



REGULATORY SERVICES COMMITTEE

16 March 2017

REPORT

Subject Heading:

P1373.16: 31 High Street, Hornchurch

Construction of a Lidl food store with associated car parking. (Application received 5 September 2016)

Ward:

St. Andrews

Lead Officer:

**Helen Oakerbee
Planning Manager**

Report Author and contact details:

**Stefan Kukula
Principal Development Management
Officer
stefan.kukula@havering.gov.uk
01708 432655**

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 construction of an A1 food store within Hornchurch town centre. Planning permission has previously been granted to demolish the former bingo hall building which currently occupies the site.

The development raises considerations in relation to the vitality and viability of the town centre, the impact on the character and appearance of the streetscene, the impact on the residential amenity of neighbouring residents, the suitability of the proposed parking and access arrangements, and the implications for the surrounding highway network.

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

The application was deferred from the 22 December 2016 meeting for staff to clarify a number of points in relation to the traffic impact, car parking, access and mitigating highways measures. This information is presented in the 'Background' section at the start of the report.

The application was deferred for a second time at the 2 February 2017 committee meeting in order to address concerns relating to the vehicular access and egress arrangements at the site entrance onto High Street. These matters are also covered in the 'Background' section at the start of the report.

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 747 square metres of new gross internal floor space. The proposal would therefore give rise to the requirement of £14,940 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 £48,750 to be paid prior to the opening of the store to be used for the following:
 - i) highway works in respect of pavement improvements to High Street.
- 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

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. 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.

5. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

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

6. Refuse and Recycling

Prior to the retail store first trading details of refuse and recycling facilities shall be 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.

7. Cycle Storage

Prior to the retail store first trading details of cycle storage shall be provided 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.

8. Car Parking

Prior to the retail store first trading the car/vehicle parking area shown on the approved plans shall be completed to the full satisfaction of the Local Authority, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development during the approved opening hours.

Reason: To ensure that there are adequate parking facilities to serve the development in the interests of highway safety and that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC33.

9. Accessible Parking Spaces

Prior to the retail store first trading the accessible parking spaces shown on the approved plans shall be completed to the full satisfaction of the Local Authority, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles belonging to disabled people associated with the development.

Reason: To ensure that there is adequate on-site accessible parking facilities for the disabled in accordance with Development Control Policies Development Plan Document Policy DC33.

10. Loading

Prior to the retail store first trading the facilities for loading, unloading, circulation and manoeuvring shall be completed in accordance with the approved plans, to the full satisfaction of the Local Authority. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety in accordance with Development Control Policies Development Plan Document Policy DC36.

11. Deliveries

No deliveries to or collections from the site shall be made other than between the following times: 07:00 hours to 21:00 hours Monday to Saturday and 11:00 hours to 13:00 hours on Sundays, Bank or Public Holidays.

Reason: To protect the amenities of nearby residential properties in accordance with Policy DC61 of the Development Control Policies Development Plan Document.

12. Landscaping

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

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

13. Open Storage

No goods or materials shall be stored on the site in the open without the prior consent in writing of the Local Planning Authority.

Reason: In the interests of visual amenity, and that the development accords with Development Control Policies Development Plan Document Policy DC61.

14. Screen fencing

Prior to the commencement of the development screen fencing, walls and other boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The fencing/boundary treatment shall be permanently retained and maintained thereafter.

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

15. Vehicle cleansing

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

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

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

16. Contaminated Land

Prior to the commencement of development of the site, details shall be submitted to and agreed in writing by the Local Planning Authority setting out suitable gas protection measures to be employed on site including, but not necessarily limited to, the installation of a suitable gas resistant membrane. The gas protection measures shall be carried out in strict accordance with the agreed details. Upon completion of installation, a 'Verification Report' must be submitted demonstrating that the works have been carried out.

Reason: Insufficient information has been submitted to ensure that the occupants of the development and property are not subject to any risks from soil gas and/or vapour in accordance with LDF Core Strategy and Development Control Policies DPD Policy DC53.

17. Opening Hours

The retail store shall not be open to customers outside of the following times: 07:00 hours to 23:00 hours Monday to Saturday and 09:00 hours to 21:00 hours on Bank and Public Holidays and for any 6 hours between these times on Sundays.

