



Havering

LONDON BOROUGH

REGULATORY SERVICES COMMITTEE AGENDA

7.30 pm

**Thursday
23 March 2017**

**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 P0088.17 - CROWNFIELD SCHOOL HOUSE, WHIREHART LANE ROMFORD (Pages 1 - 8)

5 P0154.17 - HYLANDS PRIMARY SCHOOL, GRANGER WAY HORNCHURCH (Pages 9 - 22)

- 6 **P0096.17 - TOWERS INFANT SCHOOL, OSBORNE ROAD** (Pages 23 - 34)

- 7 **P0149.17 - WHYBRIDGE INFANTS SCHOOL, FORD LANE, RAINHAM** (Pages 35 - 44)

- 8 **P0059.17 - CENTRAL PARK SWIMMING POOL, GOOSHAYS DRIVE** (Pages 45 - 54)

- 9 **P2031.16 - LAND TO THE REAR OF KENT HOUSE, DURHAM HOUSE AND CUMBERLAND HOUSE, WHITE HART LANE ROMFORD** (Pages 55 - 74)

- 10 **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
Head of Democratic Services

REGULATORY SERVICES COMMITTEE

23 March 2017

REPORT

Subject Heading:

P0088.17 – Crownfield School House, White Hart Lane, Romford – Single storey rear extension and a new fenced playground. (received 20/01/17 and a revised plan received 1/03/17).

Lead Officer:

Helen Oakerbee - Planning Manager Applications

Report Author and contact details:

Adèle Hughes
Senior Planner
adele.hughes@havering.gov.uk
01708 432727

Ward

Mawneys

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 the application is contrary to Green Belt policy. The fact that the site is Council owned does not have any material bearing on the consideration of this planning application.

The application seeks planning permission for a single storey rear extension and canopy roof to the School House building and a new fenced playground. 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. Materials - The proposed development hereby approved shall be constructed in accordance with the materials detailed under Section 10 of the application form unless otherwise agreed in writing by the Local Planning Authority.

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

3. In accordance with the 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.

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. Noise - Before the development hereby permitted commences details of a scheme shall be submitted to and approved in writing by the local planning authority which specifies the provisions to be made for the control of noise emanating from the proposed nursery building. Such scheme as may be approved shall be implemented prior to first occupation and thereafter retained in accordance with such details.

Reason: Insufficient information has been supplied with the application to judge the provisions to be made for the control of noise emanating from the proposed nursery. Submission of this detail prior to commencement of the use will protect the amenity of occupiers of nearby premises and ensure that the development accords with Development Control Policies Development Plan Document Policies DC55 and DC61.

6. Plant or machinery - Before any works commence a scheme for any new plant or machinery shall be submitted to the local planning authority to achieve the following standard. Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive premises shall not exceed $L_{A90} -10\text{dB}$ and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the technical specifications of any plant or machinery to be installed. Submission of this detail prior to commencement of the use will protect the amenity of occupiers of nearby premises and ensure that the development accords with 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: 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 Crownfield School House is located on the western side of White Hart Lane in Collier Row. The nursery site is located in the edge of suburban Collier Row, with a three storey block of flats (Rutland House) and two storey residential dwellings, allotment gardens and the Educational Nature Reserve to the north and the River Rom and farm land to the west. Crownfield Infant and Junior Schools are located to the south. The site is located within Metropolitan Green Belt.

2. **Description of development:**

- 2.1 The application seeks permission for a single storey rear extension and canopy roof to the School House building and a new fenced playground with hardstanding. The extension would have a depth of approximately 12.6 metres, a width of 7.4 metres and a height of 4.8 metres. The proposed materials include white painted render, grey concrete tiles to match the existing ones and white powder coated aluminium windows and doors. The canopy roof would have a width of 7.4 metres, a depth of 3.5 metres and a maximum height of 2.8 metres.
- 2.2 The nursery provides childcare for 30 children between the age of 3 and 4. The proposed expansion scheme would provide for 62 children, of which up to 8 would be of 2 years of age and the rest would be aged 3 and 4. As part of a general scheme to improve the nursery offer within the London Borough of Havering, the nursery at Crownfield Infant School was chosen along with other sites, for the expansion of nursery provision.

3. **Relevant History:**

3.1 Crownfield Infants School

P1528.16 - Proposed school expansion which will consist of the following: a new stand alone building to expand the Infants School consisting of 4 no. classrooms, toilets and a hall, widening of an existing footpath, repositioning of an existing fence, re-positioning of pitch markings, the demolition of existing brick stores, breaking out a large concrete slab and the formation of a new playground - Approved.

P0148.09 - Removal of dilapidated demountable classroom at rear of infant school building and change of use of the existing caretaker's bungalow to accommodate a pre-school playgroup, side extension and associated external works - Approved.

Crownfield Junior School

P1532.16 - A new modular building to the junior school, consisting of 4 no. classrooms and toilets and a new netball court with a canopy over – Approved.

4. Consultations/Representations:

- 4.1 The occupiers of 41 neighbouring properties were notified of this proposal. No letters of representation have been received.
- 4.2 Historic England - The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.
- 4.3 Environmental Health - No comments regarding contaminated land or air quality. Recommend two conditions regarding controlling noise emanating from the building and any new plant or machinery if minded to grant planning permission.
- 4.4 The Highway Authority has no objection to the proposals.

5. Relevant policies:

- 5.1 Policies CP8 (Community Facilities), CP14 (Green Belt), CP17 (Design), DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car parking), DC34 (Walking), DC35 (Cycling), DC45 (Green Belt), DC55 (Noise) 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), 6.13 (Parking), 7.16 (Green Belt) and 7.4 (Local character) of the London Plan and Chapters 7 (Requiring good design), 8 (Promoting healthy communities) and 9 (Protecting Green Belt Land) 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 and the application being contrary to Green Belt policy. 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 site is currently in educational use with a nursery, Crownfield Junior and Infant schools and associated hard surfaced areas and green open space including playing fields. The proposal would not change the use of the land - it would remain in educational use. Retaining community facilities (which includes education) is supported by Core Policy CP8 of the LDF. Furthermore, policy in the NPPF states that Local Planning Authorities should give great weight to the need to create, expand or alter schools (para 72). Policy 3.18 of the London Plan states that development proposals which enhance education and skills provision will be supported; proposals for new schools should be given positive consideration; multiple use of educational facilities for community or recreational use should be encouraged and

proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. Staff therefore consider that the proposed development of the site for educational purposes would be acceptable in land use terms.

6.2.2 The main consideration in terms of the principle of the development relates to the Green Belt allocation of the site. Chapter 9 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate development in the Green Belt. An exception to this is 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. In this instance, it is considered that the proposal would result in disproportionate additions over and above the size of the original building and as such the proposed development is inappropriate development, harmful to the Green Belt and is considered to be a departure from the development plan.

6.2.3 As with previous Green Belt Policy, the NPPF states that inappropriate development should not be approved, except in very special circumstances. It is for the applicant to show why permission should be granted.

6.2.4 The following very special circumstances are considered to outweigh the in principle harm to the Green Belt through inappropriateness:

- The Local Authority is required by legislation to secure early education entitlement places by offering 570 hours a year over no fewer than 38 weeks for every child in the borough from the relevant date; until the child reaches compulsory school age (the beginning of term following their fifth birthday). This is equivalent to 3 and 4 year olds accessing 15 hours of early years provision per week across 38 weeks. From September 2017, this 15 hour offer will increase for working families who will be entitled to up to 30 hours of childcare per week for 3 and 4 year olds. At present, there is not enough places available in Mawneys Ward to accommodate the estimated number of 3 and 4 year olds eligible for a 30 hour place. The proposal is to expand the existing nursery provision at Crownfield Infant School in the Mawneys ward from 32 to 62 places to facilitate the delivery of the 30 hour offer for 3 and 4 year olds.

6.2.5 Staff consider that the policy position (with a favourable consideration for new educational facilities) and the very special circumstances apply such that the harm to the Green Belt is outweighed in this particular case.

6.3 Impact upon the Metropolitan Green Belt

6.3.1 It is considered that the single storey extension to the nursery does detract from the openness of the Metropolitan Green Belt. However, the extension and canopy roof would be located within the existing fenced area that serves the nursery, which is previously developed land. The extension would maintain the same roof form and height of the existing building, which helps to minimise its bulk. The canopy roof would be an open structure, which

would help to mitigate its impact. Staff consider that the hardstanding playground would not result in material harm to the Green Belt, as it would be located to the rear of the building, its surface area is not judged to be particularly large and it would border a grassed area, which would help to mitigate its impact.

6.4 Impact on the streetscene

6.4.1 It is considered that the proposed development would not be harmful to the streetscene, as it would be located to the rear of the Crownfield School House, where there would be a minimum separation distance of 26 metres from White Hart Lane. It is considered that the single storey rear extension has been designed in sympathy with the existing building, as it would replicate its design, height and width. Also, the canopy roof would be an open structure, which would help to mitigate its impact.

6.5 Impact on amenity

6.5.1 It is considered that the proposed development would not be harmful to residential amenity, as the extension is single storey and would replicate the design, height and width of the Crownfield School House. The proposed development is relatively well separated from neighbouring properties. There would be a minimum separation distance of approximately 16 metres between the northern flank of the proposed single storey rear extension to the building and the front façade of the nearest residential dwellings at No.'s 1-6 Rutland House, which would help to mitigate the impact of the proposal. It is recognised that an additional 32 children would increase noise and disturbance, although this would be balanced against children utilising the whole of the nursery site. Given the existing use of the site as a nursery, it is considered the increase in the number of children would not result in a material change in the character or use of the site sufficient to justify refusal on grounds of noise and disturbance. In addition, the proposal involves relocating the playground further away from neighbouring occupiers.

6.6 Highway/parking issues

6.6.1 The parking provision has been assessed for the nursery as well as Crownfield Junior and Infant Schools, as they share a car park on the application site. The application site has a PTAL Rating of 1b. Annex 5 of the Development Plan Document sets a maximum staff car parking standard of 1 space per member of teaching staff. The number of staff for the nursery would increase from four to six full time staff. Therefore, there would be 32 additional children and 2 additional staff. There are 51 car parking spaces on the site.

6.6.2 It is noted that planning application P1528.16 for an expansion of Crownfields Infant School involved the creation of 9 additional car parking spaces, bringing the total to 60 car parking spaces for Crownfield Junior and Infant Schools with 49 staff. The provision of 60 car parking spaces exceeded the maximum requirement of 49 spaces, which was sufficient. There would be two additional full time staff for the extended nursery and

given that the level of parking provision exceeded the maximum requirement for application P1528.16, Staff consider that the proposal would not create any parking or highway issues. The Highway Authority has no objection to this proposal for Crownfield School House.

