuse and Recycling

The development hereby permitted shall not be carried out otherwise than in complete accordance with the refuse and recycling storage details as shown on drawing no. PL-5309_03C.

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

The development hereby permitted shall not be carried out otherwise than in complete accordance with the cycle storage details as shown on drawing no. PL-5309_03C.

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

8. 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.

9. 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.

10. 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.

11. Contaminated Land (1)

(1) 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 the 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 (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

d) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the risk arising from contamination. Submission of an assessment prior to commencement will ensure the safety of the occupants of the development hereby permitted and the public generally. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61.

12. Contaminated Land (2)

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 with 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: Insufficient information has been supplied with the application to judge the risk arising from contamination. Submission of an assessment prior to commencement will ensure the safety of the occupants of the development hereby permitted and the public generally. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61.

13. Boundary treatment

Prior to the commencement of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

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, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

14. Accessibility

All dwellings hereby approved shall be constructed to comply with Part M4(2) of the Building Regulations – Accessible and Adaptable Dwellings.

Reason: In order to comply with Policy DC7 of the Local Development Framework and Policy 3.8 of the London Plan.

16. Permitted development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no extensions, roof extensions, roof alterations or outbuildings, aside from outbuildings less than 10 cubic metres, 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.

17. The proposed windows to the front elevation 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.

Reason:-

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

18. Railway noise

Prior to the commencement of any development, an assessment shall be undertaken of the impact of:

- a) railways noise (in accordance with Technical memorandum, “Calculation of Railway Noise”, 1995)
- b) vibration from the use of the railway lines

Upon the site. Following this, a scheme detailing the measures to protect residents from railway noise and vibration is to be submitted to, approved in writing by the Local Planning Authority, implemented prior to occupancy taking place.

Reason: To protect residents from transportation noise and vibration.

19. Restricted use

The ground floor hereby approved shall only be used for the parking of vehicles and for storage purposes and shall not be used for residential accommodation

Reason: In order to safeguard the development from flooding

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 at various stages through the application process. The revisions involved a reduction in the overall bulk of the development and the provision of balconies to the rear. The amendments were subsequently submitted on 6 June 2016.
3. 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.
4. Please note that by virtue of Condition(s) 14, you are required to notify the relevant Building Control body of these conditions as part of any application.

REPORT DETAIL

1. Site Description

- 1.1.1 The application site comprises a long, tapering piece of land which is currently occupied by 2 no. garages and various outbuilding structures. The plot depth varies from the southeast to the northwest and measures 20.7m at its widest and 12.35m at its narrow end. It measures 34m long. The site is situated to the side of No. 30c South Hall Drive, which is an end-of-terrace property and to the rear of the properties at No's. 28 – 24 South Hall Drive. The surrounding area is residential in character.

1.2 The railway line runs along the other side of the plot. The site is located in Flood Zones 2 and 3. The site is also located within the middle zone of the Horndon to Barking gas pipeline and in the outer zone of the Romford/Baker Street gas pipeline, which is situated to the west of the application site.

1.3 Access to the plot is via an unmade access road to the rear of No's. 24-28 South Hall Drive.

2. Description of Proposal

2.1. The proposal is for the construction of a two storey building with ground floor entrance and undercroft car parking and first floor accommodation consisting of 3 No. 1-bedroom apartments.

2.2 Parking will be provided for 6 No. vehicles within the undercroft.

2.3 Communal amenity space would be provided to the side and rear of the proposed building of approximately 144m². Balconies have also been added to the rear elevation.

2.4 Bin and cycle storage could be provided in an enclosed area to the side of the garage to the end units. Bin storage to the middle unit will be to the rear of the ground floor parking and cycle storage will be provided in a storage area to the rear of the staircase.

3. Relevant History

3.1 P1078.12 - Proposed 3 bedroom detached bungalow dwelling – Not yet decided

4. Consultations/Representations

4.1 Neighbour notification letters were sent to 29 properties and 3 letters of support and 7 letters of objection were received. The comments can be summarised as follows:

- Overlooking
- Loss of light
- Increase in traffic
- Reduce property values

4.2 The following consultation responses have been received:

- The London Fire Brigade - no objection
- Thames Water - no objection
- Essex and Suffolk Water - no objection
- Environmental Health - no objection provided that a contamination, noise and construction hours condition be added.
- Highways - no objection.
- Health and Safety Executive - no objection

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), 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, and 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, 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, the potential impact of the main gas pipeline on the development 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 a previously developed site.
- 6.2.3 On this basis the proposal is considered to be policy compliant in land use terms and its ongoing 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 3 no. residential dwellings at a density equivalent to approximately 56 dwellings per hectare. This is slightly in excess of the aims of Policy DC2 which states that a dwelling density of between 30 to 50 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 form of development being proposed.
- 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. The technical housing standards require that new residential development conforms to nationally described minimum internal space standards.
- 6.3.4 The proposal would provide residential units with varying floor space sizes all of which would meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve.
- 6.3.5 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.
- 6.3.6 On balance, Staff are of the view that the proposed communal rear and side amenity space is acceptable in terms of area and would provide future occupiers with a useable external space for day to day activities. In addition to the shared amenity area the dwellings will each have a balcony to the rear elevation.

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 proposed building would be situated adjacent to and to the northwest of an existing two-storey terraced building. The proposal would not result in an unacceptable impact on South Hall drive as it would be situated adjacent to a similar two-storey building and to the rear of the properties at No's. 24-28 South Hall Drive. The property will only be partially visible from the South Hall Drive streetscene.

6.4.3 The proposed development will be situated approximately 16m from the rear building line of No. 28 South Hall Drive, 1.8m from the end of terrace property to the southeast. No residential properties are situated to the west and the proposed building is situated approximately 5.5m from the northwestern boundary.

6.4.4 In terms of design and visual appearance, Staff are of the opinion that the development would have an acceptable appearance with no harmful impact to the character of the surrounding area. In light of sufficient separation distances between the proposed dwellings and neighbouring dwellings, Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework 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 northeast along South Hall Drive and the adjacent property to the southeast.

6.5.3 Officers do not consider the proposal to have a harmful impact on the neighbouring occupiers to the northeast as there is a separation distance of approximately 16m between the proposed building and these residential dwellings along South Hall Drive. No overlooking would result as the front windows at first floor would serve non-habitable rooms and will either be internally blocked (so as to create a false window when viewed externally) or conditioned to be obscure glazed and fixed shut with the exception of top hung fanlight(s). No flank windows are proposed and no overlooking would therefore result to the northwest and southeast.

6.5.4 Any potential impact as a result of the projection of the proposed building line approximately 2.3m beyond that of the neighbouring property at No. 30B is deemed acceptable in terms of impact on outlook and potential loss of light given the separation distance of approximately 2m between the two buildings. Also it should be noted that this neighbour has submitted a letter in support of the application.

6.5.5 Staff acknowledge that there will be some impact on neighbouring amenity as a result of vehicle movement in and out of the development however Staff do not consider this to be unacceptable given that there is existing garages on the site and any additional vehicle movement would be minor.

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 a contamination condition is added in the event of an approval as the subject site is located within 50m of a current commercial and industrial use.

6.6.2 The site is also in close proximity to two main gas pipelines. The Health and Safety Executive (HSE) has withdrawn their 'Advice Against' comments as the pipelines in the immediate vicinity has increased protection (thicker wall and stronger steel) when compared with the notified details submitted to HSE when the pipelines were constructed. The reduction in risk is considered sufficient to place the development in the Outer Zone of both pipelines. The HSE therefore raises no objection to the development.

6.6.3 The proposed development is situated in Flood Zone 2 and 3. The application has submitted a Flood Risk Assessment (FRA). The FRA concluded that there is a low risk of groundwater flooding and flooding from other sources such as sewers and reservoirs. However, there is a high surface water flooding risk which will be mitigated by the Water Entry Strategy and by limiting residential accommodation to the first floor. Comments from the Environmental Agency were not yet received at the time of writing this report and any concerns raised will be reported to Member on the evening of the Regulatory Services Committee.

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 1-2 meaning that the site is classified as having relatively low access to public transport. Residential development in this location is required to provide car parking provision of 1.5-2 spaces per unit.

6.7.2 The proposal can demonstrate a total of 6 no. off-street car parking spaces within the site to cater for the proposed 3 no. residential dwellings. The car parking provision would be situated at ground floor. The parking provision would result in a ratio of 2 parking spaces per unit which is considered acceptable and in accordance with Policy DC2.

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

6.8 *Mayoral Community Infrastructure Levy*

6.8.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 190m² which, at £20 per m², equates to a Mayoral CIL payment of £3,800 (subject to indexation).

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 £18,000 for educational purposes would be appropriate.
- 6.10 *Other*
- 6.10.1 Bin and cycle storage could be provided in an enclosed area to the side of the garage to the end units. Bin storage to the middle unit will be to the rear of the ground floor parking and cycle storage will be provided in a storage area to the rear of the staircase.

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 do not consider that the proposed development raises concerns 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 8 May 2015, revision received on 21 October 2015 and 06 June 2016.

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REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P0782.16: Gidea Park Primary School,
Lodge Avenue

Four space enlargement of car park.
(Application received 11 May 2016).

Ward

Romford Town

Lead Officer:

Helen Oakerbee-
Planning Manager, Applications

Report Author and contact details:

Hugo Marchant
Principal Planning Officer
hugo.marchant@havering.gov.uk
01708 434796

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	[X]
People will be safe, in their homes and in the community	[]
Residents will be proud to live in Havering	[X]

SUMMARY

The Council is in receipt of an application for the enlargement of the school's car park by four spaces. The enlargement is to provide parking facilities for four extra teaching staff to be employed as part of a bulge expansion of the school of 60 additional pupil places. The classroom facilities are the subject a parallel application P0779.16 (installation of a temporary building to provide 2 classrooms) which is to be considered by the Regulatory Services Committee alongside this application.

The development proposed is considered to be acceptable in all material aspects and it is recommended that planning permission is granted subject to conditions.

RECOMMENDATIONS

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

1. Time

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 (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.

3. CCTV

Before the parking spaces are put into use the relocated CCTV pillar shown on drawing 1232-A shall be fitted with a cowl to prevent the camera from observing neighbouring residential property. The cowl shall be retained permanently.

Reason:-

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

4. 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.

5. 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. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a primary school located on the east side of Lodge Avenue and to the south of Main Road. The main site access is from Lodge Avenue and comprises a gated entrance and single width drive with a pedestrian footway to its side with the two separated by a wide grass strip and further into the site by a series of parking spaces.
- 1.2 The drive and footpath lead to the school entrance which is located at the front of a cluster of single storey buildings in the centre of the site and orientated north-south. To the east of the buildings is a hard surfaced playground with a semi-landscaped nature area beyond it. To the north east is a playing field.
- 1.3 A second vehicular access is located in the eastern part of the site providing ingress and egress to the site via Devians Drive to a parking area for 25 cars located between the nature area and the playing field. This is the part

of the site under consideration.

2. Description of Proposal

- 2.1 Permission is sought for the extension of the main school car park by 8 metres towards the northwest in order to provide 4 new parking spaces and a soak away drainage strip along the north western border of the car park. There are currently 25 parking spaces in the car park and the proposal would increase this number to 29.

3. History

- 3.1 P0779.16 - Installation of a temporary building to provide 2 classrooms. This application has been recommended for approval and is scheduled to be determined by the Regulatory Services Committee of 14 July 2016.

P0772.16 - Extension to kitchen and relocation of cycle shelter. Approved with conditions.

P1295.15 - Installation of single demountable classroom building upon new extended hard standing playground. Approved with conditions.

P0565.14 – Removal and dismantling of existing shipping container and lightweight metal storage shed and construction of replacement brick built storage building. Approved with conditions.

P1319.12 – Retention of metal storage container. Approved with conditions

P0517.09 – To erect one temporary office unit. Approved with conditions

P1955.08 – Single/two storey extensions including four classrooms, a small hall and staff/administration area with a new school entrance. Approved with conditions.

4. Consultation/Representations

- 4.1 Notification letters were sent to 48 neighbouring properties. As a result of this consultation, correspondence has been received from the occupiers of two properties. One of these is on Main Road the rear garden of this property is some 20 metres to the north of the car park, the other property is on Tudor Drive and its rear garden is some 40 metres from the car park.

- 4.2 The correspondent from the Main Road property expresses concerns relating to the installation of CCTV, the relocation of lighting columns, the building up of the level of the land causing loss of amenity due to the land being overbearing with relation to the neighbouring gardens and the potential for the development to cause flooding. This issue is addressed in paragraph 9 below.

- 4.3 The letter from the correspondent of the Tudor Drive property is mostly concerned with issues relating to the parallel application for the new

classrooms. The correspondent also expresses concerns relating to the loss of a tree and increase in traffic on Tudor Drive and these issues are addressed in paragraphs 10 and 11 of the report below.

4.4 Local Authority Highways - No objections.

5. **Relevant Policies**

5.1 Policies DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking), DC48 (Flood Risk), DC61 (Urban Design) and DC63 (Delivering Safer Spaces) of the LDF Core Strategy and Development Control Policies Development Plan Document are relevant.

5.2 Also relevant are London Plan policies 6.10 (Walking), 6.13 (Parking), 7.3 (Designing out Crime), 7.4 (Local Character) and the National Planning Policy Framework (NPPF).

6. **Staff Comments**

6.1 The application is brought before the Committee because the applicant is the Council and the proposed scheme has received objections as part of the consultation process.

6.2 The issues for Members to consider relate to the impact that the proposed extension to the car park would have on the amenity of neighbouring occupiers together with the impact upon the highway network of the additional parking spaces.

7. **Design/Impact on Street/Garden Scene**

7.1 Policy DC61 states that development should respect the scale, massing and height of the surrounding physical context.

