



REGULATORY SERVICES COMMITTEE

12 November 2015

REPORT

Subject Heading:

P0191.15: 253 Chase Cross Road,
Romford

Demolition of existing building and
construction of new block comprising
6no. flats. (Application received 16
February 2015)

Ward:

Havering Park

Report Author and contact details:

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

Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

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

SUMMARY

The proposal is for the demolition of the existing dwelling and the construction of a new detached block containing 6no. self-contained flats.

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

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

RECOMMENDATIONS

That it be noted that proposed development is liable for the Mayors Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on 262.2 square metres of new gross internal floor space. The proposal would therefore give rise to the requirement of £5,244 Mayoral CIL payment (subject to indexation).

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

- A financial contribution of £30,000 to be used for educational purposes.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

That the Head of Regulatory Services be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below:

1. Time Limit

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

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

2. In Accordance with Plans

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

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

3. External Materials

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

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

4. Landscaping

No works shall take place in relation to any of the development hereby approved until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or

turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

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

5. Parking Provision

Before any part of the dwelling hereby permitted is first occupied the car parking provision as indicated in drawing no.304-02E shall be laid out and implemented in full and thereafter this car parking provision shall remain unobstructed and permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

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

6. Boundary Treatment

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

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

7. Visibility Splay

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

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

8. Wheel Washing

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

The submission will provide;

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

Reason: Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

9. Alterations to Public Highway

The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of development.

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

10. Construction Methodology

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

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

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

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

11. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the

removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

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

12. Refuse and Recycling

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

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

13. Cycle Storage

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

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

14. Contaminated Land (1)

The development hereby permitted shall not be commenced until the developer has submitted for the written approval of the Local Planning Authority:

a) A Phase I (Desktop Study) Report documenting the history of the site, its surrounding area and likelihood of contaminants, their type and extent incorporating a site conceptual model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk

assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise two parts:

Part A - Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the Local Planning Authority; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'

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

15. Contaminated Land (2)

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

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

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61.

INFORMATIVES

1. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with para 186-187 of the National Planning Policy Framework 2012, improvements required to make the proposal acceptable were negotiated with the agent Paul Shekleton. The revisions involved alterations to the appearance and a reduction in the scale and bulk of rear sections. The amendments were subsequently submitted on 19 October 2015.
2. The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL). Based upon the information supplied with the application, the CIL payable would be £5,244 (this figure may go up or down, subject to indexation). CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website.
3. The Applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

4. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
5. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

REPORT DETAIL

1. Site Description

- 1.1 The application relates to the property at 253 Chase Cross Road, Romford. This is a rectangular plot comprising in part of a detached two-storey dwelling and its domestic curtilage located towards the frontage with Chase Cross Road and a builders' storage yard and several detached single storey workshop buildings to the rear. The site is relatively flat and covers an area of 824 square metres (0.0824 hectares).
- 1.2 The site frontage consists of an area of hardstanding used for parking and the yard sections of the site to the rear are enclosed by gates and fencing. Residential accommodation is located to the north and west of the site and a parade of shops, servicing area and commercial storage units and workshops are located to the east.
- 1.3 The site is located adjacent to the Chase Cross Road Minor Local Centre and as such the surrounding area is characterised by a mixture of residential and commercial uses.

2. Description of Proposal

- 2.1 The application is seeking planning permission for the demolition of the existing dwelling and construction of new detached block containing 6no.

self-contained flats. The accommodation would comprise 4no. one bedroom units, 1no. two-bedroom unit and 1no. three-bedroom unit.

