



Havering

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

REGULATORY SERVICES COMMITTEE AGENDA

7.30 pm

**Thursday
5 October 2017**

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

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Robby Misir (Chairman)
Philippa Crowder
Melvin Wallace
Roger Westwood
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 MINUTES (Pages 1 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 21 September 2017 and to authorise the Chairman to sign them.

5 PLANNING APPLICATIONS - SEE INDEX AND REPORTS (Pages 11 - 18)

6 P0610.17 - HIGHWAYS DEPOT, 423 RAINHAM ROAD (Pages 19 - 32)

7 P0726.17 - 149-153 NEW ROAD, RAINHAM (Pages 33 - 62)

8 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

**MINUTES OF A MEETING OF THE
REGULATORY SERVICES COMMITTEE
Havering Town Hall, Main Road, Romford
21 September 2017 (7.30 - 9.55 pm)**

Present:

COUNCILLORS: 11

Conservative Group Melvin Wallace, Roger Westwood, Michael White,
+Ray Best and +Carol Smith

Residents' Group Stephanie Nunn and Reg Whitney

**East Havering
Residents' Group** Alex Donald (Vice-Chair) and Linda Hawthorn

UKIP Group Phil Martin

**Independent Residents
Group** Graham Williamson

Apologies were received for the absence of Councillors Robby Misir and Philippa Crowder.

+Substitute members: Councillor Ray Best (for Philippa Crowder) and Councillor Carol Smith (for Robby Misir).

Councillors Steven Kelly, Jason Frost, Ron Ower, Brian Eagling and Michael Deon Burton were also present for parts of the meeting.

25 members of the public were present.

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

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

313 **MINUTES**

The minutes of the meeting held on 24 August 2017 were agreed as a correct record and signed by the Chairman.

314 **P0885.17 - MEADOWBANKS CARE HOME, HALL LANE, UPMINSTER**

The application before Members proposed the erection of a two storey 'U' shaped extension to the rear of the existing Care Home to provide an additional twenty bedrooms with en-suite facilities and associated communal living and dining rooms, ancillary spaces and re-landscape grounds. The proposal sought to meet the demand for older Londoners within the Borough of Havering suffering from dementia.

It was noted that Councillor Brian Eagling had called in the application on the grounds that the special circumstances for a development on the Green Belt was a need for the very specific high dependency and high quality service with the provider having an excellent rating from the Care Quality Commission. Also, the development was on a secure site and would have no effect or detriment to the Green Belt locally.

With its agreement Councillor Brian Eagling addressed the Committee.

Councillor Eagling commented that the proposal would have no effect on neighbouring properties and that the facilities provided were needed within the borough. Councillor Eagling concluded by commenting that the proposal would not have a detrimental effect on the Green Belt.

During the debate members sought and received clarification of the Green Belt policy and whether the proposal demonstrated very special circumstances.

It was **RESOLVED** that planning permission be refused as per officer recommendation.

The vote for the resolution to refuse planning permission was carried by 7 votes to 3 with 1 abstention.

Councillors Donald, Hawthorn and Martin voted against the resolution to refuse planning permission.

Councillor Williamson abstained from voting.

315 **P0987.17 - 15 BROOK ROAD, ROMFORD**

The proposal before Members involves the erection of a first floor rear extension above an existing ground floor extension. The submission followed two previous applications and now proposed an alternative design approach with a curved rear elevation.

Members noted that the application had been called-in by Councillor Osman Dervish on the basis that it would be in keeping with the area and would not harm the street-scene.

Due to other commitments Councillor Dervish was unable to attend the meeting.

In accordance with the public speaking arrangements the Committee was addressed by an objector with a response from the applicant.

The objector commented that the proposal would impact on the amenity of neighbouring properties by blocking light and outlook.

In response the applicant commented that the extension was of a modest nature and was required as the houses built in that era were not suitable for modern day living.

During the debate Members discussed the effect the proposal would have on the character and streetscene of the area which formed part of the Gidea Park Conservation Area.

It was **RESOLVED** that planning permission be refused for the reasons as set out in the report.

The vote for the resolution to refuse the granting of planning permission was carried by 8 votes to 3.

Councillors Best, Wallace and White voted against the resolution to refuse planning permission.

316 **P1006.17 - 50A STATION ROAD, UPMINSTER**

The proposal before Members was for a first floor rear extension and converting the existing maisonette into two flats, each with 1 bedroom for 2 persons and external alterations.

Members noted that the application had been called-in by Councillor Ron Ower on the grounds that similar work had taken place locally and therefore the Committee should be given the opportunity to look at the application.

With its agreement Councillor Ron Ower addressed the Committee.

Councillor Ower commented that that similar works had taken place to neighbouring properties which had been of a good design and had uplifted the appearance of the rear of the shops. Councillor Ower concluded by commenting that the proposal would blend in well with the existing buildings.

During the debate Members discussed the possible effect the proposal would have on the streetscene and the refuse arrangements for the property.

It was **RESOLVED** that planning permission be refused as per the reasons set out in the report.

The vote for the resolution to refuse planning permission was carried by 9 votes to 1 with 1 abstention.

Councillor Wallace voted against the resolution to refuse planning permission.

Councillor Hawthorn abstained from voting.

317 P0965.17 - R/O 7 HAMLET CLOSE (DEKKER CLOSE)

The proposal before Members was for the formation of a detached one bedroom bungalow with off-street parking and private amenity space within an existing, established residential setting, Dekker Close.

Members noted that the application had been called-in by Councillor Dilip Patel who considered the proposed development to represent an overdevelopment of the site.

In accordance with the public speaking arrangements the Committee was addressed by an objector with a response by the applicant's agent.

The objector commented that the proposal would be an overdevelopment of the site due to a number of recent new builds in the area. The objector also commented on the cramped access/egress arrangements and concluded by commenting that the refuse arrangements would mean residents leaving their rubbish bags on the highway which could in turn hinder access by emergency vehicles.

The applicant's agent commented that the proposal would have to conform to controlled planning conditions which were in place for the other recently built dwellings. The agent concluded by confirming that the dwelling would be fitted with a sprinkler system, had received no objections from the Highways team and would provide much needed accommodation in the area.

With its agreement Councillor Jason Frost (on behalf of Councillor Dilip Patel) addressed the Committee.

Councillor Frost commented that although he agreed that the proposal was of a good design if permission was agreed then it would lead to an overdevelopment and intensification of a small site. Councillor Frost concluded by commenting that access to the site was through Hamlet Close which itself was quite narrow and did not allow for cars to pass in both directions at the same time.

During the debate Members discussed the access/egress arrangements for the site and possible overdevelopment of the site.

The report recommended that planning permission be agreed, however following a motion to refuse the granting of planning permission it was **RESOLVED** that planning permission be refused on the grounds that the proposal represented an overdevelopment of the site due to inadequately narrow vehicular access causing vehicle conflict and inability to adequately service the site and on the lack of a S106 agreement to secure a contribution for school places.

The vote for the resolution to refuse planning permission was carried by 10 votes to 1.

Councillor Best voted against the resolution to refuse planning permission.

318 **P1371.17 - HAVERING COLLEGE, NEW ROAD, RAINHAM**

The proposal before Members was for the erection of a new college building to be used as a 'Construction and Infrastructure Skills and Innovation Centre'. The new education facility would provide a series of modern classrooms and specialised workshops associated with construction and infrastructure skills. The proposal would also deliver a section of the strategic Rainham east-west cycle/pedestrian path.

A similar proposal was refused by the Committee on 29 June 2017, as Members raised concerns about the use of Passive Close as an access road. In comparison the current application had been amended to further reduce the potential amount of traffic using Passive Close.

With its agreement Councillor Michael Deon Burton addressed the Committee.

Councillor Burton commented that he was in receipt of a letter from Clarion Housing Group that confirmed that they owned Passive Close and that the local authority had not adopted the road and were therefore unable to create an entrance into the college campus.

Officers reminded Members that a decision on whether to approve or refuse planning permission could still be made despite the applicant not owning Passive Close.

During the debate Members discussed the benefits of improving the education provision in the borough and the improvements to the proposal that had been made since the last time the proposal was considered.

It was **RESOLVED** that the proposal was unacceptable as it stood but would be acceptable subject to the applicant entering into a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), to secure the following:

- A scheme for the payment and delivery by the developer of the section of the proposed Rainham cycle/pedestrian link path running through the application site based on the details set out in the supporting statement and accompanying drawing '01001', which sets out:
 - Upon the commencement of works / implementation of planning permission P1371.17, section A of the path to be completed no later than 1 October 2021.
 - Section B of the path to be completed prior to the occupation of the CISIC building, pursuant to planning permission P1371.17.
 - Section C of the path to be delivered through one of the following mechanisms:
 - i) Upon the commencement of works / implementation of planning permission P1371.17; if the land north of the CISIC building came forward for development, Section C of the path was to be delivered and completed prior to the occupation of the development of that land.
 - ii) Upon the commencement of works / implementation of planning permission P1371.17; if the land to the west of CISIC came forward for development, Section C of the path should be delivered and completed within 6 months of the commencement of the development of that land.
 - iii) In the event that neither scenario i or ii occur, Section C of the path should be delivered and completed no later than 1 October 2025.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement was completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.
- It was resolved to grant planning permission subject to completion of the s106 agreement by 21 March 2018 or in the event that the s106 agreement was not completed by 21 March 2018 the item shall be returned to the Committee for reconsideration.

That the Assistant Director of Development be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions as set out in the report and to add an additional condition requiring parking management plan to include entrance control from Passive Close and staff only parking. And also add amendments to condition 8 to ensure that the access to the parking areas were provided before the development commenced.

The vote for the resolution to grant planning permission was carried by 9 votes to 2.

Councillors Martin and Williamson voted against the resolution to grant planning permission.

319 **P2010.16 - LAND OFF HARLOW GARDENS**

The proposal before Members sought retrospective permission for a terrace of 3 two storey houses and 2 detached bungalows, as well as changes to ground levels at the northern end of the site and erection of a 2m high close boarded timber fence on top of the concrete retaining wall around the site boundaries. All the dwellings had already been constructed under planning permission P1053.13 and, when this was done, ground levels at the northern end of the site were raised.