7. Conclusion

- 7.1 Staff are of the view that the proposed single storey rear extension and canopy roof to the School House building and a new fenced playground 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 very special circumstances case put forward is considered to clearly overcome the identified harm to the Green Belt. 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 20/01/2017 and a revised plan received 1/03/2017.

REGULATORY SERVICES COMMITTEE

23 March 2017

REPORT

Subject Heading:

P0154.17 - Hylands Primary School,
Granger Way, Hornchurch

Proposed New 2-storey block to the rear of the school, infill of the existing courtyard area to centre of school. External landscape works to existing car park area to create 15 additional parking spaces. (Received 31/01/17).

Ward:

Romford Town

Lead Officer:

Helen Oakerbee
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

This application is put before Members as the premises relates to a Council owned school and objections have been received. The proposal is for the construction of a 2 storey extension to the south-eastern part of the school, an infill development to the centre of the school and the provision of 15 additional parking spaces to the east of the existing staff parking area. The proposals will increase the number of pupils at Hylands Primary School from 2 to 3 forms of entry.

The proposal raises considerations in relation to impact on neighbouring amenity, the impact on streetscene, surrounding area and residential amenity and parking and highway issues.

Staff consider that, subject to conditions the proposal is acceptable and it is recommended that planning permission is granted.

RECOMMENDATIONS

That the 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

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. 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.

7. Travel Plan

Prior to the occupation of the development hereby permitted, a revision to the existing Travel Plan which reflects the increase in pupil numbers shall be submitted to and approved in writing by the Local Planning Authority. The revised Travel Plan shall include a review of walking routes and conditions in the area around the school and measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan as revised shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To help bring about a reduction in private car journeys, to minimise the potential for increased on street parking in the area, to mitigate the impact of increased private car journeys at peak times and to accord with Policy DC32. To ensure the interests of pedestrians and their desire lines are considered; and to accord with Policy DC34.

8. Air Quality Assessment

- a) Prior to the commencement of the development hereby approved, an Air Quality Assessment Report shall be submitted to and agreed by the Local Planning Authority. The air quality report will need to consider both the issues of pollution from motor vehicles and the construction works. The report shall detail: how the development may impact upon local air quality, model the future impact, identify mitigation measures, provides full details of measures that will be implemented (or continue to be implemented) after development to protect both the internal air quality of buildings and to ensure that there is no adverse impact on air quality in the vicinity of the development.
- b) The use hereby permitted shall not commence until all measures identified in the Air Quality Assessment Report have been shown to be implemented to the satisfaction of the Local Planning Authority in writing.

Reason: To protect the amenity of future occupants and/or neighbours and in the interests of the declared Air Quality Management Area.

9. Parking Restriction Review

Within 18 months of the development being brought into use a review of parking restrictions within 500 metres of the school pedestrian entrance shall be carried out and submitted to and approved by the Local Planning Authority. The review shall be aimed at reducing the impact of parent parking near the school and to ensure that pedestrian desire lines across junctions or other locations are not unduly impeded.

Reason: To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34. To manage the impact of parent parking in the streets surrounding the site and to accord with Policy DC33.

10. Vehicle Cleansing

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

INFORMATIVES

1. 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 developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of 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 of any nature) required during the construction of the development. Please note that unauthorised work on the highway is an offence.
4. 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. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.
5. To the extent that any part of the application site is held for open space purposes it may under a separate legal procedure be subject of a proposed appropriation under section 122(2A) of the Local Government Act 1972.

REPORT DETAIL

1. Site Description

- 1.1 The application site is Hylands Primary School in Granger Way. The school faces west onto Granger Way and Benjamin Close. The part of the school site involved in this application is located in the south eastern corner of the site and the car parking area along the western part of the site. The site is surrounded by residential development to the north, west and south and by Frances Bardsley School for Girls to the east.

2. Description of Proposal

- 2.1. The proposal is for the construction of a 2 storey extension to the south-eastern part of the school, an infill development to the centre of the school and the provision of 15 additional parking spaces to the east of the existing staff parking area.
- 2.2 The 2-storey building will measure 31m in length and 11m in width. The extensions will measure 7.8m in height to the top of the flat roof. The additional space would create 3 no. classrooms and boys and girls w.c. at ground floor and 3 no. classrooms and boys and girls w.c. at first floor.
- 2.3 The infill development will be to the centre of the school and will provide a library at ground floor and study area, gallery and 2 no. offices at first floor.
- 2.4 Havering is currently experiencing an increase in demand for school places, due to rising birth rates and families moving into the borough from other parts of London, the UK and abroad. Havering has seen an increase of over 45% in the number of births between calendar years 2002 and 2015. Planned major housing developments and regeneration schemes and other demographic changes in some areas in Havering have also led to more families with school age children moving into these areas, increasing the demand for school places.
- 2.5 Hylands Primary School is located in the Romford planning area where there has been a rapid housing growth with up to 983 housing units completed from 2014 up to March 2015, 355 expected completions by the end of 2016 and about 3290 units planned for completion beyond 2016. This is in addition to the planned regeneration programmed of some Romford housing estates with approximately 1000 proposed units. The birth rate in this area has also increased by 15% between 2010/2011 and 2014/2015.
- 2.6 The proposal seeks to expand Hylands Primary School from 2 to 3 forms of entry from September 2017, raising the primary intake from 420 to 630. The expansion will be done in a phased approach with an increase of 30 pupil places per year. It is anticipated that the school will require 10 additional members of staff to facilitate the expansion. As the school currently operates with two bulge classes and is attended by 461 primary pupils, the net increase above the existing numbers will be of 169 pupils and 10 staff.
- 2.7 The proposal will also provide 15 additional parking spaces on the eastern side of the existing parking area.

3. Relevant History

- 3.1 P0320.16 - Installation of a single storey flat roof demountable building for use as classroom - Approved with Conditions
- 3.2 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 - Approved with Conditions.

4. Consultations/Representations

4.1 Neighbour notification letters were sent to 101 properties and 13 letters of representation were received which consisted of 2 letters of comments, 1 letter of support and 10 letters of objection raising the following concerns:

- Overlooking bungalows to the rear of the site
- Object to the physical characteristics of the building
- Additional vehicles will worsen the existing dangerous conditions on site where there is a conflict between pedestrians and vehicles
- Additional parking will worsen the existing drainage problems on site.
- Strong belief by residents that the grass bank bordering the existing car park contains asbestos.
- Increase in headlight glare
- Will worsen the existing problems with traffic in the area.
- Increase in vehicle emissions

4.2 The following consultation responses have been received:

- The London Fire Brigade - no objection.
- Highways - concerns raised regarding the additional pressure for parent parking in the surrounding streets and request conditions to be added in order to mitigate the concerns.
- Environmental Health raised no objection provided that a condition is added requesting an Air Quality Report to be done prior to commencement of development.

5. Relevant Policies

5.1 Policies CP17 (Design), DC26 (Location of Community Facilities), DC29 (Educational Premises), DC32 (Road Network), DC33 (Parking), DC34 (walking), DC35 (Cycling), DC55 (Noise) and DC61 (Urban Design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents are material planning considerations.

5.2 In addition, Policies 3.18 (Educational facilities), 3.19 (Sport facilities) 6.1 (Transport), 6.9 (cycling), 6.10 (walking), 6.13 (parking) 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 The main issues to be considered by Members in this case are the principle of development, impact on streetscene, impact upon neighbouring occupiers and highway/parking issues.

6.2 *Principle of development*

6.2.1 The proposal is for an extension to the existing school building and additional parking space provision. Such proposals are given strong encouragement through London Plan Policy 3.18. The proposal is acceptable in principle and complies with LDF Policy DC29.

6.2.2 Paragraph 74 of the NPPF states that: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

6.2.3 The proposal would not result in the loss of playing fields. Although some hardstanding space would be lost, Staff do not consider this to be significant given the significant amount of open space and playing space available on site.

6.3 *Design/Impact on Streetscene*

6.3.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.3.2 The proposed additions are situated to the rear and centre of the existing building and cannot be viewed from Granger Way or Benjamin Close.

6.3.3 The proposed additions will not result in harm to the surrounding area as they are in keeping with the existing school building in terms of size and overall height.

6.4 *Impact on Amenity*

6.4.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.4.2 Staff do not consider the proposal to have an unacceptable impact on neighbouring residential occupiers in term of overlooking, loss of light or loss

of outlook. The residential properties closest to the two storey extension are the bungalows along Rossall Close to the south of the subject site. The extension will be situated approximately 27m from the nearest residential boundary to the south and approximately 38m from the nearest residential dwelling.

- 6.4.3 The proposal would also provide 15 additional car parking spaces to the eastern boundary of the existing car parking area. Staff acknowledge that there would be some increase in noise and disturbance to the neighbouring occupiers situated to the western side of Granger Way, as a result of the comings and goings of vehicles within this car parking area, however this will take place principally before and after the main school day and as such, the impact is considered to be acceptable, particularly when this part of the school site is already used for staff car parking. The intensification of the use of the car park in itself (ie. the parking of cars) is not considered to give rise to a level of harm which would be prejudicial to residential amenity.
- 6.4.4 There is no particular air quality issues in relation to Brentwood Road or surroundings at present and the increase in vehicles that could potentially result in relation to the proposal is unlikely to result in significant air quality issues, however, Environmental Health have requested an Air Quality Assessment report to be submitted prior to any development on site in order to address any particular concerns with vehicle emissions.

6.5 *Parking and Highway Issues*

- 6.5.1 The applicant has submitted a comprehensive Transport Statement which reviews the existing transport and highway conditions at the school site and the area surrounding the schools, identifies the transport and highways impacts of the development proposal, determines whether the expansion in pupil and staff places would have a material impact on the local highway network and outlines any mitigation measures necessary to address the impacts identified.
- 6.5.2 The Transport Statement concluded that the site is easily accessed by pedestrians and also has 3 bus routes within a 3-minute walk from the school. Parking surveys have concluded that there is limited residual on street capacity for parent parking, drop off and collection in both (morning and afternoon) peak periods due to widespread CPZ restrictions. These restrictions are listed in more detail below.
- 6.5.3 **Benjamin Close** leads to the main pedestrian access into the HPS and as such it is subject to a high pedestrian footfall associated with the School peak periods. The street has 21 resident permit holder parking bays, located off-street which form part of a controlled parking zone (CPZ). The bays are restricted to resident permit holders only between Monday to Saturday, 8:30 – 18:30. The street is subject to single yellow line restriction along both sides of the carriageway and there are 'School Keep Clear' markings in the vicinity of the pedestrian access to the site, at the end of the street. Benjamin Close is subject to a 20mph speed restriction.

