



STRATEGIC PLANNING COMMITTEE AGENDA

7.30 pm	Thursday 11 October 2018	Council Chamber, Town Hall, Main Road, Romford RM1 3BD
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Members 8: Quorum 4

COUNCILLORS:

Conservative Group (4)

Ray Best
Jason Frost
Maggie Themistocli
Melvin Wallace (Chairman)

Residents' Group (1)

Reg Whitney

Upminster & Cranham Residents' Group (1)

Linda Hawthorn

Independent Residents Group (1)

Graham Williamson

Labour Group (1)

Keith Darvill (Vice-Chair)

For information about the meeting please contact:

**Victoria Freeman 01708 433862
victoria.freeman@onesource.co.uk**

**To register to speak at the meeting please call 01708 433100
Before 5.00pm on Tuesday 9 October 2018**

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.

Development presentations

I would like to inform everyone that Councillors will receive presentations on proposed developments, generally when they are at the pre-application stage. This is to enable Members of the committee to view the development before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.

Applications for decision

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 everyone in the chamber note that they are not allowed to communicate with or pass messages to Councillors sitting on the Committee 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 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 13 September 2018 and to authorise the Chairman to sign them.

5 APPLICATIONS FOR DECISION (Pages 5 - 8)

6 P1156.18 - ALBANY SCHOOL, BROADSTONE ROAD (Pages 9 - 20)

7 P0048.18 - 112-116 SOUTH STREET (Pages 21 - 34)

8 P1057.17 - 165-193 NEW ROAD (Pages 35 - 50)

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
STRATEGIC PLANNING COMMITTEE
Council Chamber, Town Hall, Main Road, Romford RM1 3BD
13 September 2018 (7.30 - 9.30 pm)**

Present:

COUNCILLORS 8

Conservative Group	Jason Frost, +Robby Misir, Melvin Wallace (Chairman) and +Michael White
Residents' Group	Reg Whitney
Upminster & Cranham Residents' Group	Linda Hawthorn
Independent Residents Group	Graham Williamson
Labour Group	Keith Darvill (Vice-Chair)

Apologies were received for the absence of Councillors Ray Best and Maggie Themistocli.

Councillors Ray Morgon, Ciaran White and Christine Smith were also present for the meeting.

10 members of the public were present.

Through the Chairman, announcements were made regarding emergency evacuation arrangements and the procedure for the meeting.

15 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

16 MINUTES

The minutes of the meeting of the Committee held on 16 August 2018 were agreed as a correct record and signed by the Chairman.

17 **DEVELOPMENT PRESENTATION - ST. GEORGE'S HOSPITAL, SUTTONS LANE, HORNCHURCH**

The Committee received a presentation from Mr Tom Harris (Land Director Bellway Homes), Mr Kieran Wheeler (Director Savills) and PRP representative Mr Zeke Osho (Architect PRP).

Councillor Ray Morgon (Ward Councillor) addressed the Committee and raised issues.

Members of the Committee then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised were:

- Parking, level of. How this sits against the London Plan.
- Traffic flow outside of the site. How development will impact upon that.
- Site visit gave opportunity to understand built quality of heritage asset.
- Change in unit sizes welcomed. Meets Havering needs more.
- Home for Hornchurch Aerodrome Society (HAS) welcomed.
- Parking well laid out.
- Improvement in built quality welcomed.
- Does each home get a car parking space in the first phase?
- Involvement of Met Police/Designing Out Crime Team in scheme design.
- What proportions will be smart homes?
- Nominations for Affordable Housing.

The Committee noted the presentation.

18 **P1241.17 - 35-43 NEW ROAD, RAINHAM, SOUTH HORNCHURCH**

The Committee considered the report and **RESOLVED** to agree the recommendation to **GRANT PLANNING PERMISSION** subject to the prior completion of a legal agreement.

19 **P0835.18 - THE ALBANY SCHOOL, BROADSTONE ROAD**

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

The Committee was also addressed by Councillors Ciaran White and Christine Smith.

The Committee considered the report and **RESOLVED** to agree the recommendation to **GRANT PLANNING PERMISSION** subject to the prior completion of a legal agreement.

20 **P1156.18 - THE ALBANY SCHOOL, BROADSTONE ROAD**

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

The Committee was also addressed by Councillors Ciaran White and Christine Smith.

The Committee considered the report and following a debate **RESOLVED** to defer to enable member undertake a site visit in order (a) to understand from the ESFA what options have been explored for extension/replacement before submission and (b) to obtain confirmation from Sport England exactly what their views are on the alternative options explored by the ESFA and suggested by residents.

Chairman

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Applications for Decision

Introduction

1. In this part of the agenda are reports on strategic planning applications for determination by the committee.
2. Although the reports are set out in order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a specific application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Havering comprises the following documents:
 - London Plan March 2016
 - Core Strategy and Development Control Policies (2008)
 - Site Allocations (2008)
 - Romford Area Action Plan (2008)
 - Joint Waste Development Plan (2012)
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development

which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made based on the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.

Non-material considerations

11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - Building Regulations deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by Highways Legislation.
 - Environmental Health covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the Party Wall Act.
 - Covenants and private rights over land are enforced separately from planning and should not be considered.

Local financial considerations

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail.
13. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Public speaking and running order


14. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.
15. The items on this part of the agenda will run as follows:
 - a. Officer introduction of the development
 - b. Registered Objector(s) speaking slot (5 minutes)
 - c. Responding Applicant speaking slot (5 minutes)
 - d. Councillor(s) speaking slots (5 minutes)
 - e. Cabinet Member Speaking slot (5 minutes)
 - f. Officer presentation of the material planning considerations
 - g. Committee questions and debate
 - h. Committee decision

Late information

16. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

17. The Committee to take any decisions recommended in the attached report(s).

 Havering LONDON BOROUGH	Strategic Planning Committee 11 October 2018
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Application Reference:	P1156.18
Location:	The Albany School, Broadstone Road
Ward:	Hylands
Description:	Demolition of existing classroom block (part single storey and part three storey) and erection of a replacement two storey classroom block.
Case Officer:	Jacob Lawrence
Reason for Report to Committee:	<ul style="list-style-type: none"> • The application is by or on behalf of the Council and is a significant development.

1 BACKGROUND FOLLOWING DEFERRAL

1.1 This application was previously reported to the 13th of September 2018 Strategic Planning Committee. Following consideration of the application Members resolved to defer the determination of the application to enable a member site visit and (a) to understand from the ESFA what options have been explored for extension/replacement before submission and (b) to obtain confirmation from Sport England exactly what their views are on the alternative options explored by the ESFA and suggested by residents.

1.2 Following the deferral a Members site visit took place on 2nd October 2018. The visit provided an opportunity for Members to view the application site and further understand the relationship between the proposal and adjoining residential properties.

1.3 Following the deferral the Applicant has also provided a detailed summary of the design development process that resulted in the proposed location of the building being selected. As part of this analysis the ESFA engaged with Sport England to identify potential locations that would not conflict with their objectives. A summary of the potential options for the location of the building are detailed below:

- The sports pitch to the north-west of the school buildings
- The area of land to the immediate north of the existing block to be replaced.
- The land to the south of the main school building adjoining the hard-surfaced games court.
- The land to the east of the school buildings.
- Building on the school car park.
- Land to the west of the school building adjoining the boundary with properties fronting Broadstone Road.

1.4 The options listed above were not pursued as although some would not conflict with Sports England objectives they would result in additional impacts that weighed against their suitability. The negative implications of these alternative locations included impacts on amenity, loss of car park spaces, locational requirements of departments, need for the school to remain operational, impact on playing fields and safeguarding during construction. In contrast, the location as proposed represented the most suitable solution when all material planning considerations were taken into account.

1.5 The subject application does not seek permission to expand the existing school in terms of pupil numbers but rather is a result of the Priority Schools Building Programme (PSBP) funded by the Education and Skills Funding Agency (ESFA). The PSBP is a condition led programme that seeks to address substandard educational facilities. It has been identified that the existing school building to be demolished has fallen into disrepair and has surpassed its economic design life.

1.6 Given the above Officers can confirm that there would be no increase in student numbers arising from the proposal. The report as presented to the committee on 13 September is reproduced below.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The application seeks planning permission for the demolition of an existing classroom block (part single storey and part three storey) and erection of a replacement two storey classroom block.
- 2.2 The proposed two storey classroom block is required to replace an existing block that is no longer fit for purpose. The proposal would enable the school to maintain existing pupil numbers and provide a learning environment that meets current standards and facilitates continued education provision to meet an identified need within the Borough.