7.2 The proposed development would extend the car park by some 8 metres towards the north west raising the level of the ground by 300mm and bringing the car park to within 12 metres of the bottom of the gardens of houses on Main Road. The rear of the houses themselves would be some 35 metres from the car park. It is not considered that the extension of the car park would have any material detrimental impact on the garden scene.

7.3 The proposal involves the removal of two trees and the planting of a new tree to replace them. It should be noted that there are no TPOs on the trees on the site and the trees to be replaced are in a poor condition.

7.4 It is considered that the proposal complies with the requirements of Policy DC61.

8. **Impact on Amenity**

8.1 Policy DC61 states that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing and new properties and has

unreasonable adverse effects on the environment by reason of noise impact, hours of operation, vibration and fumes between and within developments.

- 8.2 The proposal includes the relocation of a lighting column and a CCTV camera some 6 metres closer to the bottom of the rear gardens of properties on Main Road. It is not considered that the light from the lamp would cause any material loss of amenity to these properties given the distances involved - the rear of the houses would be some 37 metres from the light, however there are concerns relating to the CCTV camera and it is proposed that a condition is imposed requiring that a cowl be fitted to the post to prevent the camera from pointing towards the residential properties to the north.

9. **Flooding**

- 9.1 An objection has been raised to the proposal on the grounds that it might cause an increased risk of flooding to residential properties to the north. The proposal includes the installation of a soakaway at the northern end of the car park which will both store runoff water and divert it away from the residential properties to the north and east and onto the playing fields to the west. This is considered to be an improvement on the current situation where runoff from the car park is uncontrolled.

10. **Highway/Parking**

- 10.1 The car park provides dedicated staff parking for the teachers of the school and there are currently 25 spaces. This would rise to 29 spaces and would provide parking for the extra 4 teachers who are to be employed from September 2016 taking the total number of teachers to 60. The car parking standards set out in the LDF require a maximum of 1 car parking space per teaching staff member. The proposal complies with this standard and it is not considered that the additional car parking would have an adverse effect on the local highways as it would be likely to increase vehicle movements by a maximum of 8 per day.

11. **Trees**

- 11.1 While the proposal would result in the loss of two trees, it also includes the planting of 4 new trees along the west side of the car park. During the site visit the case officer noted that the trees that were proposed to be replaced were in a very poor condition with diseased and rotted trunks. It is considered that the replacement of the two diseased trees with four healthy specimens would have a net beneficial effect on the local environment both visually and ecologically.

12. **Conclusion**

- 12.1 It is considered that the proposal would not harm the character of the surrounding area or, subject to the imposition of a condition requiring a cowl on pillar of the CCTV camera, adversely impact the residential amenity of the occupiers of neighbouring properties or result in highway issues.

12.2 The application is considered to comply with the aims and objectives of the LDF Core Strategy and Development Control Policies Development Plan Document and approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

None.

Legal Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development. The Council's interests as applicant are considered separately from the Council's role as a Local Planning Authority.

Human Resource Implications:

None.

Equalities and Social Inclusion Implications:

None.

BACKGROUND PAPERS

Application form and drawings received 11-05-2016.

REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P0779.16: Gidea Park Primary School, Lodge Avenue

Installation of a temporary building to provide 2 classrooms (Application received 11 May 2016).

Ward

Romford Town

Lead Officer:

Helen Oakerbee -Planning Manager, Applications

Hugo Marchant
Principal Planning Officer
hugo.marchant@havering.gov.uk
01708 434796

Report Author and contact details:

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	[X]
People will be safe, in their homes and in the community	[]
Residents will be proud to live in Havering	[X]

SUMMARY

The Council is in receipt of an application for the installation of a temporary building for the provision of 2 classrooms to provide facilities for 60 pupils and 4 teachers while a more permanent addition to the school is designed and put in place.

The development proposed is considered to be acceptable in all material aspects and it is recommended that planning permission is granted subject to conditions.

RECOMMENDATIONS

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

1. Temporary building

In respect of the demountable classroom only, this permission shall be for a limited period only expiring on 15 July 2021 on or before which date the demountable classroom shall be removed from the site.

Reason: The temporary nature of the building is such that permanent permission would not be appropriate in the interests of amenity. This permission is therefore granted on a temporary basis to enable the Local Planning Authority to retain control, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

2. Time

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).

3. Accordance with Plans

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

3. CCTV

Before the parking spaces are put into use the relocated CCTV pillar shown on drawing 1232-A shall be fitted with a cowl to prevent the camera from observing neighbouring residential property. The cowl shall be retained permanently.

Reason:-

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

4. 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.

5. 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.

6. Works within the root area of trees

No works shall take place in relation to any of the development hereby approved until a scheme for the protection of the Oak trees on the site closest to the proposed building has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall contain details of the erection and maintenance of fences or walls around the trees, details of underground measures to protect roots, the control of areas around the trees and any other measures necessary for the protection of the trees. Such agreed measures shall be implemented before development commences and kept in place until the approved development is completed.

Reason: Insufficient information has been supplied with the application to demonstrate how the existing trees on site will be adequately protected during construction. Submission of details prior to commencement will ensure that the measures to be employed are robust.

7. Gas Protection

Prior to the commencement of any groundworks or development of the site, details shall be submitted to and agreed in writing by the Local Planning Authority setting out suitable gas protection measures to be employed on site including, but not necessarily limited to, the installation of a suitable gas resistant membrane. The gas protection measures shall be carried out in strict accordance with the agreed details. Upon completion of installation, a 'Verification Report' must be submitted demonstrating that the works have been carried out.

Reason: Insufficient information has been submitted to ensure that the occupants of the development and property are not subject to any risks from soil gas and/or vapour in accordance with LDF Core Strategy and Development Control Policies DPD Policy DC53.

INFORMATIVES

1. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a primary school located on the east side of Lodge Avenue and to the south of Main Road. The main site access is from Lodge Avenue and comprises a gated entrance and single width drive with a pedestrian footway to its side with the two separated by a wide grass strip and further into the site by a series of parking spaces.
- 1.2 The drive and footpath lead to the school entrance which is located at the front of a cluster of single storey buildings in the centre of the site and orientated north-south. To the east of the buildings is a hard surfaced playground with a semi-landscaped nature area beyond it. To the north east is a playing field.
- 1.3 A second vehicular access is located in the eastern part of the site providing ingress and egress from St Ivians Drive to a parking area for 25 cars located between the nature area and the playing field. This is the part of the site under consideration.
- 1.4 The part of the site under consideration is the south-eastern corner of the playground and the south-western corner of the nature area.

2. Description of Proposal

- 2.1 The proposal involves the extension of the hard surface play area eastwards into the nature area and the installation of a single storey temporary demountable building on the new hard surface. The demountable would be seagull grey, have a flat roof and a height similar to that of the other buildings on the site. The demountable would have a floor area of 155 square metres providing 2 classrooms separated by a lobby and 2 WCs.
- 2.2 The demountable is required to provide temporary classroom facilities for an increase in school numbers of 60 pupils and four teaching staff while a more permanent addition to the school is designed and put in place. There are currently 423 pupils and 56 members of staff. The proposal will result in a total of 483 pupils and 60 members of staff. There are currently 25 dedicated staff car parking spaces (out of a total of 29) within the school site. An additional 4 car parking spaces are proposed under a sister

application (P0782.16) which was submitted at the same time as this application, is recommended for approval, and has been submitted to the Regulatory Services Committee for consideration in parallel with the current application.

- 2.3 The proposal also includes earthworks, landscaping and the removal of a mature Oak tree to accommodate the classroom. It should be noted that there are no Tree Preservation Orders (TPOs) on the site.

The earthworks comprise the following:

- re-grade the existing site contours to accommodate the proposed classroom and playground area;
- re-contouring the earth bank which will then be retained by a brick wall (with a maximum height of 1m);
- filling in the existing pond.

- 2.4 It should be noted that a similar application was granted permission in 2015 by the Regulatory Services Committee. The main difference between the two applications is that the previous proposal provided one single large classroom for an increase in numbers of 30 pupils and 2 staff members while the current provides two smaller classrooms for 60 pupils and 4 staff members. The overall floor area remains the same.

3. History

- 3.1 P0782.16 – Enlargement of car park by 4 spaces. This application has been recommended for approval and is scheduled to be determined by the Regulatory Services Committee of 14 July 2016.

P0772.16 - Extension to kitchen and relocation of cycle shelter. Approved with conditions.

P1295.15 - Installation of single demountable classroom building upon new extended hard standing playground. Approved with conditions.

P0565.14 – Removal and dismantling of existing shipping container and lightweight metal storage shed and construction of replacement brick built storage building. Approved with conditions.

P1319.12 – Retention of metal storage container. Approved with conditions

P0517.09 – To erect one temporary office unit. Approved with conditions

P1955.08 – Single/two storey extensions including four classrooms, a small hall and staff/administration area with a new school entrance. Approved with conditions.

4. Consultation/Representation

4.1 Notification letters were sent to 67 neighbouring properties and a site notice was displayed at the entrance to the school. As a result of this consultation, a letter objecting to the proposal has been received from the occupier of a property on Tudor Drive which lies to the south east of the site. Objections relate to:

- increase in traffic on the surrounding roads;
- loss of the nature garden/reserve;
- loss of a tree;

these issues are addressed in the report below.

4.2 London Fire Brigade – plans were requested showing a fire appliance access route to the new temporary classroom building. These are being prepared at the time of writing and a response from the Fire Brigade is expected to be received before the committee meeting.

4.3 Local Authority Environmental Health - have requested a condition relating to gas protection measures.

4.4 Local Authority Highways - No objections.

5. **Relevant Policies**

5.1 Policies DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking), DC61 (Urban Design) and DC63 (Delivering Safer Spaces) of the Local Development Framework (LDF) Core Strategy and Development Control Policies Development Plan Document are relevant.

5.2 Also relevant are London Plan policies 3.1 (Ensuring Equal Life Chances for All), 3.18 (Education Facilities), 6.10 (Walking), 6.13 (Parking), 7.3 (Designing out Crime), 7.4 (Local Character) and 7.6 (Architecture) and the National Planning Policy Framework (NPPF).

6. **Staff Comments**

6.1 The application is brought before the Committee because the applicant is the Council and the proposed scheme has received objections as part of the consultation process.

6.2 The issues for members to consider relate to the impact that the proposed classroom building would have on the character of the locality, and the residential amenity of neighbouring properties together with the impact upon the highway network as a result of the increase in pupil and staff numbers.

7. **Principle of Development**

7.1 Policy DC29 of the LDF states that educational premises should be of a suitable quality to meet the needs of residents. The proposed development

involves the provision of a building containing two new classrooms in order to accommodate the increasing demand for schooling in the Borough. The proposal is a necessary expansion for the school to continue to cater acceptably to the needs of existing and new students and thereby the wider community. The proposal is therefore acceptable in principle.

7.2 Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools. The proposal complies with this guidance.

7.3 Policy 3.18 (Educational Facilities) of the London Plan particularly encourages development proposals such as this which address the current and projected shortage of school places.

8. Design/Impact on Street/Garden Scene

8.1 Policy DC61 states that development should respect the scale, massing and height of the surrounding physical context.

8.2 The proposed classroom would be a considerable distance from both Main Road and Lodge Avenue with screening provided by the existing grove of trees.

8.3 The height and roof design of the demountable would be similar to those of the existing school building and it would not be out of character with its surroundings.

8.4 The existing ground level will be lowered by up to 2.4 metres in the direction of the nature area to ensure that the building would be at the same level as the surrounding school buildings. The building will also be oriented towards the school and will not be facing any neighbouring dwellings. As the only proximate residential properties are in that direction it is not considered that the demountable would give rise to any harmful visual impact.

8.5 The proposal would involve the removal of a tree and earthworks in order to accommodate the building on the site. It should be noted that there are no TPOs on any of the trees on the site. While the proposal would involve works close to the central cluster of trees, a suitably worded condition would ensure that these works will not impact on the health of the trees.

8.6 The removal of the tree and earthworks are required to create a level platform to accommodate the classroom as well as the extension to the playground.

8.7 The earthworks are required to accommodate the building and create a more suitable platform for the playground. The change in ground levels are not considered to drastically alter the landform and the stone wall is small

in scale. There would not be any adverse visual effects of the proposed earthworks.

- 8.8 It is considered that the proposed demountable and associated landscaping would not have a detrimental impact on the character and appearance of the school or the surrounding area. The proposal is considered to be acceptable in design terms and in accordance with Policy DC61 and advice contained within the NPPF.

9. **Impact on Amenity**

- 9.1 Policy DC61 states that Planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing and new properties and has unreasonable adverse effects on the environment by reason of noise impact, hours of operation, vibration and fumes between and within developments.

- 9.2 While the proposed building will be located away from the existing cluster of buildings on the site and towards the southern boundary, it is considered that there will not be any adverse effects on the residential amenity of neighbouring occupiers as the proposed demountable would be located more than 40 metres from the nearest dwelling. Extensive screening is also provided along the site boundaries and the building would be set lower relative to the ground levels at the boundary giving the building an effective height of 1.1m above ground level as viewed from the boundary. The proposed demountable would also be oriented towards the existing cluster of buildings on the site and would not face towards any neighbouring dwelling. The proposal would not result in any material loss of privacy, outlook, sunlight or daylight to neighbouring properties.

- 9.3 The proposal would result in a 14% increase in the number of students within the site and increase the size of the playground area while moving it closer to the southern boundary. It is not considered that the increase in the size of the playground would lead to a perceptible increase in the noise levels received by the neighbouring sites as the increase in student numbers is small relative to the total number of pupils on the site and the sound is attenuated by the rise in level of the ground between the playground and the houses.

- 9.4 For the reasons given above it is considered that the proposal would not materially adversely impact on the amenity of neighbouring residential properties and complies with Policy DC61 and the requirements of the NPPF.