- 6.5.4 **Granger Way** is subject to double yellow line restrictions along the majority of the road. There are 34 parking spaces along the footway of the road marked with white lines and have a different surface finish to that on the footway. These spaces are subject to CPZ restrictions and are dedicated for resident permit holders only between Monday to Saturday, 08:30 – 18:30. Granger Way connects with Brentwood Road via a priority junction to the north of the site. The junction is marked with double yellow lines that prevent parking at this location. Granger Way is subject to 30mph speed restriction.
- 6.5.5 **Globe Road** is a residential street that connects to Benjamin Close, which provide access to the HPS. The northern section of the road is subject to a 20mph speed restriction and is under CPZ operation. The bays are restricted to resident permit holders between Monday to Saturday, 8:30 – 18:30. The northern section of the road is subject to a 30mph speed restriction and has unrestricted car parking on street. Speed mitigation measures in the form of speed tables, refuse islands and build outs are present along the road.
- 6.5.6 **Brentwood Road** Brentwood Road is a single carriageway road that provides access to the FBA site. In close vicinity of the site there are two bus stops and a zebra crossing facility that limits parking space considerably. Furthermore, it was observed that parking along the road does not generally occur due to the levels of traffic during the morning and afternoon peak times. The western section of the road that leads towards Romford railway station is primarily marked by a single yellow line that is in operation between Monday and Saturday 08:30 – 18:30. The western section of Brentwood Road has a CPZ that is in operation between Monday and Saturday between 08:30 – 18:30. Parking along the eastern section of the road was not observed.
- 6.5.7 **Osborne Road** forms a priority junction with Brentwood Road, approximately 80m east of the main FBA access. The junction is marked with double yellow lines that prevent parking that could potentially result in obstructing visibility. The length of the road to the junction with Oak Dene Close, is marked with single yellow lines that restrict parking from Monday to Friday between 08:00 – 10:00 on both sides of the road between the junctions with Brentwood Road and Oak Dene Close. The remaining length of the road does not have parking restrictions. The road is subject to a 30mph speed limit and has frequently located speed humps along its length.
- 6.5.8 **Francombe Gardens** is a residential road that forms a priority junction with Brentwood Road at approximately 50m west of the main FBA School access. It features a Monday to Saturday 08:30 – 18:30 restriction. It also features a 'Residents Permit Holders Only' marked parking area that provides space for approximately 7 – 8 vehicles on the eastern side of the road.
- 6.5.9 The parking restrictions has led to parent parking behavioural issues such as stopping in residential bays, on single yellow lines and across residential driveways causing short term parking stress. Accident analysis indicated that 29 accidents were recorded within the vicinity of the sites during the

past three years. Five accidents occurred which involved children 11 – 18 years of age, and two of them occurred during a journey to or from School. No primary School age children were involved in accidents. The accidents that occurred in the area were due to behavioural issue rather than network geometry, visibility, or speeding.

6.5.3 There are currently a total of 53 FTE (full time equivalent) staff members working on site. The proposal will however increase the staff member to 63 FTE. The addition of 15 car parking spaces would provide sufficient parking provision for the increase of 10 full time equivalent teachers. Provision is also made for an additional 49 cycle parking spaces. The expansion of Hylands Primary School would result in an estimated 44 additional vehicle trips to the site from pupils in the morning peak and 40 in the afternoon peak. An additional 7 car trips will be associated with staff. The existing shortfall has been managed by a reduction in staff traveling to school by car. The proposed arrangements would have similar arrangements incorporated into the Travel Plan.

6.5.4 Site visits were undertaken during the morning and afternoon peak period to observe how the local highway network operates during the School peak periods. The following site observations were made in regards to the operation of the Hyland Primary School:

1) The vehicular gate was observed to be open throughout the morning peak period and locked during the afternoon peak period. Few parents were noted to use the staff car park during the morning peak period;

2) During the morning peak period, it was observed that Benjamin Close was the main access for pupils and a number of cars dropped pupils within Benjamin Close. Some parents parked their vehicles in the resident permit parking bays which fell within the CPZ. While the restrictions were not active until 08:30 it was observed that some parents continued to occupy the bays until the School opened;

3) No Crossing Patrol Officer or official crossing facilities was observed on Globe Road; and

4) Congestion and queues of 8 - 10 vehicles were observed on Globe Road with the junction with Brentwood Road.

6.5.5 It is recognised that the area is currently experiencing parking stress and the Transport Statement recommends that demand management measures be implemented to mitigate the potential additional impact. Staggering start and finish times is another measure to be considered in the future should parking stress remain in the area.

6.5.5 A condition has been added for the revision of the School Travel Plan prior to development on site, to incorporate the recommendation made by the Transport Assessment. The Travel Plan should reflect the expansions and set out measures to improve active nodes, safety and parking behaviour and promote park and ride to mitigate any adverse effects of the proposed

development. A target to reduce single occupancy car mode share should also be included. Further measures are recommended for the active management of the site frontage, expansion of the breakfast club and afterschool club/activities in order to reduce parking demand during peak periods.

6.5.6 Staff conclude that the additional impact as a result of the 15 proposed parking spaces and the expansion of the school whilst having additional traffic impact is not considered to be so unacceptable to the surrounding area, provided that the measures suggested by the Transport Statement are implemented within the School Travel Plan. This, however, needs to be balanced against the need for additional school places outlined paragraphs 2.4 and 2.5 of this report, and the favourable policy position, particularly in the London Plan (Policy 3.18) Members should take account of the favourable policy position for providing needed school places for the future, but may however attach different weight to the potential impact on the surrounding area through increased vehicle trips to and from the site. It should be noted that the Highways Authority has not raised an objection to the proposal provided that parking review and Travel Plan conditions be added in the event of an approval.

6.10 *Other*

6.10.1 In reference to the potential for asbestos or other contaminants on site, Environmental Health has concluded that the site is not situated within a risk area and there is no evidence of any asbestos or contaminants present on site.

6.10.2 In reference to water runoff, Staff do not consider the additional hardstanding proposed to generate a significant amount of water runoff over and above the current situation on site. Past improvements to the existing drainage on the site by the Council will be sufficient to mitigate any additional water runoff.

6.10.3 Concerns were raised regarding additional vehicle movement and its impact on the surrounding area. The access to the car park is situated at the northern side of the subject site and only a small number of residential properties will have vehicles pass in close proximity to their frontages along Granger Way. Staff do not consider the increase in parking and vehicle movement would have a significant harmful impact over and above the current situation, to warrant a refusal.

6.10.4 Concerns were raised regarding light spill from vehicle headlights in the school parking area into the front of the properties along Granger Way. It is acknowledged that there will be some vehicle light impact on these properties especially during the winter, however the impact would mainly occur during daytime hours and is not considered to have an unacceptable impact on neighbouring amenity

7. Conclusion

- 7.1 The application does present issues of judgement around the increased volume of vehicle trips to and from the site and how this weighs in the overall balance alongside a statutory need to provide for school places. On balance, Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable 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. Land ownership is not a material planning consideration for the committee.

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 31 January 2017.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

23 March 2017

Subject Heading:

P0096.17: Towers Infant School, Osborne Road

Ward

Single storey extension to the existing Infant School building, to provide space for a new Nursery provision. Additional parking. (Application received 20th January 2017).

Report Author and contact details:

Hylands

Helen Oakerbee
Planning Manager
helen.oakerbee@havering.gov.uk
01708 432800

Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

- | | |
|--|-----|
| Havering will be clean and its environment will be cared for | [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 which seeks permission for an extension to the main school building, to be located on the western side of the site to provide nursery provision in line with a growing demand for early years places. The school is Council owned and an objection has been received.

The development raises considerations in relation to the impact on the character and appearance of the surrounding area, the impact on the residential amenity of neighbouring occupiers, the suitability of the proposed parking and pedestrian access arrangements, and the implications for the surrounding highway network.

However, the proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted subject to safeguarding 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. Materials

All new external finishes shall be carried out in materials to match those of the existing building, namely brickwork, plain roof tiles and aluminium double glazed windows and doors, to the satisfaction of the Local Planning Authority.

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

3. 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.

4. Hours of Construction

No construction works or deliveries into the site shall take place other than between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To minimise the impact of the development on the surrounding area in the interests of amenity.

5. Non Standard Condition 1

Before the development hereby permitted commences details of a scheme shall be submitted to and approved in writing by the local planning authority which specifies the provisions to be made for the control of noise emanating from the proposed Nursery. Such scheme as may be approved shall be implemented prior to first occupation and thereafter retained in accordance with such details.

Reason: To prevent noise nuisance to nearby residents.

5. Non Standard Condition 2

Before any works commence a scheme for any new plant or machinery shall be submitted to the local planning authority to achieve the following standard. Noise expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive premises shall not exceed La90 -10dB and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining/adjacent premises.

6. Non Standard Condition 3

Prior to the commencement of any ground works 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 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.

7. Parking Restriction Review

Within 18 months of the development being brought into use a review of parking restrictions within 500 metres of the school pedestrian entrance shall be carried out and submitted to and approved in writing by the Local Planning Authority. The review shall be aimed at reducing the impact of parent parking near the school and to ensure that pedestrian desire lines across junctions or other locations are not unduly impeded.

Reason: To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34. To manage the impact of parent parking in the streets surrounding the site and to accord with Policy DC33.

8. Travel Plan

Prior to the occupation of the development hereby permitted a revision to the existing Travel Plan which reflects the increase in pupil numbers shall be submitted to and approved in writing by the Local Planning Authority. The revised Travel Plan shall include a review of walking routes and conditions in the area around the school and measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan as revised shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To help bring about a reduction in private car journeys, to minimise the potential for increased on street parking in the area, to mitigate the impact of increased car journeys at peak times and to accord with the Policy DC32. To ensure the interests of pedestrians and their desire lines considered and to accord with Policy DC34.

9. 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. 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.

2. Changes to the Public Highway

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. If new or amended access as required (whether temporary or permanent) there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement

with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. please note that unauthorised work on the highway is an offence.

3. Highway Legislation

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of 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 of any nature) required during the construction of the development.

Please note that unauthorised works on the highway is an offence.

4. Temporary use of the public highway

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. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a license is required and Streetcare should be contacted on 01708434343 to make the necessary arrangements.

Please note that unauthorised works on the highway is an offence.

REPORT DETAIL

1. Site Description

- 1.1 The subject site lies to the south of Osborne Road. The site consists of an Infant School to the north of the site and a Junior School to the south of the site. To the centre of the site and between the two schools is a large playing field. The site is surrounded by residential properties to the north, east, south and west.
- 1.2 The application site is set well away from the highway by means of a gated entrance and driveway.