The ground levels have now been reduced and the application sought retrospective permission for these works as well as to screen the adjoining dwellings from overlooking with a 2m high fence. Permission was also sought for retention of the dwellings as constructed, including raising the roof height of the bungalows on Plots 1 and 2, and the addition of rooflights in each of the units.

In accordance with the public speaking arrangements the Committee was addressed by an objector.

The objector commented that the development was totally different to what the plans had originally shown. The two detached bungalows had stairwells inside and that the upper roof area was to be used as living accommodation, the objector also commented that the ground levels were much higher than had originally been shown and that this would lead to overlooking issues for neighbouring properties. The objector concluded by commenting that the provision of the fencing to the site would just be masking what had been built on the site which was not in accordance with the original plans.

During the debate Members discussed the deviations from the original plans and the responsibility of maintaining the fencing once erected.

Members noted that the proposed development qualified for a Mayoral CIL contribution of £7,760 and **RESOLVED** that the proposal was unacceptable as it stood but would be acceptable subject to the applicant, by 31 December 2017, entering into a Deed of Variation under Section 106A of the Town and Country Planning Act 1990 (as amended) to vary the legal agreement completed on 13 October 2014 in respect of planning permission P1053.13 by varying the definition of planning permission which should mean either planning permission P1053.13 as originally granted or planning permissions P1809.15 and P2010.16.

Save for the variation set out above and necessary consequential amendments the Section 106 agreement dated 13 October 2014 and all recitals, terms, covenants and obligations in the said Section 106 agreement would remain unchanged.

In the event that the Deed of Variation was not completed by such date the item shall be returned to the Committee for reconsideration.

The Developer/Owner shall furthermore pay the Council's reasonable legal costs in association with the preparation of the agreement, irrespective of whether the legal agreement was completed.

That the Assistant Director of Development be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions as set out in the report and to include an amendment to Condition 14 to require prior approval of details of the fencing and its construction details – to ensure that the fence was of a robust nature.

The vote for the resolution to grant planning permission was carried by 6 votes to 5.

Councillors Best, Donald, Hawthorn, Martin, Smith and Williamson voted for the resolution to grant planning permission.

Councillors Nunn, Wallace, Westwood, White and Whitney voted against the resolution to grant planning permission.

320 P0207.17 - 63 PETTITS LANE, ROMFORD

The proposal before Members was brought before the Committee as the applicant was related to a serving Councillor. The proposal sought consent for a first floor side extension, single storey rear extension, the demolition of a garage, the creation of two additional car parking spaces and a revised car parking layout.

In accordance with the public speaking arrangements the Committee was addressed by an objector with a response by the applicant.

The objector commented that the proposal would impact on the amenity of neighbouring properties. The objector concluded by commenting that the report did not take into account that the premises was operating as a business.

In response the applicant commented that that the application was a re-submission of an earlier application but with amendments to reduce the effect of any impact on amenity on neighbouring properties.

It was **RESOLVED** that planning permission be granted subject to the conditions as set out in the report.

321 **P0925.17 - RAINHAM LANDFILL, COLDHARBOUR LANE, RAINHAM -
CREATION OF A SOIL RECOVERY CENTRE**

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

The vote for the resolution to grant planning permission was carried by 10 votes to 0 with 1 abstention.

Councillor Williamson abstained from voting.

322 **P1287.17 - HYLANDS PRIMARY SCHOOL, GRANGER WAY -
INSTALLATION OF A TEMPORARY CLASSROOM TO THE REAR OF
THE SITE AND CREATE AN ADDITIONAL PLAYGROUND TO REPLACE
THE AREA LOST BY THE CLASSROOM**

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

323 **REGULATORY SERVICES MONITORING**

The report before Members detailed that each quarter a range of monitoring information regarding enforcement and appeal information had been sent to Members.

The report included updates since the last meeting held on 29 June 2017.

Members **NOTED** the report.

Chairman

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Regulatory Services Committee

5 October 2017

Application No.	Ward	Address
P1225.17	Squirrels Heath	8 Rowan Walk, Hornchurch

OFFICER REPORT FOR REGULATORY SERVICES COMMITTEE - 5th October 2017

APPLICATION NO. P1225.17
WARD: Squirrels Heath **Date Received:** 24th July 2017
Expiry Date: 9th October 2017

ADDRESS: 8 Rowan Walk
HORNCHURCH

PROPOSAL: ERECTION OF FRONT EXTENSION AND FRONT VERANDA
(RESUBMISSION)

DRAWING NO(S): ZAAVIA/8RW/701 ISSUE A
ZAAVIA/8RW/702 ISSUE A
ZAAVIA/8RW/703 ISSUE A
ZAAVIA/8RW/704 ISSUE A
ZAAVIA/8RW/705 ISSUE A
Plan with site edged in red.

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

CALL-IN

A call in has been received from Councillor Damian White on the grounds of overdevelopment of the site and the impact on the neighbours in respect to a loss of privacy and light.

BACKGROUND

This application is a resubmission of a previously refused planning application P0537.17 which was a turnaround at the Regulatory Services Committee. The key issue in this case therefore is whether the revised proposal overcomes previously stated concerns. The previous application was refused planning permission for the following reasons.

1. The proposed development would, by reason of its height, position close to the boundary of the site and forward projection of the garage, be an intrusive and unneighbourly development resulting in a loss of light and outlook to the neighbouring kitchen window at No.6 Rowan Walk, Hornchurch, as well as having a detrimental impact on the appearance of the dwelling in the streetscene, contrary to Residential Extensions and Alterations Supplementary Planning Document and Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

This application differs from the previously refused scheme in the following key areas:

1. The depth of the ground floor has been reduced from 5.55m to approximately 2.88m.

The effect of these changes will be assessed in the context of the following:

SITE DESCRIPTION

Residential, two storey detached dwelling finished in a mixture of painted render and face brick. Parking for five vehicles, one in the garage and four on the driveway to the front of the property. The surrounding area is characterised by predominately two storey semi-detached dwellings.

DESCRIPTION OF PROPOSAL

Planning permission is sought for the construction of a single storey front extension and front veranda. The front extension would project approximately 1.52m beyond the existing garage with the front canopy, which is an open-side structure comprising a flat roof supported by brick piers, projecting a further 1.35m approximately.

The existing garage would be converted into habitable accommodation.

RELEVANT HISTORY

ES/HOR 551/52 - House - Approved.

L/HAV 1072/72 - Garage, bedroom & living rooms - Approved.

321/80 - Front/side extension & internal alterations - Refused.

693/81 - Front extension - Approved.

T0053.05 - Application for removal of tree located in front garden (T5 on plan) covered by tpo 28/80

- Y0276.17 - Single storey rear extension with an overall depth of 6m from the original rear wall of the dwelling house, a maximum height of 3m and an eaves height of 3m
Prior Approval Given 31-08-2017
- D0166.17 - Certificate of lawfulness for proposed loft conversion with two side dormers and front skylight
PP is required 26-06-2017
- P0751.17 - Erection of two storey front extension and front veranda
Refuse 23-06-2017
- Y0130.17 - Single storey rear extension with an overall depth of 8 metres, a maximum height of 3metres, and an eaves height of 3 metres.(PRIOR APPROVAL)
Prior Appr Refused 15-05-2017
- P0537.17 - CONVERSION OF GARAGE INTO HABITABLE ROOM AND ERECTION OF SINGLE STOREY FRONT EXTENSION
Refuse 03-07-2017
- P0539.17 - ERECTION OF FIRST FLOOR REAR EXTENSION
Apprv with cons 30-06-2017
- Y0117.17 - Single storey rear extension with an overall depth of 8 metres, a maximum height of 3metres, and an eaves height of 3 metres.(PRIOR APPROVAL)
Prior App Refuse Val 05-04-2017
- T0053.05 - received application for removal of tree located in front garden (T5 on plan) covered by tpo 28/80
Apprv with cons 25-11-2005

CONSULTATIONS / REPRESENTATIONS

One e-mail of public representation were received with the comments summarised below.

- Loss of light.
- Proposal will significantly impact on the neighbouring amenity.
- Previous application was refused at committee due to impact on neighbouring window.
- Proposal is out of keeping and creates a sense of overcrowding and enclosure.

RELEVANT POLICIES

LDF

- DC33 - Car Parking
- DC61 - Urban Design
- SPD4 - Residential Extensions & Alterations SPD

OTHER

- LONDON PLAN - 7.4 - Local character
- LONDON PLAN - 7.6 - Architecture
- NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

Application is not CIL liable.

STAFF COMMENTS

The issues arising from this application are the visual impact of the development, the impact on neighbouring amenity and any parking and highway implications.

DESIGN / IMPACT ON STREET / GARDEN SCENE

Front extensions and porches can have an intrusive effect on the street scene; therefore front extensions should not normally be more than 1m in depth from the main front wall of the original dwelling. In this case, although the proposal is forward of the existing garage, it lies to the side of the property and does not extend beyond the existing principal front building line.

The Residential Extensions and Alterations SPD states that "the architectural style of the original house should be respected and repeated in any extension or alteration so that it appears to be part of the original house. This will include materials, roof styles, and alignment and size of windows and doors".

In terms of side extensions, the SPD states the character of many streets in the borough is derived from the uniform spacing of dwellings. Side extensions should be carefully designed so they do not interrupt this rhythm and do not detract from Havering's open and spacious character.

Side extensions are highly visible from the street, so it is important that their design closely reflects the original house in terms of finishing materials, roof style and positioning and style of windows.

Compared to the previously refused application, the depth of the side extension has been substantially reduced, so that it now lies 3m back from the front facade of the dwelling, compared to 0.36m previously. Given the substantial degree of setback from the front of the property it is judged that the extension would not unacceptably impact on the street scene and would be of an acceptable design. As such, it is considered the previous concerns regarding impact on the streetscene have been acceptably overcome.

No objections are raised to the proposal from a visual point of view.

IMPACT ON AMENITY

Consideration has been given to the impact on neighbouring dwellings in terms of loss of light and loss of privacy.