- 2.3 The existing part single storey and part three storey structure does not possess any architectural merit and therefore its demolition to make way for the proposed structure is supported.
- 2.4 Due regard has been given to the proximity of the replacement structure to neighbouring residential occupier's, however, officers are satisfied that the location, massing and detailed design of the structure strikes an acceptable balance between preserving neighbouring amenity and enabling the delivery of the block in a similar location to the existing structure.
- 2.5 The height scale and massing of the proposal is considered appropriate given the existing scale of development onsite. The acceptability of the proposed massing is supported by a simple yet effective design response. The use of brickwork across both the ground and first floor of the building has been secured through negotiation by officers and is considered to provide an enhanced level of robustness and aesthetic quality to the finished elevations.
- 2.6 Given the proposal would not result in an expansion of pupil numbers officers are satisfied that no adverse impacts in terms of highways and parking impacts, over and above current site conditions, would arise. Conditions are recommended to ensure any temporary impacts during the construction phase of the development are appropriately mitigated. Further conditions are recommended to ensure proposed privacy mitigation measures are implemented and the positive elements of the proposal advanced by the applicant are carried through to implementation. Subject to these conditions the proposal is considered acceptable and policy compliant.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission
- 3.3 That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. 3 year time limit
2. In accordance with approved drawings
3. Construction management plan
4. Material samples
5. Plant machinery
6. Construction hours
7. Tree Protection
8. Landscaping
9. Sustainability
10. Obscure glazing

Informatives

1. Working with Applicant
2. Fire safety
3. Thames water
4. Highways

4 PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The subject application seeks planning permission to demolish an existing part single and part 3 storey teaching block and construct a replacement 2 storey structure.

The proposed building would be located towards the eastern boundary of the school site where it would occupy a similar position to an existing building to be demolished. The building would have a footprint of 780 square metres(sq.m) and extend to a maximum height of 9m above ground level. The building would benefit from a range of fenestration across ground and first floor level with buff brick cladding.

The proposed structure would provide teaching space as follows:

Ground floor

- Two 55 sq.m classrooms
- Two 96 sq.m resistant materials workshops
- One 83 sq.m electronic and controls system teaching space
- Two staff work rooms
- One group room

First floor

- Five 55 sq.m classrooms
- Two general art rooms (97 and 82 sq.m)

Site and Surroundings

- 4.2 Albany School is located approximately 2km south east of Romford Town Centre. The School currently provides education across a range of buildings extending between 1 and 3 storeys in height. The wider school site is bordered by residential properties to the north, east and west with Harrow Lodge Park to the south.
- 4.3 The area within which the proposed building is to be located is currently occupied by a part single and part three storey building to be demolished. The nearest residential properties are located on Steed Close to the east and Apollo Close to the north. Steed Close is characterised by two storey detached dwellings and Apollo Close is characterised by 2 storey terraced dwellings.

Planning History

- 4.4 The following planning applications are relevant to the application:

Approved application under ref. P0835.18 for: Erection of a two-storey temporary classroom block on part of the north-west playing field of the school, together with the provision of a temporary car park.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

- 5.2 The following were consulted regarding the application:

Metropolitan Police (Designing Out Crime)

No objection subject to recommended conditions requiring secure by design principles to be incorporated into proposal.

London Fire Brigade

Hydrant officer confirmed that no new hydrants are required.

OFFICER COMMENT: The comments from LFB are noted and an informative is recommended to ensure the applicant is aware of the building regulation requirements in relation to Fire Safety.

LBH Environmental Health

No objection subject to recommended conditions

LBH Highways

No objection subject to recommended conditions and informatives.

Thames Water

No objection. Comments received in relation to surface water drainage and public sewers are noted and informatives are recommended to make the applicant aware of their responsibilities.

6 COMMUNITY ENGAGEMENT

6.1 In accordance with planning legislation, the developer has consulted the local community on these proposals as part of the pre-application process.

6.2 The application has been supported by a Statement of Community Involvement which outlines the pre application public consultation that has taken place. This public consultation was linked to both the permanent development sought under the subject application and the temporary proposals being considered concurrently. The scope of the public consultation has been summarised below.

- The applicant held a public consultation event in the main hall of Albany School on Wednesday 16th May 2018 which ran from 3pm to 7pm.

- The public consultation event was advertised through a leaflet drop and local ward councillors were invited to attend.

- Presentation boards were used to display images which showed the proposal.

- The Applicant has outlined that the event as well attended and 8 members of the public left comments.

6.3 The main issues raised and the developer's responses are set out below.

- School bell alarm should be changed to an alternative system to mitigate noise.

- Letter of comfort requested in relation to the temporary building

- Proximity of temporary accommodation to dwellings questioned.

6.4 Further consultation was also undertaken by the developer during the course of this application after the applicant became aware that several residents stated they had not received the initial invitation to the Public Exhibition. A second consultation event for the residents of Steed Close, Parish Close & Apollo Close was held on Tuesday 8th August. This consultation was attended by 11 residents, Cllr Ciaran White and Cllr Christine Smith.

7 LOCAL REPRESENTATION

7.1 A total of 160 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of a site notice displayed in the vicinity of the application site and has also been publicised in the local press.

7.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 14 objections.

Representations

7.5 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Other alternative sites available with less impact and would not require temporary classroom and associated cost.
- Object on the grounds of privacy and loss of sunlight.
- The height should be lowered and the east facing first floor windows obscure glazed.
- A pale neutral colour building would be better than the red originally proposed.
- Additional noise as a result of the proposal.
- Concerns with lack of consultation.
- Mitigation planting would cause additional shadow.
- Existing trees cannot be relied upon for mitigation.
- Rights to light issues and lack of daylight analysis.
- Impact on wind.
- Construction related impacts.
- Reduced quality of life.

Non-material representations

7.6 The following issues were raised in representations, but they are not material to the determination of the application:

- Impact on property value
- Excessive cost to taxpayers

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- The principle of development and the need for school places
- The design and visual impact of the building
- Impact on amenity
- Parking and Highway issues

Principle of Development

- 8.1 All Local Authorities, including Havering, have a statutory duty to ensure that there are enough school places available in the borough to accommodate all children who live in the borough and might require one.
- 8.2 The NPPF attaches great importance to ensuring that a sufficient choice of educational facilities are available to meet the needs of existing and new communities. Local Authorities are encouraged to take a proactive and positive approach to development that will widen choice in education, with great weight given to the need to create, expand or alter education facilities.
- 8.3 Replicating this, Policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Policy DC29 states that the Council will ensure that the provision of primary and secondary education facilities is sufficient to meet the needs of residents by, amongst other things, seeking to meet the need for increased school places within existing sites.
- 8.4 This application seeks to deliver a new purpose 2 storey teaching block to replace an existing structure that is no longer fit for purpose. The proposal would not result in an increase in pupil numbers but would enable the existing pupil numbers to be maintained, thereby ensuring the existing education need in this part of the borough can continue to be met. The location of the building on land previously occupied by an existing building would accord with National Planning Policy Framework (NPPF) which encourages the redevelopment of previously developed land.
- 8.6 In order to ensure continuity of education provision during the construction phase of this proposal an application for a temporary structure was made by the applicant and was granted permission under application ref. P0835.18.
- 8.7 Both the subject application and application approved under ref. P0835.18 would accord with key education based policy objectives and as such are considered acceptable in spatial planning terms.

Design

- 8.8 The proposed building would replace an existing structure that lacks any significant architectural merit. This existing structure is not subject to any form of protection and therefore its loss would not conflict with design based policy objectives of the development plan.
- 8.9 The proposed provides a relatively simple yet successful design response to the site with the form and fenestration of the building dictated by the proposed usage and need to provide a design response to mitigate potential privacy impacts. When compared to the existing structure in situ the proposal would represent a reduction in the overall height of development in this location. Within this context officers are satisfied that the proposed two storey structure would appear appropriate in its setting where it would be surrounded by a range of existing buildings of various scales and forms.
- 8.10 The acceptable height, bulk and massing is supported by the use of a robust brick façade that would ensure the finished elevations maintain a sense of visual interest through the varied tone and texture offered by the proposed brickwork. The use of brickwork as opposed to the partly rendered building as originally proposed represents a significant positive element of the proposal when considered in design terms and is a result of negotiation by officers during the course of the application. In order to ensure a high quality finish is achieved when the building is constructed onsite a condition is recommended requiring the submission of material samples for approval prior to the commencement of above ground works.
- 8.11 For the reasons detailed above officers are of the view that the proposal would accord with the design based policy objectives of with Policy DC61 of the LDF.