2. Description of Proposal

- 2.1 Permission is sought for a single storey extension to the main school building, on the western side which would represent an additional 55.14m² of gross internal floor area.

- 2.2 The proposal would feature a flat roof of comparable height to the main school building. The extension will operate as a nursery to accommodate early years places and will facilitate a total of 47 early years pupils.
- 2.3 In addition it is proposed to form additional parking spaces (an increase of 3 parking spaces to total 28) to accommodate an increase in staff from 36 to 40 full-time.

3. History

P1117.15 - Single storey flat roof extension and internal alterations - Approved with conditions

P0609.13 - Single storey extension - Approved with conditions

P1501.12 - Single storey extension with 3 classrooms and hard standing play areas and extension to car park - Approved with conditions

P1071.05 - Single storey extension to the staffroom and alterations to form additional car spaces and disabled ramp - Approved with conditions

4. Consultation/Representations

- 4.1 Neighbour notification letters were sent to 44 neighbouring occupiers. One letter of objection was received which raised concerns over parking within the immediate vicinity of the school and the impacts of the development on the amenity of nearby occupiers.
- 4.2 Highway Authority - No objections, subject to conditions.
- 4.3 Environmental Health - No objections, subject to conditions.

5. Relevant Policy

- 5.1 Policies CP17 (Design), DC26 (Location of community facilities), DC29 (Educational Facilities), DC34 (Walking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Delivering Safer Places) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.
- 5.2 Policies 3.18 (Education Facilities), 5.3 (sustainable design and construction), 6.9 (cycling), 6.10 (walking), 7.3 (designing out crime) and 7.4 (local character) of the London Plan, are material considerations.
- 5.3 The National Planning Policy Framework, specifically Sections 7 (Requiring good design) and 8 (Promoting healthy communities) are relevant to these proposals.

6. Staff Comments

6.1 The application is being reported to Committee because the applicant is the Council and an objection has been received

7. Principle of Development

7.1 The issues for Staff to consider relate to the impact that the proposed extension would have on the character of the original building, locality, and amenity of neighbouring occupiers, highways and parking.

7.2 The proposal is not located within a Conservation Area, nor the Metropolitan Green Belt and in principle there is no objection to an extension to the existing school building.

7.3 The NPPF at its core encourages Local Authorities to take a proactive and positive approach to development that will widen choice in education, with great weight given to the need to create, expand or alter education facilities. Policy DC29 of the LDF states that educational premises should be of a suitable quality to meet the needs of existing and future residents.

7.4 Havering, in common with many other London Boroughs and urban areas is currently experiencing an increase in the demand for early years places. The Local Authority is required by legislation to secure early education entitlement places by offering 570 hours a year over no fewer than 38 weeks for every child in the borough until the child reaches compulsory school age (the beginning of term following their fifth birthday). This is equivalent to 3 & 4 year olds accessing 15 hours of early years provision per week across 38 weeks.

7.5 From September 2017 this 15 hour offer will increase for working families who will be entitled to up to 30 hours of childcare per week for 3 & 4 year olds.

7.6 In order to accommodate this increased allocation, greater provision of early years places would be needed as at a present a deficit in places has been identified. Information provided by the applicant in support of the current application identifies an increase in the birth rate in Hylands ward of 19% between 2010/11 and 2013/14 and sets out that the estimated demand for 30 hours places would be as follows.

	3&4 year old FTE places available by ward	3&4 year olds eligible for 30 hours	Surplus/Deficit of 3&4 year old 30 hours places
Hylands Ward	92	144	-52

7.7 In addition to the projected rise in birth rates this figure is compounded by families moving into the borough from other parts of London, the UK and

abroad. At present, with the above information taken into consideration the demand for early years places in the area is high and there is a projected deficit going forwards without the creation of additional places.

- 7.4 The development would therefore represent an addition which is required to improve the quality of Towers Infant School, in order that it can continue to cater for the needs of residents and meet the increased demand for places expected by predicted population changes.
- 7.5 The proposal is therefore acceptable in principle, subject to assessment of the visual impacts of the development on the main building, the amenity of nearby residents and any highways/parking matters.

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 and the NPPF reinforces this by placing emphasis on good quality, design and architecture.
- 8.2 The proposed extension would relate well to the main school building and would benefit from a design in keeping with the form of the host premises. It would be sited a considerable distance from the highway and would not be readily visible, due to a combination of mature planting and the form of the main school. Therefore it cannot be judged based upon its impact on the street scene. In terms of the scale, bulk and mass of extension when seen within the context of the school building as extended, it would be negligible.
- 8.3 The proposal would bring built form closer still to the rear gardens of adjacent occupiers than the historic extension with which it would adjoin (P0609.13) however there would still be a satisfactory degree of separation from shared boundaries. Given the scale of the proposal, with similar overall height and roof design to the existing school building, it is not considered that it would give rise to any substantial visual impact on these neighbouring premises.
- 8.3 It is considered that the proposed extension would, by reason of its design, positioning and scale, safeguard and preserve the character and appearance of the school and surrounding area. The proposal is acceptable and in accordance with Policies DC61 and advice contained within the NPPF.

9. Impact on Amenity

- 9.1 The proposed extension whilst sited adjacent to the western boundary of the site and therefore potentially visible from neighbouring rear gardens would be modestly proportioned and would benefit from an adequate separation from the shared boundary so as to reduce its visual impact.

- 9.2 Consequently, the proposal would be unlikely to result in any significant loss of light outside of acceptable parameters, nor give rise to any undue sense of being overbearing. Furthermore, the single storey nature of the development is such that the existing levels of privacy would not be prejudiced.
- 9.3 In addition, it must be noted that provision is made for a covered outdoor space within the recess between the proposed addition and the main building. It is considered that the built form of the addition would act as a buffer between the outdoor activities and the rear gardens of adjacent occupiers.
- 9.2 It is considered that the proposal would not give rise to any unacceptable impact on amenity and that instead the proposal would safeguard the amenities of neighbouring properties in accordance Policy DC61 the principles of the NPPF

10. Highway/Parking

- 10.1 Towers Infant School currently operates as a 3FE school with 266 pupils, with a total of 49 members of staff of which 15 are teaching staff (nine full-time and six part-time) and 34 are supporting staff. This equates to 35 FTE staff members.
- 10.2 The policy requirement for parking equates to one space per member of teaching staff. The school currently benefits from 28 parking spaces, therefore there is an existing deficit in on-site parking provisions in policy terms.
- 10.3 However, information has been provided in the form of a transport statement prepared by Robert West on behalf of the applicant which advises that the percentage of staff that travel to Towers Infant School by motor vehicle is considerably less than the number of spaces that are provided and that therefore demand is being met. Information provided by the applicant suggests that presently 60% of staff employed at Towers Infant School currently drive to the site which would generate a demand for 21 car parking spaces where as above presently 28 exist.
- 10.3 An increase in the total number of spaces is proposed by way of an extension of the existing hard-surfaced area to allow for 3 additional spaces, such that the total would be 31 off-street spaces. An increase of staff is also proposed. Application forms provided with the submission indicate that 4 full time members of staff will be employed within the early years element. Whilst the deficit would be relative to the existing scenario, there would continue to be a deficit in policy terms.
- 10.3 In addition, the introduction of early years provision would certainly increase movement to and from the site. The site has a PTAL (Public Transport Accessibility Level) of 2 (poor) and so it can be concluded that a proportion of new trips will be generated by car which could further impact on the local road network. The lack of any dedicated drop off facility for the

school would be likely to increase pressure on secondary roads surrounding the school.

- 10.4 Consequently the Local Highway Authority have raised some concerns that the introduction of early years provision would create additional demand for parent parking in the surrounding streets, as although there appears to be capacity, behavioural issues with parking in restricted and unsuitable areas at present are a real issue which is reinforced by the comments made by the resident during the statutory consultation period.
- 10.5 Parking and road safety impacts have therefore been identified and require mitigation. The Highway Officer has proposed conditions which seek to mitigate impacts of the proposal. The recommended measures include the review of parking restrictions in the area around the school to alleviate pressure on the existing road network and the submission of a travel plan consider measures to reduce vehicular trips
- 10.6 Staff are of the view that the deficit in staff parking is minor when taking into account the existing number of staff who do not drive to the school and are satisfied that the measures proposed to address vehicle movement to and from the site, which can be secured by planning condition, would be sufficient to mitigate against any adverse highways issues likely to arise from the development and the lack of a drop off facility. The proposal would, as a consequence, be acceptable in this respect.
- 10.7 It is recognised however this is a matter of judgement and Members are invited to balance the need to provide for nursery places against the likely increase in vehicle trips to and from the school and the impact this could have upon the local highway network.

11. Conclusion

- 11.1 Having had regard to the LDF Core Strategy and Development Control Policies Development Plan Document, all other relevant local and national policy, consultation responses and all other material planning considerations, it is considered that the proposal would not harm the form and character of the school and surrounding area, the residential amenity of the occupants of neighbouring properties or result in any highway issues subject to the monitoring of safeguarding conditions.

IMPLICATIONS AND RISKS

Financial Implications and risks:

None.

Legal Implications and risks:

Although the application relates to a land which is within the Council's ownership. Land ownership is not a material planning consideration and therefore does not affect the planning considerations relating to this development application.

Human Resource Implications:

None.

Equalities and Social Inclusion Implications:

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

BACKGROUND PAPERS

Application form and drawings received 20-01-2017.

REGULATORY SERVICES COMMITTEE

23 March 2017

REPORT

Subject Heading:

P0149.17 - Whybridge Infants School, Ford Lane, Rainham - New 2 classroom extension and staff room infill extension (received 7/2/17)

Lead Officer:

Helen Oakerbee - Planning Manager, Applications

Report Author and contact details:

Adèle Hughes
Senior Planner
adele.hughes@havering.gov.uk
01708 432727

Ward:

South Hornchurch

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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input type="checkbox"/>
Residents will be proud to live in Havering	<input checked="" type="checkbox"/>

SUMMARY

This matter is brought before committee as the application site is Council owned. The fact that the site is Council owned does not have any material bearing on the consideration of this planning application.

The application seeks planning permission for an extension to create two new classrooms and an infill extension to the staff room. Staff conclude the proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

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

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

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

2. Materials - The proposed development hereby approved shall be constructed in accordance with the materials detailed under Section 10 of the application form unless otherwise agreed in writing by the Local Planning Authority.

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

3. 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.

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

5. 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.

6. Review of parking restrictions - Within 18 months of the development being bought into use a review of parking restrictions within 500 metres of the school pedestrian entrance shall be carried out and submitted to and approved by the Local Planning Authority. The review shall be aimed at reducing the impact of parent parking near the school and to ensure that pedestrian desire lines across junctions or other locations are not unduly impeded.