10. **Highway/Parking**

- 10.1 The applicant has provided a Transport Statement supporting the proposal. This report makes the following comments:

- The school has good accessibility for pedestrians to nearby residential areas and there are good facilities for pedestrians, particularly crossings at points of conflict
- There are numerous cycle lanes and way finding facilities for cyclists in the immediate area surrounding the site
- Whilst access to the site by public transport is considered poor and the site is not easily accessed by the London Underground, there are several regular bus services and a school bus service which serve the site
- The additional vehicle movements related to the development in the vicinity of the site will not have a material impact on the local highway network
- Additional parking demand associated with staff is anticipated to be accommodated on-site and additional demand associated with pupils can be accommodated within the wider highway network and Lodge Farm Park
- Appropriate recommendations have been made to amend the School Travel Plan (including mode shares for pupils and staff, increased cycle and scooter parking and demand management measures) in order to mitigate the effects of this increase

10.2 The proposal will result in an increase of 60 pupils as well as four teaching staff. There are currently 423 pupils and 56 members of staff and this will rise to 483 pupils and 60 members of staff. There are currently 25 dedicated staff car parking spaces (out of a total number of 29 spaces) within the school site. A total of 30 cycle parking spaces are provided for use by both staff and pupils. Four additional car parking spaces are proposed under a sister application (P0782.16) which is recommended for approval. The expansion of the school is anticipated to generate up to 20 pupil car journeys and two car trips from staff.

10.3 The car parking standards set out in the LDF require a maximum of 1 car parking space per teaching staff member. The proposal complies with this standard.

10.4 On street parking measures are currently in place within the locality including:

- Restricted parking along all the junctions and most of the apexes of the bends (in the form of double yellow lines) of the roads to the rear of the school, specifically St Ivians Drive, Tudor Drive and Repton Drive;
- The residents parking scheme along this section of Lodge Avenue is in place during the hours of 9:15am – 10am (Monday to Friday).
- The school 'Keep Clear' markings fronting the school in Lodge Avenue have also been updated to apply from 8am – 5pm (Monday to Friday throughout the year)

10.5 The main conclusions reached by the Transport Statement are:

- While the school is located in a residential area, none of the personal injury accidents in the last three years have involved children during the school peak hours

- The roads in the local area provide on-street parking with road markings in place to deter inappropriate parking that may represent a potential safety issue
- The roads surrounding the school provide a comprehensive network of footways and the school has pedestrian accesses from two gates to the west of the site on Lodge Avenue and to the east of the site on St. Ivians Drive.
- Dedicated cycle lanes are provided directly to the north of the site on Main Road. There are signed cycle routes through the local area to nearby town centres
- There are bus routes available on Main Road, which are a short walk from the school. While the school has poor accessibility it is noted that there is relatively limited demand for public transport from a primary school. As such this is not considered to be significant issue
- Parking demand was observed to be greater during the afternoon peak than the morning peak
- Parking demand was observed to be greater at the rear access on St. Ivians Drive during the morning peak, and greater on Lodge Avenue during the afternoon peak
- The expansion of the school is expected to generate a negligible increase in vehicular traffic, which is not considered to have an impact on the capacity or operation of junctions in the area
- On-street parking is available in the wider area and park and stride initiatives would reduce the impact of the School on the immediate area around the site
- Additional cycle and scooter parking is required at the site in order to meet the demand anticipated by the expansion. Additional demand may be required as a result of Travel Planning measures and further spaces should be provided through the Travel Plan. With the introduction of additional cycle and scooter parking, 'soft' mitigation measures, and management measures, it is considered that the proposed expansion would be acceptable in transport and highways terms

10.6 The Council Highways Department have raised no objections to the proposed development.

10.7 The Transport Statement demonstrates that the proposal would result in a negligible increase in traffic over and above the current situation. The proposal is not expected to cause any detrimental impact on the local highway network with additional parking demand mitigated by the provision of an extra parking places on-site assuming the approval of the sister application. It is considered that the relatively minor increase in traffic and demand for parking and the implementation of the mitigating measures to help manage this means that the proposal will not have a prejudicial impact on the road network and will be acceptable and in accordance with Policy DC33 and DC34.

11. **Trees and Ecological Issues**

11.1 While the proposal would result in the loss of a mature oak tree, the parallel application for an increase in the parking facilities by 4 spaces includes the planting of 4 new trees along the west side of the car park. During the site visit the case officer noted that the oak tree is not in particularly good condition and it is considered that the replacement of this tree and the two

diseased trees to the north of the car park with four healthy specimens would have a net beneficial effect on the local environment both visually and ecologically.

- 11.2 The ecological area of the school would be slightly reduced in size and the pond would be filled in and the area replanted. The application includes the creation of a nature trail around the perimeter of the ecological area. It is considered that the filling in of the pond would increase safety for the school children and the provision of the nature trail would considerably improve access to the area. It is considered that the benefits of these enhancements would adequately mitigate the slight loss area.

12. **Conclusion**

- 12.1 It is considered that the proposal would not harm the character of the school or the surrounding area, have a detrimental impact on the amenity of the occupants of neighbouring properties or result in unacceptable highway issues. The application complies with aims and objectives of Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document and is recommended for approval.

IMPLICATIONS AND RISKS

Financial Implications and risks:

None.

Legal Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development. The Council's interests as applicant are considered separately from the Council's role as a Local Planning Authority.

Human Resource Implications:

None.

Equalities and Social Inclusion Implications:

None.

BACKGROUND PAPERS

REGULATORY SERVICES COMMITTEE

REPORT

14 July 2016

Subject Heading:

P0746.16 – Crowlands Primary School, London Road, Romford – Proposed 4 metre high telescopic column with four security cameras located within the school grounds (received 28/4/16).

Lead Officer:

Helen Oakerbee -Planning Manager, Applications

Report Author and contact details:

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Ward

Brooklands

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	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

This matter is brought before committee as the application site is Council owned. The application seeks planning permission for a 4 metre high telescopic column with four security cameras located within the school grounds. Staff consider the application to be acceptable and recommend 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. 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.

3. Scheme for CCTV privacy masking - Prior to the commencement of the development hereby approved, a scheme for CCTV privacy masking that blanks out the windows and doors on the rear elevations of neighbouring dwellings and their rear gardens at No.'s 1-27 Lonsdale Avenue shall be submitted to and approved in writing by the Local Planning Authority. The scheme for CCTV privacy masking shall be implemented in accordance with the agreed details and permanently retained and maintained thereafter.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of a scheme for CCTV privacy masking. Submission of this scheme prior to the commencement of the development hereby approved will prevent undue overlooking and safeguard the amenities of adjacent neighbouring properties and their rear gardens and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

INFORMATIVES

1. 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.
2. 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.

REPORT DETAIL

1. **Site Description:**

- 1.1 The application site comprises of Crowlands Primary School, London Road, Romford. There are two storey semi-detached residential dwellings to the south and west of the site in Lonsdale Avenue. There is a three storey block of flats located on the junction of London Road and Lonsdale Avenue. There is The Crown Public House and a supermarket with residential accommodation above, which adjoins a block of flats located to the north of Crowlands Primary school.

2. **Description of development:**

- 2.1 The application seeks permission for a 4 metre high telescopic column with four security cameras located in the south west corner of the school grounds. The column would be sited approximately 8 metres north of the rear garden of No. 1 Lonsdale Avenue.
- 2.2 There have been a number of incidents within the car park area and it is therefore considered necessary to introduce cameras to improve security within the school grounds and create a safe environment for children and users of the school building and grounds. The agent has advised that careful consideration has been given to devise a solution to the practical requirements of installing security cameras in a location that work from an operational perspective whilst minimising the visual impact on the site and adjoining residents. The cameras would fulfil the operational requirements and provide easy access to the source of power, which is located in the south western corner of the main school building. The electronic cables would be buried underground.

3. **Relevant History:**

- 3.1 P0743.16 - Demolish existing timber framed storage unit. Proposed painted flat roof metal storage container – Approved.

P0963.14 - Install a Multi-Use Games Area, wooden play structures, a library bus and additional soft landscaping in the grounds of Crowlands Primary School – Approved.

P1562.13 - Detached single storey flat building, consisting of dining room, kitchen, office, toilet and store – Approved.

P2432.07 - New canopy outside reception classrooms – Approved.

4. **Consultations/Representations:**

- 4.1 The occupiers of 61 neighbouring properties were notified of this proposal. One letter of objection was received with the following comments:
– Installing these security cameras could infringe the privacy for the residents and their gardens that back onto the school. This objection is addressed at paragraph 6.4.2 of the report below.
- 4.2 The Highway Authority has no objection to the proposal.

5. **Relevant policies:**

- 5.1 Policies CP17 (Design), DC29 (Educational Premises) and DC61 (Urban Design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents are material planning considerations. In addition, Policies 3.18 (Educational facilities) and 7.4 (Local character) of the London Plan and Chapters 7 (Requiring good design) and 8 (Promoting healthy communities) of the National Planning Policy Framework are relevant.

6. **Staff Comments**

- 6.1 This proposal is put before the Committee owing to the land being Council owned with an objection being received. 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.

6.2 **Principle of Development**

- 6.2.1 The proposal is for a 4 metre high telescopic column with four security cameras located within the school grounds. The proposal is acceptable in principle and complies with LDF Policy DC29.

6.3 Design and Visual Impact

6.3.1 It is considered that a 4 metre high telescopic column with four security cameras would not adversely affect the streetscene, as they would be set in approximately 19 metres from London Road. The trees located in the rear garden of No. 1 Lonsdale Avenue, within the school grounds and adjacent to the pavement in London Road would provide further screening during the summer months. Also, the column would be partly screened by the vehicles in the car park and the metal railings on the perimeter of the application site.

6.4 Impact on amenity

6.4.1 It is considered that a 4 metre high telescopic column with four security cameras would not be harmful to residential amenity, as it would be sited approximately 8 metres north of the rear garden of the nearest residential dwelling No. 1 Lonsdale Avenue, which would help to mitigate its impact. The column would be partly screened by the vehicles in the car park and the metal railings on the perimeter of the application site. The trees located in the rear garden of No. 1 Lonsdale Avenue, within the school grounds and adjacent to the pavement in London Road would provide further screening during the summer months.

6.4.2 A condition will be placed requiring a scheme for CCTV privacy masking that blanks out the windows and doors on the rear elevations of neighbouring dwellings and their rear gardens at No.'s 1-27 Lonsdale Avenue to prevent any undue overlooking and safeguard the amenity of neighbouring occupiers.

6.4.3 Taking all the above factors into account, combined with the provision of the above condition, Staff consider that a 4 metre high telescopic column with four security cameras would not result in material harm to neighbouring amenity and is therefore considered acceptable in accordance Policy DC61.

7.5 Highway/parking issues

7.5.1 The column would not affect the existing layout of the car parking spaces. As such, it is considered that the proposal would not create any highway or parking issues. The Highway Authority has no objection to the proposal.

8. Conclusion

8.1 Staff are of the view that a 4 metre high telescopic column with four security cameras located within the school grounds would be acceptable, would not adversely impact on the streetscene or result in a significant loss of amenity to neighbouring occupiers. It is considered that the proposal would not create any highway or parking issues. 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

Application forms and plans received 28/04/2016.

REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P1692.15 - Land Rear of 2a Sowrey Avenue, Rainham

Variation of Condition 6 of P0198.15 - to create a room at first floor level. (Received 16/11/15 and amended plans received on 04/01/15)

Ward:

Elm Park

Lead Officer:

Simon Thelwell
Planning Manager

Report Author and contact details:

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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

This application was originally approved for the erection of 1 No. two-bed bungalow. The current proposal relates to the variation of Condition 6 of P0198.15 in order to create a room within the loft area. The proposal also includes a slight increase in the ridge height and the addition of 2 no. rooflights.

The application is recommended for approval subject to conditions and the applicant entering into Deed of Variation.

RECOMMENDATIONS

That the proposal is unacceptable as it stands 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 11 June 2015 in respect of planning permission P0198.15 by varying the definition of Planning Permission which shall mean either planning permission P0198.15 as originally granted or planning permission P1692.15.

Save for the variation set out above and necessary consequential amendments the Section 106 agreement dated 11 June 2015 and all recitals, terms, covenants and obligations in the said Section 106 agreement dated 11 June 2015 will remain unchanged.

The applicant would also be required to pay the Council's reasonable legal costs in association with the preparation of a Deed of Variation, prior to completion of the deed, irrespective of whether the deed is completed.

That the Head of Regulatory Services be authorised that upon the completion of the Deed of Variation 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 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 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.

3. Parking Provision

Before the building(s) 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 and 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 that the development accords with the Development Control Policies Development Plan Document Policy DC33.

4. External Materials

Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the 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: Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of a written specification 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.

5. 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.

6. Boundary treatment

Prior to the commencement of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

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, prevent undue overlooking of adjoining property and ensure that the development accords with 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) (England) Order 2015, no extensions, roof extensions, roof alterations or outbuildings, aside from outbuildings less than 10 cubic metres, 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. Wheel Washing

No works shall take place in relation to any of the development hereby approved until wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works is provided on site in accordance with details previously 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.

The submitted scheme will provide the following details:

- 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, including their 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 washed 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.

g) A description of how any material tracked into the public highway will be removed.

Should material be deposited in the public highway, then all operations at the site shall cease until such time as the material has been removed in accordance with the approved details.

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.

9. 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.

10. 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.

11. 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.

12. Construction Methodology

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 DC61.11.

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: 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. 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 £2,080 (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. 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 site was formerly occupied by the Welcome Hand Public House and was subsequently developed into residential units. The subject site is situated to the rear of this development and in particular 2A Sowrey Avenue

with access from Park Mews. The site measures approximately 220 square metres and is surrounded by residential properties.