Amenity

- 8.12 As previously stated the proposed 2 storey building would be located in a similar position to an existing part single and part 3 storey structure. This existing structure is located within 2m of the sites eastern boundary where it extends to a single storey and 11m from the eastern boundary where it extends to 3 storeys. The proposed structure would be located between 9 and 10m from this eastern boundary which borders the Steed Close properties. The existing structure is located 19m from the sites northern boundary and the proposal would be set back 26m from this northern boundary where it adjoins the Apollo Close properties.
- 8.13 The key difference between the existing and proposed massing has been demonstrated by the applicant through drawings submitted in support of the

application. These drawings provide a visual representation of the key differences between the existing and proposed massing which have been summarised below:

- Reduced maximum height.

- Rationalised building footprint which occupies a net additional area of 25 square meters.

- Increased setback from the eastern boundary by at least 7m compared to where the existing building extends to a single storey.

8.14 When considered against the existing baseline of development on site the proposal is considered to result in a materially similar and arguably reduced level of impacts to neighbouring residential amenity. This conclusion is supported by the overshadowing study submitted in support of the application following an officer request for this study to be commissioned. The results of the study confirm that the residential gardens of the Steed Close properties to the east would continue to benefit from reasonable levels of sunlight. Specifically, it should be noted that the gardens of 6 and 10 Steed Close would suffer no loss as a result of the proposal whilst number 8 Steed Close would suffer a 1% reduction in garden area that would receive at least 2 hours of direct sunlight when considered on the 21st of March.

8.14 Further to the acceptability of the proposal when considered in comparison to the existing structure to be demolished it is noted that the structure would retain separation distances of between 21 and 30m from the nearest neighbouring residential windows. This retained separation is supported by the natural topography of the site which results in a situation in which then ground level of the proposed area to be built on sits approximately 1m lower than the ground floor level of the Steed Close properties.

8.15 In light of the above officers are satisfied that no unacceptable harm to neighbouring outlook, daylight and sunlight would arise as a result of the proposal.

8.16 Due regard has also been given to the potential privacy impacts arising from the proposals. With respect to this matter officers note that the separation distance of 21m between upper floor windows would be commensurate with the typical 18-22m separation distances that prevail in urban and suburban settings across the borough. This distance is considered sufficient to mitigate any unacceptable impacts on neighbouring privacy, however, in this case the applicant has offered further protection through the inclusion of obscure glazing to 1.7m above floor level where the separation distances are reduced to 21m. Where the proposal does not incorporate obscure glazing the

separation distances are in excess of 22m meters and therefore are sufficient so as to not require further mitigation.

- 8.17 In terms of overlooking across gardens the proposal would result in continued overlooking across residential gardens, particularly the Steed Close properties. However, this represents an acceptable continuation of the existing arrangements in addition to the mutual overlooking across residential gardens that already exists in this residential setting.
- 8.18 Further to the acceptability of the proposals considered above it must be acknowledged that the existing structure provides an established level of overlooking towards residential windows and across rear gardens and therefore the subject application broadly represents a continuation of this. Within this context officers are satisfied that any impacts on neighbouring privacy would remain well within acceptable parameters and does not rely on the existing buffer provided by vegetation along the sites eastern boundary.
- 8.19 Further to the assessment above, due regard has been given to the potential for the siting of the structure and associated use to generate additional noise and disturbance over and above existing. With respect to this consideration officers note that the site location is currently occupied by a teaching block surrounded by school grounds and therefore a range of noise generating activities could occur in this area. In contrast the use of the building as a classroom, which generally provides a low noise environment, contained within the fabric of the proposed building would not result in any material increase in potential noise generation. Further to this, the teaching times of the school ensure that the structures will not be in use during the early part of the morning, evening or weekend. As such, officers are satisfied no long term noise impacts would arise as a result of the proposals with construction management conditions recommended to mitigate any short term noise impacts.

Transport and Highways

- 8.20 The subject application would not result in an increase in the capacity of the existing school in terms of student numbers and therefore would not result in any increased trip generation as a result of pick-ups and drop offs. It must be acknowledged that the construction phase of the development would give rise to additional construction vehicle movements and would result in the need for short term parking provision. The temporary nature of these impacts ensures that no significant adverse impacts on the highway network would arise as a result of the proposals. Conditions are recommended to ensure the construction phase of the development accords to best practice and any impacts are appropriately mitigated.

Other Planning Issues

- 8.21 The application has been submitted with an extensive suite of supporting information in relation to ecology, arboriculture and sustainability. Officers have considered these elements of the proposals in detail and are satisfied that they demonstrate that the proposal would achieve compliance with key policy objectives. A range of conditions are recommended to ensure the positive elements of the proposal advanced by the applicant and identified mitigation measures with respect to these matters are secured and carried through to implementation.
- 8.22 Due regard has also been given to the representations made against the application. Whilst the core material planning considerations have been considered within the relevant sections of this report, officers note that a significant number of objectors have raised concern with both the subject proposal and that approved under ref. P0835.18 representing a waste of taxpayer money. The decision of the ESFA to pursue the development as proposed and any associated financial implications on the applicant does not represent a material planning consideration in this instance.

Conclusions

- 8.7 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

 Havering LONDON BOROUGH	Strategic Planning Committee 11 October 2018
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Application Reference:	P0048.18
Location:	112 – 116 South Street, Romford, RM1 1SS
Ward	Romford Town
Description:	Change of use of part ground floor and upper floors and construction of side / roof extensions increasing height of building up to nine storeys to create a 124 bedroom hotel (Class C1)
Case Officer:	Brenda Louisy-Johnson
Reason for Report to Committee:	<ul style="list-style-type: none">• Given the important town centre location and nature of the proposal, the Assistant Director Planning considers committee consideration to be necessary.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1.1 MATERIAL PLANNING CONSIDERATIONS

- 1.2 Principal of Development – The principle of development has in part already been established under application reference P1207.15 for change of use of part ground and upper floor (Use Class A3) to hotel including extension to side elevation. Apart from the change of use of the building the current proposal is also for considerable vertical expansion by 5 floors, this is acceptable in principle given Policy DC66 which encourages tall buildings in Romford Town Centre. Vertical expansion of the building is the only option for increasing the gross internal floor area to achieve the minimum of 124 bedrooms to make the hotel scheme economically viable.

- 1.3 Locally Listed Building – The proposal to extend the existing building would not harm its special architectural and historic interest, by retaining the massing and prominence of the building.
- 1.4 Impact on Amenity – The proposal would not have an adverse impact on the amenity of the prospective future occupants of the hotel. Concern has been raised by Officers in relation to the siting of hotel room windows in the side elevation of the host building adjacent the existing nightclub, which could become an obstacle to future development. However, the matter is to be resolved via a Section 106 agreement (See, “Section 106”)
- 1.5 Need – Both the current London Plan 2016 and the Draft London Plan 2017 note the position of London as one of the world’s most important business economies and in so doing recognise the need for visitor accommodation. Havering contains just 576 serviced accommodation rooms, 0.4% of Greater London’s supply.
- 1.6 Impact of Crossrail – The station and surrounding area are currently being prepared for upgrading in anticipation of Crossrail. This driving major investment into Romford town centre and surrounding area including this scheme.
- 1.7 Economic benefits to the borough – The development would give rise to direct, indirect and induced benefits. Direct benefits include all economic activity and jobs created during the normal course of hotel operation. Direct benefits include room revenues, food and beverage revenues, payroll to employees and payroll to construction workers. Indirect benefits include economic activity and employment generated by businesses that supply the hotel with goods and services. Induced benefits occur when employees of the hotel and its suppliers spend their wages on necessities, consumer goods and leisure.
- 1.8 Accessibility – Accessibility is an important factor in attracting visitors to Romford. Access to the site is excellent in terms of public transport, vehicular, pedestrian and cycle.
- 1.9 Sustainability / Energy Efficiency - The applicant has submitted an energy statement in response to the sustainability and low carbon planning policy requirements of the London Plan and local policies of Havering. The incorporation of the energy efficiency measures, combined heat and power and water cooled air source heat pump equates to a reduction of 50.80% against the target emission rate 2013 for the scheme, which exceeds the revised London Plan policy requirements of 35%.

