



REGULATORY SERVICES COMMITTEE

23 February 2017

REPORT

Subject Heading:

**P0015.17: 253 Chase Cross Road,
Romford**

Demolition of existing building and construction of new residential block comprising 6no. flats (variation to planning permission P0191.15 - with the addition of a conservatory to the rear of the proposed block). (Application received 6 January 2017)

Ward:

Havering Park

Lead Officer:

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Policy context:

**Local Development Framework
The London Plan
National Planning Policy Framework**

Financial summary:

None

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

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

SUMMARY

The proposal is for a variation to planning permission P0191.15 for the demolition of the existing dwelling and the construction of a new detached block containing 6no. self-contained flats, which was approved in January 2016.

The variation concerns the addition a conservatory to the rear of the proposed residential block.

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 226.5 square metres of new gross internal floor space. The proposal would therefore give rise to the requirement of £4530.00 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 Deed of Variation under Section 106A of the Town and Country Planning Act 1990 (as amended) to vary the legal agreement, completed on 8 January 2016, in respect of planning permission P0191.15 by varying the definition of Planning Permission which shall mean either planning permission P0191.15 as originally granted or planning permission P0015.17 and any other changes as may be required from this, 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 Assistant Director 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

The external construction of the development shall be constructed in the materials approved under condition 3 of P0191.15; under discharge of condition reference Q0146.16.

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

4. Landscaping

The hard and soft landscaping shall be carried out in accordance with the details approved under condition 4 of P0191.15; under discharge of condition reference Q0146.16, as shown on approved drawing no. 304-10. 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: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document and in accordance with Section 197 of the Town and Country Planning Act 1990 to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

5. Parking Provision

Before any part of the dwelling hereby permitted is first occupied the car parking provision as indicated in drawing no.304-51 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

The boundary treatment shall be carried out in accordance with the details approved under condition 6 of P0191.15; under discharge of condition reference Q0146.16, as shown on approved drawing no. 304-10.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document and in accordance with Section 197 of the Town and Country Planning Act 1990 to enhance the visual amenities of the development, and 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

The wheel washing and vehicle cleansing shall be carried out in accordance with the details approved under condition 8 of P0191.15; under discharge of condition reference Q0146.16, as detailed in the Demolition and Construction Statement, dated July 2016.

Reason: To 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 development shall be carried out in accordance with the Local Highway Agreement and the details approved under condition 9 of P0191.15; under discharge of condition reference Q0146.16.

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

The Construction Methodology shall be carried out in accordance with the details approved under condition 10 of P0191.15; under discharge of condition reference Q0146.16, as detailed in the Demolition and Construction Statement, dated July 2016.

Reason: To 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

The building hereby permitted shall not be occupied until the refuse and recycling facilities are provided in accordance with details approved under condition 10 of P0191.15, as indicated drawing no. 304-02E. The refuse and recycling facilities shall be permanently retained thereafter.

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

13. Cycle Storage

The building hereby permitted shall not be occupied until secure cycle storage is provided in accordance with details approved under condition 10 of P0191.15, as indicated drawing no. 304-02E. The refuse and recycling facilities shall be permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents and sustainability, the amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC35.

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 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.

b) 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.

c) 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

d) 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: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
2. 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 £4530.00 (this figure may go up or down, subject to indexation). CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website.
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.
6. Before occupation of the residential/ commercial unit(s) hereby approved, it is a requirement to have the property/properties officially Street Named and Numbered by our Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that that Council has record of the property/properties so that future occupants can access our services. Registration will also ensure that emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

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

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.
- 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 Planning permission was granted under application reference P0191.15 in January 2016 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 current proposal is seeking to vary planning permission P0191.15 with the addition a conservatory to the rear of the previously approved residential block. In comparison to the earlier scheme the additional conservatory structure would increase the rear projection of the building by a further 3 metres, taking the overall depth of the building to 18.7 metres.
- 2.3 As with the previous planning permission 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.
- 2.4 The block would comprise of two-storeys 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.
- 2.5 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.
- 2.6 Off street car parking provision for 11no. vehicles would be provided within a dedicated rear car parking area. The development would 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.

3. Relevant History

- 3.1 P0191.15 - Demolition of the existing dwelling and construction of new detached block containing 6no. self-contained flats - Approved, 8 January 2016

3.2 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 31 properties and one representation has been received. The comments can be summarised as follows:

- The proposal would adversely affect the current nursery in that location, a hall that serves the community and the place of worship will be affected.