- 2.2 The proposed building would be set back from Chase Cross Road, adopting a similar building line to the existing dwelling. To the rear the building would incorporate a 'T-shaped' footprint with a rear projecting section, taking the overall depth of the building to 15.7 metres.
- 2.3 The block would comprise of two-stories with an additional third floor within the roof space served by 2no. dormers to the front and an enclosed glazed gable section and 2no. dormers to the rear. The building would incorporate a hipped crown roof design with a ridge height of 8.4 metres with the eaves and roof ridge matching the height of the adjacent house at no. 251 Chase Cross Road.
- 2.4 The front elevation would feature a central pitched roof glazed section and an additional ground floor bay window to the west and an undercroft driveway to the east.
- 2.5 Internally the block would be arranged to give the flats a dual outlook to the front and to the rear. Each apartment on the ground and first floor would feature separate bedrooms and bathrooms and a combined lounge and kitchen area, with the three-bedroom flat in the roof space offering a separate lounge and kitchen.
- 2.6 The proposed layout would include private enclosed rear gardens of 23 square metres for the one-bedroom unit and 21 square metres for the two-bedroom unit at ground floor level and a rectangular communal amenity area of 124 square metres would be provided between the rear of the block and the proposed car park.
- 2.7 Off street car parking provision for 11no. vehicles would be provided within a dedicated rear car parking area with the development utilising the existing dropped kerb driveway arrangement directly from Chase Cross Road and a driveway through an undercroft section of the proposed building adjacent to the eastern boundary.

3. Relevant History

- 3.1 P1046.07 - Demolition of existing house and proposed 10 No. self contained flats consisting of 6 No. 2 bed and 4 No. 1 bed flats – Outline – Refused 6 September 2007

4. Consultations/Representations

- 4.1 Notification letters were sent to 30 properties and two representations have been received. The comments can be summarised as follows:

- Overlooking and loss of privacy to neighbouring houses due to the positioning and location of second floor windows.
- Noise and disturbance to neighbouring residents during the construction period.
- Increased traffic, parking problems and danger to pedestrians and road users along this section of Chase Cross Road. Cars double park in the layby outside the shops and across drives – with cars pulling out of the proposed development it will bring more danger to school children walking to Bower Park school.

4.2 In response to the above; the scheme has been amended to reduce the overall scale and bulk of the rear sections of the building which has resulted in a reduction in the overall prominence of the aforementioned second floor rear windows. The issues in relation to residential amenity are discussed in more detail in the 'Impact on Amenity' section of the report. To mitigate noise and disturbance to neighbouring residents it is proposed that a condition would be included in the approval notice to restrict the hours of construction. The points raised in relation to car parking, access and highway safety are discussed in more detail in the 'Parking and Highways Issues' section of the report.

4.3 In respect of the aforementioned amended plans; a second neighbour consultation has been undertaken, which closes on 12 November 2015. Any additional representations received will be reported to the committee verbally.

4.4 The following consultation responses have been received:

- Essex & Suffolk Water - no objection.
- Thames Water - no objection, recommended informatives relating to waste water, surface water drainage and water.
- London Fire Brigade Water Team - no objection.
- London Fire and Emergency Planning Authority - no objection.
- Environmental Health - no objection, recommended conditions relating to contaminated land.
- Local Highway Authority - no objection, recommended conditions relating to vehicle access and wheel washing.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites), DC26 (Location of Community Facilities), DC27 (Provision of Community Facilities), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36

(Servicing), DC53 (Contaminated Land), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places) and DC72 (Planning Obligations) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

- 5.2 Other relevant documents include the Residential Design SPD, Landscaping SPD, Designing Safer Places SPD, Planning Obligations SPD (technical appendices) and the Sustainable Design and Construction SPD.
- 5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.8 (heritage assets and archaeology), 7.14 (improving air quality), 7.15 (reducing noise and enhancing soundscapes), and 8.2 (planning obligations) of the London Plan, are material considerations.
- 5.4 The National Planning Policy Framework, specifically Sections 6 (Delivering a wide choice of high quality homes), 7 (Requiring good design), 8 (Promoting healthy communities) and 10 (meeting the challenge of climate change, flooding and coastal change) are relevant to these proposals.