Section 106 – A Section 106 legal agreement is currently in the process of being drafted, with the following heads of terms:

- 1.10 That the owners/developer, in respect of the windows proposed in the side (west) elevation on the boundary with 110 South Street:

- will agree to restrict the use of the windows and prevent any right to light accruing in the future
- that the Council will not assess the loss of light to/outlook from these windows in assessment of any future planning application for the adjacent site
- will not use any of the rooms to provide permanent residential accommodation

This is to ensure that the proposed development does not act as an obstacle to the future development of the adjacent site (the night club and cafe). The elevation of the host building immediately adjacent to the night club and cafe, has bedroom windows to the hotel rooms. Therefore the S106 agreement is considered necessary in order to preserve development potential in respect of the adjacent site.

2 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

That the owners/developer, in respect of the windows proposed in the side (west) elevation on the boundary with 110 South Street:

- will agree to restrict the use of the windows and prevent any right to light accruing in the future
- that the Council will not assess the loss of light to/outlook from these windows in assessment of any future planning application for the adjacent site
- will not use any of the rooms to provide permanent residential accommodation

2.2 That the Assistant Director Planning has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Assistant Director Planning has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limited to 3 years for commencement of development
2. Details of materials and samples prior to commencement of development.
3. Materials not to deviate significantly from Design and Access Statement.

4. Details of cleaning of retained front facade
5. Hours of construction should be between 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.
6. Construction methodology
7. Hours of working should be 8.00am and 6.00pm Mondays to Fridays, between the hours of 8.00am and 1.00pm on Saturdays , nor at any time on Sundays, Bank or Public Holidays.
8. In accordance with plans
9. Noise & vibration of extract equipment - pre-commencement
10. Scheme of protecting building from noise from nightclub
Secure by design
11. Details of refuse and recycling

Informatives

1. Fee informative
2. Planning Obligations
3. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with para 186-187 of the National Planning Policy Framework 2012, improvements required to make the proposal acceptable were negotiated with the a planning manager, Simon Thelwell by email August 2018. The revisions involved setting back the proposed 5th to 9th floors. The amendments were subsequently submitted on 15 August 2018.
- 3.4 That, if by 11th February 2019 the legal agreement has not been completed, the Assistant Director Planning has delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 Change of use of part ground floor and upper floors and construction of side / roof extensions increasing height of building up to nine storeys to create a 124 bedroom hotel (Class C1)

Site and Surroundings

- 4.2 The application site is located on the east side of South Street in Romford Town Centre. To the south is a shared vehicular and pedestrian access, The Battis, and a nightclub and cafe to the north.
- 4.3 The application site comprises a five storey building formerly used as a furniture store. The ground floor is currently in use as a food convenience store.
- 4.4 The building is locally listed due to its 1935 Art Deco facade.

Planning History

- 4.5 The following planning decisions are relevant to the application:

P1207.15 Change of use of part ground floor and four upper floors (Use class A3) to Hotel (C1) including extension to side elevation.
Approved with conditions but not implemented.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

- 5.2 The following were consulted regarding the application:

5.2.1 Conservation Adviser

- No objection subject to the following alterations and extensions: erection of a third storey on top of the two-storey curved portion; improving the fenestration and instating art-deco style railings; erection of a further fourth and fifth storey on top of the curved portion and fifth storey on top of the principle mass set back four metres from the principle facade; erection of a further two / three storeys on top of these should be set back by a further four metres and be of a visually light weight material.

5.2.2 Highways

- No objection.
- Insufficient cycle storage but potential for more secure cycle storage within the building and for cycle storage opposite the site on South Street.

5.2.3 Thames Water

No objection.

- Developer should drain waste water to ground water courses or a suitable sewer and inform Thames Water.
- It is recommended that surface water from storm flows are attenuated into the receiving public network through on or off site-storage.
- A Trade Effluent Consent will be required for any effluent discharge.
- It is recommended to install a fat trap on all catering establishments.
- The water supply within the area comes within the area supplied by the Essex and Suffolk Water Company.

5.2.4 Waste and Recycling

- No objection

5.2.5 Essex & Suffolk Water

- No objection.

5.2.5 Environmental Protection

No objection subject to conditions mitigating noise and odour from the extraction ventilation system and hours of construction.

5.2.7 London Fire Brigade

- No objection.

6 LOCAL REPRESENTATION

6.1 Neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The application has also been publicised in the local press.

6.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 1 of which, 0 objected, 1 supported

6.3 The following local groups/societies made representations:

- Romford Civic Society

Representations

6.5 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Supporting comments

- A thoughtful extension of a significant to achieve economic viability and an interesting street scene
- BREEAM should be met at this site

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

- Principle of Development
- Impact on Listed Building
- Impact on Amenity
- Need
- Impact of Crossrail
- Economic Benefits to the Borough
- Accessibility
- Sustainability / Energy Efficiency

- Section 106 Agreement

Principle of Development

- 7.2 The issue is whether the change of use of the building to a hotel and its vertical expansion in Romford Town Centre is acceptable in principle. The most relevant policies are DC66, ROM6, DC67 and DC14.
- 7.3 Policy DC66 states that buildings or structures of 6 storeys or greater or above 18 metres in height above ground level will normally only be granted planning permission in Romford Town Centre and should be of exemplary high quality and inclusive design. Tall buildings are not always necessary to achieve high density development and a tall building will therefore, only be acceptable where there is a clear reason to have one.

Policy ROM6 states that in addition to the requirements of the Core Strategy and Development Control Policies, the built heritage of Romford will be protected, enhanced and promoted by requiring developers to assess the regeneration potential of other buildings of local heritage interest in their scheme.

Policy DC67 states, amongst other things, that planning permission involving listed buildings or their settings, will only be allowed where it does not adversely affect a listed building or its setting.

DC14 states that planning permission will only be granted for hotels if the sequential test is satisfied, in this regard Romford is the preferred location for large scale hotel developments.

- 7.4 One of the main drivers for the development of Romford Station and the surrounding area is the upgrade in anticipation of Crossrail. This is driving major investment into Romford town centre.

A minimum of 124 bedrooms is necessary to make the hotel scheme economically viable. Furthermore, hotels require dedicated space for housekeeping and other back-of-house operations which requires an increase in the buildings gross internal area. Existing buildings and rights of way preclude the option of expanding the building footprint onto adjacent sites. Therefore, vertical development is the only option for increasing the gross internal area to accommodate the proposed use.

- 7.5 Hotels and other types of visitor accommodation are of fundamental importance to a location's economy. The hotel will result in direct, indirect and induced benefits to the local economy. As such the proposal is considered by Officers to be acceptable in principle.

Impact on the Locally Listed Building

- 7.6 The NPPF states in paragraph 192 that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.7 Policy CP18 states that all new development affecting buildings of special architectural or historical importance must preserve or enhance their character and appearance.
- 7.8 Policy DC67 reiterates the aim of this policy.
- 7.9 The existing building is included in Havering's Heritage Asset Register - Buildings of Local Heritage Interest - for its architectural and historic interest. The existing building is locally listed for its 1935 Art Deco front facade and its former use as shop and warehouse of Times Furnishing Ltd, one of the biggest ubiquitous home furnishing retailers of the period. To the left of Times Furnishing is the curved glass facade of what was originally the Star Public House.
- 7.10 The proposal is to sustainably re-use, a vacant and underutilised building, whose 1935 Art Deco front façade is currently in a poor state of repair. Four extra storeys would be added to the height of the building and the ground floor would continue to house the existing food convenience store. The rest of the building is either extremely plain and undistinguished or very altered. The aim is to enable sensitive design led improvements that do not harm the locality while respecting local heritage assets. The surrounding locality is not a conservation area and no listed buildings or their settings would be affected by the proposed development.
- 7.11 The existing building is a landmark building in a streetscape of buildings of varying scales and materials. Therefore, it is possible to make changes to the host building without necessarily overwhelming the historic architecture in the street scene. The current proposal to redevelop the site while retaining the 1930s facade requires an intensification and increased scale of development. The application, as originally submitted, included an extension of three storeys almost flush with the front elevation, however, Officers were of the opinion that this proposal would cause substantial harm to the heritage asset through distorting the massing of the original building and reducing the prominence of the art-deco building by instating an overbearing top-heavy extension. The applicant was advised that the building could be even taller, however, the extension floors to the building would need to be sufficiently set back so as to be less prominent in views along the street and likely read as a contemporary addition to the art deco block, while retaining the massing and prominence of the locally listed building as well as increasing internal accommodation. In the 5th, 6th, 7th and 8th floors have been set back by approximately 2.75m and the 9th floor set back by approximately 5.52m.