The development would be located on the north side of the dwelling. There would be no material impact on No.10 Rowan Walk, which is located to the south west side of the existing dwelling and well separated from the extension.

Of a greater concern would be the potential impact on the neighbouring property at No.6 Rowan Walk.

The proposed front/side extension would be built up to the boundary with this neighbour. It is noted that this neighbour has a number of windows on the side of the dwelling with the majority of them serving non-habitable areas such as a w.c., landing and a storage area. However, adjacent to the application site's garage, No.6 has kitchen window which is the main light source to this area. In addition, it should be noted that No.6 has benefited from a two storey rear extension. In such cases, where neighbouring properties have extended to the rear and consequently removed the rear window on the original rear elevation, although each application will be determined on its particular merits, generally less weight is afforded to any loss of light or other amenity arising from the development.

The previous application was refused on the grounds of the impact of the extension on the light and outlook of the neighbouring kitchen window.

In respect to this application, the depth of the ground floor front/side extension has been reduced from 5.55m to approximately 2.88m in depth and have a height of between approximately 2.6m and 3.5m due to the combination of a flat and hipped roof design.

Council guidelines as outlined in the Residential Extensions and Alterations SPD states if a development encroaches upon a notional line of 45 degrees taken from the kitchen window then there would be grounds for refusal of an application as the proposal would reduce the amount of light to a habitable room window.

Staff consider that due to the separation distance between the proposal and the neighbouring window and the low eaves line of 2.6m and in combination with the pitched roof hipped away from No.6, the proposal would not infringe a 45 degree notional line from the neighbouring kitchen window at No.6. As a result, given that the development is in accordance with the SPD and does not infringe the notional 45 degree, then it should be considered that the proposal does not result in loss of light to a materially unacceptable extent.

Furthermore, it should be noted that a loss of view is not a material planning consideration. There is no right to a view under planning legislation. Mindful that the applicant could erect a wall or fence up to 2m in height along the boundary under permitted development having a similar impact, it is judged that the impact of the extension would not result in material harm to neighbouring amenity sufficient to justify refusal.

Given these circumstances and mindful of the general presumption in favour of development, Staff consider any impact upon this neighbour to be modest and within that envisaged as acceptable

within guidelines as outlined in the Residential Extensions and Alterations SPD.

In all, the development is considered to fall within the spirit of adopted guidelines for householder extensions and the proposal is not deemed to be unneighbourly.

HIGHWAY / PARKING

There is currently provision for the parking of five vehicles within the curtilage, one in the garage and four on the driveway in front of the property. Policy DC33 requires 2 parking spaces to be provided for developments up to four bedrooms. Although, the proposed development would remove the use of the garage and to the side of the house, therefore reducing the parking provision to two vehicles, the remaining provision would be acceptable for a property of this size. No highway or parking issues would arise as a result of the proposal.

KEY ISSUES / CONCLUSIONS

The proposal has been revised significantly from the earlier refused scheme. The application is considered to be in accordance with the above-mentioned policies and guidance and approval is recommended.

RECOMMENDATION

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

1. SC4 (Time limit) 3yrs

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

Reason:-

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

2. SC10 (Matching materials)

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

Reason:-

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

3. SC32 (Accordance with plans)

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

Reason:-

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

4. SC45 (Standard Porch Condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no porches shall be erected to the front or side of the extension hereby permitted, without the express permission in writing of 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.

5. SC46 (Standard flank window condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no window or other opening (other than those shown on the submitted and approved plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

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

6. SC48 (Balcony condition)

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

Reason:-

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

INFORMATIVES

1. Ownership

The applicant is advised that this planning permission does not grant permission for any part of the development to encroach onto any property not within the applicant's ownership.

2. Approval - No negotiation required

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

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REGULATORY SERVICES COMMITTEE

5 October 2017

REPORT

Subject Heading:

P0610.17:Highways Depot and
Workshop, 423 Rainham Road,
Hornchurch

Ward:

Expansion of the existing Central Depot parking area by 27 no. vehicle parking spaces, with associated hard paving and external lighting works (Application received 26th June 2017).

SLT Lead:

Elm Park

Report Author and contact details:

Steve Moore
Director of Neighbourhoods

Policy context:

Suzanne Terry
Planning Team Leader
suzanne.terry@havering.gov.uk
01708 432755

Financial summary:

Local Development Framework
The London Plan
National Planning Policy Framework

None

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

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input type="checkbox"/>
Opportunities making Havering	<input checked="" type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

SUMMARY

The application relates to the existing Council highways depot in Rainham Road. The application seeks consent for an expansion of the existing parking facilities within the site, to create an additional 27 spaces. These would be used by the Council's Passenger Transport Service. The site is located within the Metropolitan Green Belt. However, Staff consider that very special circumstances have been demonstrated to justify the proposed development within the Green Belt. The proposal is considered to be acceptable in all other material respects.

The application is subject to referral to the Mayor for London. Subject to no contrary direction from the Mayor for London it is recommended that planning permission is granted

RECOMMENDATIONS

That the application is unacceptable as it stands but would be acceptable subject to:

No direction to the contrary on referral to the Mayor for London under the provisions of the Town and Country Planning (Mayor of London) Order 2008.

Subject to this 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. In Accordance with Plans

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

Reason:

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

3. External Lighting

The car parking area hereby approved shall not be brought into use until external lighting has been provided in accordance with details which shall have been previously 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.

4. Ecology

The development hereby approved shall be undertaken in accordance with the recommendations set out in Section 5 of the Extended Phase I Habitat Survey, dated 6th March 2017.

Reason:

To ensure that the development satisfactorily addresses the potential impacts of the development on protected species and notable habitats on site and in the surrounding area and to accord with Policy DC58 of the Core Strategy and Development Control Policies Development Plan Document.

5. Landscaping

No works shall take place in relation to any of the development hereby approved until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing

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

Reason:-

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

6. 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. 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.

8. Construction Logistics Plan

Prior to the commencement of the development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason:

Insufficient information has been provided to demonstrate the arrangements put in place to manage construction traffic. Submission of this detail prior to commencement will mitigate the impact of the development on the strategic highway network.

9. Removal of Spoil

Prior to the commencement of the development hereby approved, details of the amount of spoil to be removed from the site and the method of removal and disposal, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason:

Insufficient information has been provided to quantify the amount of spoil to be removed and the associated impacts of this. Submission of the detail prior to commencement will ensure that suitable measures are put in place to mitigate the impact of the removal of spoil from the site.

10. 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.

11. Travel Plan

Within 3 months of the bringing into use of the development hereby approved, an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include a review of the need for additional cycle storage and blue badge parking within the site. It shall also include measures for future monitoring and review. The recommendations of the

travel plan shall thereafter be implemented in accordance with a timetable that shall be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development cater suitably for all members of the travelling public and to minimise the impact of the development on the highway network

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. Fee Informative

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

REPORT DETAIL

1. Site Description

- 1.1 The application site is located to the western side of Rainham Road, at the point where the road bends northwards, beneath the railway embankment and into Upper Rainham Road. The site is presently used by the Council as a fleet maintenance and highways servicing depot.
- 1.2 The site is situated within the Metropolitan Green Belt. The site also forms part of a site of Nature Conservation Importance (SINC) at Borough level and is part of the Bretons playing fields area of open space. The site is also within a Minerals Area of Search. There is a variation in levels but the site generally lies, approximately 1m below street level. The Beam River runs along the north/north-western side of the site, beyond which is the railway embankment atop which runs the London Underground District Line.
- 1.3 The Council depot is a well-established site, having initially been granted planning permission in 2008, with further expansion of the site approved in 2011. It comprises areas of hard surfacing and a number of associated buildings, including a 7m high workshop building, which is located on the

north/north-eastern side of the site. The planning application relates to the south-western part of the depot, which is currently occupied by the passenger transport services site office, a salt storage building and approximately 50 surface parking spaces, which are enclosed by landscaped bunding to the south and western sides.

2. Description of Proposal

- 2.1 The application is for expansion of the existing parking area towards the southern and western boundaries of the site to create additional parking area within the current Council depot, as well as enlarging the size of bays to accommodate coach parking (2.85m wide by 8.1m long). The expanded parking area would result in a total of 77 parking bays, which is an increase of 27 spaces, compared to the 50 spaces currently existing. The additional parking space will be used by the Council's Passenger Transport Service (PTS) to transport a range of clients, including adult social care and children with special educational needs.
- 2.2 The additional spaces will be provided within the existing site boundaries and will be created by the reduction of two existing earth bunds, enabling the formation of an enlarged surface parking area. A new concrete retaining wall and metal balustrade would be constructed to the northern boundary, to match that currently existing with new external metal steps in the north-western corner of the site. The existing earth bund would be reduced in depth but still retained along the southern boundary of the site, at a height of approximately 1.5m.

3. History

- 3.1 P1322.05 Change of use to highways depot, hard standing and erection of temporary buildings - withdrawn

P0437.08 Use of land as Highways Depot, including vehicle parking and open storage, erection of workshop, office and ancillary buildings. Formation of new access and alter part of former salt store to reinstate landscaped area – approved.

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

P0324.11 Provision of salt storage facility to be included within the existing central depot – approved.

4. Consultation/Representations

4.1 The application has been advertised on site and in the local press as being contrary to Green Belt policies. Neighbour notification letters have also been sent to 25 nearby properties. No letters of representation have been received.

GLA – The application is referable to the Mayor for London. The outcome of the Stage I referral is expected at the end of September and Members will be advised of the Stage I response.

TfL – No objection in terms of impact on highways network but recommend a condition requiring a Construction Logistics Plan. Applicant should review and provide for any additional demand for blue badge parking or cycle parking, which could be delivered through an updated travel plan.

Environmental Health – conditions requested if contamination not previously identified is found.

Waste and Recycling – no comments.

Flood Risk – Initially queried drainage arrangements. Following advice that site boundary some 15m from the River Beam and new paving will be permeable concrete block system, no objections are raised in terms of flooding and sustainable drainage.

Highways – no objections.