2. Description of Proposal

- 2.1 The Section 73 application is for a minor material amendment to consent P0198.15 dated 12 June 2015 to allow loft accommodation, a slight increase in the roof height from 5.45m to 6m and the addition of 2 no. roof lights to the southern roof slope. The roof of the front projection has changed from a gable ended design to a hipped design.
- 2.2 The roof lights would measure 0.65m in height and 0.8m in width and will be situated in excess of 1.7m in height from finished floor level. The additional space created would be used for a bedroom.

3. Relevant History

- 3.1 P0198.15 - Erection of a new 2 bedroom bungalow. – Approved with agreement

4. Consultations/Representations

- 4.1 Neighbour notification letters were sent to 37 properties and 1 letter of objection was received which states that the applicant has no rights to use the existing access road. The use of the existing access road is not a material planning consideration and is an issue that needs to be resolved between the applicant and the owner of the access road.
- 4.2 The Highways Authority and Environmental Health has raised no objection to the proposal.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP8 (Community Needs), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites), DC32 (The Road Network) DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), 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, and the 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), , 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), 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 only external changes to the previously approved scheme would be the addition of roof lights to the rear elevation, a slight increase in the roof height from 5.45m to 6m and a hipped roof design to the front projection. The changes proposed are minor and not are considered to have a harmful visual impact on the surrounding area.

- 6.2 Staff do not consider the proposal to result in an unacceptable impact on neighbouring amenity as the proposed roof lights would be situated in excess of 1.7m above finished floor level.

- 6.3 The proposal would provide a residential unit with a floor area of 78m² which would meet the minimum standard identified by London Plan Policy 3.5 as per the proposed number of rooms and number of occupants they are intended to serve.

- 6.2 All other aspects have been previously determined as acceptable and would not be impacted by the proposed revisions.

6.4 Mayoral Community Infrastructure Levy

- 6.4.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 104m² which equates to a Mayoral CIL payment of £2080.

6.5 Infrastructure Impact of Development

- 6.5.1 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.

- 6.5.2 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.

- 6.5.3 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.
- 6.5.4 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.
- 6.5.5 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.
- 6.5.6 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.
- 6.5.7 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.
- 6.5.8 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 £6,000 for educational purposes would be appropriate. The described Deed of Variation of the previously signed legal agreement would secure payment of these monies.

7. Conclusion

- 7.1 In conclusion, the proposed changes to condition 6, as stated earlier in this report, in order to provide loft accommodation is considered to be acceptable. It is recommended that planning permission be granted, subject to the completion of the Deed of Variation.

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.

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 16/11/15 and amended plans received on 04/01/16.

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REGULATORY SERVICES COMMITTEE

14 July 2016

REPORT

Subject Heading:

P0596.16 - Plot 6, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for industrial/commercial
floorspace (B1a/b/c, B2, B8 use classes)
with associated car parking and
landscaping

P0594.16 - Plot 8, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for industrial/commercial
floorspace (B1a/b/c, B2, B8 use classes)
with associated car parking and
landscaping

P0590.16 – Plots 10 & 11, Beam Reach 5
Business Park, Consul Avenue, Rainham
Full application for commercial floorspace
(B1c, B2, B8 use classes) with associated
car parking and landscaping
(All applications received 15th April 2016)

Ward:

South Hornchurch

Lead Officer:

Simon Thelwell, Planning Manager –
Projects and Regulation

Report Author and contact details:

Tom McCarthy
Minerals & Projects Planning Officer
tom.mccarthy@havering.gov.uk
01708 431883

Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework
Planning Policy Practice Guidance

Financial summary:

Not relevant

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

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

SUMMARY

The Local Planning Authority is in receipt of three full planning applications for industrial, commercial development at various plots within the Beam Reach 5 Business Park, Rainham. The plots to which these applications relate already benefit from planning permission for industrial, commercial development however these applications, if planning permission is granted, would supersede that already permitted and allow the plots to be developed on an individual basis.

The nature of the current proposals do not fundamentally differ from the extant planning permission for the site - in so much that no change is proposed to the use of the buildings. However, amendments are sought to the site layout, unit sizes, building configuration and design to better reflect market demand.

Staff are minded that this area has been vacant for many years and accordingly, in context of aspirations for the area, are keen to see the area developed. The London Riverside Area is a major opportunity area for the Borough and in view of planned residential development nearby it is considered that realising Bean Reach Business Park will be pivotal in establishing a sense of community.

In context that the principle of an industrial/employment area in this locality is firmly supported in the Core Strategy, it is considered that the Local Planning Authority should be supportive of applications which seek to help realise this aspiration. With regard to this, it is considered that these applications have looked more robustly at the market and put forward a development which should seek to better support local opportunities and innovation. The development proposed is considered of a high quality and it is considered that the design rationale and material palette would be conducive to the principles of sustainable development. With additional provisions, such as the management suite, it is considered that this development represents an improvement on the extant planning permission. Accordingly, subject to conditions and an appropriate legal agreement it is considered that the development complies with the stipulations of the Core Strategy and London Plan.

RECOMMENDATIONS

That the proposals are unacceptable as they stand but would be acceptable subject to the applicant entering, in relation to the three applications, into a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the following:

- A £200,000 financial contribution towards Beam Park Station;
- A £20,000 financial contribution towards local environment improvements;
- A review of on-site parking provision, within 12 months of occupation of each plot, together with amended site plans to account for any identified over-provision;
- A review of the signalling arrangements at the junction on Marsh Way;
- Reservation of the access point/strip of land from Consul Avenue to Manor Way for future public access and a restriction on future development proposals blocking this land; and
- A local employment, skills and supply-chain opportunities framework or a commuted sum, agreed with the Local Planning Authority, to provide alternative local employment initiatives if the applicant is unable to provide an appropriate level of opportunities on-site.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums shall 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 to pay the Council's reasonable legal costs associated with the legal agreement, prior to the completion of the agreement, irrespective of whether the agreement is completed; and
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

Subject to no direction to the contrary from the Mayor for London (under the Town and Country Planning (Mayor of London) Order 2008) it is therefore recommended 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 permissions subject to the conditions covering:

Application ref: P0596.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:

- a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

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. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the 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 policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials in accordance with those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 27/05/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plot 6 – External Lighting Lux Levels', drawing no. 2330-EX-004, dated Feb 2016. No external lighting other than shown on the aforementioned shall be

installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plot 6 – External PV Layout', drawing no. 2330-SK-002, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled 'Proposed Drainage Strategy', drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development 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 provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled 'Plot 6 – Innovative Village Site Layout Plan', drawing no. PL 102 (Rev E), dated 24/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in writing. The development shall be implemented in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing.

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 Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

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

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by 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 property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55 and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

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

19. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;

- c) a piling method statement (detailing the depth and type of piling proposed)
- d) siting and design of temporary buildings; and
- e) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

20. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations 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 shall 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; and

- f) A description of any contingency plan to be used in the event of a breakdown of the wheel washing arrangements or evidence that approved practices are failing.

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 and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

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. 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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this 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.

The developer 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.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.

5. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
6. 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.
7. 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.

Application ref: P0594.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:
 - a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

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. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the 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 policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or

any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials to match those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 20/06/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plot 8 – External Lighting Lux Levels', drawing no. 2330-EX-002, dated Feb 2016. No external lighting other than shown on the aforementioned shall be installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plot 8 – External PV Layout', drawing no. 2330-SK-003, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled ‘Proposed Drainage Strategy’, drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development 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 provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled ‘Plot 8 – Innovative Village Site Layout Plan’, drawing no. PL 002 (Rev E), dated 24/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in writing. The development shall be implemented in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community

safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing. 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 Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

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

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by 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 property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55

and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

18. Electromagnetic Compatibility (EMC) – No development shall take place until an assessment of electromagnetic compatibility to show that the design of the development is compatible with EMC regulations has been submitted to and approved in writing by the Local Planning Authority, in consultation with HS1. The development shall be implemented in accordance with the details approved.

Reason: Insufficient information has been supplied with the application to assess if the development would give rise to concerns with regard to EMC emissions. EMC emission which are not compliant with the regulation could cause disturbance to HS1 equipment and accordingly due assessment is required to ensure that no such risk exists.

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

20. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) details of the proposed type of plant and equipment likely to be utilised during construction;
- c) storage of plant and materials;
- d) a piling method statement (detailing the depth and type of piling proposed);
- e) details of the design of the foundations and other works proposed below existing ground level including the proposed depth of excavations;
- f) siting and design of temporary buildings; and
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with polices CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

22. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations 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 shall 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; and
- f) A description of any contingency plan to be used in the event of a breakdown of the wheel washing arrangements or evidence that approved practices are failing.

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 and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

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. 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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this 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.

The developer 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.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. As the site is located adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the applicant contacts assetprotectionanglia@networkrail.co.uk before any works are carried out to ensure that the aforementioned infrastructure is not affected by the development.
5. The developer shall enter into discussions with HS1 and their Engineer, Network Rail (High Speed), before any works are carried out on-site. The applicant is reminded that HS1 has a right of access to a 5m maintenance strip along the HS1 fence line.

6. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.
7. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
8. 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.
9. 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.

Application ref: P0596.16

1. Time Limit/Commencement – The development to which this permission relates must be commenced no later than three years from the date of this permission. In this regard:
 - a) Written notification of the date commencement shall be sent to the Local Planning Authority within seven days of such commencement.

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. Compliance with Submitted Details – The development hereby permitted shall be carried out in complete accordance with plans, particulars and specifications submitted and hereby approved (as per page one of the 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 policy DC61 of the LDF Development Control Policies Development Plan Document.

3. Restriction of Use - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the development shall only be occupied by B1, B2 and B8 uses, as detailed within the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: The application has been assessed in context of these suggested uses and in view that this is a strategic industrial designation it is considered appropriate to restrict the permitted uses as such. This restriction is furthermore to comply with policies CP3 and DC9 of the Development Control Policies Development Plan Document. Applications for alternative uses would be considered on their individual merits.

4. Materials - The development hereby permitted shall be constructed in materials to match those detailed in section 5.7 of the submitted Design and Access Statement, dated April and referenced on the approved plans referred in condition 2 of this decision notice. The development shall be constructed as approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

5. Signs, Logos and Advertisements – Prior to occupation of the development hereby permitted a design code for signs, logos and adverts shall be submitted to the Local Planning Authority for approval in writing. The scheme shall outline the size, design and materiality of all signs, logos and adverts proposed to be installed together with details of maximum font size and any stipulations with regard to type face. The development shall be constructed in accordance with the details approved.

Reason: To safeguard the appearance of the development and the character of the immediate area and in order that the development accords with policies CP17, DC61 and DC62 of the Development Control Policies Development Plan Document; and policies 2.13, 7.2, 7.4, 7.5 and 7.6 of the London Plan.

6. Ecological Mitigation and Management – The development hereby permitted shall be undertaken in accordance with the mitigation and management measures outlined within the submitted Ecological Mitigation and Management Plan, dated 20/06/2016.

Reason: The application has the potential to impact on ecological value and nearby areas designated of local ecological interest. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this application will seek to ensure compliance with policies CP16, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.19 and 7.21 of the London Plan.

7. Landscape Management – The development hereby permitted shall be undertaken in accordance with the submitted Landscape Management Plan, dated 20/06/2016.

Reason: The submitted landscape management plan outlines a number of mitigation measures to ensure that the proposed landscape scheme for the site establishes and that any trees planted which become diseased or dies within a period of five years are duly replaced. Compliance with the aforementioned plan is to ensure that the development accords with policies CP15, CP16, CP17, DC58, DC59, DC60 and DC61 of the Development Control Policies Development Plan Document; and policies 7.4, 7.5, 7.19 and 7.21 of the London Plan.

8. Air Quality – The development hereby permitted shall be undertaken in accordance with the mitigation measures outlined in the submitted Air Quality Assessment, dated April 2016.

Reason: The submitted air quality assessment outlines a number of mitigation measures which seek to ensure that the development does not result in significant air quality impacts. Ensuring that the potential impacts are suitably mitigated and managed in accordance with the details suggested as part of this will seek to ensure compliance with policies CP15, DC52 and DC61 of the Development Control Policies Development Plan Document; and policy 7.14 of the London Plan.

9. External Lighting – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted External LED Lighting Assessment Report, dated 16/03/2016, inclusive of drawing titled 'Site Plan – Plots 10 & 11 – External Lighting Lux Levels', drawing no. 2330-EX-003, dated Feb 2016. No external lighting other than shown on the aforementioned shall be installed on site without the prior written approval of the Local Planning Authority.

Reason: This application has been assessed on the basis of a submitted external lighting arrangement. The lighting proposed to be installed is considered to comply with policies CP15, CP16, CP17, DC49, DC50, DC56, DC58, DC59, DC61 and DC63 of the Development Control Policies Development Plan Document; and policies 5.3, 5.7, 7.4, 7.5, 7.6, 7.13 and 7.19 of the London Plan. Any deviation to the submitted details could adversely impact on nearby amenity and accordingly this restrictive condition is to prevent any undue impact.

10. Energy Efficiency and Sustainability – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Energy Strategy (Rev 2), dated 17/06/2016, inclusive of the details of the proposed location of the solar panels as shown on drawing titled 'Site Plan – Plots 10 & 11 – External PV Layout', drawing no. 2330-SK-001, dated Feb 2016.

Reason: In the interests of sustainable development, achieving aspirations for a reduction in carbon dioxide emissions and to ensure that the development accords with policies CP15, CP17, DC49, DC50, DC52 and DC61 of the Development Control Policies Development Plan Document and policies 5.2, 5.3, 5.7 and 7.14 of the London Plan.

11. Drainage Strategy – The development hereby permitted shall be undertaken in accordance with the details outlined in the submitted Flood Risk Assessment and Drainage Strategy, dated April 2016, inclusive of the proposed drainage strategy as shown on drawing titled ‘Proposed Drainage Strategy’, drawing no. 112635/0009, dated 18/03/2016.