Reason: To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34. To manage the impact of parent parking in the streets surrounding the site and to accord with Policy DC33.

7. Travel Plan - Prior to the occupation of the development hereby permitted, a revision to the existing Travel Plan which reflects the increase in pupil numbers

shall be submitted to and approved in writing by the Local Planning Authority. The revised Travel Plan shall include a review of walking routes and conditions in the area around the school and measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan as revised shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To help bring about a reduction in private car journeys, to minimise the potential for increased on street parking in the area, to mitigate the impact of increased private car journeys at peak times and to accord with Policy DC32. To ensure the interests of pedestrians and their desire lines are considered; and to accord with Policy DC34.

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.
3. 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.
4. 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.
5. 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.

REPORT DETAIL

1. **Site Description:**

- 1.1 The application site is Whybridge Infants School, Ford Lane, Rainham. The site is bounded by a mixture of single and two storey detached, semi-detached and terraced residential properties with associated rear gardens.

2. **Description of development:**

- 2.1 The application seeks permission for an extension to create two new classrooms and an infill extension to the staff room. The classroom extension would have a minimum and maximum width of 7 and 12.8 metres respectively, a depth of 18.6 metres and a height of 3.3 metres to the top of the flat roof. There will be an additional 60 children and four additional staff at Whybridge Infants School. The infill extension would have a width of 7.2 metres, a depth of 3.8 metres and a height of 3.3 metres. The existing fencing would be realigned and augmented to enable access from the existing access road. The existing path would be realigned.
- 2.2 Havering is currently experiencing an increase in demand for school places, due to rising birth rates and families moving into the borough from other parts of London, the UK and abroad. Havering has seen an increase of over 45% in the number of births between calendar years 2002 and 2015. Planned major housing developments and regeneration schemes and other demographic changes in some areas in Havering have also led to more families with school age children moving into these areas, increasing the demand for school places.
- 2.3 Whybridge Infant and Junior Schools are located in the Rainham and South Hornchurch schools planning area, where a major housing development programme has been agreed (subject to planning) with over 3500 units to be delivered over the period 2015/16 to 2021/22. The birth rate in this area has also increased by 6% between 2010/11 and 2014/15. Both Whybridge Infant and Junior Schools are popular and good schools, thus it has been agreed as an appropriate location for additional numbers to be accommodated. Whybridge Infant School admitted an additional class in Year 1 in September 2016 to accommodate high demand.
- 2.4 Whybridge Infant and Junior Schools both currently operate as a 2 form entry, providing educational requirements for approximately 450 children in total aged from 4 to 11 years old from the surrounding local areas. The proposal seeks to expand both schools to 3 forms of entry, meaning that once full the number of children who will attend the Infant and Junior Schools will increase from 450 to 630 in total across both schools. This will be done on a phased increase starting with implementation at Whybridge Infant School by September 2017 and by 2018 for Whybridge Junior School.

2.5 The permanent expansion of Whybridge Infant and Junior Schools from 2 to 3 forms of entry is necessary in order to ensure that the Council fulfils its statutory duty of securing sufficient school places to meet the needs of children and families in Havering. The additional classrooms required to accommodate the expansion are designed to be in permanent buildings with enhanced facilities suitable for the increased pupil numbers. If the planning application to enable the physical works to accommodate the additional pupils at this school is not approved, then the school will not be able to expand to provide the additional school places needed. If this happens, then there is a risk of there not being enough school places available in the Rainham and South Hornchurch planning area.

3. **Relevant History:**

3.1 Q0004.17 - Discharge of condition 3 of P0953.16 - To be determined.

P0953.16 - The existing demountable single classroom (9 metres by 10 metres) to be demolished and replaced with a refurbished demountable portakabin comprising 2 classrooms (14.8 metres by 9.8 metres) with an additional 30 children and two teachers. - Approved.

4. **Consultations/Representations:**

4.1 The occupiers of 68 neighbouring properties were notified of this proposal. At the time of drafting this report, one letter of objection had been received with the following detailed comments that have been summarised as follows:

- Queried how much the extension would cover the green and if so, by how much.
- Traffic and parking.
- Pedestrian and highway safety.
- Queried if parking restrictions can be put in place for non residents.

Councillors will be updated verbally at committee if any further representations that are subsequently received.

4.2 Historic England - The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

4.3 Environmental Health - No objections or comments for this application in terms of noise.

4.4 The Fire Brigade is satisfied with the proposals.

4.5 The Highway Authority has provided the following comments: The Highway Authority has some concerns that this school will create additional pressures for parent parking in the surrounding streets as although there appears to be capacity, behavioural issues with parking in restricted and unsuitable areas are experienced at present. There is no transport assessment or statement provided and the Highway Authority is not able to comment on other impacts, although these are likely to be similar to other schools in the borough and

conditions have been proposed in mitigation. The application refers to there being space within the site for dropping-off, but the Highway Authority doubts that this will be accessible for general use by parents. There are some concerns, therefore, that local streets will become the defector facility. The Highway Authority suggests that Members should consider the impact on travel in the local area in the balance of the requirements for new school places. Recommend three conditions and informatives if minded to grant planning permission.

- 4.6 In response to the above comments, the proposed extension would result in the loss of approximately 207 square metres of the existing grassed area to the front of the school. The existing fencing would be realigned and augmented to enable access from the existing access road. The existing path would be realigned. An area of grass would remain to the front of the site. The highway and parking issues for this application are addressed in Section 6.4 of this report.

5. Relevant policies:

- 5.1 Policies CP8 (Community needs), CP17 (Design), DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car parking), DC34 (Walking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC62 (Access) 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), 6.13 (Parking) and 7.4 (Local character) of the London Plan and Chapters 4 (Promoting sustainable transport), 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. The issues arising in respect of this application are the impact on the streetscene, amenity issues and parking and highways implications.

6.2 Principle of Development

- 6.2.1 The proposal is for an extension to create two new classrooms and an infill extension to the staff room. The proposal is acceptable in principle and complies with LDF Policy DC29.

6.3 Design/impact on street/Garden scene

- 6.3.1 It is considered that the infill extension to the staff room would not affect the streetscene, as it is single storey, its proportions are modest and it would be flush with the south eastern flank of the existing school building.

- 6.3.2 Staff consider that the extension to create two new classrooms would not be materially harmful to the streetscene, as it is single storey and relatively low in height at 3.3 metres with a flat roof, which minimises its bulk. In addition, the front façade of the classroom extension would be set back approximately 24

metres from Ford Lane and its flank wall would be set in between approximately 2 and 6 metres from the south eastern boundary of the site, which would help to mitigate its impact. Overall, Staff consider that the overall proportions and height of the proposed classroom extension would integrate satisfactorily with the existing school building and the wider streetscene.

6.4 Impact on amenity

- 6.4.1 Although the proposal would result in some loss of green space, an area of grass would remain on the site. It is considered that the extension to create two new classrooms would not result in material harm to neighbouring amenity, as it is single storey, its flat roof minimises its bulk and it is relatively low in height at 3.3 metres. Staff consider that the classroom extension would not result in material harm to neighbouring properties adjacent to the south eastern boundary of the site, as it would be set off the south eastern boundary of the site by approximately 2 and 6 metres, which would help to mitigate its impact. There would be a separation distance of approximately 15 metres between the rear façade of the nearest residential dwelling at No. 7 Ford Lane and the front façade of the classroom extension, which would help to mitigate its impact.
- 6.4.2 There would be a minimum separation distance of approximately 11 metres between the end of the rear garden of No. 21 Ford Lane and the north western flank of the classroom extension, which would help to mitigate its impact. The existing planting on the north western and south eastern boundaries of the site (adjacent to No.'s 21 and 7 Ford Lane respectively) would be maintained and improved, which would further mitigate the impact of the proposal.
- 6.4.3 It is considered that the infill extension to the staff room would not affect neighbouring amenity, as it would be flush with the south eastern flank of the existing school building, its single storey and its proportions are modest.
- 6.4.4 It is recognised that an additional sixty children and four staff would increase noise and disturbance, although this would be balanced against pupils utilising the whole of the school site. Given the existing use of the site as a school it is not considered the increase in pupil and staff numbers would result in a material change in the character or use of the site sufficient to justify refusal on grounds of noise and disturbance.

6.4 Highway/parking issues

- 6.4.1 Whybridge Infants School is located in PTAL zone 1b. There are 14 car parking spaces on the site. The proposal involves the creation of 4 additional car parking spaces, bringing the total to 18 car parking spaces with 22 staff (18 existing staff with an additional 4 staff post expansion). There are two parking spaces to the front of the site, which will only be accessed outside of pupil arrival and departure times and these will be used by part time staff such as midday assistants. The School will decide which members of Staff will have access to these two car parking spaces.

6.4.1 It is noted that a transport assessment has not been provided. Moving from a 2 form of entry to a 3 form of entry is a significant increase in pupil numbers and while it will take some time for numbers to fully increase across the Infant School site, the Highways Authority have raised some concern that this school will create additional pressures for parent parking in the surrounding streets as although there appears to be capacity, the Highway Authority has identified existing behavioural issues with parking in restricted and unsuitable areas at present. The Highway Authority suggests that Members should consider the impact on travel in the local area in the balance of the requirements for new school places.

6.4.3 Parking and road safety impacts have been identified and require mitigation. Two mitigation measures have been suggested by Highways, namely a review of parking restrictions in the area around the school and the submission of a school travel plan to consider measures to reduce vehicular trips. Staff are satisfied that the measures proposed, which can be secured by planning condition, would be sufficient to mitigate against any adverse highways issues likely to arise from the development and that the proposal would be acceptable in this respect. It is recognised this is a matter of judgement and Members are invited to balance the statutory need to provide for school places against the likely increase in vehicle trips to and from the school and the impact this could have upon the local highway network during the peak periods of morning drop off and afternoon collection.

7. **Conclusion**

7.1 Staff are of the view that an extension to create two new classrooms and an infill extension to the staff room are acceptable, would not adversely impact on the streetscene or result in a significant loss of amenity to neighbouring occupiers. In the context of the school site as a whole it is not considered this proposal would materially increase noise and activity over the existing levels. As a matter of judgement, 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 7/2/2017.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

23 March 2017

Subject Heading:

P0059.17 - Central Park Swimming Pool, Gooshays Drive - The proposed development consists of a single storey extension to an existing Leisure Centre and alterations to the car park (received 1/02/17 and 7/03/17 and revised plans received 13/02/17).

Lead Officer:

Helen Oakerbee - Planning Manager Applications

Report Author and contact details:

Adèle Hughes
Senior Planner
adele.hughes@havering.gov.uk
01708 432727

Ward

Gooshays

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. The fact that the site is Council owned does not have any material bearing on the consideration of this planning application.