Reason: To protect the amenities of nearby residents in accordance with Development Control Policies Development Plan Document Policies DC61.

18. Travel Plan

The retail store shall not commence trading until a staff travel plan to reduce single occupancy car journeys and to promote sustainable means of transport for staff has been submitted to and agreed in writing by the local planning authority. The plan shall include details for monitoring of the approved measures and shall be implemented in accordance with the agreed details throughout the life of the store.

Reason: To reduce reliance upon the private motor car and to encourage the use of other means of transport.

19. External Lighting

Prior to commencement details of external lighting, including for all car parking areas, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The external lighting shall be retained thereafter for the lifetime of the development.

Reason: Insufficient information has been supplied with the application to judge the impact arising from any external lighting required in connection with the building or use. Submission of this detail prior to occupation in the case of new building works will protect residential amenity and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

20. Highway Agreements

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

Reason: Insufficient information has been submitted with regard to the proposed alterations to the public highway. Submission of this detail prior to commencement will be in the wider interests of the travelling public and are maintained and comply with policies CP10, CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document.

21. Pedestrian 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.

22. Road Safety Audit

Prior to commencement, the proposed vehicular access shall be subjected to a combined Stage 1/2 Road Safety Audit. Prior to occupation, the proposed vehicular access shall be subjected to a Stage 3 Road Safety Audit. In both cases, recommendations shall be reasonable dealt with. The Road Safety Audit should be undertaken in accordance with Transport for London standard SQA-0170 (May 2014) or HD19/15 of the Design Manual for Roads and Bridges.

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, DC32 and DC61.

23. Fairkytes Avenue Retaining Structure

Prior to commencement, details of the proposed method of retaining Fairkytes Avenue shall be submitted for approval in accordance with the requirements of BD2/05 of the Design Manual for Roads and Bridges.

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, DC32 and DC61.

24. New Plant and Machinery

Prior to commencement a scheme for the new plant or machinery shall be submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 -10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the noise levels of the plant or machinery to be used 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 prevent noise nuisance to adjoining properties in accordance with the Development Control Policies Development Plan Document Policies DC55 and DC61.

25. Noise and Vibration

Prior to commencement details of a suitable mechanical ventilation system to be installed to control the transmission of noise and vibration shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and operated in accordance with the scheme during normal working hours.

Reason: Insufficient information has been supplied with the application to judge the technical specifications of the mechanical ventilation system. 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 protect the amenity of occupiers of nearby premises, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

26. Sustainable Construction

The retail development hereby permitted shall achieve a BREEAM rating of 'very good' and shall not be opened for trading until a BREEAM certificate has been issued and a copy provided to the local planning authority certifying that a rating of 'very good' has been achieved.

Reason: Insufficient information has been supplied with the application to judge sustainability of the development. The approval of details prior to commencement of the use is necessary to ensure that a high standard of sustainable construction and environmental performance is achieved in accordance with Development Control Policies Development Plan Document Policy DC49.

27. Drainage

The retail store shall not open to customers until the proposed drainage strategy has been implemented in accordance with the details set out in the Sustainable Design and Construction Statement report dated August 2016 submitted as part of the application.

Reason: Surface water drainage works are required on site to prevent the risk of flooding. The measures detailed in the drainage strategy are considered to be technically sound and need to be implemented as part of the development to ensure that it accords with Development Control Policies Development Plan Document Policies DC49 and DC61.

28. Enclosure of Car Park

The proposed retail store shall not open to customers until measures have been implemented to secure the car park during the period when the store is closed in accordance with details that have previously been submitted to and agreed in writing with the local planning authority.

Reason: Insufficient information has been submitted with the application to demonstrate how the car park would be secured to minimise the risk of crime and anti-social behaviour to ensure that the development accords with Development Control Policies Development Plan Document Policies DC61 and DC63.

29. Car Park Controls

The proposed retail store shall not open to customers until a car parking management strategy to restrict the maximum length of stay for customers to 120 minutes per visit has been implemented in accordance with details that have previously submitted to and agreed in writing by the local planning authority. The approved management strategy shall be implemented throughout the lifetime of the development..

Reason: Insufficient information has been submitted with the application to demonstrate how the proposed car parking restrictions will be achieved. The submission and implementation of the measures prior to the store trading to help minimise any overflow car parking onto local roads to ensure that the development accords with the LDF Development Control Policies Development Plan Document DC32 and DC33 (Annex 5).