Reason: In the interests of ensuring that foul and surface water is effectively managed, that underground storage water capacity is created and that the development does not give rise to additional flood risk in the locality. To furthermore comply with policies CP15, DC48, DC49, DC51, DC58, DC59 and DC61 of the Development Control Policies Development Plan Document and policies 5.3, 5.12, 5.13, 5.14, 7.13 and 7.19 of the London Plan.

12. Car Parking Provision – Before the development 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 provision of car parking together with the allocation of Blue Badge spaces and Electric Vehicle Charging Points shall comply with that detailed on drawing titled ‘Site Layout Plan – Plot 10 & 11’, drawing no. 30849-PL-132H (Rev H), dated 23/06/2016.

Reason: To ensure that car parking accommodation is made permanently available, in the interest of highway safety, and that the development accords with policies DC33 of the Development Control Policies Development Plan Document and policy 6.13 and table 6.2 of the London Plan.

13. Cycle Parking - Before the development hereby permitted is first occupied, a plan showing provision of cycle parking and facilities for cyclists to use shall be submitted to the Local Planning Authority for approval in writing. The cycle parking provision shall accord with the maximum standards outlined within table 6.3 of the London Plan and comply with the stipulations of policy 6.9 in terms of design. Thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that cycle parking accommodation is made permanently available within the development and that the development accords with policy DC35 of the Development Control Policies Development Plan Document and policy 6.9 of the London Plan.

14. Secure by Design – No development shall take place until a scheme/details of how principles and practices of the Secured by Design award scheme are proposed to be adopted within the development. The scheme shall include, but not be limited to, details on proposed boundary treatments and site security measures and shall be submitted to the Local Planning Authority for approval in

writing. The development shall be implemented in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to determine whether the proposals meet Secured by Design standards. Submission of such details is in the interest of crime prevention and community safety and guidance contained in policies CP17, DC49, DC61 and DC63 of the Development Control Policies Development Plan Document and policies 5.3, 7.3, 7.4, 7.5 and 7.13 of the London Plan.

15. Travel Plan - The development hereby permitted shall be undertaken in accordance with the Framework Travel Plan submitted with this application, dated June 2016. The travel plan shall be monitored and updated, as per that detailed in section 8.0, in discussion with the Highway Authority and Transport for London.

Reason: The applicant as part of this application has submitted a Framework Travel Plan which includes a number of initiatives and mitigation measures to ease the potential impact on highway safety and efficiency. Ensuring that the applicant promotes, monitors and updates the travel plan, throughout the life of the development, will seek to ensure the development accords with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

16. Land Contamination – The development hereby permitted shall be undertaken in accordance with the submitted Geo-Environmental Interpretative Report, dated 20/05/16; and Remediation Method Statement, dated 20/05/16. Following completion of the measures identified in the aforementioned method statement, a 'Validation Report' that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be produced and submitted to the Local Planning Authority for approval in writing. 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 Local Planning Authority detailing how this unsuspected contamination shall be dealt with.

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

17. Noise Levels – No development shall take place until a scheme for new plant or machinery has been submitted to and approved in writing by 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 property shall not exceed LA90 - 10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the actual noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation of the development will prevent noise nuisance to adjoining properties in accordance with policies CP15, DC55 and DC61 of the Development Control Policies Development Plan Document and policy 7.15 of the London Plan.

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

19. Delivery & Service Plan (Construction Methodology) – No development shall take place until a delivery and service plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to effectively manage the impact of vehicles accessing the development site and should follow TfL's best practice guidance and endeavour to ensure deliveries are carried out outside of peak hours. The plan shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) a piling method statement (detailing the depth and type of piling proposed)
- d) siting and design of temporary buildings; and
- e) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency, nearby amenity, ecology and to comply with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

20. Construction Logistics Plan - No development shall take place until a construction logistics plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall aim to identify the cumulative impacts of construction traffic in the area and demonstrate how construction vehicle movements would be optimised to avoid

the am and pm traffic peaks and reduce highway impact on the TLRN. The plan shall be implemented as approved.

Reason: In the interests of highway safety and efficiency and to comply with policies CP10, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

21. Vehicle Cleansing - Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during operations 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 shall 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; and
- f) A description of any contingency plan to be used in the event of a breakdown of the wheel washing arrangements or evidence that approved practices are failing.

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 and to comply with policies CP10, CP15, DC32 and DC61 of the Development Control Policies Development Plan Document and policies 2.8, 6.1, 6.3, 6.11, 6.12 and 7.4 of the London Plan.

Informative(s)

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. 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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this 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.

The developer 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.

3. Due to the presence of National Grid apparatus in proximity to the application site, the applicant is advised to contact National Grid before any works are carried out to ensure that the aforementioned apparatus is not affected by the development.
4. In aiming to satisfy the secure by design condition of this permission, the applicant should seek the advice of the Police's Designing Out Crime advice service. This service is available free of charge and officers can be contacted on 02082173813 or at docomailbox.ne@met.police.uk.
5. It would be expected that any applications submitted for advertisement consent would follow principles established by the design code for signs and logos, required to be submitted and approved in writing by the Local Planning Authority prior to occupation of the development, pursuant to condition 5 of this decision.
6. 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.

7. 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.

REPORT DETAIL

1.1 Site Description

- 1.1 The application sites are located in the south of the Borough, west of Rainham. The area forms part of the former Ford car plant, which ceased operation around 1995 and sits within a designated Strategic Industrial Location (Beam Reach Business Park).
- 1.2 In terms of the area, the Business Park is bordered to the east by the Marsh Way flyover, to the north of the A13 and to the south of the London to Southend railway line. The area, given the designation within the Council's LDF Proposals Map, is characterised by large warehouse style buildings and industrial and employment uses.
- 1.3 The site is not located within a conservation area and is not listed (or curtilage listed). There are no national ecological designations of note within the immediate vicinity, although the wetlands in-between plots 8 and plots 10-11 are designed as a Borough level site of nature conservation. For reference, the nearest national ecological designations to the site are Ingrebourne Marshes SSSI which is approximately 850m east of the site and the Inner Thames Marshes SSSI which is approximately 900m south-east of the site.
- 1.4 Part of the application site is located within flood zone 3; the site is furthermore noted as being potentially contaminated; and is locally designed as part of an Archaeological Priority Zone.

2.0 Background

- 2.1 In 2011 a hybrid planning permission was granted (ref: U0007.10) by the London Thames Gateway Development Corporation for the development of plots 1, 2, 3, 4, 5 and 9 (full details) and plots 6, 8, 10, 11 and 12 (outline) for:
- Full planning permission for a Refrigerated Distribution Centre (Use Class B8) and ancillary accommodation (42,000 sqm), associated Vehicle Maintenance Unit (1,382 sqm), Distribution Centre Processing Facility (10,635 sqm), associated hard standing areas, HGV circulation and parking areas, access road, 547 car parking spaces (including disabled parking), car charging and car sharing space, cycle and motorcycle parking space, fuel island, vehicle wash, generators and landscaping.
 - Outline application, with matters relating to appearance and landscaping reserved, for the erection of four buildings each to be for either light

industrial (Use Class B1(c)), general industrial (Use Class B2) or, storage and distribution (Use Class B8) units; 299 car parking spaces associated HGV circulation and parking areas and access roads.

- 2.2 Reserved matters pursuant to the above were approved by the Local Planning Authority in 2016 (ref: P1887.15) and accordingly the outline aspect of the development can now be built out as approved – noting the obligations of the legal agreement attached to this permission discussed in greater detail later in this report.
- 2.3 These applications submitted (refs: P0596.16, P0594.16 and P0599.16) cover specific plots/areas of the Beam Reach Business Park which are covered by aforementioned. Should planning permission be granted, these applications would therefore provide an additional and alternative scheme which could be developed.

3.0 Description of Proposal

- 3.1 The applicant has recently been selected as the Greater London Authority's partner for the development of the East+ portfolio, which consists of 86 acres of industrial land in the London Riverside Opportunity Area. The four plots which are covered by these three applications are the first to come forward as part of the partnership.

Application ref: P0596.16

- 3.2 Plot 6 has a site area of 0.78ha and is located to the west of Beam Reach, to the north-east of the Marsh Way roundabout. The plot it is proposed that this plot would be developed to provide 16 units across five separate blocks. The total floorspace to be created would be approximately 4,120m² (GEA) with four different unit sizes being proposed together with a marketing suite. The units would range between 93m² and 317m² and it is anticipated would offer accommodation for a range of medium sized businesses. Uses proposed include B1a/b/c, B2 and B8.
- 3.3 The marketing suite, proposed at plot 6, would be located on the top of block 1, to the south of the plot. This would be approximately 400m² and would contain a management suite for marketing and innovation across plots 6 and 8. It would contain shared office/meeting space for occupiers together with a central reception area for occupiers to use.
- 3.4 The applicant has sought to create a modern, high quality development on this plot, using crisp edge detailing, solid cladding, robust and engineered materials and glazing. The front elevation of each unit is proposed to be framed by profiled silver aluminium wrapping (around loading doors and pedestrian access). Access points to the site would be recessed back from the main frontage in dark grey colours to help break up the overall scale of the development, add contrast and architectural interest, and a layer of translucent polycarbonate is proposed above the loading door to further break-up the silver cladding and add a sense of rhythm to the units across the plot. The units are

proposed with pitched roofs, with the exception of block 1 to which the marketing suite would sit, 8.65m to ridge.

- 3.5 The marketing suite, which as previously suggested, would be located above proposed block 1, would be clad in light silver in contrast to the darker grey cladding on the below block. The suite would protrude over the block beneath and with the use of a high quantity of glazing it is considered that this suite will create a focal point and sense of place. The marketing suite would have a flat roof 14.25m to ridge.
- 3.6 Car parking for up to 50 cars; and 16 vans is proposed as part of the development of this plot. In addition to this four motorcycle spaces and 18 cycle spaces are proposed. The provision of car parking spaces incorporates 10 active electric charging spaces; five passive electric charging spaces; 5% disabled parking; and 5% enlarged parking spaces.
- 3.7 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 68 jobs.

Application ref: P0594.16

- 3.8 Plot 8 has a site area of 0.67ha and it is proposed that this plot would be developed to provide 26 units across two separate blocks. The total floorspace to be created would be approximately 1,902m² (GEA) with four different unit sizes being proposed. The units would range between 46m² and 124m² and it is anticipated would offer accommodation for a range of start-up and small businesses. Uses proposed include B1a/b/c, B2 and B8.
- 3.9 The design rationale for plot 8 follows the principles outlined for plot 6, with the units proposed primarily to be clad in silver with darker grey cladding proposed around main access points to add architectural interest. The middle block of units (18 units) is proposed with a pitched roof, 7.2m to ridge, and the linear block (8 units) is proposed with a lean-to style roof, 7.7m to ridge. Car parking for up to 49 cars; and 26 vans is proposed as part of the development of this plot. In addition to this are four motorcycle spaces and 12 cycle spaces. The provision of car parking spaces incorporates 10 active electric charging spaces; five passive electric charging spaces; 5% disabled parking; and 5% enlarged parking spaces.
- 3.10 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 31 jobs.

Application ref: P0599.16

- 3.11 Plots 10 & 11 have a site area of 4.9ha and it is proposed that these plots would be developed to provide five units, totalling 17,481m² (GEA). The units would range between 1,603m² and 6,556m² and it is anticipated would offer

accommodation for a range of medium to large businesses. Uses proposed include B1c, B2 and B8.

- 3.12 These plots form the key frontage to the site, when viewed from the A13. Accordingly, the applicant has sought to create high quality architectural elevations to this vista. The elevational treatment proposed is a combination of profiled horizontal and vertical metal cladding, flat cladding composite panels, translucent cladding panels and curtain walling. The units would have curved roofs, with units 1 and 2 having a roof ridge of 17m; and units 3, 4 and 5 having a roof ridge of 14m. Car parking for up to 165 cars; nine disabled spaces; 15 motorcycle spaces and 52 cycle spaces are proposed.
- 3.13 It is suggested that the development of this plot, on the basis of an average employment density for the suggested uses, would result in the creation of 306 jobs.
- 3.14 Access to the site, overall, and the plots would remain, principally, as existing. With regard to this vehicles would access the site via the roundabout on Marsh Way, onto Consul Avenue. Consul Avenue is a dual carriage road and would, as part of these applications, be upgraded to the standards already established to the Tesco distribution centre.

4.0 Relevant History

- 4.1 Application ref: U0007.10
Description: A hybrid application (part outline, part detailed) for the re-development of plots 1-5 and 9 (full details) and plots 6, 8, 10-12 (outline) of Beam Reach 5 Business Park
Decision: Approved with legal agreement (18/02/2011)
- Application ref: P1525.11
Description: Erection of VMU comprising 1875m² floorspace (GEA)
Decision: Approved with conditions (15/12/2011)
- Application ref: N0057.15
Description: Non material amendment to planning permission reference: U0007.10 seeking the removal of the projecting office pod to the north of Unit 2 (Plot 12) and a minor re-configuration of the car parking area of the same Unit
Decision: Approved (15/01/2016)
- Application ref: P1887.15
Description: Reserved matters application for appearance and landscaping in relation to commercial floorspace (B1c, B2, B8 use classes) for plots 8, 10, 11 & 12 pursuant to planning permission reference U0007.10
Decision: Approved with conditions (22/03/2016)

5.0 Consultations/Representations

5.1 65 properties were directly notified of this application. The application was also advertised by way of site notice and press advert. No letters of public representation have been received.

5.2 Consultation has also undertaken with the following:

Anglian Water - No comments received.

Environment Agency - No objection. Although these sites are located within flood zone 3, they are protected to a very high standard by the Thames tidal flood defence, up to a 1 in 1000 (0.1%) chance in any year event, but our flood modelling shows that the site is at risk if there was to be a breach in defences or if they were overtopped. Finished floor levels are set at no lower than 2.5m AOD, which is above both the tidal breach flood level and no lower than 300mm above the 1 in 100 chance in any year including an allowance for climate change fluvial flood level.