The application seeks planning permission for a single storey extension to an existing Leisure Centre and alterations to the car park. 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. Materials - The proposed development hereby approved shall be constructed in accordance with the materials detailed under Section 10 of the application form and the external finishes document attached to the agent's email dated 3rd March 2017 unless otherwise agreed in writing by the Local Planning Authority.

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

3. In accordance with the 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.

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. Construction Method Statement - 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.

6. Gas Protection Measures - 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.

7. Landscaping - Notwithstanding the details shown on the approved plans and prior to the commencement of the proposed car park extension hereby approved, a scheme of hard and soft landscaping shall be submitted to and approved by the Local Planning Authority, which shall include:

- i) indications of all existing trees and shrubs on the site,
- ii) details of any trees to be retained,
- iii) measures for the protection of the retained trees,
- iv) details of new planting in between the perimeter of the proposed car park extension and the south eastern boundary of the site shown on Drawing No. 2016-202 A-PL-011 to minimise the impact of the proposal on neighbouring properties in Colterne Street and Sudbury Close.

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.

8. External lighting - Prior to the commencement of the proposed car park extension hereby approved, details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to judge the impact arising from any external lighting required in connection with the building or use. 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 residential amenity and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

9. Site levels - Prior to the commencement of the proposed car park extension hereby approved, a drawing showing the proposed site levels of the proposed car park extension shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: Insufficient information has been supplied with the application to judge the proposed site levels of the proposed car park extension. 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.

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.
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 £7,000. 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. Further details with regard to CIL are available from the Council's website.

REPORT DETAIL

1. **Site Description:**

- 1.1 The existing leisure club is located in the north-west corner of the site, with its principal entrance facing onto Gooshays Drive. Car parking is located to the south of the building with additional overspill parking between the centre and Gooshays Drive. Two existing games courts are located to the south-east of the building. The north, east and west principally comprise of residential properties. 'My Place' Youth and Community Centre lies immediately to the north of the Leisure Centre. Central Park, an area of public open space, lies to the east of the site beyond Paine's Brook, a tree lined water course following north-south to its junction with Ingrebourne River.

2. **Description of development:**

- 2.1 The application seeks permission for a single storey extension to the existing Leisure Centre and alterations to the car park. 14 existing unmarked car parking spaces would be lost in the overflow car park due to the proposed extension. The proposal involves extending the existing car parking area to provide a total of 28 new car parking spaces to the south east of the site beyond the existing games courts. Overall, there would be a net gain of 14 spaces.

2.2 The extension would enlarge the gym and have a depth of approximately 12.1 metres, a width of 30 metres and a flat roof with a height of 4.7 metres. The proposed materials include gunmetal grey rainscreen cladding, plinth brickwork and grey doors, window frames, parapet and cill flashings.

3. **Relevant History:**

3.1 P1525.04 - Amendment to condition 6 of Planning Permission Ref: P0498.98 regarding hours of use. Change hours of use to 6:00am to 11:00pm Monday to Saturday and 6:00am to 11:00pm Sunday - Approved.

4. **Consultations/Representations:**

4.1 The occupiers of 61 neighbouring properties were notified of this proposal. Four letters of objection were received with detailed comments that have been summarised as follows:

- The proximity of the car park to Collerne Street will exacerbate nuisance, light and noise harmful to residential amenity.
- The car park would result in the loss of greenery.
- Security.
- Litter.
- Dog fouling.
- Suggested that the green metal fence around the leisure centre should be replaced with a tall wooden fence.

4.2 Environmental Health - The noise assessment is satisfactory. There are no objections in terms of noise to this application. Recommend one condition regarding gas protection measures if minded to grant planning permission.

4.3 The Highway Authority has no objection to the proposals and recommends a condition regarding a construction method statement if minded to grant planning permission.

4.4 In response to the above, comments regarding security, litter, dog fouling and replacing the green metal fence with a tall wooden fence are not material planning considerations. Details of external lighting, including its illuminance, will be secured by condition if minded to grant planning permission. The remaining issues will be addressed in the following sections of this report.

5. **Relevant policies:**

5.1 Policies CP7 (Recreation and Leisure), CP8 (Community Facilities), CP17 (Design), DC32 (The Road Network), DC33 (Car parking), DC34 (Walking), DC35 (Cycling), DC55 (Noise) 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 3.19 (Sports facilities), 6.13 (Parking) 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 and objections having been 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.

7. **Principle of Development**

- 7.1 The proposal is for a single storey extension to an existing leisure centre and alterations to the car park. The proposal is acceptable in principle and complies with LDF Policy CP7.

7.2 **Impact on the streetscene**

- 7.2.1 It is considered that the proposed extension would not be harmful to the streetscene, as it is single storey, its flat roof minimises its bulk and it would be set back approximately 14 metres from Gooshays Drive, which would help to mitigate its impact. The proposed materials include gunmetal grey rainscreen cladding, plinth brickwork and grey doors, window frames, parapet and cill flashings. Staff consider that the design, siting and materials of the proposed extension would integrate satisfactorily with the character and appearance of the streetscene. The existing trees within the site and the street trees on Gooshays Drive adjacent to the western boundary of the site would provide some screening.
- 7.2.2 Staff consider that the proposed extension to the car park would not be materially harmful to the streetscene when viewed from Gooshays Drive, as it would be located to the rear of the existing car park and would be set back from Gooshays Drive by approximately 94 metres, which would mitigate its impact.

7.3 **Impact on amenity**

- 7.3.1 It is considered that the proposed extension would not be harmful to residential amenity, as its flat roof minimises its bulk, its single storey and it would be partly screened by the existing trees within the site and the street trees on Gooshays Drive adjacent to the western boundary of the site. There would be a separation distance of approximately 39 metres between the front façade of the single storey extension and the nearest residential dwelling at No. 209 Gooshays Drive, which would help to mitigate its impact.
- 7.3.2 It is considered that the proposed extension to the leisure centre would not be harmful to the amenity of the 'My Place' Youth and Community Centre given its use. Also, the flank wall of the proposed extension would be approximately 23 metres from the northern boundary of the site, which would mitigate its impact.

- 7.3.3 The proposed extension to the leisure centre is well separated from neighbouring properties to the south of the site in Colterne Street, due to the siting of the existing car park.
- 7.3.4 It is considered that the proposed car park extension would not be materially harmful to the amenity of neighbouring properties to the west of the site, as it would be located to the rear of the existing car park and would be set back approximately 94 metres from Gooshays Drive.
- 7.3.5 Although the proposal would result in some loss of greenery, an area of grass would remain on the site. Staff consider that the car park extension would not be materially harmful to the amenity of neighbouring properties to the south east of the site, as there would be a minimum separation distance of approximately 19 metres between the perimeter of the car park and the front facades of neighbouring properties in Colterne Street and Sudbury Close, which would help to mitigate its impact. Also, the proposed car park extension would utilise the existing access to the site from Gooshays Drive. It is noted that the level of car parking provision would change across the site. It is considered that the proposed car park extension with 28 spaces would result in some noise and disturbance from additional pedestrian and vehicular movements in this part of this site, although this is not deemed to be materially harmful to neighbouring amenity over and above existing conditions, given that the existing main car park (excluding the overspill area) has 126 spaces and taking into account the existing use of the site as a leisure centre. Details of external lighting, landscaping and site levels will be secured by condition if minded to grant planning permission.

7.4 Highway/parking issues

- 7.4.1 The application site has a PTAL Rating of 2. The existing marked out car park has 126 spaces, including 6 disabled bays. The construction of the single storey extension would result in the loss of 14 existing car parking spaces from the overspill car park. Following the proposed extension, the overspill car park would have 30 unmarked spaces. The proposal involves extending the existing car parking area by utilising an area of open grass to provide a total of 28 car parking spaces to the south east of the site beyond the existing games courts. The siting of the proposed car park would extend the current one-way traffic flow through the car park and a turning area would also be provided. The Highway Authority has no objection to the proposal. A construction method statement will be secured by condition if minded to grant planning permission.

7.5 Trees

- 7.5.1 An Arboricultural Impact Assessment was submitted with the application. There are eight trees within the application site and three street trees in Gooshays Drive adjacent to the western boundary of the site. The assessment states that tree cover within the site boundary is limited both in species choice and geographical spread. The current tree stocks have been poorly maintained with poor pruning, partially occluded tree stakes and stem damage from grass strimming. As such, there is no objection to any number

of trees being removed from within the grounds. The single storey extension will be serviced by some additional formalisation of the existing car parking provision, which will require a new kerb to be installed. The new kerb will impinge on the root protection area of trees 0017, 0018 and 0019. It is proposed that trees 0117-0119 should be removed to facilitate the single storey extension to the leisure centre. The remaining tree stocks should be fenced off behind tree protection fencing during the construction phase. The street trees in Gooshays Drive should remain unaffected. Details of landscaping will be secured by condition if minded to grant planning permission.

7.6 **Mayoral CIL**

7.6.1 The proposed single storey extension to the leisure centre has a gross internal floor area of 350m². The applicable fee is based on an internal gross floor area of 350m² and amounts to £7,000 (subject to indexation).

8. **Conclusion**

8.1 Staff are of the view that the proposed single storey extension to an existing Leisure Centre and alterations to the car park would integrate satisfactorily with the streetscene and would not 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:

The application has been submitted on behalf of the Council. However, this has no material bearing on the consideration of this planning application, which is considered independently from the Council's role as applicant.

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 1/02/2017 and 7/03/17 and revised plans received 13/02/2017.

REGULATORY SERVICES COMMITTEE

23 March 2017

REPORT

Subject Heading:

P2031.16: Land r/o Kent House, Durham House and Cumberland House White Hart Lane, Romford

Erection of 16 residential units (10 houses and 6 apartments) comprising a part two / part three storey residential block, plus terraced housing and detached housing, car parking, landscaping and other associated works. (Application received: 19-12-2016; revised plans submitted 10-01-2017)

Ward

Mawneys

Lead officer

Helen Oakerbee
Planning Manager
helen.oakerbee@havering.gov.uk
01708 432685

Report Author and contact details:

Peter Fletcher
peter.fletcher@havering.gov.uk
01708432605
Local Development Framework

Policy Context:

The London Plan
National Planning Policy Framework
National Planning Policy Practice
Guidance
Local Development 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 report considers an application for the redevelopment of part of the open space to the rear of four blocks of three-storey flats on the west side of White Hart Lane. The site, which is Council owned, currently comprises an area of informal amenity space used by the occupants of the flats. The space is gated and fenced off so that it is not publically accessible. The proposal is to erect 16 new affordable dwellings comprising 6 flats and 10 houses. The site lies within a predominantly residential area where the redevelopment of the land for housing would be acceptable in principle. The proposal raises issues of impact on adjoining residential occupiers, the provision of an adequate standard of accommodation for future occupiers and the loss of existing amenity space for the flats. Consideration also needs to be given to the need for affordable homes. Accordingly there are matters of judgement in relation to these issues and the weight that should be given to them. However, Staff consider that on balance, and subject to the prior completion of a S106 planning obligations unilateral undertaking, the development would be acceptable.