Essex & Suffolk Water – no response.

Thames Water – no response.

Fire Brigade – Satisfied with proposals in terms of pump appliance access. To ensure adequate water supply one additional hydrant will be required.

5. **Relevant Policy**

5.1 The National Planning Policy Framework, specifically Sections 4 (sustainable transport), 9 (Green Belt) and 11 (conserving and enhancing the natural environment).

5.2 Policies 5.12 (flood risk management), 5.21 (contaminated land), 6.12 (road network capacity), 7.4 (local character), 7.16 (Green Belt) and 7.19 (biodiversity) of the London Plan are material considerations.

5.3 Policies CP9 (Reducing the need to travel), CP10 (sustainable transport), CP14 (Green Belt), CP15 (Environmental Management), CP16 (Biodiversity), DC32 (The Road Network), DC45 (Green Belt), DC48 (Flood Risk), DC53 (Contaminated Land), DC59 (Biodiversity) and DC61 (Urban Design) of the LDF are also material considerations.

6. Staff Comments

6.1 The issues arising from this application are the principle of development, including the acceptability of the proposal within the Metropolitan Green Belt; the visual and environmental impacts of the development, parking and highway issues and the impact on amenity.

6.2 Principle of Development

6.2.1 The application site is already established as a Council transport depot, following the grant of previous planning consents in 2008 and subsequently in 2010 and 2011. The expansion of the depot to increase the bus/coach parking capacity would therefore be compatible with the existing use of the site. However, as the site lies within the Metropolitan Green Belt, the acceptability of the development in principle will be subject to assessment against national and local Green Belt policies.

6.3 Impact on the Green Belt

6.3.1 National planning guidance in relation to Green Belts is set out in the National Planning Policy Framework (NPPF). Paragraph 87 of the NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

6.3.2 Paragraph 88 of the NPPF makes clear that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

6.3.3 The NPPF sets out certain forms of development that are considered not to be inappropriate in principle within the Green Belt. Although this can include local transport infrastructure which can demonstrate a requirement for a Green Belt location, given the nature of the application, which is an expansion of parking facilities within the existing depot, it is a matter of judgement as to whether this exemption would apply and the requirement to be sited within the Green Belt would still need to be demonstrated. As such, Staff have considered the development to be inappropriate in principle within the Green Belt. As such it is considered that very special circumstances would need to be demonstrated to justify the proposed development.

6.3.4 Policy DC45 of the LDF sets out that development in the Green Belt will only approved for specified purposes. The proposal does not comply with any of those specified purposes and, as such, is judged to be contrary to Policy DC45 of the LDF. However, given that the NPPF is a more recent document, its Green Belt policies are considered to be more up to date

than those in the LDF. As such, it is considered appropriate to consider the application in the light of the NPPF policies.

- 6.3.5 In terms of the case for very special circumstances, it should be noted that the additional parking will be provided within the boundaries of the existing depot. As such, it may be considered that the works will take place on previously developed land within the Green Belt. The depot has been established for some years now and currently accommodates the Council's existing passenger transport fleet. The site already provides 50 parking spaces. However, demand for the Council's transport service has grown due to the increase in population, particularly school age children and the Borough's relatively high number of elderly residents. The expansion by a further 27 spaces would therefore enable the Borough to meet demands for its passenger transport service, thus fulfilling its statutory obligations. In addition, the site also currently provides workshop facilities for the servicing of the fleet. There are clear operational benefits to enabling fleet parking adjacent to the existing servicing facilities, as well as existing staff facilities, that enable the Council to operate its passenger transport service in a more efficient and cost-effective way, thereby fulfilling its wider obligations as a publicly accountable body. It is also judged more sustainable to expand the existing depot, as this will reduce the need for additional journeys that would otherwise arise with vehicles travelling to the Rainham Road site from other depots for re-fuelling, maintenance and servicing.
- 6.3.6 In terms of physical impact on the openness of the Green Belt, the parking area is within the existing boundaries of the depot. The development is at surface level, although some increase in levels will occur within the site to match that of the existing parking area, and does not include any new buildings, thereby reducing its degree of visibility across a wider area. Although the existing bunding to the site boundary will be reduced, it will not be removed in its entirety. Where larger sections of bunding are removed, such as to the western site boundary, existing 2.4m high mesh fencing will be retained and the contour of ground levels outside the site creates an effective visual screen. As such, an effective screen from the new development will be maintained around the boundaries to the site. Accordingly it is judged that no material harm to the character or openness of the Green Belt will result.
- 6.3.7 Having regard to the limited impact of the development on the character and openness of the Green Belt, the fact this is a previously developed site, the increased demand on the Council to provide passenger transport facilities and its statutory obligations, as well as the clear operational and sustainability benefits of expanding the existing facility rather than establishing an additional facility, Staff consider that the very special

circumstances necessary to justify the proposed development have been sufficiently demonstrated.

- 6.3.8 Staff have given consideration as to whether the development requires referral to the Secretary of State under the T&CP (Consultation) (England) Directions 2009. However, as the development is less than 1,000 square metres and is judged not to have a significant impact on the openness of the Green Belt it is not considered to be referable.

6.4 Visual and Environmental Impacts

- 6.4.1 In terms of visual impact, as mentioned above, the development is primarily at surface level. Existing boundary treatment would largely screen wider views of the proposed development which would, in any event, be viewed in the context of the existing depot and extensive parking area. New lighting will be required within the depot, again viewed in the context of that which already exists. Details of proposed lighting and light spill could be required by condition. No material adverse visual impact is however considered likely to result from this development.
- 6.4.2 The application site is, at its closest point, some 15m from the River Beam. It lies within flood zone 1. The site is not considered to be at significant risk from flooding and the nature of the proposed development is not sensitive given it is for vehicle parking. The applicant has confirmed that the new surfacing will be permeable concrete blocks, as per the existing surfaces, on a geotextile membrane to enable sustainable drainage. The Council, in its capacity as Lead Local Flood Authority, raises no objection to these arrangements.
- 6.4.3 The site has a designation as a minerals area of search and an area of open space. However, this pre-dates the development of the site as a depot and it is considered that these matters were considered and assessed at the time the depot was originally approved. As such, there is no policy objection on these grounds to the proposed provision of additional parking within the existing site.
- 6.4.4 The site lies within a Borough Site of Nature Conservation Importance. An extended Phase I habitat survey has been submitted with the application. It recommends a precautionary methodology while undertaking the works as there is potential for presence of reptiles; vegetation should only be removed outside of bird nesting season unless the area is checked for nests by an ecologist prior to removal; any access for construction machinery on adjoining land should use existing paths and maintain a buffer from the River Beam; there is scope to enhance ecology through addition of bird boxes to existing buildings, planting of native trees and shrubs and seeding of wildflowers. The habitat survey does not indicate

any material ecological reasons why consent should not be granted. As such, Staff conclude the development is acceptable in this respect subject to appropriate planning conditions.

- 6.4.5 The application will involve the removal of part of the existing bunding in order to create the additional parking area. The application does not make clear how much earth will need to be removed and how this will be managed. As such it is considered appropriate to apply a condition so that details can be secured.

6.5 Impact on Amenity

- 6.5.1 The proposed new development will take place at the western end of the existing depot. It is located over 170m from the nearest residential properties located to the east of the site, on the opposite side of Rainham Road. Given that the depot already exists and has no restriction on operating hours, it is not considered this proposal would create conditions which have a materially greater impact on residential amenity compared to the operation of the existing depot.

6.6 Parking and Highway Issues

- 6.6.1 The proposal will provide an additional 27 parking spaces within the site (currently there are 50) to provide for an expansion in the passenger transport fleet. It is therefore to be expected that there will be some increase in vehicular activity around the entrance to the site and along Rainham/Upper Rainham Road. A transport statement has been submitted with the application. Both LBH Highways and TfL are satisfied with the proposals in terms of highway safety and impact on the road network.
- 6.6.2 There are currently 12 cycle parking facilities and one blue badge parking space. No additional staff are proposed so demand for these may not change. The site already has a travel plan. However, an updated travel plan could be required by condition enabling these matters to be reviewed.

6.7 Mayoral Referral

- 6.7.1 The application is referable to the Mayor of London. At the time of writing this report, Staff were awaiting the conclusion of the Stage I referral. Members will be advised of the outcome of this. A decision on this application may not be issued until a Stage II referral has been sent to the Mayor to notify him of the intended decision, unless the Mayor confirms that he does not wish to be consulted.

7. Conclusion

- 7.1 The site is an existing depot and the proposal is to expand the parking area within the existing site boundaries. In view of the identified need for the additional parking, the fact this is a previously developed site and the limited harm the development has on openness, it is considered that very special circumstances have been demonstrated that would justify this development within the Metropolitan Green Belt.
- 7.2 No material harm to local character is considered to result. No are there any material adverse ecological or environmental impacts. No material harm to amenity is considered to result and there are no significant adverse impacts on the highway. It is therefore recommended that, subject to the outcome of the Stage II Mayoral referral, that planning permission is granted subject to conditions.

IMPLICATIONS AND RISKS

Financial Implications and risks:

None arising from this application.

Legal Implications and risks:

This application has been assessed independently of the Council's interest as applicant and landowner, which has no material bearing on the planning considerations of this development.

Human Resource Implications:

None arising from this application.

Equalities and Social Inclusion Implications:

The proposal will provide expanded parking facilities for the Council passenger transport service, which provides transport for a wide range of user groups within the community, including elderly and less mobile residents and children with special educational needs.

BACKGROUND PAPERS

1. Planning application received 26th June 2017.

REGULATORY SERVICES COMMITTEE

5 October 2017

REPORT

Subject Heading:

P0726.17

149-153 New Road, Rainham, RM13 8SH;

Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 14 units with ancillary car parking, landscaping and access;

(Application received 02.05.2017);

SLT Lead:

Steve Moore - Director of Neighbourhoods;

Report Author and contact details:

Mehdi Rezaie;
Principal Planner;
Mehdi.Rezaie@havering.gov.uk
01708 432732

Ward:

South Hornchurch

Policy context:

National Planning Policy Framework 2012;
The London Plan 2016;
Development Plan Document 2008;

Financial summary:

None.