30. Clear Glazing

The glazing in the shop front elevations of the building hereby permitted, shall not be obscured at any time, including items attached to the glazing or placed nearby. The glazing shall remain clear and un-obscured at all times.

Reason: In the interests of visual amenity and to comply with policy DC61 of the Core Strategy and Development Control Policies DPD.

31. Ground Levels

No works shall take place in relation to any of the development hereby approved until details of proposed ground levels and finished floor levels are submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: Insufficient information has been supplied with the application to judge proposed ground and finished floor levels. Submission of details prior to commencement will ensure that the development is acceptable and does not have any unexpected impact on existing residential amenity in accordance with Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

32. Towers Lettering

The proposed retail store shall not open to customers until a detailed scheme for the re-use to the front of the site of the 'Towers' lettering, taken from the frontage of the existing building, has been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to comply with policy DC61 of the Core Strategy and Development Control Policies DPD.

33. Permitted Development Restriction - Changes of Use

Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development consisting of a change of use under Part 3 Class D, G or J shall be carried out without the express permission in writing of the local planning authority.

Reason: To protect the retail function of the development, the amenities of local residents and the character of the area in accordance with Development Control Policies Development Plan Document Policies DC61 and DC15.

34. Permitted Development Restriction - Additional/ Mezzanine Floors

The total of floorspace within the building shall not exceed 2,747 square metres at any time. No additional internal floors or mezzanine levels other than those shown on the approved plans shall be installed. Neither shall there be any subdivision of the retail sales area, nor the provision of ancillary or subsidiary retail units within that sales floor.

Reason: The application has been assessed on the basis of a single food retail unit and any changes could materially affect the vitality and viability of Hornchurch town centre, and to protect the amenities of local residents and the character of the area in accordance with Development Control Policies Development Plan Document Policies DC61 and DC15.

35. No access from Fairkytes Avenue

Fairkytes Avenue shall not be used by any development traffic during the construction of the development hereby approved, nor shall it be used at anytime by customer vehicles or vehicles associated with the operations of the food store as a means of entering or leaving the site.

Reason: To protect the amenity of neighbouring residents and in the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

36. Road Signage & Turning Restriction

The proposed retail store shall not open to customers until a detailed scheme for additional road signage and road markings to enforce the site entrance turning restrictions has been submitted to and approved in writing by the Local Planning Authority. Prior to the retail store opening to customers, the 'left-turn only' site access arrangement, as indicated on drawing no. 16/0705/SK04, and agreed signage and road markings shall be installed to the full satisfaction of the Local Planning Authority and thereafter maintained.

Reason: Insufficient information has been submitted with the application to demonstrate the proposed signage and road markings to be used at the site entrance. The submission and implementation of the measures prior to the store trading would ensure that there are adequate entrance and exit arrangements to serve the development and that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC33.

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 £14,940 (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. 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.

4. **Changes to the public highway (including permanent or temporary access)** Planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted considered and agreed. If new or amended access as required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

Highway legislation

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development.

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

Temporary use of the public highway

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

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

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

REPORT DETAIL

1. Background: Second Deferral at Committee on 2 February 2017

- 1.1 Following deferral at the Committee meeting on 22 December 2016, the application was again deferred at the 2 February 2017 Committee meeting, on sole issue of vehicular access/egress concerns at the site entrance onto High Street. Members made clear they were otherwise satisfied with the proposal.
- 1.2 Members were concerned about the risk of the proposal exacerbating traffic congestion in the surrounding network, especially High Street, and asked Staff to seek that the applicant design a workable and enforceable scheme to address the impact of vehicle movement into and from High Street, likely to involve a left turn in and left out only configuration. Members set out that this should consider physical engineering solutions, including for example reconfiguring the access layout, its detailed position, restrictions at the site entrance/ exit to restrict direction of vehicle travel, and potentially highway based measures such as road markings, CCTV and signage with these to be met at the developers cost and covered by legal agreement as necessary. Members also wished to see potential use of signage and promotion of restrictions to store users to optimise enforcement of the measures.
- 1.3 Members would also like to see the chosen solution emerge from a high level option appraisal of other potential but dismissed alternatives.
- 1.4 In response, the applicant has considered a range of options for the site access arrangements and prepared an appraisal, which can be set out as follows:

Option 1

- This option would rely upon hatching in the centre of the High Street carriageway to denote no right turn, alongside appropriate signage. A central island on the access road would assist in enforcing no right-turn movements, although it would result in the articulated vehicle requiring additional space to both turn in and out of the site. This would be achieved with an over-run area, but could also be accommodated within the carriageway.