Essex and Suffolk Water - No objection.

Greater London Authority – These sites are located within the Rainham Employment Area and a strategic industrial location and the applications seek to provide a new, modern, flexible industrial estate to support a range of start-up's and more traditional occupiers. The creation of 405 jobs is welcomed and in principle the proposals are supported. The proposed site layout and design will significantly improve the physical appearance of the site, although some clarification is requested on wider connectivity. As per comments from TfL, the car parking provision is in excess of London Plan policy and this needs to be assessed further in terms of impact on the A13. In order to ensure full compliance with the London Plan, the application is required to be reported back at stage 2. With regard to this, if the Council resolves to make a draft decision on the application, it must consult the Mayor again and allow him 14 days to decide whether to allow the decision to proceed unchanged, to direct refusal or take over determination of the application.

Highway Authority - No objection. The parking provision exceeds policy standards but it is considered that the over-provision is unlikely to have an adverse impact road network capacity. We are content that parking be taken on balance with other planning considerations.

Historic England – No objection.

HS1 Ltd (Application Ref: P0594.16 only) – No objection subject to conditions covering details of proposed engineering; the design and depth of foundations; a construction method statement; the storage of hazardous materials; and a range of other conditions and informatives to protect HS1 interests.

London Borough of Havering Economic Development – Staff support these applications and are pleased with the inclusion of an Innovation Village which it

is considered will increase provision for start-up and smaller business and also increase competition in this sector. The applicant has indicated a willingness to support local skills and employment and this should be secured through an appropriate incentive programme via legal agreement. It is considered that the outstanding contribution of £200,000 from the existing outline planning permission relating to Beam Park station should carry forward and request is also made that consideration be given to a larger contribution. It is considered that this site forms an important piece of the London Riverside area and accordingly it is furthermore suggested that a £20,000 contribution towards local environment improvements be secured by legal agreement.

London Borough of Havering Emergency Planning – Flood Risk Assessment outlines resilient measures to mitigate flood risk and risk to users of the premises including a safe access route. The SUDs scheme should be required to be implemented by way of condition.

London Borough of Havering Environmental Health - No objection subject to the imposition of a condition requiring the submission of a scheme for new plant and machinery to demonstrate achievement of an appropriate noise standard; and conditions relating to land contamination.

London Borough of Havering Lead Local Flood Authority - Drainage strategy is satisfactory.

London Fire Brigade - No objection.

London Riverside BID Ltd - No comments received.

Metropolitan Police (Designing Out Crime) - No objection subject to the imposition of a condition to ensure that a scheme of principles and practices relating to Secure by Design is submitted to and approved, in writing, by the local planning authority, prior to commencement of the development.

National Grid - Due to the presence of National Grid apparatus in proximity to the application area, the applicant should contact National Grid before any works are carried out to ensure that apparatus are not affected by the development.

Natural England - No objection.

Network Rail - No objection. The applicant must ensure that the proposal, both during construction and after completion, does not encroach onto Network Rail land; affect the safety, operation or integrity of the railway; undermine its support zone; damage infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; and/or cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future. As the site is adjacent to the operational railway, it is recommended that the applicant contacts Network Rail, in view of the above, before commencing any works on site.

Thames Water - No objection. It is the responsibility of the developer to make proper provision for drainage to ground, waters courses or a suitable sewer. Thames Water would advise that with regard to sewerage infrastructure capacity, the existing waste water infrastructure is not capable of accommodate the needs of this application.

Transport for London (TfL) – The level of car parking does not comply with the London Plan. It is accepted that there is a need for a certain level of parking to be provided however, given the already congested nature of the surrounding highway network, TfL would strongly recommend that the current level of parking is reduced. TfL welcomes that Blue Badge parking; cycle parking; and Electric Vehicle Charging Points have been provided in accordance with the standards detailed in the London Plan. It is however noted that the impact of the development is based on data which is considered out of date and it would have been interesting to see the modal share and trip generation impact assessed on more modern information and data. TfL nevertheless accepts, in this instance, that the information is robust enough to allow due assessment. It is recommended that the submission of a Travel Plan be secured by condition, with funding to monitor such Plans secured by s106, as appropriate.

6.0 Relevant Policies

- 6.1 LDF Core Strategy and Development Control Policies Development Plan Document: CP3 (Employment), CP9 (Reducing The Need To Travel), CP10 (Sustainable Transport), CP15 (Environmental Management), CP16 (Biodiversity and Geodiversity), CP17 (Design), DC9 (Strategic Industrial Locations), DC12 (Offices), DC13 (Access To Employment Opportunities), 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, Drainage and Quality), DC52 (Air Quality), DC53 (Contaminated Land), DC55 (Noise), DC56 (Light), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity In New Developments), DC60 (Trees and Woodland), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places), DC65 (Advertisements) and DC72 (Planning Obligations)

- 6.2 London Plan: 1.1 (Delivering The Strategic Vision And Objectives For London), 2.1 (London In Its Global, European and United Kingdom Context), 2.2 (London And The Wider Metropolitan Area), 2.3 (Growth Areas And Co-Ordination Corridors), 2.6 (Outer London: Vision and Strategy), 2.7 (Outer London: Economy), 2.8 (Outer London: Transport), 2.13 (Opportunity Areas And Intensification Areas), 2.14 (Areas For Regeneration), 2.17 (Strategic Industrial Locations), 4.1 (Developing London's Economy), 4.2 (Offices), 4.3 (Mixed Use Development and Offices), 4.4 (Managing Industrial Land And Premises), 5.2 (Minimising Carbon Dioxide Emissions), 5.3 (Sustainable Design and Construction), 5.7 (Renewable Energy), 5.12 (Flood Risk Management), 5.13 (Sustainable Drainage), 5.14 (Water Quality And Wastewater Infrastructure), 5.21 (Contaminated Land), 6.1 (Strategic Approach), 6.3 (Assessing Effects Of Development On Transport Capacity), 6.9 (Cycling), 6.10 (Walking), 6.11

(Smoothing Traffic Flow And Tackling Congestion), 6.12 (Road Network Capacity), 6.13 (Parking), 7.2 (An Inclusive Environment), 7.3 (Designing Out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture), 7.7 (Location and Design Of Tall And Large Buildings), 7.13 (Safety, Security and Resilience to Emergency), 7.14 (Improving Air Quality), 7.15 (Reducing And Managing Noise, Improving And Enhancing The Acoustic Environment And Promoting Appropriate Soundscapes), 7.19 (Biodiversity And Access To Nature), 7.21 (Trees And Woodlands), 8.2 (Planning Obligations) and 8.3 (Community Infrastructure Levy)

6.3 London Riverside Opportunity Area Planning Framework (2015)

6.4 National Planning Policy Framework and National Planning Practice Guidance

7.0 Mayoral CIL Implications

7.1 This development is CIL liable and, on the basis of floorspace proposed to be created, a CIL contribution of £73,940 would be required for plot 6 (application ref: P0596.16); £33,900 for plot 8 (application ref: P0594.16); and £330,580 for plots 10 and 11 (application ref: P0599.16).

8.0 Appraisal

Principle of Development

8.1 Policy CP3 of the Core Strategy and Development Control Policies Development Plan Document states that a range of employment sites will be available to meet the needs of business and provide local employment opportunities by:

- Ensuring sufficient land is allocated with Strategic Industrial Locations and Secondary Employment Areas and protecting this for business, industrial and some warehousing uses;
- In the Beam Reach Business Park, prioritising advanced manufacturing uses and other modern industries in the B1 (b) (c) and B2 use classes which provide a similar quality and intensity of employment;
- Focusing office development within Romford Town Centre and the district centres;
- Maximising the potential of creative industry in Hornchurch; and
- Seeking contributions towards the provision of employment training and support, and local employment access schemes.

8.2 This site forms part of a strategic industrial location. Policy DC9 of the Core Strategy states that planning permission will only be granted for B1 (b+c), B2 and B8 uses in the Rainham Employment Area, Harold Hill Industrial Estate and King George Close Estate Strategic Industrial Locations. The supporting text to this policy states that the Rainham Employment Area provides for the needs of all industrial businesses by offering a choice of small, medium and large premises and is considered to be a strategically and locally important area.

- 8.3 The intention/objective of Beam Reach Business Park, it is considered, has always been for an area for advanced manufacturing and other modern industries to support CEME nearby. Unfortunately, to date, the realisation of this has proved problematic. The Council's aspirations for this area nevertheless remain and whilst the lack of development to date is disappointing the Council are continuing to promote this area for such uses and not intending to re-allocate the land in the forthcoming new Local Plan for another type of development.
- 8.4 With regard to the above, this area, as alluded previously in this report, forms part of the London Riverside Opportunity Area. The Planning Framework for this area seeks to intensify and promote the employment areas as strategically important industrial locations, in view of planned residential development and the release of other industrial/employment land nearby. These applications involve a number of changes to the extant permission in terms of proposed site layout; and the size and range of units. In principle the applications however seek to support the realisation of a high quality strategic industrial area, supporting innovation. The proposed uses for the site it is considered comply with those which policies CP3 and DC9 and the London Riverside Opportunity Area seek to support. Accordingly, no principle land use objection is raised to these applications coming forward. A further assessment in terms of design; site layout; amenity; traffic and transportation; and other site specific constraints can nevertheless be found below.

Design, Layout and Landscaping

- 8.5 Policy DC61 details that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area. In respect of this, development must (only criteria relevant to this application have been detailed) harness the topographical and ecological character of the site; respond to distinctive local building forms and patterns; compliment or improve the amenity and character of the area; provide structure by utilising and protecting existing views; reinforce, define and embrace the street; create or enhance and clearly define public and private realms; and be durable, flexible and adaptable.
- 8.6 In principle, staff are content that the proposed site layouts follow the principles to which policy DC61 seek to establish. It is considered that these applications have sought to build on principles established within application refs: U0007.10 and P1887.15 however improve the overall site configuration to better reflect current market demands. The proposed mix of unit types and sizes it is considered would allow an individual business to effectively grow through the site therefore allow continuity in terms of business location. The individual site layout and design principles of individual plots is discussed in greater detail below however, overall, staff are content with the site layout and design rationale and consider that the principles suggested would give rise to a high quality development capable of achieving the intended objectives for Beam Reach Business Park.

Application ref: P0596.16

- 8.7 Plot 6 is located opposite the Newsfax building and is proposed to be accessed via two points from the western side of Consul Avenue, before the roundabout. The first access is proposed to serve the marketing suite and the second access is proposed to serve the units themselves.
- 8.8 This is the first plot which is visible from the access to the Business Park, from Manor Way, as a whole, and accordingly is where the applicant has proposed to site the marketing suite to support the development. This plot is proposed to be built out in five blocks, each providing between three and four units between 93m² and 317m² in size. The southern block of these is the block to which the marketing suite is proposed above.
- 8.9 The development across this plot is, in essence, a series of small-scale industrial terraces. To provide flexibility, in terms of use, it is proposed that the units would simply provide a clear internal space, of a height of 6.2m. This would allow a mezzanine level to be incorporate, if required, and/or a range of equipment and machinery. It is proposed that these units would be constructed from a range of cladding profiles, with the front elevation of each unit framed by profiled silver aluminium wrapping and translucent polycarbonate and flat micro-rib panels. These elements are proposed to be recessed back from the main frontage with the use of dark grey colours to help express certain elements and help break up the bulk of the aluminium cladding.
- 8.10 The marketing suite would reside on top of the southern block of units. The marketing suite is proposed with a more architectural value, given its elevated position, and strategic importance across the site. With regard to this, the marketing suite would, partially, overhang the block below and is proposed to be constructed in contrasting cladding and a high proportion of glazing. A coloured vertical lift core is proposed to be joined to the marketing suite by a small glazed link bridge which would create a focal point for the development. The staircase enclosure is proposed to be illuminated at night to express internal movement and the buildings industrial structural frame.
- 8.11 Staff acknowledge that this area is, as existing, lacking a sense of place and a landmark. Existing development that has occurred on the Beam Reach Business Park is considered typical in appearance for employment/industrial use. Whilst the development proposed on plot 6 has sought to ensure that the floorspace provides the necessarily space requirements to support industrial uses it is considered that the material palette and design of the development seeks to support a high quality development. The marketing suite is considered modest in terms of that which could have been proposed. However, staff support this approach. It is considered that the applicant has given great thought to the proposed site layout and how this site in particular will be pivotal in setting the perceived character and quality for the site as a whole. Staff accordingly, deem the development compliant with policy DC61.

Application ref: P0594.16

- 8.12 Plot 8 is located adjacent to the Newsfax building and is proposed to be accessed to the north of Consul Avenue, to the west of the roundabout. The site is proposed to be laid out with two blocks of development, one forming a central island to which the internal access road would loop around, and the second along the eastern boundary of the site.
- 8.13 The rationale for the development of this plot is to create an innovation village of small industrial units to suit the needs of a variety of start-up businesses. Units proposed to be created on this plot would be single storey, ranging in size from 46m² to 124m². To provide the flexibility required to support a range of uses the units are all proposed with a minimum clear internal height of 5m. The units are proposed to be mono-pitched in form (with the back to back units creating a portal profile). The proposed elevation treatment of each unit is similar to that proposed for plot 6 with the use of solid cladding, robust engineered materials and a range of cladding profiles.
- 8.14 Staff consider that this plot is likely to be one of the busier plots on the Business Park, given the number of individual units proposed to be created. It is considered that the proposed site layout has sought to re-create a typical industrial street-scene in which occupiers would form relationships with units adjacent. The provision of designated parking areas to the front of units will nevertheless seek to ensure that business can operate in isolation and do not impede adjacent uses or operations. Staff note that the development heights of buildings, on this plot, reflect the smaller scale of the units size. From a design perspective no principle objection is therefore raised and it is considered that the development would suitably fit in with the aspirations of the area and complement existing development, namely plot 7 and the Newsfax building.