The Applicant has submitted material specification which illustrates the materials to be used for the extension. The extended floors would be clad in 3 types of high quality metal cladding systems of varying shades of grey. Similarly the windows and curtain walling would be, high quality aluminium grey. The glazing would be reflective clear glass outer pane with stove and enamelled opaque finish to inside face of the inner pane. Overall the proposed materials would result in a high quality finish to the building and as such are satisfactory.

- 7.12 It is considered by Officers that the proposal would comply with the NPPF paragraph 192 and Policies CP18 and DC67 of the Core Strategy and Development Control Policies DPD.

Need

- 7.13 London needs more hotel accommodation, particularly for visitors, in this instance business accommodation. London has one of the world's most important business economies, and is the second most visited city globally for international tourism. International and domestic tourists created 31.5 million overnight visitors within the capital in 2015. Publication, "Projections of demand and supply for visitor accommodation in London to 2050", GLA, states that given the importance of tourism to London's economy, London needs to ensure that it is able to meet the demands of tourists that want to visit the Capital, and a most important aspect of that is to provide suitable accommodation for those that wish to visit. However, currently the supply of serviced rooms is tight and the cost of accommodation expensive. In 2015 London had the highest occupancy rate of all European cities, and the fourth highest average daily rate, behind Zurich, Paris and Geneva. The average daily rate in 2015 was £194.40.
- 7.14 Consequently, whilst the current London Plan (Policy 4.5) seeks at least 40,000 new visitor rooms over a 20 year period (i.e, 2,000 per annum), the draft London Plan explains that "it is estimated that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041 which is an average of 2,230 bedrooms per annum, the draft London Plan explains that it is estimated that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041, which is an average of 2,230 bedrooms per annum.
- 7.15 Consequently, whilst the current London Plan seeks at least 40,000 new visitor rooms over a 20 year period (i.e., 2,000 per annum), the draft London Plan explains that it is estimated that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041, which is an average of 2,230 bedrooms per annum.
- 7.16 Havering contains just 576 serviced accommodation rooms, 0.4% of Greater London's supply. Publication, "Projections of demand and supply for visitor accommodation in London to 2050, GLA, April 2017" states that this grew by only 12 rooms between 2011 and 2015 the fifth worst by borough, and no

additional rooms are in the development pipeline. Despite this, there is a projected demand for an additional 453 rooms over the period 2015 - 2041 (Table 14, Working Paper 88, Projections of demand and supply for visitor accommodation in London to 2050, GLA).

- 7.17 The proposed hotel will serve accommodation needs from the corporate and leisure segment, targeting both the local business concentration and local leisure market. It is also going to be popular with visitors (business and leisure) who want a good value hotel and will utilise the improving transport links to commute into London.
- 7.18 Therefore, it is considered by Officers that the proposed development would go some way in meeting the existing demand for additional rooms.

The Impact of Crossrail

- 7.19 From December 2019 Romford will be fully served by Crossrail linking it to additional stations in central London as far as Reading and Heathrow Airport. This will provide connections to key stations such as Paddington, Bond Street and Canary Wharf (the latter journey taking less than half an hour).
- 7.20 This will significantly improve the appeal of Romford as a place to stay for cost conscious business and leisure visitors to London. This is a 'game changer' for the market and there has already been significant development around other Crossrail Hubs.
- 7.21 In a major study undertaken by GVA in 2018, forecasts predict that the Elizabeth line will have a major impact in Romford, attracting the construction of new homes and offices. To date the town centre of Romford has experienced relatively little development impacts as a result of Crossrail, but the proportion of developments that directly cite Crossrail to support them has been between 2008 and 2016. At this stage, it appears that Crossrail's main influence has been to help bring forward sites that have stalled or been dormant for a long time, including the host building.

Economic Benefits to the Borough

- 7.22 The submitted Planning Statement notes that hotels are of fundamental importance to a location's economy. As mentioned previously in this report they generate direct, indirect and induced benefits. Direct benefits include all economic activity and jobs created during the normal course of hotel operation. These benefits are significant given that the hospitality sector employs 8.8% of the UK workforce, making it the fourth largest sector by employment in the UK. Direct benefits include room revenues, food and beverage revenues, payroll to employees and payroll to construction workers. Indirect benefits include economic activity and employment generated by

businesses that supply the hotel with goods and services. Induced benefits occur when employees of the hotel and its suppliers spend their wages on necessities, consumer goods and leisure.

- 7.23 The applicant has provided figures on job creation that will be generated by the scheme. Forecast employment at the site resulting from the proposed development's construction is approximately 70 full-time equivalent workers on site each day, this equates to a total of 21,000 (full-time employment workers onsite over the 60 week construction phase (date supplied by EMMAUS Consulting Limited).

The proposed hotel will have a permanent operation team on site and employ around 18-20 additional local full-time jobs (permanent and part time jobs will include reception, maintenance, security and housekeeping) once it is open.

- 7.24 The combined indirect and induced economic benefits are substantial. The Oxford Economics and the British Hospitality Association publication "The economic contribution of the UK hospitality industry" 2015 pp.24 states that, "For every £1 million the hospitality industry contributes GDP itself, it creates another £1.5 million elsewhere in the UK economy. This means that the industries GDP multiplier is 2.5.
- 7.25 Furthermore, hotels have the ability to catalyse further development, which is a particularly important benefit for Romford Metropolitan Centre. The Core Strategy and Development Control Policies Development Plan Document p.199 states, "Hotel investments strengthen the wider role of town centres" and send a positive signal to subsequent investors. The viability of business and leisure destinations is reliant on the existence of visitor accommodation in all its forms.
- 7.26 Therefore, there will be a positive impact on tourism and value contribution to the Romford visitor economy. Upon completion and occupation of the hotel, it is estimated that around 35,000 to 37,000 room nights will be sold per annum. While it is difficult to estimate the exact economic impact from future occupants, introducing a large number of visitors will certainly be beneficial on the local and wider economy. In particular, given the limited service positioning of the hotel, residents are highly likely to use facilities and services, such as cafes, bars and restaurants in the local area as part of their daily routine. The expected split user profile for the hotel (55% leisure and 45% corporate) will support varied indirect employment locally and offer a positive gross value added impact, in terms of spending in the wider Romford visitor economy.
- 7.27 There is the requirement for businesses, whether domestic or international operations, to have visitors remain within their vicinity for more than a day, in which case short term accommodation is needed. Therefore, an absence of this type of accommodation can have serious implications for a business' ability to function properly and grow. For this reason, poor hospitality infrastructure can deter further investment in a given location.

- 7.28 It is considered by Officers that the proposed development could generate significant economic benefits for the borough.

Accessibility

- 7.29 Accessibility is an important factor in attracting visitors to Romford. Access to the site is excellent in terms of public transport, vehicular, pedestrian and cycle.
- 7.30 In terms of public transport access Romford Town Centre has a high PTAL of 5- 6 meaning it is very well connected. The application site is adjacent to Romford Railway Station, which is served by TfL Rail and National Rail services to London Liverpool Street station, as well as by TfL overground service to Upminster. Furthermore, several local bus routes serve the station, with direct services to Ilford, Stratford, Barking, Oxford Circus, and other important destinations.
- 7.31 In terms of vehicular access the site is served by the existing South Street, which connects with the A1251 Romford ring road. The A118 and nearby A12 connect Romford with central London via Ilford to the west and the M25 London Orbital Motorway to the east.
- 7.32 A TfL appointed taxi rank exists on eastern road directly across South Street from the site. It has a capacity for twenty-one taxis and is marshalled during Friday and Saturday evenings.
- 7.33 There are many pedestrian walkways in the town centre, including a pedestrian path between the site and the adjacent railway station.
- 7.34 South Street, Havana Close, Exchange Street and Eastern Road are all on road cycle routes. These roads connect to a larger network of recommended cycle routes in the region.

The Battis, a pedestrian access to the south of the proposed hotel, would be used for servicing and refuse and recycling bins would also be stored there.

- 7.35 It is considered by Officers that the proposed development would be well served by public transport, vehicular, pedestrian and cycle access.

Sustainability / Energy Efficiency

- 7.36 Policy DC50 states that planning permission for major developments will only be granted where the application includes a formal energy statement and incorporates on-site renewable energy equipment. This policy reiterates the requirements of draft London Plan Policy SI2.
- 7.37 The applicant has submitted an energy statement in response to the sustainability and low carbon planning policy requirements of the London Plan

and local policies of Havering. The incorporation of the energy efficiency measures, combined heat and power and water cooled air source heat pump equates to a reduction of 50.80% against the target emission rate 2013 for the scheme, which exceeds the revised London Plan policy requirements of 35%.