6. Staff Comments

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

Principle of Development

- 6.2 The provision of additional housing is consistent with the NPPF and Policy CP1 as the application site is within a sustainable location in an established urban area.
- 6.3 The site has a part residential and part commercial use and is regarded as a non-designated site in the LDF. Under the provisions of the NPPF there is no priority given to garden land as a re-developable brownfield site. However, in terms of the Local Plan the site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres and is within a predominantly residential area. Policy DC11 generally requires the redevelopment of non-designated commercial sites for housing.

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

Density/ Layout

- 6.5 Policy DC2 of the LDF provides guidance in relation to the dwelling mix within residential developments. Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.
- 6.6 The proposal would provide 6no. residential units consisting of at a density equivalent to approximately 72 dwellings per hectare. This complies with the aims of Policy DC2 which states that a dwelling density of between 50 to 80 dwellings per hectare would be appropriate in this location.
- 6.7 The 'Technical housing standards - nationally described space standard' document sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home.
- 6.8 For one-bedroom flats for two people the spacing requirement is set at 50 square metres. For two-bedroom flats the minimum standard is set at 61 square metres for three occupants and 70 square metres for four occupants. For three-bedroom flats the minimum floorspace is set at 95 square metres for up to six persons.
- 6.9 The proposed flatted block would provide residential units with varying floor space sizes all of which meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve. Given this factor it is considered that the proposed development would be in accordance with technical housing standards and the flats would provide an acceptable amount of space for day to day living.
- 6.10 Havering's Residential Design SPD does not prescribe minimum space standards for private gardens. The SPD does however state that private amenity space should be provided in single, usable, enclosed blocks which benefit from both natural sunlight and shading, adding that the fundamental design considerations for amenity space should be quality and usability. All dwellings should have access to amenity space that is not overlooked from the public realm.
- 6.11 The proposed ground floor flats would have private enclosed rear gardens of 23 square metres for the one-bedroom unit and 21 square metres for the two-bedroom unit which would be accessed directly from each flat through patio style doors. Beyond the private gardens of the ground floor flats a rectangular area of approximately 124 square metres would be set out as open shared communal amenity space. Further details of landscaping would be secured through condition.

- 6.12 It is considered that occupants of the proposed flats would have access to a reasonable provision of outdoor amenity space and in this instance would be adequate for the requirements of the one, two and three-bedroom flats.

Design/Impact on Streetscene

- 6.13 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.14 The proposed building would form a relatively prominent feature in the streetscene along this section of Chase Cross Road with the building filling the full 15 metre width of the site. However, the design and style of the proposed block is considered to adhere to the architectural character of the adjacent residential accommodation, with the building height, bulk and massing matching that of the neighbouring dwelling and row of terraced houses to the west, albeit with a more contemporary appearance. The crown roof design would give the building a more bulky appearance than a standard hipped roof design, but given the building would set back from Chase Cross Road and positioned alongside the adjacent shopping parade and dwellings it is not considered that this element of the proposed building would be unduly prominent in this instance.
- 6.15 It is acknowledged that to the east the proposed building would be juxtaposed to some extent alongside the two-storey parade of shops which incorporates a sloping flat roof design. It is considered that the adjacent shopping parade offers little in terms of architectural quality to this section of the streetscene and the features of this building should not necessarily be replicated in the proposed development. The proposed scheme has also been amended to include a 1 metre separation at first floor level between the flank elevation of the proposed building and the side elevation of the shopping parade block. As such it is considered that the proposed residential block would sit comfortably within this setting and would serve to enhance the character and appearance of the streetscene.
- 6.16 The proposed block would occupy a similar front building line to the existing dwelling and as such would respect the established building line of the adjacent dwellings and shops. As part of the development the site frontage would be re-landscaped resulting in the removal of the hardstanding and its replacement with lawned areas and planting. It is considered that this measure would also serve to greatly enhance the setting of the building and the appearance of the streetscene.
- 6.17 On balance it is considered that the proposed development would contribute positively to the streetscene along this section of Chase Cross Road and would serve to maintain and enhance the character and appearance of the area in accordance with Policy DC61.