Application ref: P0599.16

- 8.15 Plots 10 and 11 are located to the east of the Business Park and the existing Tesco distribution centre. These plots are proposed to be developed by five units, ranging in size. The plots would effectively be split in half by Consul Avenue which is proposed to continue to the boundary of the site where the access would be gated, fronting onto Manor Way. To the north of the road would be the smaller units (three in total), with two larger units proposed to the south. As Manor Way is un-adopted here with only limited access through the sewage treatment works, the applicant considers there is limited scope in opening this route up as a more formal right of way. The Mayor within the response provided by the Greater London Authority has sought further information on potential improvements to this but staff accept the position taken by the applicant. The site layout it is considered allows for this access point to be opened up in the future should circumstances change, once Beam Park Station is operational. However, it is considered that opening this access point now could give rise to anti-social behaviour, in context of the lack of activity on the land between this site and the sewage treatment works. In view of the potential connectivity with Beam Park Station it is nevertheless suggested that this provision of access could be safeguard from future development by way of

restriction secured via a legal obligation, should planning permission be granted. This would ensure that should a scheme come forward, in the future, to improve accessibility in the locality, this potential opportunity could be realised.

- 8.16 The five units proposed to be created would create in the order of 17,481m² floorspace (GEA). Unit 1 would comprise 5,347m² of floorspace, inclusive of 665m² office space. The service yard for the unit is located to the south of the building, adjacent to the A13, and would comprise four loading docks and two level doors. Unit 2 would comprise 6,556m² of floorspace, inclusive of 818m² of office space. Similarly to unit 1, the service yard is proposed to the south of the building and would comprise five loading docks and two level doors. Both units 1 and 2 are proposed with curved roofs, to a maximum roof ridge of 17m. Unit 3, 4 and 5 which are proposed to the north of Consul Avenue would provide 2,234m² (unit 3); 1,603m²; and 1,741m² floorspace (GEA). These units are proposed with curved roofs to a maximum roof ridge of 14m. The units are proposed with separate parking and service yards, although would share an access point off Consul Avenue.
- 8.17 Units 1 and 2 represent the largest across the site and accordingly, it is considered have the greatest potential to appear as more warehouse style development. To overcome this, and seek to ensure a high quality design approach the applicant has sought to mirror the design rationale from plots 6 and 8 were possible. With regard to this profiled horizontal and vertical metal cladding, flat composite cladding and translucent cladding panels are proposed. Through the use of this range of materiality the applicant has sought to break up the bulk of the development and the extent of cladding. By positioning the office elements of the units fronting onto Consul Avenue the applicant has furthermore sought to create street-scene interest and ensure that servicing areas are largely kept clear from pedestrian areas. The office elements are proposed with a high proportion of glazing, to reflect the design of the marketing suite, and to further distinguish the development from a typical industrial area. The barrel vault roof system proposed, it is considered, supports this and furthermore pays homage to the architectural design and curved articulation of the CEME building.
- 8.18 Staff consider that from a design perspective, larger industrial units are generally more difficult to design to a high standard. Principally most industrial units simply require warehouse style development and accordingly designing a building which functions as such but doesn't necessarily just appear as a box on the landscape can be challenging. Staff consider that the design approach has successfully met this challenge. Staff consider that the design of units, overall, is high and provisions made with regard to accessibility acceptably allow for future improvements and modifications. It is considered that the design approach adopted duly reflects the provisions of policies DC61 and DC62 of the Core Strategy and policies 7.2, 7.3, 7.4, 7.5 and 7.6 of the London Plan. Accordingly staff have no objections to the development on design, site layout and accessibility grounds.

Impact on Amenity

- 8.19 Policy DC61, in addition to that detailed above, states that planning permission will not be granted should development result in an unacceptable amount of overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing and new properties.
- 8.20 This is a strategic industrial designation and in context that the proposed uses represent appropriate uses within the designation it is not considered that the proposed site use would, in itself, give rise to significant amenity impacts. The scale of the built form is considered appropriate to the uses and the separation distances will suitably safeguard against overshadowing.
- 8.21 As a strategic industrial location it is considered that a noise limiting condition could reduce the ability of some industrial uses to operate which overrides the principle of allocating such areas. A noise assessment has been submitted in support of these applications and this predicts that upon full occupation of the site, noise levels would be at least 13dB below the lowest existing background levels, during the day and night-time, at the nearest residential property. Subject to a condition seeking the submission of a scheme for new plant and machinery to demonstrate that this would be achieved, it is not considered that the development would give rise to noise impacts at a level to warrant refusal.
- 8.22 With regard to air quality, a qualitative assessment of dust levels likely to be associated with the proposed development has been carried out. This demonstrates that with no mitigation the risk of dust soiling and PM10 is low to medium. This can however be reduced to negligible through appropriate mitigation measures such as good site management and operating vehicles and machinery in accordance with guidelines. With such measures secured through appropriate conditions it is not considered that the development would give rise to dust impacts at a level to warrant monitoring, during construction, and/or refusal.
- 8.23 Lighting plans/strategies have been submitted with each of the applications and these seek to demonstrate that the lighting proposed is the minimum necessary to facilitate the use of the site. In respect of this illumination spill has been designed to be kept to a minimum and the choice of luminaires seeks to support sustainability whilst reducing the potential for glare. Subject to condition to ensure that the development is carried out in accordance with the details submitted no objection is furthermore raised from a lighting perspective.

Highway Impact & Car Parking Provision

- 8.24 No fundamental changes are proposed to the existing road layout and network, although a number of new access points are proposed off Consul Avenue.
- 8.25 With regard to car parking, each plot would be supported by a car parking for vehicles, lorries and cycles, with the larger units (plots 10 and 11) also being supported by servicing yards. In respect of this it is proposed that plot 6 would be supported by 50 car parking spaces; 16 lorry spaces; four motorcycle

spaces; and 18 cycle spaces. Plot 8 would be supported by 49 car parking spaces; 26 lorry spaces; four motorcycle spaces; and 12 cycle spaces. Plots 10 and 11 would be supported by 165 car parking spaces; 15 motorcycle spaces; and 52 cycle spaces. Each plot would furthermore be supported by an appropriate standard of disabled spaces and Electric Vehicle Charging Points.

8.26 Policy DC33 of the Core Strategy sets parking standards which new developments should not exceed. The standard detailed for a B1a/b/c, B2 or B8 use varies however the provision suggested as part of this application exceeds that prescribed. A provision in excess of the standards prescribed by this policy was approved as part of application ref: U0007.10 however this application seeks further parking provision on top of this.

8.27 The applicant has suggested that the additional parking is required due to the proposed nature of use of plots 6 and 8. These plots and units are aimed at start-up business or smaller scaled business all of which are likely to require space for employees and visitors. It is suggested that the proposed use would result in a higher employment density in comparison a standard industrial use to which it is considered the maximum parking standards within the Core Strategy were created.

8.28 Staff accept the rationale to the increased amount of parking on-site and note in respect of this that the Highway Authority have not objected, in principle, on an over-provision of parking. It is however acknowledged that an increased parking provision on-site would likely lead to more vehicles on nearby roads seeking to access the site. The transport assessment submitted in support of the applications sought to assess this impact cumulatively, which is considered to represent the worst case scenario. With regard to this it has been suggested that the development would result in the following percentage increase in roads, during peak am and pm hours:

Road	% Change	
	am	pm
A13 Eastbound off-slip	7.40%	1.30%
A13 Eastbound on-slip	1.65%	4.65%
A13 Westbound off-slip	3.96%	1.48%
A13 Westbound on-slip	3.74%	5.94%
Marsh Way, A13 to A1306	1.01%	3.32%
Marsh Way, A1306 to A13	4.87%	1.06%
Marsh Way (two way)	3.00%	2.52%

8.29 The modelling undertaken to support the development suggest that this increase would result in some congestion/queuing on the slip roads of the A13. In respect of this, it is noted that the westbound on and off-slips currently operate around 95-100% capacity. Forecasting the development onto the use of the road therefore highlights that the junction would likely to give rise to

further queues and congestion in accessing the A13. That being said at peak times it is noted that this development, when considered in view of the provision already consented by application ref: U0007.10, would only result in one additional vehicle using the westbound off-slip at peak am and three vehicles at peak pm.

8.30 Assuming that all vehicles accessing the site would interact with the A13, which they wouldn't necessarily, the total trip generation to the site would represent 1.6% of the overall use of the A13. Accordingly, whilst it is accepted that there may be some impact on congestion, it is not considered that any such impact would be significant enough to warrant refusal.

8.31 The Highway Authority, as previously suggested has raised no objection to the development coming forward. Transport for London has however raised some concerns about the level of parking and the potential impacts on the A13. Staff are minded of this but in view of the extant planning permission consider that any additional impact on the A13 and local roads is unlikely to be significant enough to warrant refusal. Transport for London whilst having reservations about the level of parking concur with this opinion and that this (the potential impact on the A13) is not a sufficient reason to refuse the planning applications.

8.32 It is noted that the applicant has submitted Travel Plans, with the applications, which seek to encourage a number of initiatives such as cycle to work schemes and car-sharing. TfL believe that targets within these should however be greater and accordingly it is considered, should planning permission be granted, that the applicant could be required to submit more rigorous travel plans to reduce the potential impact on the highway network wherever possible. A review of parking provision and the existing junction (roundabout) signalling could furthermore be secured via legal agreement, within 12 months of occupation of the plots, in the interests of assessing the use of car parking areas and re-assigning any un-used or under-used areas. Subject to the aforementioned and conditions seeking to ensure that the development is undertaken in accordance with the details submitted in terms of the amount of disabled spaces, cycle spaces and EVCPs it is considered that the development is acceptable from a transport and parking provision perspective.

9.0 Other Considerations

Landscape & Ecology

9.1 Policy CP16 of the Core Strategy states that Council will seek to protect and enhance the Borough's rich biodiversity and geodiversity, in particular priority habitats, species and sites. This is a position supported by policy DC42 and DC58.

9.2 The submitted Ecological Survey notes that the site for plot 6 is currently bare ground with short perennial, ornamental planting, scattered trees and scrub. Subject to suitable mitigation during the construction phase of the development it is considered that potential impacts to biodiversity are therefore limited. The

proposed landscape scheme for the plot includes native hedge planting and it is suggested that this should represent a suitable replacement for any habitat lost.

- 9.3 With regard to plot 8, similarly, this site is currently bare ground with short perennial scrub and shrub. Given the potential for impact on water voles, common reptile and amphibians, invertebrates, hedgehogs and breeding birds, in view of the proximity to the near-by waterbodies/courses, a site specific great crested newt, reptile and water vole survey has been undertaken. No such species were found during the assessment undertaken and accordingly, subject to suitable mitigation during the construction phase of the development it is not considered that the development poses a significant ecological risk. The landscape scheme submitted to support plot 8 has been designed to ensure that there is a mosaic of habitats post development, to re-create existing on-site conditions.
- 9.4 Plots 10 and 11, as per plots 6 and 8, are largely barren as existing and of limited ecological value. The landscaping scheme for these sites, in context that these plots continue to the boundary of the site, is however more extensive with more scope for improvements and enhancements. A new wetland corridor is proposed, for example, to link areas of habitat in Mudlands Local Wildlife Site with the Sewage Treatment Works Local Wildlife Site.
- 9.5 Staff are content that the landscape schemes and ecological enhancements proposed as part of these application give sufficient regard to the local ecological designations in this locality. The ecological value of these sites, as existing, is considered relatively low however it is considered that significant scope exists to improve this, as part of the application plans. Minded of the proposed site use, staff consider that the enhancements proposed as part of this application are sufficient and accordingly consider that the developments, subject to conditions, comply with the various stipulations of the Core Strategy and London Plan in respect of ecology. It is nevertheless considered that a financial contribution towards environmental improvements in the London Riverside Area, overall, could be requested in context of the strategic importance of this development and such improvements will likely enhance the overall character and appearance of the area. A £20,000 contribution has been suggested by the Council's Economic Development department, in this regard, and accordingly, should planning permission be granted, it is recommended that this be secured by way of legal agreement.

Flood Risk & Drainage

- 9.6 Policy CP15 of the Core Strategy, in-part, details that new development should reduce and manage fluvial, tidal and surface water and all other forms of flood risk through spatial planning, implementation of emergency and other strategic plans and development control policies; have a sustainable water supply and drainage infrastructure; and avoid an adverse impact on water quality. Expanding on this policy DC48 states that development must be located, designed and laid out to ensure that the risk of death or injury to the public and damage from flooding is minimised whilst not increasing the risk of flooding elsewhere and ensuring that residual risks are safely managed. Policy DC51

goes on detailing that planning permission will only be granted for development which has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems unless suitable mitigation measures can be secured through conditions attached to the planning permission or a legal agreement.