- A variation on this option would remove the central island, which assists with the swept path of the articulated vehicle. It does however leave the junction open to abuse, as it would largely rely on camera enforcement only.

- London Borough of Havering (LBH) Highways department commented that the central hatching shown on this option would be too narrow to be of any real benefit, although it is noteworthy that the overall width of the High Street at this point would not allow the hatching to be provided any wider. As such this option was not progressed further.

Option 2

- Option 2 introduced a mountable shoulder/kerb in the centre of the carriageway, which could work on a similar principle to what already exists further east along High Street (albeit notably narrower, with less kerb height). This would provide a physical barrier to right-turners, albeit could still be driven over by HGV's. This is particularly important in order to allow servicing vehicles to enter and exit the site. The option includes a central island in the centre of the access road, whilst variation on this option would remove the island. As with Option 1, this dictates the amount of additional carriageway required in order to enable the articulated vehicle to both enter and exit the site.

- The introduction of a mountable shoulder/kerb would directly affect turning movements not only at the site access, but also at Abbs Cross Gardens, located directly opposite the proposed site access junction. This could result in a notable redistribution of vehicular trips on the surrounding road network.

- LBH Highways commented that a mountable island is a safety risk, especially for powered 2-wheelers and cyclists. It would also be a trip hazard for pedestrians. As such this option was not progressed further.

Option 3

- Option 3 was more robust, as it promoted a physical barrier in the centre of the carriageway at High Street. There would still be a large mountable shoulder required on the exit for HGV's since the swing of the vehicle takes up a notable amount of carriageway space. This option, whilst the most robust in terms of ensuring drivers abide with the restriction, was likely to create wider problems on the network as it will also restrict turning movements at the Abbs Cross Gardens junction. This would result in the redistribution of traffic flow, and significantly increase the risk of people carrying out illegal U-turns elsewhere on the road network.

- LBH Highways commented that a 0.8 metre island is very tight, and wouldn't provide enough space to place lit bollards at each end and have adequate offset for vehicle overhangs/ wing mirrors etc. The arrangement would, as with the site access, make left turns out of Abbs Cross Gardens difficult, especially as the junction is used by Royal Mail. The proposal would not allow buses to turn right out of Abbs Cross Gardens, which is a fundamental issue. The over-run area onto the footway was also considered by LBH Highways to represent a pedestrian safety hazard.

Option 4

- Option 4 would rely upon signage and road markings on High Street. LBH Highways commented that this option would represent the most pragmatic solution of the four options, but would require enforcement for it to operate effectively, particularly if no island is to be provided. LBH Highways also noted that the carriageway should be widened as opposed to introducing over-run areas, as they represent a concern in terms of pedestrian confusion.

As a result of the above comment, drawing no. 16-0705 SK04B has been prepared, which includes a central island on the site access arm. LBH Highways also commented that the section of the access road from the junction of the High Street to the rear of the island would need to be adopted if this option was to be progressed.

Summary and Preferred Option

- When considering the merits of all four options, alongside commentary provided by LBH Highways, Option 4 (inclusive of the central island) was considered to represent the most appropriate solution. This option provides a physical barrier in the form of the central raised island positioned in the site access, which has been designed in such a way that would deter motorists from right-turn movements. Crucially, Option 4 would also help to ensure the continued movement of vehicles along both High Street and Abbs Cross Gardens. A detailed scheme for additional signage and road markings to help to enforce the 'left-turn only' arrangement will be secured via condition and agreed with the Local Highway Authority.

- It is considered that the negative impacts associated with providing a physical restriction installed in the carriageway at High Street would outweigh any benefit that it provides. Restricting any physical works to the site access road would ensure the continued operation of passing movements on High Street.