Impact on Amenity

- 6.18 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss and dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/ daylight, overlooking or loss of privacy to existing properties.
- 6.19 The main consideration in terms of residential amenity relates to the impact on privacy, daylight and outlook for no. 251 Chase Cross Road located to the west and the first floor flat above the shop at no.257 Chase Cross Road located to the east of the application site.
- 6.20 At ground floor level the proposed building would project out along the boundary with no.251 up to the rear building line of a single storey rear section of the neighbouring house. The first floor element of no.251 is set back some 3.6 metres and as such the proposed building has been designed so that it would also incorporate a first floor set back. As a result the first floor section of the proposed building would project only 2.26 metres beyond the first floor rear elevation of no.251. On balance it is considered that this measure would provide sufficient spacing so as not to result in an unacceptable degree of overshadowing and would also serve to mitigate any undue loss of outlook from the first floor rear window at no.251.
- 6.21 The 'T-shaped' footprint of the proposed block would result in the building stepping in from the western boundary by 3.12 metres allowing sufficient spacing for the additional two storey rear projecting section in terms of its relationship with no.251. This section of the proposed building would lie some 7 metres from the first floor rear window at no.251 at an oblique angle and on balance it is not considered that this element of proposed building would result in overshadowing or loss of outlook to these neighbouring occupiers.
- 6.22 It should be noted that the proposed development would result in the removal of two single storey detached garage buildings and the larger single storey detached workshop building at the rear of the site, all of which abut the boundary with no.251. The proposed development would also cease the conflicting commercial use of the rear builders' yard area. Although it is a matter of judgement, Members may wish to consider that the proposal would result in a reduction in the amount of built development directly along the boundary with no.251 as well an overall improvement to the surrounding rear garden residential environment.
- 6.23 In terms of the impact on the first floor flat above the shop at no. 255 Chase Cross Road; the proposed building would project up to the first floor rear building line of the parade of shops. As with the relationship with no.251 on the western elevation, the proposed building would incorporate a step-in

with the rear projecting section set some 3.4 metres from the eastern boundary with no.255. As a result the rear projecting section of the development would lie approximately 4.8 metres from the rear window of the neighbouring flat at an oblique angle.

- 6.24 The two-storey dwellings to the north of the site at Merlin Close would be located some 50 metres from the proposed development. Given this distance it is not considered that the proposed development would present any undue impact on the residential amenity of these neighbouring houses.
- 6.25 On balance it is not considered that the proposed development would present any undue issues in relation to privacy, overlooking or loss of daylight and overshadowing in accordance with policy DC61, the Residential Design SPD and the Residential Extensions and Alterations SPD.

Environmental Issues

- 6.26 Environmental Health have raised no objections in relation to any historical contaminated land issues associated with the site, but have recommended the use of standard conditions in relation to contaminated land issues.
- 6.27 The site is not located within a Flood Zone and presents no issues in relation to flood risk.
- 6.28 The proposal is not considered to give rise to any significant noise issues.

Parking and Highway Issues

- 6.29 Policy DC33 seeks to ensure that all new developments make adequate provision for car parking. Under Policy DC2 the Public Transport Accessibility Level (PTAL) is set at 2 meaning that the site is classified as having relatively poor access to public transport. Therefore residential development in this location is required to provide a high car parking provision of 2-1.5 spaces per unit.
- 6.30 The proposal can demonstrate off street car parking provision for 11no. vehicles within a dedicated rear car parking area. The parking provision would provide just under two spaces per flat at parking ratio of 1.8 spaces per unit which complies with the aims policy DC2.
- 6.31 In terms of access into the site; the development will utilise the existing dropped kerb driveway arrangement directly from Chase Cross Road and a driveway through an undercroft section of the proposed building adjacent to the eastern boundary. The proposed development would potentially result in an intensification of the use of this access for residential traffic, however amount of additional vehicles using the access point is not considered to be materially greater in comparison to the existing commercial use. Vehicles would be able to enter and leave the site in a forward gear.