4.2 In response to the above: the principle of the development has already been established under planning permission P0191.15. The change use of the premises or any of the associated buildings to a nursery, community hall or place of worship would require planning permission. Staff can confirm that there is no planning history at the site authorising such uses.

4.3 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 When considering the previous application for the residential development, Staff took into consideration issues in relation to the principle of development, the density and layout, the design and impact on the streetscene, the impact on amenity, and the implications for parking and highways. Under the previous application these considerations were assessed and judged to be to be acceptable in all material respects, which in turn led to planning permission being granted.
- 6.2 This application concerns the addition of a conservatory to the rear of the previously approved residential block. The new material considerations with regard to the proposed variation to the scheme relate to the impact on the character and appearance of the rear garden setting and the implications for the residential amenity of occupants of the neighbouring dwellings.

Principle of Development

- 6.2 The principle of the development was established under planning permission P0191.15. As with the previous application 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 still 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 The density and layout of the scheme was assessed under planning application P0191.15 and judged to be acceptable.
- 6.6 The addition of the rear conservatory would increase the internal floor area of the two ground floor flats and result in a slight reduction in the amount of communal amenity space. However, this reduction is not to an extent that would materially alter the view that the amount of communal amenity space included in the scheme is acceptable.
- 6.7 It is considered that occupants of the proposed flats would have access to a reasonable provision of outdoor amenity space and would be adequate for the requirements of the one, two and three-bedroom flats.

Design/Impact on Streetscene

- 6.8 The design and impact on the streetscene was assessed under planning application P0191.15 and judged to be acceptable.
- 6.9 The conservatory would be located to the rear of the new block and as such would not be visible from the streetscene at Chase Cross Road.
- 6.10 In terms of the rear garden setting: the additional structure would be single storey in height and would be absorbed into the scale and massing of the main two and a half storey section of the building.
- 6.11 It is considered that the additional conservatory, along with the previously approved residential block, would serve to maintain the character and appearance of the area in accordance with Policy DC61.

Impact on Amenity

- 6.12 The impact on the amenity of the neighbouring residents was assessed under planning application P0191.15 and judged to be acceptable.
- 6.13 A section of the additional conservatory would be positioned adjacent the boundary with 251 Chase Cross Road, and would project approximately 3 metres beyond the rear building line of a single storey element of the neighbouring house. This distance is compatible with Council guidelines

concerning the projection of single storey rear extensions. Given the favourable orientation and the relatively low profile sloping roof height, Staff are of the view that the additional conservatory would not result in an unacceptable degree of overshadowing, loss of daylight, or over-dominance to the neighbour at 251 Chase Cross Road.

- 6.14 On the other side of the site, the elevation of the conservatory would be positioned some 3.4 metres from the boundary with 255 Chase Cross Road. The residential accommodation at 255 Chase Cross Road is located at first floor level above a shop and given the spacing would not be affected by the additional 3 metre rear projection of the proposed new building at ground floor level.
- 6.15 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.
- 6.16 It is not considered that the additional conservatory would present 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

- 6.17 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.
- 6.18 The site is not located within a Flood Zone and presents no issues in relation to flood risk.
- 6.19 The proposal is not considered to give rise to any significant noise issues.

Parking and Highway Issues

- 6.20 The parking provision and highways implications were assessed under planning application P0191.15 and judged to be acceptable. This application proposes no alteration to these previously approved arrangements.

Mayoral Community Infrastructure Levy

- 6.21 The proposed development will create 6.no new residential units with 226.5 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £4530.00 subject to indexation based on the calculation of £20.00 per square metre.

Infrastructure Impact of Development

- 6.22 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.
- 6.23 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.
- 6.24 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.
- 6.25 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.
- 6.26 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.
- 6.27 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.

- 6.28 Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought, based on a viability testing of the £20,444 infrastructure impact. It is considered that, in this case, £6000 towards education projects required as a result of increased demand for school places is reasonable when compared to the need arising as a result of the development.
- 6.29 It would therefore be necessary to require a contribution to be used for educational purposes. Separate monitoring of contributions would take place to ensure that no more than 5 contributions are pooled for individual projects, in accordance with CIL legislation. It is considered that a contribution equating to £30,000 for educational purposes would be appropriate.

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. 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 Deed of Variation.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the Deed of Variation.

Legal implications and risks:

Legal resources will be needed to complete the Deed of Variation.

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, supporting statements and plans received on 6 January 2017.