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

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

SUMMARY

This report concerns an outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 14 units (a mixture of 1, 2 and 3-bedroom residential units) with ancillary car parking, landscaping and access. Staff consider that the proposal would accord with the residential, environmental and highways policies contained in the Local Development Framework Core Strategy and Development Control Policies Development Plan Document. It is recommended that planning permission be granted subject to conditions.

This application is submitted by Council, the planning merits of the application are considered separately to the Council's interests as applicant.

RECOMMENDATIONS

That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3.

As this is an Outline application, CIL would be assessed and applied when a reserved matters application is submitted.

That the Assistant Director of Development be authorised to enter into any subsequent legal agreement to secure the requirement of Condition 30 below, including that:

- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

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

1. Outline – Reserved matters to be submitted:

Details of the access, appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

2. Time limit for details:

Application/s for approval of the reserved matters shall be submitted to the Local Planning Authority within three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Time limit for commencement:

The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4. Materials:

Unless details are provided and approved as part of the reserved matters submission(s), no above ground works shall take place in relation to any of the development hereby approved until details and samples of all materials to be used in the external construction of the building(s) and hard landscaped areas are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

5. 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) and any other plans, drawings, particulars and specifications pursuant to any further approval of details as are approved by the Local Planning Authority

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

6. Site levels:

Unless details are provided and approved as part of the reserved matters submission(s), prior to the commencement of the development, a drawing showing the proposed site levels of the application site and the finished floor levels of the proposed dwellings 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 development. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

7. Refuse and recycling:

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

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

8. Cycle storage:

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

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

9. 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.

10. Land contamination:

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

- a) A Phase II (Site Investigation) Report, as the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.
- b) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- c) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for

contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

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

11. Land contamination continued:

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

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

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

12. Construction methodology:

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

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

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

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

13. Air quality:

- a) Prior to the commencement of the development hereby approved, the developer or contractor must be signed up to the NRMM register.
- b) The development site must be entered onto the register alongside all the NRMM equipment details.
- c) The register must be kept up-to-date for the duration of the construction of development.
- d) It is to be ensured that all NRMM complies with the requirements of the directive.
- e) An inventory of all NRMM to be kept on-site stating the emission limits for all equipment.

Reason: Being a major development in Greater London, but outside the Non-Road Mobile Machinery (NRMM) Central Activity Zone, NRMM used on site must meet Stage IIIA of EU Directive 97/68/EC as a minimum. From 1st September 2020 the minimum requirement for any NRMM used on site within Greater London will rise to Stage IIIB of the Directive.

14. Air quality continued:

- a) Prior to the commencement of the development, a Dust Monitoring Scheme for the duration of the demolition and construction phase of the development hereby approved, shall be submitted for the written approval of the Local Planning Authority. The scheme shall detail
 - Determination of existing (baseline) pollution levels;
 - Type of monitoring to be undertaken;
 - Number, classification and location of monitors;
 - Duration of monitoring;
 - QA/QC Procedures;
 - Site action levels; and
 - Reporting method.
- b) Following the completion of measures identified in the approved Dust Monitoring Scheme, a "Dust Monitoring Report" that demonstrates the

effectiveness of the dust monitoring carried out must be produced, and is subject to the approval of the Local Planning Authority.

The development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the construction activities do not give rise to any exceedances of the national air quality objectives/limit values for PM10 and/or PM2.5, or any exceedances of recognised threshold criteria for dust deposition/soiling.

15. Air quality continued:

Prior to the commencement of the development, the developer shall submit for the written approval of the Local Planning Authority full details of mitigation measures that will be implemented to protect the internal air quality of the buildings. The use hereby permitted shall not commence until the approved measures have been shown to be implemented to the satisfaction of the Local Planning Authority in writing.

Reason: To protect the health of future occupants from potential effects of poor air quality and to comply with the national air quality objectives within the designated Air Quality Management Area.

16. Air quality continued:

Prior to the first occupation of the development, details shall be submitted to and agreed in writing by the Local Planning Authority for the installation of Ultra-Low NOx boilers with maximum NOx Emissions less than 40 mg/kWh. The installation of the boilers shall be carried out in strict accordance with the agreed details and shall thereafter be permanently retained.

Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site.

17. Development facilities:

Electric charging points shall be installed in 10% of the allocated parking spaces at the development. The charging points shall be supplied with an independent 32amp radial circuit and must comply with BS7671. Standard 3 pin, 13 amp external sockets will be required. The sockets shall comply with BS1363, and must be provided with a locking weatherproof cover if located externally to the building.

Reason: Paragraph 35 of the National Planning Policy Framework states; "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to [amongst other things] incorporate facilities for charging plug-in and other ultra-low emission vehicles."

18. Boundary Treatment:

Unless details are provided and approved as part of the reserved matters submission(s), no development above ground level shall take place until details of all proposed walls, fences and boundary treatment are submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details prior to the first occupation of the development for residential purposes and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

19. Surfacing materials:

Unless details are provided and approved as part of the reserved matters submission(s), before any above ground development is commenced, surfacing materials for the access road and parking areas shall be submitted to and approved in writing by the Local Planning Authority and thereafter the access road shall be constructed with the approved materials. Once constructed, the access road shall be kept permanently free of any obstruction (with the exception of the car parking spaces shown on the approved plans) to prevent uses of the access road for anything but access.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the surfacing materials. Submission of this detail prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

20. Alterations to the Public Highway:

No part of the development hereby approved shall be occupied until access to the highway has been completed in accordance with the details of access approved as part of the reserved matters.

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

21. Car parking:

Before the residential units hereby permitted are first occupied, the area set aside for car parking spaces shall be laid out and surfaced to the satisfaction of the Local Planning Authority and provide a minimum of 14.No. spaces, those areas shall be

retained permanently thereafter for the accommodation of vehicles associated with the site.

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

22. Pedestrian Visibility Splay:

The proposals shall provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access onto Betterton Road, set back to the boundary of the public footway. There shall be no obstruction or object higher than 0.6 metres within the visibility splay.

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

23. 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: 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.

24. Drainage:

No development shall commence until full details of the drainage strategy, layout, and means of surface water drainage to serve the development along with micro-drainage calculations have been submitted to and agreed in writing by the Local Planning Authority prior to works commencing on development. The scheme agreed shall be implemented strictly in accordance with such agreement unless subsequent amendments have been agreed with the Local Planning Authority.

Reason: To ensure that the development is properly drained

25. Servicing:

No above ground development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of access road widths, turning area dimensions and swept path analysis to demonstrate that the proposed development can be adequately serviced and that service vehicles can exit the site in forward gear. The development shall be carried out in accordance with the approved

Reason: Insufficient information has been supplied with the application to demonstrate the width of the access road, the dimensions of the turning area and details of a swept path analysis. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use is in the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC36.

26. Community Safety:

Prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full 'Secured by Design' accreditation. The development shall only be carried out in accordance with the approved details.

Reason: In the interest of community safety and in accordance with the Development Control Policies Development Plan Document Policies DC63 and

London Borough of Havering's Supplementary Planning Documents on '*Designing Safer Places*' (2010) and '*Sustainable Design Construction*' (2009).

27. Community Safety continued:

Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

Reason: In the interest of community safety and in accordance with the Development Control Policies Development Plan Document Policies DC63 and London Borough of Havering's Supplementary Planning Documents on '*Designing Safer Places*' (2010) and '*Sustainable Design Construction*' (2009).

28. 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.

29. Access:

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.

30. Requirements/Contributions:

Before the development hereby permitted is commenced, arrangements shall be agreed in writing with the local planning authority and be put in place to ensure the following planning and other obligations:

- Pursuant to Section 16 of the Greater London Council (General Powers) Act 1974 - Restrictions on owner and occupiers applying for Parking Permits including provisions not to sell, lease, let or otherwise dispose of any dwelling unit or permit any occupation of any dwelling unit without first imposing in the relevant transfer lease, letting or occupation document a term preventing any owner or occupier of any dwelling unit from applying to the Council for a residents parking permit for the area within which the proposed development is situated;
- Controlled Parking Zone Contribution: Provision of £1568 to be paid prior to commencement;

- Financial contribution of £63,000 to be used for educational purposes, to be paid prior to first occupation;
- Financial contribution of £19,620 to be used for off-site carbon emissions offset measures in lieu of on-site carbon reduction measures, to be paid prior to first occupation;
- Financial contribution of £33,472.98 towards the A1306 Linear Park, to be paid prior to commencement;
- To provide affordable housing in accordance with a scheme of implementation for all New Road sites controlled by the developer that ensures that individual development sites are completed so that the overall level of affordable housing (by habitable rooms) provided across the sites does not at any time fall below 35% overall. The affordable housing to be minimum 50% social rent with up to 50% intermediate;

Reason: The development would otherwise be unacceptable if the improvements sought through the Section 106 agreement were not able to be secured

INFORMATIVES

1. Approval following revision

Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework In accordance with para 186-187 of the National Planning Policy Framework 2012.

2. Fee:

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. 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.

4. 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.

5. 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 01708 434343 to make the necessary arrangements. Please note that unauthorised works on the highway is an offence.

6. Surface water management:

The developer is advised that surface water from the development in both its temporary and permanent states should not be discharged onto the highway. Failure to prevent such is an offence.

7. Community Safety:

In aiming to satisfy the condition the applicant should seek the advice of the Metropolitan Police Service Designing out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 02082173813.

8. Street name/numbering:

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>

9. Protected species:

The presence of European protected species, such as bats, is a material consideration in the planning process and the potential impacts that a proposed development may have on them should be considered at all stages of the process. Occasionally European protected species, such as bats, can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, it is advised that the developer stops work immediately and seeks the advice of the local authority ecologist and/or the relevant statutory nature conservation organisation (e.g. Natural England). Developers should note that it is a criminal offence to deliberately kill, injure or capture bats, or to deliberately disturb them or to damage or destroy their breeding sites and resting places (roosts). Further works may require a licence to proceed and failure to stop may result in prosecution.