- 6.32 An internal secure bicycle store for up to 10no. bicycles would be provided within the ground floor of the building, accessed from the main entrance hall to the block.
- 6.33 An internal refuse store would be provided to the front of the building adjacent to the main entrance. Given the proximity to Chase Cross Road the refuse store would be easily accessible for refuse collectors.
- 6.34 In terms of fire safety the development would allow for a pump appliance to approach to within 45 metres of all sections of the building in compliance with the Fire Safety Procedural Guidance.
- 6.35 The Local Highway Authority has raised no objection to the proposal in relation to the proposed amount of car parking provision and the access and servicing arrangements.
- 6.36 It is therefore considered that the proposed car parking and access arrangements are acceptable and would not result in highway safety or parking/ servicing issues.

Mayoral Community Infrastructure Levy

- 6.37 The proposed development will create 6.no new residential units with 262.2 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £5244.00 subject to indexation based on the calculation of £20.00 per square metre.

Infrastructure Impact of Development

- 6.38 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regs) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 6.39 Policy DC72 of the Council's LDF states that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the Further Alterations to the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 6.40 In 2013, the Council adopted its Planning Obligations Supplementary Planning Document which sought to apply a tariff style contribution to all development that resulted in additional residential dwellings, with the contributions being pooled for use on identified infrastructure.

- 6.41 There has been a recent change to the effect of the CIL Regs in that from 6th April 2015, Regulation 123 of the CIL Regs states that no more than 5 obligations can be used to fund particular infrastructure projects or infrastructure types. As such, the SPD, in terms of pooling contributions, is now out of date, although the underlying evidence base is still relevant and up to date for the purposes of calculating the revised S106 contributions.
- 6.42 The evidence background to the SPD, contained in the technical appendices is still considered relevant. The evidence clearly show the impact of new residential development upon infrastructure – at 2013, this was that each additional dwelling in the Borough has a need for at least £20,444 of infrastructure. Therefore, it is considered that the impact on infrastructure as a result of the proposed development would be significant and without suitable mitigation would be contrary to Policy DC72 of the LDF and Policy 8.2 of the London Plan.
- 6.43 Furthermore, evidence clearly shows a shortage of school places in most parts of the Borough – (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report shows need for secondary places and post-16 places which due to their nature would serve all parts of the Borough. The Commissioning report identifies that there is no spare capacity to accommodate demand for primary and early years school places generated by new development. The cost of mitigating new development in respect to all education provision is £8,672 (2013 figure from Technical Appendix to SPD). On that basis, it is necessary to continue to require contributions to mitigate the impact of additional dwellings in the Borough, unless the development is within an area of the Borough where there is a surplus of school places. Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought. It is considered that this is reasonable when compared to the need arising as a result of the development.
- 6.44 It would therefore be necessary to require a contribution to be used for educational purposes. Separate monitoring of contributions would take place to ensure that no more than 5 contributions are pooled for individual projects. It is considered that a contribution equating to £6000 per dwelling for educational purposes would be appropriate.
- 6.45 The proposed new dwellings would result in an additional local infrastructure demand such that a financial contribution is needed in accordance with policy DC72. There would be a net addition of 5no. units and a charge of £6000 per unit is considered necessary to make the development acceptable in accordance with the policy which would need to be secured by way of a legal agreement.

7. Conclusion

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

- 7.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the streetscene and the impact on the amenity of the neighbouring residents. On balance the proposal is considered to be acceptable in all material respects.
- 7.3 Staff are of the view that the siting, scale and location of the proposal would not be disproportionate or have a harmful impact on the character of the streetscene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions and the prior completion of a Section 106 Agreement.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be needed to complete the legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity. The development includes a mix of unit sizes, including units that provide for wheelchair adaptable housing, and units which are designed to Lifetime Homes standards.

BACKGROUND PAPERS

Application form and supporting statements received on 16 February 2015 and amended plans received on 19 October 2015.