- Staff note that Option 4 would result in the loss of two of the mature street trees which are currently located on either side of the existing site access. Whilst Staff consider the loss of the trees to be regrettable, this measure would be required in order to achieve the necessary spacing to create a safe and workable splay for a left-turn only junction.

- 1.5 In addition, at the 2 February meeting Members expressed that they do not consider the installation of a new pedestrian crossing to be necessary due to those nearby and felt this would contribute to local traffic congestion. The proposed new crossing was recommended by Highways and was intended to mitigate the new pedestrian desire lines that would be created from Abbs Cross Gardens and the south of High Street. The purpose of the crossing

was to improve pedestrian safety in the area immediately adjacent to the new food store. Originally, the crossing was to be funded through a £73,750 highways contribution from the applicant secured by a legal agreement. Following the response from Members, the proposed heads of terms for the legal agreement have now been amended, deleting the requirement to provide a pedestrian crossing. As such the contribution amount has been reduced to £48,750 to cover pavement improvement works to High Street only.

- 1.6 Lastly, Members considered that a 2 hour duration in the car park would be most appropriate. As a result Condition 29: 'Car Park Controls' has been amended accordingly.

Background: Following Deferral at Committee on 22 December 2016

- 1.7 The application was deferred at the Committee meeting on 22 December 2016, in order for staff to clarify the points listed below:

i) Include in re-presented Committee Report a fuller, concise summary of main Traffic Assessment (TA) conclusions, especially the anticipated impact on traffic movement within High Street not just in the immediate vicinity of the access but more widely including the effect on other junctions/traffic light queuing and concerns about gridlock, together with detailed comment from Council's Highway Engineer on the traffic flow along High Street and impact of the development.

- The main findings of the applicant's supporting TA concludes that the site benefits from good access on foot and cycle, as well good public transport links. The TA also states that the redevelopment of the site would not result in a material increase in vehicle movements on the surrounding highway network in each of the assessed peak periods. In addition, it states that the capacity modelling of the surrounding road network demonstrates that the proposal would not have a material impact on delay through the network.
- In respect of increases in traffic along High Street, the applicant's Transport Consultant has provided an addendum to the initial Transport Impact Assessment report, which states that there will be very few new vehicle trips on the network since a new food store largely results in a transfer of trips from another food store (such as the nearby Sainsbury's) as opposed to new trips.
- The addendum statement also suggests that the junction modelling exercise makes use of queue surveys recorded at each junction to ensure that an accurate assessment as possible is undertaken. It goes on to state that by calibrating the base model to accurately reflect queuing, it is apparent that the development proposals would have a minimal impact on queuing at the High Street/Billet Lane junction.

- In addition, the addendum report also states that the junction modelling shows queuing at capacity at the Abbs Cross Lane junction during the base model. The report outlines that customers are likely to alter their travel habits to ensure they avoid peak time periods when traffic flow on the network is at its worst. The report goes on to state that the store is likely to attract an even higher percentage of pass-by or diverted trips than that accounted for in the model as opposed to new or transferred trips during this time period. Finally, it contends that this is traffic that is already on the network, and is typical for food store operations.
- The view of the Council's Highways Officer is that the Traffic Assessment (TA) goes into a great deal of detail to justify the modal split. This relates to method of transport people use and the 'modal split' is the portion of different modes of transport. However, that modelling doesn't necessarily reflect the observed queues on site (suggested to be shorter) and that modelling an urban traffic control (UTC) situation can be variable. For clarity, a UTC is a system where by traffic signals are linked together and report back to a central computer, ensuring that the traffic signal network operates as efficiently as possible.
- Contrary to the Transport Consultant's view, Highways advise that the local road network is extremely sensitive now and that the TA demonstrates that the development is likely to create an increase in traffic using High Street and therefore more congestion.
- The Highway Officer's view is that the statement regarding customers altering their habits to avoid peak times is speculation and no mitigation is offered if the assumption is proved to be incorrect. The reality is that this part of Hornchurch does suffer from congestion at peak times and this proposal is likely to make the situation worse. As well as general traffic flow, there is the potential to impact bus passengers in terms of increased journey times. There may also be knock-on effects where people choose to drive in streets not designed for significant traffic flows to the detriment of residents and those walking or cycling in quieter streets.
- One of the problems identified by Highways is that the adjacent traffic signal controlled junctions are currently operating close to capacity, and an increase in capacity can only be provided by making the junctions larger with longer lengths of multiple lanes; however this solution does not appear practical or solely related to the impact stemming from this proposal.
- The Council's Highway Officer also notes that the applicant's consultant relies on the assumption that there will be very few new vehicle trips on the network as the scheme will see a transfer of trips from another food store such as Sainsbury's as opposed to new trips - and this is also the justification for the modelling assumptions. From the Highway Officer's point of view, they are concerned that unless this assumption is correct, then there could be more congestion on the wider network. However in the wider

sense, there are no comprehensive demand-management projects proposed in the area and little prospect of increases in traffic capacity.