- 7.38 The Sustainable Design and Construction Statement demonstrates that the proposed development would be sustainable and policy compliant as it has been drafted in accordance with the guidance set forth in the Sustainable Design and Construction Supplementary Planning Document 2009 adopted by Havering.

Impact on Amenity

- 7.39 New development should not adversely impact on the residential amenity of neighbouring occupants in terms of light, outlook, privacy, noise and pollution.
- 7.40 Concern has been raised by Officers regarding the siting of hotel room windows in the side elevation adjacent the nightclub. However, this matter is to be resolved via a Section 106 agreement. See section 'Planning Obligations'.
- 7.41 While the proposed development would not have an adverse impact on the residential amenity of neighbouring occupants because there are no nearby residential properties, the proposed new hotel would have installed an extraction ventilation system for food preparation which would disperse odours and transmit noise and vibration. Therefore, conditions have been imposed to control the transmission of noise and vibration.
- 7.42 It is also noted that the host building is sited immediately near the nightclub, however, any noise disturbance can be dealt with by sound insulation to the building, in accordance with paragraph 182 of the NPPF, a suitable condition is recommended in relation mitigation measures.
- 7.43 It is considered by Officers that the proposal would not have an adverse impact the amenity of neighbouring occupants.
- 7.44 As such it is considered by Officers that the proposal would comply with Policy DC50 and London Plan Policy SI2.

Section 106

- 7.45 A Section 106 legal agreement is currently in the process of being drafted, with the following heads of terms:

That the owners/developer, in respect of the windows proposed in the side (west) elevation on the boundary with 110 South Street:

- Will agree to restrict the use of the windows and prevent any right to light accruing in the future

- that the Council will not assess the loss of light to/outlook from these windows in assessment of any future planning application for the adjacent site
- will not use any of the rooms to provide permanent residential accommodation

7.46 This is to ensure that the proposed development does not act an obstacle to the future development of the adjacent site (the night club and cafe). The elevation of the host building immediately adjacent the night club and cafe, has bedroom windows to the hotel rooms.


Financial and Other Mitigation

7.34 The proposal would attract the following Community Infrastructure Levy contributions to mitigate the impact of the development:

- £26,600 Mayoral CIL towards Crossrail

Conclusions

7.35 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

 Havering LONDON BOROUGH	Strategic Planning Committee 11th October 2018
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Application Reference:	P1057.17
Location:	165 -193 New Road, Rainham
Ward	South Hornchurch
Description:	Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 110 units with ancillary car parking, landscaping and access
Case Officer:	Sunil Sahadevan
Reason for Report to Committee:	The application is by or on behalf of a Joint Venture that includes the Council and is a significant development. The Local Planning Authority is considering the application in its capacity as local planning authority and without regard to the identify of the Applicant.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 The development of the site for residential is acceptable in principle with no policy objection to the loss of the current commercial, industrial and social club uses.
- 1.2 The application is submitted in outline with all matters reserved for future approval. The density is within policy range and the layout is considered to be satisfactory and capable of providing a high quality development.
- 1.3 The height proposed is considered appropriate for this part of New Road which is set to be transformed through arrival of station and nearby redevelopments of sites.

- 1.4 Subject to details submitted at reserved matters stage, the impact on the residential amenity of existing occupiers would not be affected to an unacceptable degree.
- 1.5 Given the location of the site close to the proposed new Beam Park Station and applicable maximum parking standards, the level of parking proposed is considered acceptable.
- 1.6 A significant factor weighing in favour of the proposal is the 35% affordable housing proposed across the sites in control of the applicant, meeting the objectives of the Housing Zone and current and future planning policy.

2 RECOMMENDATION

- 2.1 That the Committee resolve to grant planning permission subject to the conditions below.
- 2.2 That the Head of Planning is delegated authority to negotiate any subsequent legal agreement required to secure compliance with Condition 31 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.
- 2.3 That the Assistant Director of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters

Conditions

1. Outline – Reserved matters to be submitted
2. Outline – Time limit for details
3. Outline - Time limit for commencement
4. Details of materials if not submitted at reserved matters stage
5. Accordance with plans
6. Details of site levels if not submitted at reserved matters stage
7. Details of refuse and recycling storage
8. Details of cycle storage
9. Hours of construction
10. Contamination – site investigation and remediation
11. Contamination – if contamination subsequently discovered
12. Electric charging points
13. Construction methodology

14. Air Quality – construction machinery
15. Air Quality – demolition/construction dust control
16. Air Quality – internal air quality measures
17. Air Quality – low nitrogen oxide boilers
18. Details of boundaries if not submitted at reserved matters stage
19. Details of surfacing materials if not submitted at reserved matters stage
20. Car parking to be provided and retained
21. Pedestrian visibility splays
22. Vehicle access to be provided
23. Wheel washing facilities during construction
24. Details of drainage strategy, layout and SUDS
25. Details of secure by design
26. Secure by Design accreditation to be obtained
27. Water efficiency
28. Accessible dwellings
29. Archaeological investigation prior to commencement
30. Bat/bird boxes to be provided
31. To provide the following planning obligations before the commencement of development:
 - a. Pursuant to Section 16 of the Greater London Council (General Powers) Act 1974, restriction on parking permits
 - b. School places contribution sum of £495,000 or such other figure as is approved by the Council
 - c. Controlled Parking Zone contribution sum of £12,320 or such other figure as is approved by the Council
 - d. Linear Park contribution sum of £156,567.18 or such other figure as approved by the Council
 - e. Carbon offset contribution sum of £191,100 or such other figure as approved by the Council
 - f. 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

Informatives

1. Statement pursuant to Article 31 of the Development Management Procedure Order
2. Fee for condition submissions
3. Changes to public highway
4. Highway legislation
5. Temporary use of the highway
6. Surface water management
7. Community safety
8. Street naming/numbering
9. Protected species
10. Protected species – bats
11. Crime and disorder

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application is for outline permission with all matters reserved seeking approval for the principal of the development quantum with access, layout, appearance, landscaping and scale as reserved matters.
- 3.2 The outline proposals submitted with this application is for the demolition of the existing buildings and redevelopment of the site comprising the erection of up to 4 and 3 storey blocks. The indicative mix proposed across the site includes 24.No. of 1 bedroom apartments, 44.No. of 2 bedroom apartments, 16.No. of 3 bedroom apartments and 3 No. 2 bedroom townhouses, 23.No. 3 bedroom townhouses. A total of 110 units would be provided.
- 3.3 The proposal also outlines 120.No. dedicated vehicular parking spaces for residents at a ratio of 1.1:1, Secure cycle storage areas are to be provided within the apartment block and suggested that a minimum of 154.No cycle racks spaces will be provided together with internal refuse areas.
- 3.4 Vehicular access to the proposed apartment blocks and townhouses are proposed from the side of the site off Philip Road, this area is also to serve as refuse access.
- 3.5 The application site lies within the Rainham and Beam Park Housing Zone, and is owned by private landowners. The applicant is a joint venture including 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 in the adopted Rainham and Beam Park Planning Framework. The precursor to a CPO is often to have planning permission in place.

Site and Surroundings

- 3.6 The site is accessed from Phillip Road to the east and New Road to the south. The north-west corner of the site is adjacent to the car parking area associated with residential development known as Annabel Court. To the east is a single storey industrial and hardstanding, with the majority of the boundary is formed by a breeze block wall topped with barbed wire. There are two locked, gated access points on this boundary, with a third forming an entrance to a car parking area associated with the garage and vehicular rental site.
- 3.7 The southern part of the site fronts onto New Road and extends for approximately 150m and contains a variety of uses and boundary treatments. The south east part of the site is mainly hard standing, with a two storey

building and pitched roof fronting New Road itself. This part of the site boundary is characterised by wire mesh panels and brick wall topped with metal palisade fencing. Vehicles are parked on hardstanding directly in front of the boundary and adjacent to a marked cycle path.