RECOMMENDATIONS

1. That the Committee notes that, subject to the exemption that applies in respect of affordable housing, the development proposed would be liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee would be £27,760 (subject to indexation). This is based on the creation of 1,388 square metres of new gross internal floorspace.
2. That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a planning obligation under S106 of the Town and Country Planning Act 1990 (as amended), to secure the following:
 - A financial contribution of £96,000 to be used for educational purposes in accordance with the policies DC29 and DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document and the Planning Obligations Supplementary Planning Document.

- 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 obligation (unilateral undertaking) to the date of receipt by the Council.
- The provision on site of a minimum of 50% of the units as affordable housing to remain as affordable rented units in perpetuity.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the planning obligation prior to the completion of the obligation irrespective of whether the obligation is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the unilateral undertaking.

That the Assistant Director of Regulatory Services be authorised to enter into a planning obligation to secure the above and upon completion of that obligation, grant planning permission subject to the conditions set out below.

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

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

2. *Accordance with plans* - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed below:

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. *Car parking* - No dwelling unit shall be occupied until the car/vehicle parking area shown on approved drawing 1427_PL_101 Rev E has been completed, and thereafter, the area shall be kept free of obstruction and permanently made available for the parking of vehicles associated with the development and shall not be used for any other purpose.

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

4. *Materials* - The development hereby permitted shall not be commenced until samples of all materials to be used in the external construction of the buildings has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

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

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

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.

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

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

8. *Boundary treatment* - The development hereby permitted shall not be commenced until details of proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be installed prior to occupation of the development and retained thereafter in accordance with the approved plans.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. 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 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.

9. *Secured by design* - Prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers (DOCOs), the development shall be carried out in accordance with the agreed details.

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

10. *Car parking management scheme* - No part of the development hereby permitted shall be occupied until details to show how car parking is to be managed within the site and spaces allocated to new and existing tenants. The submission shall include details of measures to be used to manage and maintain the service road free from obstruction by parked vehicles. The car parking management strategy shall be provided in accordance with the approved details prior to the first occupation of any dwelling. Such facilities shall be permanently retained thereafter for the lifetime of the development.

Reason: Insufficient information has been submitted with the application to demonstrate how the service road that serves the development would be managed and parking controlled so as to avoid access for residents, service and emergency vehicles being restricted and the access to the electricity sub-station and flood water storage area being obstructed. The approval and provision of the management scheme is considered necessary prior to first occupation in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC32 and DC33.

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, including any works of demolition; 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. *Vehicle Cleansing* - 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 within the site 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 breakdown of the wheel washing arrangements.

Reason: Insufficient information has been supplied with the application in relation to vehicle 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.

13. *Construction methodology* - The development hereby permitted shall not be commenced until a scheme has been 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 that phase on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority;
- 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.
- j) Details of the method of demolition of existing buildings and structures and the removal/recycling of materials.

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.

14. *Vehicle access* - No development shall commence on site unless and until the Local Planning Authority has approved a scheme of works for the proposed alterations to the public highway; and the development shall not be occupied until the approved scheme of works has been implemented by or on behalf of the applicant in full in accordance with the Local Planning Authority's written approval and has been certified as complete on behalf of the Local Planning Authority.

Reason: Insufficient information has been submitted with regard to the proposed alterations to the public highway. Submission of this detail prior to commencement will be in the wider interests of the travelling public and are

maintained and comply with policies CP10, CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document.

15. *Electric charging points* - None of the residential units hereby permitted shall be occupied until provision has been made for 20% of the parking spaces for those blocks to be served by electric vehicle charging points, with the potential for this to be expanded by a further 20%.

Reason: Insufficient information has been supplied with the application to demonstrate what level of provision is to be made for electric vehicle charging points. Provision prior to occupation will ensure that the development adequately incorporates measures to allow the use of electric vehicles by future occupiers in accordance with policy 6.13 of the London Plan.

16. *Renewable energy* - A renewable energy system for the development shall be installed in accordance with details previously submitted to and agreed in writing by the Local Planning Authority and shall be made operational prior to the residential occupation of the development. Thereafter, it shall be permanently retained.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC50 of the LDF Development Control Policies Development Plan Document.

17. *Provision of playspace* – None of the dwellings hereby permitted shall be occupied unless and until provision has been made on land adjoining the development for an equipped area of play in accordance with details that shall have been submitted to and agreed in writing with the Local Planning Authority. The area of play shall be of sufficient size to provide for children in both the new and existing residential accommodation.

Reason: To meet identified needs for additional playspace for the new development and to provide secure facilities for children within the existing residential units. Insufficient information has been supplied with the application detailing the provision in the space indicated on the submitted drawings. The implementation of an approved scheme prior to occupation is considered necessary in order that the development complies with Development Control Policies Development Plan Document Policies CP7, DC18 and DC20, and London Plan policy 3.6 and the Shaping neighbourhoods: play and informal recreation SPG.

18. *Accessible dwellings* - At least 2 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. 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.

19. *Noise insulation* - The noise level in rooms of the development hereby permitted shall meet the noise standard specified in BS8233:2014 for internal rooms. Details shall be submitted to the Local Planning Authority prior to first occupation of the development to demonstrate that this has been achieved.

Reason: In order to comply with Policies CP15, DC55 and DC 61 of the Local Development Framework Development Control policies Development Plan Document.

20. *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

21. *Sustainable drainage* - The development hereby permitted shall not commence until full details of a Sustainable Drainage Systems (SuDS) to be incorporated into the scheme has been submitted to, and approved in writing by, the Local Planning Authority. The SuDS shall then be carried out in accordance with the approved details and retained permanently thereafter for the lifetime of the development.

Reason:-

Insufficient information has been submitted with the application to demonstrate how surface water drainage from surfaced areas would be achieved. Submission of details prior to commencement is considered necessary to ensure that drainage and discharge from the site is managed and maintained, and that the development accords with the Development Control Policies Development Plan Document Policies DC48 and DC51 and the SuDS Developer Guide.

22. *Permitted development* - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 Article 3, Schedule 2, Part 1, (or any order revoking and re-enacting that Order with or without modification), no development shall take place under Classes A, B, C, D or E, excepting sheds up to 10 m³ in size, 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.

23 *Archaeology* - No development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and agreed in writing by the Local Planning Authority. No development or demolition shall take place other than in accordance with the Written Scheme of Investigation and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological significance are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be prepared and submitted to the Local Planning Authority for approval. For land that is included in the Stage 2 WSI no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. A statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

B A programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material.

The development shall not be occupied until the site investigation and post investigation assessment and publication has been completed in accordance with the approved stage 2 programme set out in the Written Scheme of Investigation.

Reason: Heritage assets of archaeological interest may survive on the site. Insufficient information has been supplied with the application in relation to these matters. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development (including historic buildings recording), in accordance with Policy DC70 of the Development Control Policies Development Plan Document and the NPPF.

Informatives

1. *DMO Statement* - 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. *Mayoral CIL* - The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL) (subject to any exemption claimed). Based upon the information supplied with the application, the CIL payable would be £27,760 (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.

3. *Planning obligation* - The planning obligation required has 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.

4. *Temporary use of the highway* - If any 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. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements.

5. *Access* - 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. If new or amended access is required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

6. *Highway works* - The grant of planning permission does not discharge the requirements of the New Roads and Street Works Act 1981 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development.

7. *Secured by Design* - 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.

8. *Construction* - The Council encourages the developer to apply the principles of the "Considerate Constructors Scheme" to the contract for the development.

9. *Sustainable development* - The Council wishes to encourage developers to employ sustainable methods of construction and design features in new development. The applicant's attention is drawn to the Council's 'Sustainable Construction Strategy' a copy of which is attached. For further advice contact the Council's Energy Management Officer on 01708 432884.

10. *Street naming* - Before occupation of the residential/commercial unit(s) hereby approved, it is a requirement to have the property/properties officially Street Named and Numbered by our Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that that Council has record of the property/properties so that future occupants can access our services. Registration will also ensure that emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.havering.gov.uk/Pages/Services/Street-names-and-numbering.aspx>

11. *Archaeology* – Written schemes of investigation will need to be prepared and implemented by a suitably qualified professional accredited archaeological practice in accordance with Historic England’s Guidelines for Archaeological Projects in Greater London. Condition 23 is exempt from deemed discharged under schedule 6 of the Town and Country Planning (Development Management Procedure England) Order 2015.

REPORT DETAIL

1. Site Description

- 1.1 The site comprises grassed amenity areas to the rear of 5 blocks of three-storey flats on the west side of White Hart Lane. It amounts to 0.36 hectares. The space forms an informal amenity area used by the occupiers of the flats and which has gated access. The land to the west of the site comprises allotments which lie within the Green Belt. To the south of the site is the Crownfield Junior School and further to the west is the open countryside of the Rom Valley.
- 1.2 The site is accessed from White Hart Lane via a number of gated pedestrian entrances between the existing blocks of flats. The application site and a majority of the flats are Council owned. There is parking court to the front and a number of grassed amenity areas. The ground floor flats have a small terrace to the front with the upper floor having balconies. The open space also includes storage buildings and areas of hardstanding for drying washing.

2. Description of proposal

- 2.1 The proposal is for the erection of six one and two-bed flats and 10 two and three-bed houses. The flats would be contained in a single three storey block located at the southern end of the site and linked to a terrace of three houses. The remaining houses would comprise a terrace of four and a semi-detached pair parallel to the rear of the flats with a single detached dwelling at the

northern end adjacent to the rear of Kent House. All of the dwellings would be for affordable rent.

2.2 The new dwellings would be accessed via a new private road through the existing parking court between Kent House and Durham House and then along the rear of the existing blocks. Parking for the flats and all but the first three houses would be provided at the end of the road where there would be a 20 space parking court and turning head. There would be a further 18 spaces elsewhere within the development, including spaces between Kent House and Durham House, some of which would be available to existing occupiers.

2.3 The units would be of traditional design, constructed mainly in brick under a pitched tiled roof. Refuse storage would be provided to the front of the units with secure cycle storage within the garden areas. A new playspace area for children would be provided to the rear of the existing flats for use by new and existing residents.