- The Council's Highway Officer notes that the applicant acknowledges there are issues now, but their assumptions on how people will travel is essentially the mitigation. This approach is considered to have limitations: because once the store is built, there will be limited ability to deal with the issues. On the other hand, Hornchurch is already suffering from congestion issues which will only get worse with predicted traffic growth, irrespective of whether the store is built. If the store is built, it is accepted that some of traffic growth would stem from it.
- Staff acknowledge that the applicant has outlined an approach whereby the traffic impacts from the store could be closely monitored over the first twelve months of operation, in order to get a clearer understanding of the full extent of any traffic issues. On the surface this could be a practical approach, however, as Highways point out: should issues arise it is not clear what mitigation measures could realistically be put in place after the 12 month period of monitoring. Highways advise that if simple road capacity solutions were available then they would be apparent and implementable now.
- The Officer perspective is that comprehensive junction remodelling and widening works would need to be undertaken across the Hornchurch road network to address the existing saturation and capacity issues in the town centre. The traffic problems are a wider strategic issue across Hornchurch town centre and have resulted from increased car users on the network as well as car dependent development. Highways have advised that this is an issue that has built up over several years and a problem that has multiple contributory factors. It should not therefore necessarily be pin-pointed to the impact of one particular development, including the proposal.
- In summary, it would appear that the traffic impacts are difficult to fully establish and are dependent on a variety of factors, as well as transport modelling approaches. In short, there are no simple solutions to the road capacity issues. What should be recognised is that High Street and Hornchurch town centre already experiences traffic congestion and that the nearby junctions are operating close to capacity. Given the comments from Highways, Staff are of the view that the new food store would inevitably result in an increase in some traffic using High Street and the surrounding network.
- Staff therefore advise that a careful judgement is required in relation to the traffic impacts of this development. Traffic issues already exist in this area and the proposal should be balanced against a judgement of the potential wider economic benefits: which include employment opportunities, increasing footfall, supporting the vitality and viability of Hornchurch town centre, as well as that the proposal would deliver the regeneration of a large vacant town centre site. Members are therefore invited to make a balanced judgement in respect of the traffic impacts of the development.

ii) Consideration of additional design/signage measures to reduce risk of traffic congestion related to the site entrance/exit including, for example, left turn in/out only.

- The applicant's Transport Consultant states that junction modelling for the site access junction has been undertaken for the 2021 scenario (5 years post-application submission) for robustness. It goes on to state that the modelling shows that the junction works well within capacity, with queuing not exceeding two vehicles even during the busier Saturday period. The report contends that queuing exiting the site would not exceed one vehicle at any time, with a maximum delay of 32 seconds. The applicant's Transport Consultant states that this indicates that there is no capacity concern with vehicles turning right out of the site.
- The addendum statement suggests that at no time would queuing for vehicles turning right into the site exceed one vehicle, with driver delay as low as six seconds. As a result the applicant's Transport Consultant states that this indicates that there are always gaps to allow vehicles to turn into the site.
- The addendum statement goes on to suggest that the model of the site access junction includes Abbs Cross Gardens to ensure that the store would not adversely affect its operation. The applicant's Transport Consultant states that the modelling results show a negligible increase in delay on Abbs Cross Gardens, with no increase in the number of queuing vehicles.
- The addendum statement outlines that the Safety Audit will not consider the capacity of the junction, but whether it is safe in design terms. In explaining this approach the applicant's Transport Consultant outlines that if any concerns are raised in the audit then they can be addressed in the design, and that the design is considered to be appropriate, and typical of a Lidl store operation.
- The applicant's Transport Consultant highlights that Lidl UK would support implementing a yellow box junction to replace the current 'keep clear' road markings. The Transport Consultant also states that Lidl UK would be content to fund any such works in advance of them being implemented.
- The Council's Highway Officer advises that a left in/left out arrangement would require the appropriate signage and traffic orders (i.e. a pair of banned right turns). It would be best for a physical measure, but High Street is not wide enough and so this would have to be a camera-enforced arrangement. The applicant's consultants have stated that this access would not create issues. From a Highways point of view, the operation of the access is not the concern, it is the traffic on the network. Banned turns might lead to some displaced traffic and locations where people might U-turn to come back to gain access. The applicant's consultant has suggested a yellow box rather than the current keep clear marking. In terms of a solution, the Officer position is that the yellow box should be employed for junctions