- 3.8 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. The site does not form part of a conservation area, and is not located within the immediate vicinity or setting of any listed buildings. Site constraints that are of material relevance with the works proposed include potentially contaminated land, Health and Safety Zone, Air Quality Management Area, Flood Zone 1 and area of potential archaeological significance.
- 3.9 The site is 1.08ha and is located on the north-west corner of the New Road/Phillip Road junction. The site is broadly rectangular in shape and appears to be generally level. It is bounded to the north and west by residential development of houses and rear gardens located within Phillip Road and Louise Gardens, and to the east and south by existing commercial employment sites.
- 3.10 The site consists of various car repair and garage outlets and related industrial uses, a newsagent, a café, two houses, bed and breakfast hotel and a social club. The building at 179 New Road, which was formerly in use for car repairs, is currently being used for religious/community purposes without the benefit of planning permission. The Council are in the process of taking formal action, and an Enforcement Notice requiring the use to cease was issued in July 2018.

Planning History

- 3.11 The following planning decisions are relevant to the application:

193 New Road - P1265.15 - Construction of 2 No x 3 bedroom semi-detached dwellings. Planning permission refused.

179 New Road - P1899.16 - Change of use to community resources centre, including: community hall, adult day centre, children play area, computer area, and cafeteria /eating area. Planning permission refused.

173 New Road - P0048.16 – Proposed demolition of existing buildings and erection of 9 no. three bedroom dwellings. Refused permission, which was appealed against unsuccessfully, appeal reference; APP/B5480/A/07/2042542/NWF.

4 CONSULTATION RESPONSE

- 4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

- 4.2 The following were consulted regarding the application:
- 4.3 Essex & Suffolk Water – no objections
- 4.4 Thames Water – Advice provided about surface water drainage and in relation to sewerage infrastructure capacity there would not be an objection.
- 4.5 Metropolitan Police (Designing Out Crime) – requested conditions regarding designing out crime
- 4.6 Environmental Protection – recommend conditions regarding contamination and air quality
- 4.7 LBH Waste and Recycling – further details regarding provision and location of waste facilities need to be provided
- 4.8 Greater London Archaeological Advisory Service – require further desk top study regarding archaeology
- 4.9 London Fire Brigade – The scheme should comply with Building Reg standards for access for Fire Brigade vehicles.
- 4.10 LBH Highways – No objections subject to conditions being included that deal with; i) pedestrian visibility splay, ii) highway agreement for vehicular access, and iii) vehicle cleansing during construction. In addition a S106 contribution is sought seeking funds for a CPZ in the area should it be required in the future.
- 4.11 TfL – consider that the level of parking provision is excessive.

5 LOCAL REPRESENTATION

- 5.1 A total of 152 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of site notice displayed in the vicinity of the application site. The application has also been publicised in the local press.
- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 23 of which 22 objected

Representations

- 5.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Loss of existing workshop use which provides employment
- Part of the site (no.179 New Road) is being used as a local place for worship/community centre and the proposals will affect this use
- Concerns about construction
- Loss of community facilities (Silver Hall Social Club)
- Proposed plans do not offer sufficient comfort that the development will be properly defined
- Cumulatively with other proposals may need an Environmental Assessment

Support

- The proposed building is supported.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the application that the committee must consider are:

- Principle of Development
- Density/Site Layout
- Design/Impact on Street/Garden Scene
- Impact on Amenity
- Highway/Parking
- Affordable Housing/Mix
- School Places and Other Contributions

Principal of Development

6.2 In terms of national planning policies, the National Planning Policy Framework (NPPF) sets out the overarching roles that the planning system ought to play, including a set of core land-use planning principles that should underpin decision-taking, one of those principles being:

“Planning decisions should promote an effective use of land in meeting the need for homes.” Para 117

“Planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes.” Para 118

6.3 Policies within the London Plan seek to increase and optimise housing in London, in particular Policy 3.3 on ‘Increasing Housing Supply’ and Policy 3.4 on ‘Optimising Housing Potential’.

6.4 Policy CP1 of the LDF on ‘Housing Supply’ 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. Table 3.1 of the London Plan supersedes the above target and increases it to a minimum ten year target for Havering (2015-2025) of 11,701 new homes or 1,170 new homes each year. Policy 3 in the draft London Plan sets a target of delivering

17,550 homes over the 15 year plan period, with 3,000 homes in the Beam Park area. Ensuring an adequate housing supply to meet local and sub-regional housing need is important in making Havering a place where people want to live and where local people are able to stay and prosper.

- 6.5 The aspiration for a residential-led redevelopment of the Rainham and Beam Park area was established when the area was designated a Housing Zone. Furthermore the production of the Planning Framework sought to re-affirm this and outlines potential parameters for development coming forward across the area with the aim of ensuring certain headline objectives are delivered. 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. Therefore the existing business uses are not protected by planning policy in this instance. There is a social club located on the site, but private members clubs are not included in the list of community facilities within Policy CP8 of the LDF and so there is no protection in planning terms.
- 6.6 Staff, in view of the above raise no in principle objection to a residential-led development coming forward on this site forming part of a development of sites north and south of New Road, in accordance with the policies cited above.

Density/Site Layout

- 6.7 The development proposal is to provide 110.No residential units on a site area of 1.08ha (10,800m²) which equates to a density of 102 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.
- 6.8 Given the range of densities that could be applicable to this site, a proposed density of 102 units 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 which would be within very easy walking distance. The proposal therefore complies with Policy DC2 of the LDF on 'Housing Mix and Density'.
- 6.9 Based on the building footprint and the building height indicated on the proposed parameter plans, the proposed apartment blocks and town houses would achieve heights of between 4 and 3 storeys. The blocks will be detached and arranged along the southern portion of the site. The 2 and 3 storey town houses will be arranged along the northern portion of the site. The pedestrian and vehicular access from Phillip Road will provide the separation between the two typologies. Having reviewed the plot widths and their depths, the particularly wide nature of New Road and the existing heights of buildings and dwellings on the neighbouring sites, officers consider the height

proposed to be appropriate for the site in the context of a changing character to the area as outlined in the Framework and would not be considered unacceptable.

- 6.10 The elevations of the proposed apartment blocks fronting onto New Road would be south facing, with the other (town house) blocks set further back within the site having an east/west orientation or north/south orientation. The town houses will all be a minimum of dual aspect. The arrangement of the blocks and relationship with New Road and Phillip Road presents coherency with the street interface. It is considered that the indicative siting and orientation responds positively to the character of the area. The general layout plan of the building would fall in accordance with Policy DC61 of the LDF
- 6.11 The remaining area within the development is largely hard surfacing and consists of the access road and parking provision, although there would also be rear garden areas for the proposed houses and communal amenity space for the apartment blocks. It is considered that the layout of the site is acceptable on its planning merits in accordance with the Residential Design Supplementary Planning Document.

Design/Impact on Street/Garden Scene.

- 6.12 The proposal would involve the demolition of all buildings on the site, some of which are in a derelict condition. None of the buildings are considered to hold any architectural or historical value, therefore no principle objection raised to their demolition.
- 6.13 Scale is a reserved matter. From the submitted Design and Access Statement and plans it is indicated that the proposed apartment blocks fronting New Road would not be greater than four storeys in height with the dwellings to the rear at a height up to three-storeys. It is considered that would present a development at a height which does not detract from the current character of the street scene, both old, new and those proposed for the area (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 would be acceptable on their planning merits.
- 6.14 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.
- 6.15 Landscaping is a reserved matter; 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.

Impact on Amenity

- 6.16 The proposed flatted blocks together with the dwellings at the rear would not adversely impact on one another. The proposed apartment block and houses at the rear that back onto Louise Gardens and Phillip Road are sited such that there are no concerns with regard to its overshadowing or overlooking (subject to reserved matters). The proposed dwellings at the rear of the site would be arranged in a layout that will create some overlooking with the surrounding existing properties, however the overlooking impacts would not be direct in nature and/or at an acceptable distance. Any concerns can however also be addressed at reserved matters stage through suitable siting of rear facing habitable rooms and windows. In this respect, the application is considered acceptable at the outline stage.
- 6.17 Officers have further reviewed the external space provided with the proposed development, and the revised plans show both private and communal amenity space for its occupants which appear to be sufficient and in accordance with the Residential Design Supplementary Planning Document Policy PG20 on Housing Design, Amenity and Privacy in the Rainham and Beam Park Planning Framework.
- 6.18 From a noise and disturbance perspective, the applicant has submitted a Noise Assessment and Air Quality report which reaffirms that both residents from within and outside the proposal would not be affected by unacceptable levels of noise or air pollution arising from the development. The Councils Environmental Health officers have reviewed the submitted report and concluded that the scheme (subject to conditions imposed) would be compliant with Policy DC52 on Air Quality and Policy DC55 on Noise.
- 6.19 Officers 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. Notwithstanding this, and from a crime design perspective the proposal would present a layout that offers natural surveillance to all open areas. The proposal would accord Policy 3.5 of the London Plan on Quality and Design of Housing Developments and Policy 7.1 on Lifetime neighbourhoods and Policy 7.3 on Designing out crime as well as Policy DC63 of the LDF on Delivering Safer Places.
- 6.20 Officers have reviewed the proposed waste storage areas catering the apartments/dwellings, which have been set to be serviced via Phillip Road and the internal service road. As it stands, there are no overriding concerns with this arrangement as scheme demonstrates a convenient, safe and accessible solution to waste collection in keeping to guidance from within Policy DC40 of the LDF on Waste Recycling.