10. Protected species continued:

The applicant's attention is drawn to the provisions of both the Wildlife and Countryside Act 1981, and the Countryside & Rights of Way Act 2000. Under the 2000 Act, it is an offence both to intentionally or recklessly destroy a bat roost, regardless of whether the bat is in the roost at the time of inspection. All trees should therefore be thoroughly checked for the existence of bat roosts prior to any works taking place. If in doubt, the applicant is advised to contact the Bat Conservation Trust at Quadrant House, 250 Kennington Lane, London, SE11 5RD. Their telephone number is 0845 1300 228.

11. Crime and disorder:

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, staff consider that the proposal will not undermine crime prevention or the promotion of community safety.

REPORT DETAIL

1. Site Description:

- 1.1 The site is located on the north side of New Road, on the east side of the junction with Betterton Road. The site is currently occupied by 2 two storey detached houses and a bungalow. The surrounding area is characterised by a mix of industrial/commercial uses and residential, particularly on the north side of the street and the roads north of New Road. Buildings in the vicinity vary in size from 2-3 storey houses and flat blocks to large commercial portal buildings. Immediately to the east is a part 2/part 3 storey flat block while to the north is a two storey flatted building.
- 1.2 The site is within the Rainham and Beam Park Housing Zone and within the area covered by the adopted Rainham and Beam Park Planning Framework.

2. Description of Proposal:

- 2.1 The application is for outline permission seeking approval with access, layout, appearance, landscaping and scale reserved matters.
- 2.2 The proposal is for the demolition of the existing buildings and redevelopment of the site comprising the erection of a four-storey building to contain 14.No residential units (6.No. of 1 bedroom apartments, 5.No. of 2 bedroom apartments, 3.No. of 3 bedroom apartments).
- 2.3 The development proposal incorporates a newly formed vehicular site access which would be located adjacent to the western boundary of the site (leading off Betterton Road). The scheme is to provide 14.No. residents car parking spaces, and has indicated soft landscaping to be created as part of the overall proposal.
- 2.4 The application site lies within the Rainham and Beam Park Housing Zone, and is owned by private landowners. The applicant is the London Borough of Havering, although they do not own the land. The Council are seeking to undertake Compulsory Purchase Orders ("CPOs") to help deliver the comprehensive redevelopment of the area which is key to delivering the forecasted rate of house building and quality of development identified the adopted Rainham and Beam Park Planning Framework. The precursor to a CPO is normally to have planning permission in place.

3. Planning History:

3.1 A planning history search revealed two planning submissions for 149 New Road, details of those submission include:

- Application for outline planning permission at 149 New Road for *'Demolition of bungalow and building of two storey building to house five flats'*, refused under Planning Ref: P0066.09 on 12.03.2009 refused on grounds of dominant impact on street scene and inadequate parking provision.
- Application for outline planning permission at 149 New Road for *'for demolition of bungalow and building of two storey building to house 4 flats'*, conditionally approved under Planning Ref: P0859.09 on 07.08.2009.

4. Consultations/Representations:

4.1 The application was advertised by way of site and press notices as well as notification to 84 occupiers nearby. No representations have been received.

4.2 The following consultee responses have been received:

4.3 Highways Authority: No objection subject to imposition of conditions on visibility splays, vehicle access and vehicle cleansing (conditions 20, 21 and 22) and guidance notes on changes to and temporary use of the public highway, highway legislation and surface water management (informatives 3, 4, 5 and 6). The highways engineer has also requested that any S106 obligations in the form of restrictions on parking permits be made and Controlled Parking Zone Contributions be sought (condition 30).

4.4 LBH Street Management: Further Information required in regard to drainage strategy and layout along with micro-drainage calculations (condition 24).

4.5 LBH Environment Health and Protection: No objection subject to imposition of conditions on land and air quality (conditions 10-17).

4.6 Environment Agency: No objection.

4.7 Thames Water: No objection with regard to sewage and infrastructure capacity.

4.8 Essex and Suffolk Water: No objection.

4.9 London Fire Brigade: No objection and no further action required.

4.10 Metropolitan Police: No objection subject to Secured by Design principles being imposed by way of condition (conditions 26 and 27).

4.11 During the public consultation period, no letters of objection or support were received by members of the public or nearby and neighbouring properties.

5. Planning Policy:

5.1 The 'National Planning Policy framework' ("NPPF") 2012;

The National Planning Policy is set out in the "NPPF" which was published in March 2012. The "NPPF" and Guidance ("NPPG") states clearly that its content is to be a material consideration in the determination of applications. The "NPPF" states that due weight should be given to the adopted policies of the Local Development Framework (LDF) according to their degree of consistency with the "NPPF" (the closer the policies in the plan to the policies in the "NPPF", the greater the weight that may be given). Accordingly, due weight is also given to the Nationally Described Space Standards (2015). The relevant paragraphs from the "NPPF" include paras '7-9, 11-17, 21, 23, 28, 34, 35, 38-39, 40, 41, 47, 50, 52, 54-68, 70, 80, 89, 92, 95-96, 112, 150, 158-161, 173-177, 186-188, 196-197, 203-206'.

5.2 The London Plan 2016;

The relevant policies from the 'London Plan' include: Policy 1.1 (Delivering the Strategic Vision and Objectives for London), Policy 3.3 (Increasing Housing Supply), Policy 3.4 (Optimising Housing Potential), Policy 3.5 (Quality and Design of Housing Developments), Policy 3.6 (Children and Young People's Play and Informal Recreation Facilities), Policy 3.7 (Large Residential Developments), Policy 3.8 (Housing Choice), Policy 3.9 (Mixed and Balanced Communities for All), Policy 3.10 (Definition of Affordable Housing), Policy 3.11 (Affordable Housing Targets), Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes), Policy 5.1 (Climate change mitigation), Policy 5.2 (Minimising carbon dioxide emissions), Policy 5.3 (Sustainable design and construction), Policy 5.6 (Decentralised energy in development proposals), Policy 5.7 (Renewable energy), Policy 5.9 (Overheating and cooling), Policy 5.10 (Urban greening), Policy 5.11 (Green roofs and development site environs), Policy 5.12 (Flood risk management), Policy 5.13 (Sustainable drainage), Policy 5.14 (Water quality and wastewater infrastructure), Policy 5.15 (Water use and supplies), Policy 5.16 (Waste self-sufficiency), Policy 5.18 (Construction, excavation and demolition Waste), Policy 5.19 (Hazardous Waste), Policy 5.21 (Contaminated Land), Policy 6.1 (Strategic Approach), Policy 6.3 (Assessing effects of development on transport capacity), Policy 6.9 (Cycling), Policy 6.10 (Walking), Policy 6.13 (Parking), Policy 7.1 (Lifetime neighbourhoods), Policy 7.2 (An inclusive environment), Policy 7.3 (Designing out crime), Policy 7.4 (Local character), Policy 7.5 (Public realm), Policy 7.6 (Architecture), Policy 7.14 (Improving air quality), Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes), Policy 7.19 (Biodiversity and access to nature), Policy 8.2 (Planning obligations), Policy 8.3 (Community Infrastructure Levy).

5.3 London Borough of Havering's Development Plan Document ("DPD") 2008;

Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires local planning authorities to have regard to the provisions of the development plan and any other material considerations when dealing with an application for planning permission. Havering's development plan comprises the London Plan (2016), London Borough of Havering's 'DPD' (2008), together with London Borough of Havering's ("LBH") Supplementary Planning Documents 'Designing Safer Places'

(2010), 'Landscaping' (2011), 'Planning Obligations' (2013), 'Residential Design' (2010), 'Sustainable Design Construction' (2009), 'Protection of Trees' 2009.

The relevant policies from Havering's "DPD" include; Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP3 (Employment), CP8 (Community Needs), CP9 (Reducing the Need to Travel), CP10 (Sustainable Transport), CP15 (Environmental Management), CP17 (Design), DC2 (Housing Mix and Density), DC3 (Housing Design and Layout), DC9 (Strategic Industrial Locations), DC11 (Non-designated sites), DC29 (Educational Premises), DC32 (The road network), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC40 (Waste recycling), DC48 (Flood Risk), DC49 (Sustainable Design and Construction), DC50 (Renewable Energy), DC51 (Water Supply, Drainage and Quality), DC52 (Air Quality), DC53 (Contaminated land), (Contaminated Land), DC54 (Hazardous Substances), DC55 (Noise), DC58 (Biodiversity and Geodiversity), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places), DC72 (Planning Obligations).

5.4 Rainham and Beam Park Planning Framework

The Council have produced the Framework to guide future planning applications in the area. The Framework was subject to public consultation and was approved by the Council and as such is considered to be a material consideration.

6. **Mayoral CIL implications:**

- 6.1 It is noted that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. As this is an outline application, there are no definitive gross internal floor areas for the dwellings, so the applicable levy is not known.

7. **Principle of Development:**

- 7.1 In terms of national planning policies, Para 17 from the 'NPPF' 2012 sets out the overarching roles that the planning system ought to play, a set of core land-use planning principles that should underpin decision-taking, one of those principles are that planning should:

"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"

- 7.2 Additionally, other materially relevant policies appear from the 'London Plan' 2016 which include: Policy 1.1 on 'Delivering the Strategic Vision and Objectives for London' and Policy 3.3 on 'Increasing Housing Supply' and Policy 3.4 on 'Optimising Housing Potential' fall integral to the decision making process.

- 7.3 In terms of local planning policies, Policy CP1 on 'Housing Supply' from the 'London Borough of Havering's Development Plan Document' 2008 expresses the need for a minimum of 535 new homes to be built in Havering each year through;

“prioritising the development of brownfield land and ensuring it is used efficiently...”

And;

“outside town centres and the Green Belt, prioritising all non designated land for housing, including that land released from Strategic Industrial Locations and Secondary Employment Areas as detailed in CP3....”

- 7.4 On a more site specific basis, the ‘*Rainham and Beam Park Planning Framework*’ 2016, supports new residential developments at key sites including along the A1306, and the Housing Zones in Rainham and Beam Park, the document in part states:

“The Rainham and Beam Park area provides a major opportunity for Havering to establish a high quality residential neighbourhood that provides much needed homes in the Borough. This will further contribute to meeting the housing target set by the Mayor through comprehensive development that seeks to optimise development outcomes.”