- 9.7 Plot 8 (application ref: P0594.16), and a small proportion of plots 10 and 11, are located within Flood Zone 3 and at risk of fluvial flooding. Some parts of the site are also at risk of residual flooding from a tidal breach or sea defence failure. There are two watercourses/sewers in the immediate vicinity of the site. Havering New Sewer flows centrally through the site and along the eastern boundary of plot 8. The sewer flows into the River Thames via Havering Sluice, approximately 1.1km south of the site. Poole Sewer flows south along the eastern boundary of plots 10 and 11 and is separated from the site by Manor Way.
- 9.8 An assessment of flood risk undertaken by the applicant suggests that these sites could be affected by tidal flooding from the River Thames during a 0.5% (or greater) annual probability scenario (a 1 in 200 year event). The presence of tidal defences along the River Thames however further reduces this risk and effectively limits the risk to a failure or an over-topping of flood defences.
- 9.9 With regard to drainage, the proposed drainage strategy would have sufficient capacity to receive and attenuate surface water flows generated by a 1 in 100 year flood event, plus 20% for climate change. This accords with current standards and guidelines. It is proposed that each plot would have a separate drainage system with an outfall arrangement, with water being discharged at existing greenfield run-off rates. Sustainable Urban Drainage in the form of underground storage tanks and permeable paving are proposed as part of the drainage strategy. Details of the exact drainage system for each unit have not been provided and as such it is recommended that these be secured by condition, in the event that planning permission is granted, to ensure sustainable principles are carried out.
- 9.10 In respect of the above, whilst the reservations received from the Mayor with regard to the extent of sustainable drainage features incorporated into the proposals are noted, staff acknowledge that the existing site conditions, and particularly on-site contamination, limit the options available. In the absence of an objection to the development coming forward from the Environment Agency and the Council's Emergency Planning and Flood officers it is not considered, subject to conditions, that the development poses a significant flood risk. Accordingly the development is considered to comply with policies CP15, DC48 and DC51.

Land Contamination

- 9.11 Policy DC53 of the Core Strategy states that planning permission for development will only be granted where both of the following criteria are met:
- where the development is on or near a site where contamination is known, or expected to exist, a full technical assessment of the site's

physical stability, contamination and/or production of landfill gas must be undertaken. Where the assessment identifies an unacceptable risk to human health, flora or fauna or the water environment, the applicant will be required to agree acceptable long term remediation measures before any planning permission is granted to ensure there is no future harm with regard to the future use of the site. Where feasible, on-site remediation, especially bio-remediation, is encouraged; and

- the development does not lead to future contamination of the land in and around the site.

9.12 The applicant initially submitted a Phase I Environment Assessment with this application and this suggested that potential contaminants of concern had been identified from relevant Department of the Environment (DOE) Industry Profiles and Industry guidance. Anecdotal evidence of low grade Murex radioactive slag and blue green cyanide and paint waste has also been reported off site in other areas of the former Ford plant. It is suggested within the aforementioned Assessment that the site therefore poses a potential risk. Accordingly the Assessment suggests the procurement of the following studies: site specific Radon report; ecological survey; invasive species survey; radioactive slag survey; slag characterisation testing; and intrusive site investigation and monitoring to further assess the issue. The Council's Environmental Health officer in view of this suggested the submission of a Phase II (Site Investigation Proposal and Investigation); Phase III (Remediation Strategy) and Verification Report to demonstrate the effectiveness of any remediation required in the interests of ensuring that the site is suitable for the proposed development.

9.13 In response to the above, the applicant sought to submit a Phase II report to the Local Planning Authority together with a Remediation Strategy for each plot. Accordingly, subject to a condition seeking to ensure that the development is undertaken in accordance with the submitted details and a condition requiring the submission of a Verification Report to demonstrate that the measures outlined in the aforementioned are undertaken to the satisfaction of the Local Planning Authority it is not considered that land contamination, in itself, is a reason to prevent planning permission being granted.

Energy Requirements

9.14 Policies CP15, DC49 and DC50 of the Core Strategy supported by policies 5.3 and 5.7 of the London Plan seek to ensure an appropriate carbon reduction is achieved as part of development proposals.

9.15 The applicant has submitted an Energy Strategy with each application and these seek to demonstrate that the applicant has adopted an hierarchical approach using passive and low energy design technologies to reduce baseline energy demand and CO₂ emissions followed by the application of low and zero carbon technologies.

9.16 The London Plan requires developments to achieve a minimum 35% Carbon reduction over Building Regulations and evidence submitted within these applications suggests that each unit would have an EPC rating of A and exceed

this required reduction percentage. The aforementioned reduction would be achieved through each building/unit having a low air permeability; being constructed from a high quality fabric; utilising automatic 'smart' metering; high efficiency heating and ventilation and lighting; and solar photovoltaic panels. Subject to conditions ensuring that the measures outlined in the submitted strategies are undertaken it is considered that appropriate compliance has been demonstrated with relevant energy (sustainable design) policies of the Core Strategy and London Plan.

Employment

- 9.17 The quantum of floorspace proposed to be created by these applications is 21,921m². This is considered to amount to 405 jobs. In context of this and in the interests of supporting the local community it is considered a commitment towards employment, skills and supply-chain opportunities for Havering residents and businesses could be secured via legal agreement. If the applicant is unable to provide an appropriate level of opportunity for operational reasons a commuted sum, based on a formula agreed with the Council's Economic Development department, could be secured. Such an obligation is considered appropriate in this instance, in context of the policy position outlined in DC13 of the Core Strategy.

Beam Park Station & London Riverside Area

- 9.18 As referred previously in this report, the extant planning permission for the development of this site includes a £200,000 contribution towards Beam Park Station. The realisation of Beam Park Station is considered of up-most importance in terms of the achievement of the scale of housing development proposed in Rainham and the realisation of this employment area. The Station it is considered would offer an alternative way to access the site, via public transport, and help ease congestion of local infrastructure, which as suggested in the 'Highway Impact' section of this report is already near capacity. Staff therefore consider it pivotal that this financial contribution be carried forward and imposed as an obligation to any planning permission granted. Staff note that this requirement, and the other suggested obligations discussed previously in this report cover site wide issues and therefore propose that should planning permission be granted, the three applications should be covered by a collective s106 which seeks to split this contribution across the plots: £50,000 on implementation of plot 6, £50,000 on implementation of plot 8 and £100,000 on implementation of plots 10 and 11. The obligation is considered relevant to these applications as the wider success of this area will depend on the availability of suitable access for employees. The level of contribution suggested was previously deemed acceptable when the extant planning permission for the site was granted and the Local Planning Authority has no reason to question that this would impact on the overall viability of the site.

Environmental Impact Assessment

- 9.19 This development is not representative of a Schedule 1 project as detailed within the Town and Country Planning (EIA) Regulations 2011 (as amended). The development does however fall within Schedule 2 under Paragraph 10 (Infrastructure Projects), Class a (Infrastructure Projects – Industrial estate development projects) and Paragraph 13 (b) (Changes and extensions to already permitted development). In view of this, a Screening Opinion was issued by the Local Planning Authority on 15/03/2016. The conclusion of the Opinion issued was that the development would not result in any impacts of more than local significance and accordingly need not be accompanied by an Environmental Statement (EIA).

10.0 Conclusion

- 10.1 The principle of Beam Reach Business Park is long established. Staff, in view of this, have no objections to the development coming forward from a land use perspective.
- 10.2 Staff consider that the applicant has looked to identify reasons why the extant planning permission for the site has not come forward and in doing so has proposed a development which it is considered better fits with current market demands. Staff acknowledge the rationale behind this, and given the support shown to the concept of the innovation village by the Council's Economic Development team, consider this an improvement above the existing consent. Staff particularly support the idea that a business would be able to grow through the site to larger premises, which is considered to represent a new concept for Havering. The provision of the marketing suite and the ability for smaller units to have the use of ancillary office/meeting space is also considered noteworthy.
- 10.3 It is considered that these sites, as the first coming forward as part of the East+ portfolio, will set the benchmark for other development in the London Riverside Area. Staff in respect of this consider that the use of high quality materials and a material and colour palette across each of the plots will help establish this area as a thriving, modern industrial area. Subject to suitable conditions to ensure the above and a legal agreement to secure a financial towards Beam Park Station and local environment improvements; a parking and signalling review; and a commitment towards employment, skills and supply-chain opportunities for Havering residents and businesses it is considered that the development complies with the Core Strategy and London Plan and accordingly it is recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks: Legal resources would be required to prepare and complete the required Section 106 legal agreement. The s106 obligations are nevertheless required to mitigate the harm of the development, ensure appropriate mitigation measures and comply with the Council's planning policies. Staff are satisfied that the obligations suggested are compliant with the statutory tests set out in the CIL Regulations relating to planning obligations.

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

1. Application forms, plans and associated documents received 15/04/2016.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

14 July 2016

Subject Heading:

L0008.16 – Town Hall, Main Road, Romford – Listed Building consent to remove the interior walls from the existing offices on the ground floor of the Town Hall. To close off the doors to the corridors by boarding over the internal space and leaving the doors in situ. This will leave the doors in the corridor in their original state. (received 20/05/16)

Lead Officer:

Helen Oakerbee - Planning Manager Applications

Report Author and contact details:

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Senior Planner
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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	[x]
People will be safe, in their homes and in the community	[]
Residents will be proud to live in Havering	[]

SUMMARY

This matter is brought before committee as the application site is Council owned. This proposal relates to the Town Hall, Main Road, Romford. Listed building consent is sought to remove the interior walls from the existing offices on the ground floor of the Town Hall. The proposal would close off the doors to the corridors by boarding over the internal space and leaving the doors in situ. This will leave the doors in the corridor in their original state.

In all respects, the proposal is considered to accord with the relevant policies contained in the LDF Core Strategy and Development Control Policies Development Plan Document and The London Plan. Approval of the application is therefore recommended, subject to conditions.

RECOMMENDATIONS

It is recommended that the application and all relevant documentation be forwarded to the Secretary of State for determination in accordance with Section 12 of the Listed Building Act 1990 and regulation 13 of the Planning (Listed Building and Conservation Areas) Regulations 1990 and that should the Secretary of State be minded to grant Listed Building Consent that the conditions and Reason for Approval below be considered in respect of such consent:

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

Reason: To comply with the requirements of Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990.

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans as listed on page 1 of this 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. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Photographic record - Before any of the development hereby permitted is commenced, a photographic record of the areas affected by the proposed development, including reference to the specific corridors and outward facing doors, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To preserve the character and appearance of the Listed Building and comply with Policies DC61 and DC67 of the Development Control Policies Development Plan Document.

4. Method statement - Before any of the development hereby permitted is commenced, a detailed method statement of the proposed works shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To preserve the character and appearance of the Listed Building and comply with Policies DC61 and DC67 of the Development Control Policies Development Plan Document.

5. Redecoration- The internal walls, ceilings and floors shall be made good and redecorated.

Reason: To preserve the character and appearance of the Listed Building and comply with Policies DC61 and DC67 of the Development Control Policies Development Plan Document

INFORMATIVES

1. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

REPORT DETAIL

1. **Site Description:**

- 1.1 The application site is Havering Town Hall; a Grade II listed detached building set on the north western side of Main Road. Designed in 1935 by architects H R Collins and A E O Geens in an International Moderne style and extended by three bays to the south west in 1960 in matching style and materials. To the front of the Town Hall is a car park facing Main Road and Romford Library to the south west. There is a car park and two storey residential dwellings located to the north west of the site.

2. **Description of development:**

- 2.1 Listed building consent is sought to remove the interior walls from the existing offices on the ground floor central wing of the Town Hall. The proposal would close off the doors to the corridors by boarding over the internal space and leaving the doors in situ. This will leave the doors in the corridor in their original state. The proposal aims to improve the space and to improve the environment for staff.

3. Relevant History:

- 3.1 There is extensive planning history; although the most relevant applications are as follows:

L0001.11 - Listed Building Consent to take down internal partitions (stud & plaster board) and make good ceilings and walls and decorate – Approved.

L0016.10 - Listed Building Consent for demolition of internal walls forming an existing toilet to create an open-plan kitchen – Withdrawn.

L0011.03 - Listed building consent for internal alterations to first floor rooms CF3, 4, 5, 17 & 18 – Withdrawn.

4. Consultations/Representations:

- 4.1 The application has been advertised in a local newspaper and by way of a site notice, as the proposal relates to a listed building. The occupiers of 35 neighbouring properties were notified of this proposal. No letters of representation were received.
- 4.2 The Highways Authority has no objection to the proposals.
- 4.3 Environmental Health – No objection.
- 4.4 The Council's Heritage Officer was consulted and has no objection to the proposal and recommends two conditions regarding the submission of photographic record of the areas affected by the proposed development and a detailed method statement of the proposed works.

5. Relevant policies:

- 5.1 Policies CP18 (Heritage), DC61 (Urban Design) and DC67 (Buildings of Heritage Interest) of the LDF Core Strategy and Development Control Policies Development Plan Document are considered material.
- 5.2 Policies 7.4 (Local Character) and 7.8 (Heritage Assets and Archaeology) of the London Plan are relevant.
- 5.3 Chapters 7 (Requiring good design) and 12 (Conserving and enhancing the historic environment) of the National Planning Policy Framework are relevant.

6. Staff Comments

- 6.1 The main issues in this case are the impact of the proposal on the appearance and historic character of the Listed Building.

7. Listed Building Implications

- 7.1 Policy DC67 advises that an application for listed building consent will only be allowed where it does not adversely affect a listed building or its setting.

Government policy contained within the National Planning Policy Framework advises that there should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be.

- 7.2 The proposal is judged by the Council's Heritage Officer to be both justified and acceptable. Staff do not consider that the removal of modern partition walls is unacceptable in this case, as they do not form part of the character of the original Listed Building. It is considered that the proposal would improve the utilisation of the offices and would not adversely affect the internal character and appearance of the building, as the doors to the offices would be left in their original state, so there would be no loss of historic fabric. The proposal is therefore considered to be acceptable and to accord with both national and local planning policies. Subject to no contrary direction from the Secretary of State it is recommended that listed building consent be granted.

8. Conclusion

- 8.1 Having regard to all relevant factors, Staff are of the view that this proposal to remove the interior walls from the existing offices on the ground floor of the Town Hall and close off the doors to the corridors by boarding over the internal space and leaving the doors in situ would be acceptable. For the reasons set out in the report, Staff consider that a grant of Listed Building Consent can be given subject to referral to the Secretary of State. Local Authorities within London do not have delegated powers to grant Listed Building Consent on authority owned buildings.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

This application is considered on its merits independently of the Council's interest as applicant and 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 and plans received 20/05/2016.