Highway/Parking

- 6.21 The application site within an area with PTAL of 2 (low-moderate accessibility). The proposal for 110 No. units with a provision of 120 No. vehicular parking spaces, which equates to a parking ratio of 1.1:1. The maximum standards suggested in the Planning Framework (which are based on the London Plan) for a development of this indicative mix would be 131 spaces. Notwithstanding this, officers have to be mindful that the site would be located close to the proposed Beam Park station and accessibility levels would consequently increase. Officers are also mindful that this submission is an application for outline planning permission and the residential mix is potentially subject to change at reserved matters stage.
- 6.22 Accordingly, officers are content with the provision of parking proposed considering the 120 spaces would allow the applicant at reserved matters to finalise a car parking management plan. This element from the proposal adheres to London Plan Policy 6.13 Parking and Policy DC33 Car Parking of the LDF.
- 6.23 The applicant has submitted a Transport Assessment as part of this application which predicts that the traffic generated from the proposed residential development would have a negligible increase over existing traffic conditions, in peak periods, but a significant reduction over the whole day. The Highways Authority have reviewed the document and consider the development acceptable from a highway perspective and unlikely to give rise to undue highway safety or efficiency implications in accordance with Policy DC32 The Road Network of the LDF.
- 6.24 The Council's Highways Engineer has further reviewed all other highways related matters such as access and parking and raises no objections subject to the imposition of conditions (covering pedestrian visibility, vehicle access and vehicle cleansing during construction), financial contribution to Controlled Parking Zone and limitation on future occupiers from obtaining any permits in any future zone.
- 6.25 The London Fire Brigade has raised no objection in principle.

Affordable Housing/Mix

- 6.26 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.
- 6.27 In this respect, the proposal is intended to provide 35% affordable housing across all sites that the applicant is looking to develop along New Road. This

could mean less provided on this site if other sites, as part of the joint venture Council strategy, are developed prior to this provided more. The developer is willing to deliver this level of affordable housing based upon its unique nature as an applicant (a joint venture) and its appetite for and ability to spread risk across a portfolio of sites. In this respect, affordable housing provision is being maximised, meeting the objectives of existing policy and future policy in the submitted local plan and draft London Plan as well as the stated ambitions of the Housing Zones and therefore weighs in favour of the proposal.

- 6.28 Policy DC2 of the LDF on Housing Mix and Density specifies an indicative mix for market housing, this being 24% 1 bed units, 41% 2 bedroom units, and 34% 3 bed units. The proposal incorporates an indicative mix of 22% 1 bed units, 43% 2 bed units, and 35% 3 bed units including 26 houses. The proposed mix is and closely aligned with the above policy guidance, officers are content that the mix on offer falls in accordance with policy.

School Places and Other Contributions

- 6.29 Policy DC72 of the LDF emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 6.30 Policy DC29 states that the Council will seek payments from developers required to meet the educational need generated by the residential development. Policy 2 of the submitted Local Plan seeks to ensure the delivery of expansion of existing primary schools.
- 6.31 Evidence clearly shows a shortage of school places in the Borough - (London Borough of Havering 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 S106 SPD). On that basis, it is necessary to require contributions to mitigate the impact of additional dwellings in the Borough. 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. A contribution of £495,000 would therefore be appropriate for school place provision.
- 6.32 The Rainham and Beam Park Planning Framework seeks to deliver a new Beam Parkway linear park along the A1306 including in front of this site and seeks developer contributions for those areas in front of development sites. The plans are well advanced and costings worked out – based on the frontage of the development site to New Road, the contribution required for this particular site would be £156,567.18. This is necessary to provide a satisfactory setting for the development rather than the stark wide New Road.

- 6.33 Policy DC32 of the LDF seeks to ensure that development does not have an adverse impact on the functioning of the road network. Policy DC33 seeks satisfactory provision of off street parking for developments. Policy DC2 requires that parking permits be restricted in certain circumstances for occupiers of new residential developments. In this case, the arrival of a station and new residential development would likely impact on on-street parking pressure in existing residential streets off New Road. It would therefore be appropriate to introduce a CPZ in the streets off New Road. A contribution of £112 per unit (total £12,320) is sought, plus an obligation through the Greater London Council (General Powers) Act 1974 to prevent future occupants of the development from obtaining parking permits.
- 6.34 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 41.1%, to include a photovoltaic strategy which aims to further reduce CO2 emissions by a further 14.8%, across the entire site. In assessing the baseline energy demand and carbon dioxide emissions for the site, a financial contribution of £191,100 has been calculated as carbon emissions offset contribution in lieu of on-site carbon reduction measures. The development proposal, subject to contributions being sought would comply with Policy 5.2 of the London Plan.
- 6.35 In respect of all the above contributions, there may be scope to negotiate the overall total figure required if this application were to be one of several sites coming forward from the same developer at the same time – therefore the recommended sums would be subject to subsequent review and approval.
- 6.36 In this case, the applicant currently has no interest in the site. 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.
- 6.37 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 and its context as part of a large multi-site strategic development presents justifiable basis to impose a negatively worded condition which would require a s.106 obligation to be provided before the commencement of development.

Consultation responses

- 6.38 A number of responses were received on the application on a range of issues and these are set out in Section 5.3. This section of the report address each of the reasons received.

6.39 A key concern was the loss of the existing Social Club (Silver Hall). Policy DC27 of the LDF seeks to protect existing community uses and community uses are defined under Policy CP8. Private members clubs are not in the list of community uses:

- education facilities;
- health and medical centres;
- residential care and day care facilities;
- childcare facilities (including private nurseries);
- community centres and halls;
- places of worship;
- cemeteries and crematoria; and.
- police facilities

Therefore the loss is not considered to be contrary to planning policy.

6.40 There was also concerns about loss of amenity during construction. This can be dealt with through a suitably condition on any approval to ensure any such impacts are minimised.

6.41 In terms of undertaking an Environmental Assessment, staff are of the view that this development is of a relatively minor nature and that also cumulatively with the other sites, the impacts can be suitably considered and assessment through separate reports and assessments submitted with the application.

6.42 Officers are satisfied that the plans submitted offer sufficient information to make an informed decision on this application and that the plans offer sufficient comfort in regards being properly defined and correct. Therefore it is considered the concerns raised in relation to this issue is unfounded.

6.43 A number of objections were raised about the existing use of 179 New Road for worship purposes and the potential loss of that use if these proposals went ahead. As mentioned previously in this report, that particular use does not benefit from planning permission and therefore these comments are not material to the consideration of this application.

Financial and Other Mitigation

6.44 The proposal would attract the following section 106 contributions, to be secured through a negatively worded planning condition (see para 6.35-6.36) to mitigate the impact of the development:

- Sum of £495,000, or such other figure as is approved by the Council, towards provision of school places required as a result of the development
- Sum of £156,567.18, or such other figure as is approved by the Council, towards provision of Linear Park in the vicinity of the site
- Sum of £12,320, or such other figure as is approved by the Council, towards CPZ in streets north of New Road
- Sum of £191,100, or such other figure as is approved by the Council, towards the Council's Carbon Offset Fund

- 6.45 The proposal would attract Mayoral Community Infrastructure Levy contributions to mitigate the impact of the development. As this is an Outline application, CIL would be assessed and applied when a reserved matters application is submitted.

Other Planning Issues

- 6.46 There is potential that the existing buildings may provide habitat for protected species. Otherwise there is no biodiversity interest in the site. Suitable conditions are recommended.
- 6.47 Due to the previous industrial uses on part of the site, the land is likely to be contaminated. Suitable planning conditions are recommended to ensure remediation of the site.

Conclusions

- 6.48 All other relevant policies and considerations have been taken into account. Planning permission should be granted subject to the conditions outlined above for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

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