- 7.5 The subject site is brownfield land with the principle of residential use already established, moreover, the site lies within an area likely to become more residential in character. As mentioned above both nationally and locally prescribed planning policies encourage the land use prescribed, subject to the detailed design of the proposal. The principle of development is therefore acceptable on its planning merits in accordance with Policy CP1 on ‘Housing Supply’ from the ‘*London Borough of Havering’s Development Plan Document*’ 2008; and Policies 3.3 on ‘Increasing Housing Supply’ and 3.4 on ‘Optimising Housing Potential’ of the ‘*London Plan*’ 2016 and Paras 17 and 47 from the ‘*NPPF*’ 2012 which seeks to increase housing supply.

8. Density/Site Layout:

- 8.1 The development proposal is to provide 14.No residential units on a site area of 0.104ha (1040m²) which equates to a density of 135 units per ha. The site is an area with low-moderate accessibility with a PTAL of 2. Policy SSA12 of the LDF specifies a density range of 30-150 units per hectare, the London Plan suggests a density range of between 35 and 170 dwellings per hectare depending upon the setting in terms of location (suggesting higher densities within 800m of a district centre or a mix of different uses). The Planning Framework suggests a density of between 100-120 dwellings per hectare.
- 8.2 Given the range of densities that could be applicable to this site, a proposed density of 135 dwellings per hectare is not considered to be unreasonable and would be capable of being accommodated on this site given the mixed character of the area and proximity to the future Beam Park district centre and station.
- 8.3 In terms of the character/height appraisal of the area, to the east of the site lies a residential development set at a height no greater than three storeys (excluding the pitched roof elements), whilst to the immediate north lies a two-storey flatted

building, and to the west lies a single storey warehouse. Although building heights are somewhat varied along New Road, guidance as stipulated under the Planning Framework states that new development along New Road could rise to a height of 4 storeys and that this level is an efficient height for smaller apartment buildings.

- 8.4 Based on the building footprint and the building height indicated on the proposed parameter plans, the proposed residential development would be detached and set no greater than four-storeys in height which adheres with the guidance from the aforementioned Framework. Having reviewed the plot width and its depth, staff consider the height to width ratio of the proposed building to be appropriate for the site and in keeping with guidance from within LBH's Supplementary Planning Document for '*Residential Design*' 2010.
- 8.5 The primary elevation of the proposed development would front onto New Road and be south facing which presents coherency with the street interface, the buildings siting and orientation would in turn respond positively on the established perpendicular street pattern and contribute to the stipulated character of the area. The general layout plan of the building would fall in accordance with Policy DC61 of the LDF.
- 8.6 The neighbouring property to the east of the site is a flatted development (Annabelle Court) and has a plot width of 55 metres at the road frontage and is set at a distance of 2.3 metres at the building line, respectively its neighbouring property further east (167 New Road) also maintains comparable distance of 5 metres to the building line but with a significantly reduced plot width of 45 metres. It is noted that plot widths in the immediate vicinity vary between widths of 23 to 57 metres, and that there is not a consistent minimum plot width in this part of New Road. The proposal however, measures a plot width of 60 metres and a distance of >1 metres at the building line, and Staff consider this distance to be comparable with that of properties in the vicinity of the site and therefore in keeping with local character.
- 8.7 In respect of amenity space, the London Borough of Havering's Supplementary Planning Document for '*Residential Design*' 2010 does not prescribe fixed standards for private amenity space or garden depths. Instead the document places emphasis on new developments providing well designed quality spaces that are usable. In terms of amenity space provision, communal amenity space will be expected on all flatted schemes. The proposed communal area sited to the rear of the property will be easily accessible and legible to all occupants, which subsequently meets the needs of disabled users and all age groups. Notwithstanding this, Staff are yet to view further details of how the proposed communal amenity space would be designed to be private, attractive, functional and safe, details of boundary treatments, seating, trees, planting, lighting, paving and footpaths or details of effective and affordable landscape management and maintenance regime are yet to be provided and would be assessed as part of any reserved matter submission.
- 8.8 The remaining area within the development is largely hard surfacing and consists of the access road and parking provision. It is considered that the layout of the site is acceptable.

9. Design/Impact on Street/Garden Scene:

- 9.1 The application would involve the demolition of 3.No. detached residential dwellinghouses, two of which are two-storeys in height and one of which is a bungalow to include 2.No. garages sited to the rear of the site. While the buildings all appear to be in a structurally sound condition, they are not of any particular architectural or historic merit and no in principle objection is therefore raised to their demolition.
- 9.2 Landscaping is a reserved matter. No tree survey has been submitted with this application and details from within the Design and Access Statement suggest that mature trees do exist to the rear of the site, from which 3.No trees will be removed to allow site access/parking areas with a further five more trees to be planted around the curtilage of the site. It is considered that the proposal can achieve an acceptable level of landscaping given the proposed layout. A condition would be applied to the grant of any permission requiring details of landscaping and/or any tree protection measures.
- 9.3 Scale is a reserved matter. From the submitted Design and Access Statement, the agent has indicated that the proposed apartment block will be no greater than four-storeys in height, and would in effect harmonise against the scale of buildings in the locality, both old and new (as shown from the submitted illustrative masterplan on proposed heights). It is considered that the footprint and siting of the building together with its dedicated parking areas may be acceptable; notwithstanding this further details would be required to allow Staff to make this assessment.
- 9.4 Appearance is also reserved matter. From the submitted Design and Access Statement, the agent has not drawn attention to the proposed building design nor specified its intended material use. A condition would be applied to the grant of any permission requiring details of material use for reason of visual amenity.

10. Impact on Amenity:

- 10.1 The northern perimeter of the site would abut the entire southern boundary of its neighbouring property; Benjamin Court, spanning its entire 60 metres depth. The applicant's agent has submitted a 'Daylight, Sunlight and Overshadowing'.
- 10.2 It is considered that the proposal would not result in a significant loss of amenity to occupants of Benjamin Court, as there would be a flank to flank distance of approximately 26 metres between the northern flank of the proposed apartment block (rear elevation) and the southern flank of Benjamin Court. Staff consider the proposal, by virtue of its siting and distance to nearby neighbouring properties to have appropriately mitigated concerns of overbearing and overshadowing.
- 10.3 The eastern perimeter of the site would abut the western boundary of its neighbouring property; Annabelle Court, a flank to flank distance of approximately 11 metres between the eastern flank of the proposed apartment block (side elevation) The 'Daylight, Sunlight and Overshadowing' report reaffirms that the scheme surpassed all the sequential tests with no detrimental impact caused from

the development to the amenity of adjacent and nearby occupants. Staff have reviewed the submitted information and consider that the proposal would not result in a significant loss of amenity to occupants of Annabelle Court by way of overbearing or overshadowing.

- 10.4 From a noise and disturbance perspective, staff have had regard to the immediate surroundings which is mixed. The siting of the new access drive enables the provision of a landscaped buffer strip adjacent to the northern and eastern boundaries of the site. This will help to absorb any noise and light spillage resulting from vehicles using the drive and turning head. The provision of appropriate fencing together with a landscaping scheme would also afford reasonable protection to those who live adjacent to the site from the more active use of the site. The Councils Environment Health and Protection team have no objections subject to implementation of conditions.
- 10.5 The applicant has commissioned Noise and Air Limited to produce a '*Noise and Air Quality Assessment*'. Noise surveys, a Noise Impact Assessment and an Air Quality Assessment have been undertaken to clarify the standpoint that there is to be no adverse/detrimental impact caused to nearby residents or future occupants of the development created from the use of the access road, or air quality, the proposal subject to condition would adhere to Policy DC49 on 'Sustainable Design and Construction'; Policy DC52 on 'Air Quality'; Policy DC55 on 'Noise' and Policy CP17 on 'Design' from the '*London Borough of Havering's Development Plan Document*' 2008; and policies, 5.2, 7.14 and 7.15 of the '*London Plan*' 2016; and LBH's Supplementary Planning Document for '*Sustainable Design Construction*' 2009.

11. Highway/Parking:

- 11.1 The proposal for 14.No. self-contained flats is accompanied by the provision of 14.No. vehicular parking spaces, which equates to a parking ratio of 1:1. The proposal dedicates 3.No vehicular parking spaces for use by the residents of the 6.No 1 bedroom apartments which surpass the adopted standard of 0.5 spaces per 1 bed unit. Similarly, the parking layout dedicates 5.No vehicular parking spaces for use by the 5.No 2 bedroom apartments which surpass the adopted standard of 1 space per 2 bed unit. Lastly, the proposal dedicates 5.No vehicular parking spaces for use by the residents of the proposed 3.No 3 bedroom apartments which surpass the adopted standard of 1.5 spaces per 3 bed unit.
- 11.2 The proposal complies with the maximum standard of less than 1 space per unit for flatted developments in line with the density matrix from Policy DC2 of the LDF. The Councils Highways Engineer has reviewed this element from the proposal, and raised no objections subject to the imposition of conditions, financial contribution to Controlled Parking Zone and limitation on future occupiers from obtaining any permits in any future zone. In this respect, the proposal is considered to be compliant with Policy DC33 of the LDF and Policy 6.13 of the London Plan.
- 11.3 The scheme also provides a secure area for cycle parking spaces, given the scale of the dedicated area, it is envisaged that the proposal can adequately provide

between 14 and 20 numbers of spaces. Details of cycle storage can be secured by condition to allow the schemes compliance with standards from within Policy DC35 of the LDF and Policy 6.9 of the London Plan.

11.4 The proposal includes the provision of a double width access road leading off Betterton Road, the site access measures a width of approximately 6 metres, no turning areas are provided within the site although the sites layout does provide the user the ability to maneuver a three-point turn unobstructed. The access road begins to taper approximately 2 meters from the existing site entrance, distanced approximately 3.7m from the main highway, which would not impede traffic flow for vehicles entering and exiting the site. The proposal has included a servicing yard for the dwellings (refuse collection) centrally along the northern side of the building (at ground floor level), the hard-surfaced areas to the rear of the site would also be used for emergency vehicles, which is acceptable from both a waste collection and fire and emergency planning point of view. The Highway Authority and the London Fire Brigade have raised no objection in principle. In this respect the proposal is compliant with Policy DC36 of the LDF.