3. **Relevant History**

3.1 None

4. **Consultations/Representations**

4.1 26 letters of representation plus a 199 signature petition opposing the development for the following reasons:

- Too close to existing flats;
- Loss of view over countryside;
- Increase in crime;
- Loss of outdoor play space/communal garden area;
- Impact on amenity – noise, loss of light and overlooking;
- Not an efficient use of the land in meeting housing need - would be better to construct flats which could house more families;
- Would increase risk of flooding;
- Lack of funding for improvement of existing properties and providing additional parking - but funding for new ones;
- Noise and disturbance during construction;
- Destruction of habitats;
- Impact on local services;
- Reduce safety for children playing there;
- Cramped

4.2 Comments on objections:

Issues of impact on existing residents and how their amenities would be affected are addressed in the report. The scale and layout of the development is addressed in the report. A judgement will be required as to whether any adverse impact is acceptable judged against the need for new housing.

Matters such as flooding, impact during construction, Secured by Design (Crime), playspace and parking areas would be addressed by conditions.

The protection of existing views is not material within the planning system except where there is an impact on amenity. Maintenance and investment in the existing housing stock is not a material planning consideration.

- 4.3 Public Protection - contaminated land condition recommended
- 4.4 Historic England – recommends the need for a field evaluation of the site in respect of potential archaeology and a condition is recommended accordingly.
- 4.5 Thames Water - no objections
- 4.6 Essex and Suffolk Water - no objections
- 4.7 Streetcare (Drainage) - further calculations required.
- 4.8 Schools Service – development will generate the need for extra school spaces, both primary and secondary. S106 contribution required.
- 4.9 Metropolitan Police Designing out Crime Officer – pre-application comments incorporated. SBD condition recommended.
- 4.10 London fire and Emergency planning Authority – access required to with 45 m of all parts of the development.
- 4.11 London Fire Brigade - no additional hydrants required
- 4.12 Streetcare (Highways) - no objections subject to conditions

5. **Relevant Policies**

5.1 Local Development Framework (LDF)

Core Strategy and Development Control Policies Development Plan Document (DPD) Policies:- CP1 (Housing Supply); CP9 (Reducing the need to travel); CP10 (Sustainable Transport); CP15 (Environmental management); CP17 (Design); DC2 (Housing Mix and Density); DC3 (Housing Design and Layout); DC6 (affordable housing); DC29 (Education Premises); DC32 (The road network); DC33 (Car Parking); DC34 (Walking); DC35 (Cycling); DC40 (Waste Recycling); DC49 (Sustainable Design and Construction); DC53 (Contaminated Land); DC61 (Urban Design); DC62 (Access); DC63 (Delivering Safer Places); DC72 (Planning obligations)

- Evidence base to the Planning Obligations SPD
- Residential Design SPD
- Designing Safer Places SPD

- Sustainable Design and Construction SPD

5.2 London Plan

Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential); 3.5 (quality and design of housing developments), 3.6 (Children and young people's play and informal recreation); 3.8 (Housing Choice); 3.9 (Mixed and balanced communities); 3.11 (Affordable housing targets); 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); 3.13 (Affordable housing thresholds); 5.2 (Minimising Carbon dioxide emissions); 5.3 (Sustainable design and construction); 6.13 (Parking); 5.12 (Flood risk management); 5.13 (Sustainable drainage); 5.21 (Contaminated land); 6.3 (Assessing effects of development on transport capacity); 6.9 (Cycling); 6.10 (Walking); 6.13 (Parking) 7.3 (Designing out crime); 7.8 (Heritage Assets and archaeology); 8.2 (planning obligations)

- Housing Standards Minor alterations to the London Plan
- Housing SPG
- Parking Standards Minor Alterations to the London Plan

5.3 National Policy Documents

- Technical housing standards - nationally described space standard
- National Planning Policy Framework
- National Planning Practice Guidance

6. **Staff Comments**

Principle of the development

- 6.1 This is a full application for the development of land within the urban area. It is undesignated in the LDF and in accordance with Policy CP1 the land is prioritised for new housing. It forms an open informal amenity area that is used by residents of the adjacent flats. The redevelopment of the site to meet housing need is considered acceptable in principle.

Scale, Density and Site Layout

- 6.2 The site has a PTAL of 1a which is very low and indicates that the site has poor public transport accessibility. The site is classified as 'rest of borough' under Policy DC2 with a density range of 30-50 units per hectare for the housing type proposed. The application site is 0.36 hectares giving a density of 44 units per hectare which lies within the indicated range. However, density is only one measure of acceptability and there are other relevant considerations. These include the need to make efficient use of the site taking account of site

constraints and the site layout and its impact on the character and appearance of the area. It is also necessary to provide an acceptable level of accommodation for future occupiers, including car parking.

- 6.3 In this regard all of the proposed dwellings would meet the minimum size standards in accordance with London Plan policy 3.5 and the Technical Housing Standards. There would also be private and usable amenity space in accordance with the Residential Design SPD. Whilst the layout of the amenity areas would be compact there would be no significant overlooking issues. Each dwelling would have two off-street parking spaces which accords with the upper limit in Policy DC2.
- 6.4 The relationship with adjoining residential properties would be acceptable in terms of the potential for overlooking and loss of light given the distance between the new development and existing flats and the location of the proposed amenity areas which would mainly be shielded by the new buildings. The detached dwelling at the northern end would be close to the flank of Kent House where there are windows over all three floors which are understood to serve bedrooms. Car parking was originally proposed along this boundary but would now be relocated and the house set further back into the site to minimise any impact. Whilst the relationship is not ideal there needs to be a balance between providing much needed housing within the area available. The rooms in question are also served by windows in the south elevation and subject to boundary treatment and landscaping the relationship is judged acceptable. Overall Staff consider that the proposed layout would be acceptable and not give rise to any material adverse impacts on the amenities of existing residents. The issue of the loss of amenity space is addressed in paragraph 6.7.

Design/Impact on the streetscene

- 6.5 The site lies behind the main residential frontage and would have no immediate impact on the streetscene. The development would be seen within its own setting and context. In terms of character and appearance, the proposed dwellings would retain the general character of the area. The new units would be of traditional design with pitched gable ended roofs and the configuration of the dwellings would be similar to those in the adjoining area. Consequentially Staff consider that the development would be acceptable in terms of design and impact on the area.

Impact on amenity

- 6.6 The development's location behind the main residential frontage in White Hart Lane would limit any wider impact on amenity. As referred to earlier in the report the proposed configuration of the development would not lead to any significant impact on the amenities of existing residential occupiers.
- 6.7 The proposal would involve the loss of open land currently enjoyed by existing tenants and leaseholders. This loss has been raised in a number of the objections. The applicant has advised that this space is used by existing occupiers on an informal basis and does not form part of any tenancy or

leasehold agreement. This is limited to the space immediately behind the flats, including brick storage sheds. This space would be retained.

- 6.8 While the open area is seen as an important amenity by existing occupiers, the development would retain some amenity space and a more formal children's playspace would be provided. Residents also have balconies and terraces and overall staff judge that the retained provision would meet current guidance on amenity space provision. The development would provide new affordable housing to meet Havering's housing needs and Staff consider that in taking these matters into account the loss of the space would be acceptable. The loss of amenity to existing residents is judged to be acceptable.

Parking and Highway Issues

- 6.9 The proposals include two parking spaces per dwelling which is considered acceptable in view of the PTAL for the site. There would additional spaces provided that would be available to existing tenants.
- 6.10 The development would be accessed via a private road through the existing car park between Kent House and Durham House. It is proposed that this is gated to restrict access to non-residents due to existing problems with parking, especially at the start and end of the school day. This would also help retain the current position where there is no general access to the rear of the existing flats. The road would be accessible to refuse and service vehicles which could turn within the new road layout.
- 6.11 No objections are raised in highway terms to the increased use of the road junctions to serve the development.

Contamination and ground conditions

- 6.12 Phase I and Phase II assessments have been undertaken to test for any potential contamination. No specific environmental risks were identified that would require any specific measures in relation to the proposed development.

Infrastructure impact of the development

- 6.13 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regulations) 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.
- 6.14 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 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.

- 6.15 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.
- 6.16 There has been a recent change to the effect of the CIL Regulations in that from 6th April 2015, Regulation 123 of the CIL Regulations 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.
- 6.17 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.
- 6.18 Furthermore, evidence clearly shows a shortage of school places in most parts of the Borough - (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report shows need for secondary places and post-16 places which due to their nature would serve all parts of the Borough. The Commissioning report identifies that there is no spare capacity to accommodate demand for primary and early year's 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, unless the development is within an area of the Borough where there is a surplus of school places. Evidence has been provided from the Council's education service that there is a shortage of school places at both secondary and primary level in the Collier Row area.
- 6.19 The proposed new dwellings would result in additional demands on education provision such that a financial contribution is needed in accordance with policies DC29 and DC72. Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought and it is considered that a contribution equating to £6,000 per dwelling would be appropriate in this case. Separate monitoring of contributions would take place to ensure that no more than 5 contributions are pooled for individual projects. There would be 16 units and a charge of £96,000 is considered necessary to make the development acceptable in accordance with these policies and which would need to be secured through a S106 Planning Obligation.

7. Mayor's Community Infrastructure Levy (CIL)

- 7.1 All new floorspace is liable for Mayoral CIL, subject to any exemptions. This application is for new housing that would be 100% affordable and under the CIL Regulations relief from the payment of CIL can be applied for. Subject to a claim for relief the CIL liability would be £27,760.

8. Conclusions

- 8.1 The site currently comprises open space used informally by the residents of the existing flats. The proposed is to utilise this space to provide new affordable units comprising six apartments and ten houses to meet local housing needs. The proposed redevelopment of the site would be acceptable in principle in accordance with LDF and London Plan policies for new housing.
- 8.2 The proposal is considered acceptable in terms of impact on the character of the area, which is mainly residential and the impact on neighbouring residential occupiers. The development would involve the loss of open space used by existing residents on an informal basis. This would have an impact on these residents. This loss of amenity needs to be balanced against the need for new affordable housing. Sufficient space would be retained to meet current guidance, including balconies and terraces, and a new children's play area would be provided. All the new dwellings would have an acceptable level of amenity space.
- 8.3 The proposal would provide much needed affordable housing within Havering that would help meet housing need. There are matters of judgement in relation to the issues arising, but Staff consider that on balance, and subject to the prior completion of a S106 planning obligation the development would be acceptable.

IMPLICATIONS AND RISKS

Financial implications and risks:

None

Legal implications and risks:

Legal resources will be required to prepare and complete the S 106 legal agreement. The S106 contribution is lawfully required to mitigate the harm of the development, and comply with the Council's planning policies. Officers are satisfied that the contribution required is compliant with the statutory tests set out in the CIL Regulations relations 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 form and revised plans received 19th December 2016 and 10th January 2017.