12. Affordable Housing

12.1 Policy DC6 of the LDF and Policies 3.9, 3.11 and 3.12 of the London Plan seek to maximise affordable housing in major development proposals. The Mayor of London Supplementary Planning Guidance “Homes for Londoners” sets out that where developments propose 35% or more of the development to be affordable at an agreed tenure split, then the viability of the development need not be tested – in effect it is accepted that 35% or more is the maximum that can be achieved.

12.2 The proposal is one of a series of development sites, the redevelopment of which is aimed at regenerating the Housing Zone. As long as this site provides part of an overall development which at no point, the affordable housing provided falls below 35%, by which 50% to be social rent with up to 50% intermediate, then it is considered that the affordable housing policy requirement could be met. The development proposal, subject to condition 30 being imposed would comply with Policies 3.9, 3.11 and 3.12 of the London Plan.

13. Other Material Planning Considerations:

13.1 From a biodiversity and geodiversity perspective, Staff have assessed the built form of the site and taken into consideration the ‘*Phase a Habitat Survey*’ by the applicant. The findings from the survey recorded features suitable for bats and nesting birds, notwithstanding this recommends bat building inspections to take place, assessment of mature trees to determine bird nesting and bat roosting potential, sensitive timing of works and ecological supervision and a pre-clearance ecological walkover. Staff consider the site to be of low ecological value, notwithstanding this, given the sites potential to harbour protected species staff feel it prudent to impose informatives 9 and 10 as a means to safeguarding them

- 13.2 From an arboricultural perspective, the proposal has highlighted that 3.No trees to the rear of the site are to be removed as part of the proposal with a further five more to be replanted around the curtilage of the site. Of the trees to be removed, although mature, none are subject to Tree Preservation Orders, the largest of the three being located inside the application site and set at a distance of approximately 18m from the main highway which holds no public amenity value,. Nevertheless, the longevity for any proposed trees should be addressed at the reserved matters stage. The proposal, subject to providing further information would adhere to and LBH's Supplementary Planning Document for '*Protection of Trees*'2009 and '*Landscaping*' 2011; and Para 118 from the "*NPPF*" 2012.
- 13.3 From a flooding and drainage perspective, a review of the Environment Agency mapping indicates that the site is the site is located within tidal Flood Zone 2 and 3 which although is the worst zone remains protected to a very high standard by the Thames Tidal flood defences. The applicant has submitted a Flood Risk Assessment and drainage strategy which incorporates mitigation measures to ensure that the proposed development will not increase flood risk, either onsite or off-site. The Environment Agency has raised no objection to the proposal nor have Thames Water or Essex and Suffolk Water. The Councils Street Management team have further reviewed the information submitted and requested further Information with regards to 'drainage strategy and layout required along with micro-drainage calculations which has been conditioned accordingly. Subject to providing further information and to the satisfaction of the above consultees, it is considered that the proposal would not adversely affect neighbouring properties in terms of flooding, with no evidence that the proposal would increase the risk of flooding in the area the proposal would adhere to Policies DC48 and DC49 of the and LBH's Supplementary Planning Document for '*Sustainable Design Construction*'; Policies 5.12 and 5.13 of the London Plan and Paras 104 and 121 from the "*NPPF*".
- 13.4 From a land contamination perspective, comments received from Environment Health and Protection on requirement for conditions 10-11 is paramount where the development is on or near a site where contamination is known, or expected to exist. Therefore, subject to imposition of the above conditions, the development proposal would adhere with Policy DC53 on 'Land Contamination' from the '*London Borough of Havering's Development Plan Document*' 2008.
- 13.5 From a sustainability perspective, the proposal is accompanied by a Sustainability Statement and Energy Statement. The reports outline an onsite reduction in carbon emissions by 36%, to include a photovoltaic strategy which aims to further reduce CO2 emissions by a further 24.3% across the entire site. The reports highlights that the development aims to reduce water consumption to less than 105 litres per person. In calculating the baseline energy demand and carbon dioxide emissions for the site, a financial contribution of £19,620 has been calculated as carbon emissions offset contribution in lieu of on-site carbon reduction measures. The development proposal, subject to condition 30 being imposed and contributions sought would comply with Policy 5.2 of the London Plan.
- 13.6 From a crime prevention and community safety perspective, the submitted Planning Statement has made reference to the sites layout and use of natural

surveillance. Comments received from the Metropolitan Polices Crime Design Advisor suggests a series of conditions to be imposed should planning permission be granted, subsequently those conditions have been included within the conditions list. Subject to adhering with conditions imposed, the proposal would comply with Policies CP2, CP17, DC49 and DC63 of the LDF and LBH's Supplementary Planning Document for '*Designing Safer Places*'; and with Policies 3.5, 7.1, 7.2 and 7.3 of the London Plan.

14. Planning Obligations/Financial contributions:

- 14.1 Policy DC72 on 'Planning Obligations' from the '*London Borough of Havering's Development Plan Document*' 2008 in part states that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy DC29 states that the Council will seek payments from developers required to meet the educational need generated by the residential development. Policy 8.2 of the Further Alterations to the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 14.2 In 2013, the Council adopted its Supplementary Planning Document on '*Planning Obligations*' 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.
- 14.3 There has been a recent change to the effect of the CIL Regs in that from 6th April 2015, Regulation 123 of the CIL Regs states that no more than 5 obligations can be used to fund particular infrastructure projects or infrastructure types. As such, the SPD, in terms of pooling contributions, is now out of date, although the underlying evidence base is still relevant and up to date for the purposes of calculating the revised S106 contributions.
- 14.4 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 on 'Planning Obligations' from the '*London Borough of Havering's Development Plan Document*' 2008 and Policy 8.2 on 'Planning obligations' of the '*London Plan*' 2016.
- 14.5 Furthermore, evidence clearly shows a shortage of school places in the Borough - (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report identifies that there is no spare capacity to accommodate demand for secondary, primary and early 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, in accordance with

Policy DC29 on 'Educational Premises' from the '*London Borough of Havering's Development Plan Document*' 2008.

- 14.6 Previously, in accordance with the SPD, a contribution of £4500 per dwelling was sought, based on a viability testing of the £20,444 infrastructure impact. It is considered that, in this case, £4500 towards education projects required as a result of increased demand for school places is reasonable when compared to the need arising as a result of the development.
- 14.7 Policy DC29 on 'Educational Premises' from the '*London Borough of Havering's Development Plan Document*' 2008 highlights how the Council will ensure that the provision of primary and secondary education facilities is sufficient in quantity and quality to meet the needs of residents. This is partly achieved by seeking payments from residential developers for the capital infrastructure of schools required to meet the demands generated by the residential development. Therefore, financial contribution totalling £63,000 to be used for educational purposes in accordance with the Policy DC29 and LBH's Supplementary Planning Document for '*Planning Obligations*' 2013.
- 14.8 Policy DC2 on 'Housing Mix and Density' from the '*London Borough of Havering's Development Plan Document*' 2008 emphasises that residential developments will only be permitted with less than one car parking space per unit where on-street car parking can be controlled through a Controlled Parking Zone. Therefore, financial contribution shall be sought to be used for Controlled Parking Zone allowing provision in the sum of £1,568 to be paid prior to the commencement of the development in accordance with the Policy DC2 and LBH's Supplementary Planning Document for '*Planning Obligations*' 2013.
- 14.9 A financial contribution totalling £19,620 to be used for off-site carbon emissions offset measures in lieu of on-site carbon reduction measures in accordance with Policy 5.2 on 'minimising Carbon Dioxide Emissions'; and Policy CP15 on 'Environmental Management' and with Policy DC49 on 'Sustainable Design and Construction' from the '*London Borough of Havering's Development Plan Document*' 2008; and LBH's Supplementary Planning Document for '*Sustainable Design Construction*' 2009; and Policy 5.3 on 'Sustainable Design and Construction' and Policy 5.15 on 'Water use and supplies' and Policy 5.16 on 'Waste self-sufficiency' from the '*London Plan*' 2016
- 14.10 Based on the length of frontage and 20% proportion of costs of providing the assets required to implement the scheme, financial contribution in the sum of £33,472.98 will be sought towards the A1306 Linear Park which is considered to be an essential component of the regeneration of the Housing Zone and would be partly funded by developer contributions in accordance with the Planning Framework.
- 14.11 Policy DC6 of the LDF and Policies 3.9, 3.11 and 3.12 of the London Plan seek to maximise affordable housing in major development proposals. Therefore, affordable housing shall be sought in accordance with a scheme of implementation for all New Road sites controlled by the developer that ensures that individual development sites are completed so that the overall level of affordable housing (by

habitable rooms) provided across the sites does not at any time fall below 35% overall. The affordable housing to be minimum 50% social rent with up to 50% intermediate.

14.12 In this case, the applicant is the Council, but they currently have no interest in the site. The purpose of the application is to establish the principle of residential development on the site to support regeneration initiatives in the area. As such, it is unlikely that the current owners of the site would be willing to enter into a legal agreement (which is the usual method for securing planning obligations) as they have no role in the present application. The NPPG states that in exceptional circumstances a negatively worded condition requiring a planning obligation or other agreement to be entered into before development can commence may be appropriate in the case of more complex and strategically important development where there is clear evidence that the delivery of the development would otherwise be at serious risk. It is considered that this application presents such an exceptional circumstance and the obligations are recommended to be secured through a planning condition.

15. Conclusion:

15.1 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 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: This application is made by Council, the planning merits of the application are considered separately to the Council's interests as applicants.

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

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

Human Resources implications and risks: None

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity. The development includes a mix of unit types, including units that provide for wheelchair adaptable housing, and units which are designed to Lifetime Homes standards. The residential development is exclusively for affordable housing, thus contributing to the provision of mixed and balanced communities.

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