rather than private accesses. Highways also advise that the Council does not enforce yellow boxes at this time.

iii) Does the provision of on-site disabled parking accord with London Plan?

- The London Plan (Table 6.2) states that developments should achieve a standard of one accessible space for each employee (which is not currently known) and 6% for visitors. With 104 spaces, 6% would be 6 spaces which is less than the 4 proposed. The applicant has modelled the provision on the usage of other stores and have stated that they will monitor usage of the blue badge bays, and if appropriate recommend an increased provision at a later date.

iv) An additional condition preventing any access being formed from the site to/from Fairkytes Avenue to the rear without permission from the Council.

- The following condition has been added (condition 30):

Fairkytes Avenue shall not be used by any development traffic during the construction of the development hereby approved, nor shall it be used at anytime by customer vehicles or vehicles associated with the operations of the food store as a means of entering or leaving the site.

Reason: To protect the amenity of neighbouring residents and in the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

v) Extend restricted on-site parking period from one to two hours unless there is a car park capacity reason behind this restriction in which case explain fully.

- The applicant's Transport Consultant states that a maximum stay of 60 minutes could affect the ability for town centre shoppers to utilise the car park, restricting use largely to Lidl customers. However, the applicant accepts that on occasion the restriction may be necessary in order to manage use of the car park.
- The Transport Consultant goes on to state that providing flexibility ensures that the car park can be utilised by non-Lidl shoppers when demand for parking associated with the store is low. Therefore Lidl contend that allowing the maximum stay to increase beyond 60 minutes (such as 90 or 120 minutes) is necessary for their business purposes. The applicant's Transport Consultant contends that maximising the use of the car park ensures that unnecessary parking stress and potential congestion is not shifted to other town centre car parks.

- As a result of the above the applicant has suggested amending the wording in condition 29 to the following:

"The proposed retail store shall not open to customers until a car parking management strategy to provide a flexible maximum length of stay for customers of between 60 and 120 minutes per visit has been implemented in accordance with details that have previously submitted to and agreed in writing by the local planning authority. The approved management strategy shall be implemented throughout the lifetime of the development."

On balance, Staff consider this flexible approach to be reasonable, however, should Members take a different view the condition can be amended to restrict length of stay to a maximum of 120 minutes.

vi) Clarify for what and where the highway crossing contribution is to be used.

- The Highway contribution would be used in part to fund a new pedestrian crossing which would be installed adjacent to the new store entrance on High Street. Highways recognise that the food store would create new pedestrian desire lines from Abbs Cross Lane and the south of High Street. The new crossing would be intended as a safe pedestrian route across this part of High Street.

1.8 The report set out below is the same as that previously presented to Committee on 22 December 2016 and on 2 February 2017.

2. Site Description

2.1 The application relates to the former 'Mecca Bingo' hall at 31 High Street, Hornchurch. The building, formerly known as the Towers Cinema, was constructed in 1935 and operated as a cinema until 1973 when it was converted to a bingo hall.

2.2 The premises has been vacant since late 2015, and planning permission to demolish the building was granted in August 2016.

2.3 The site comprises 0.63 hectares, which includes the large former cinema building with a characteristic 1930's Art Deco frontage facing onto High Street. The building is set within the south western corner of the plot with an associated car park laid out on the land located to the north and east. The main vehicular access to the site is from High Street. There is also a north to south pedestrian route between Fairkytes Avenue and High Street which crosses the car park.

2.4 The land is designated in the Local Development Framework as being within the fringe area of the Hornchurch Major District Centre, although the site is also surrounded by residential accommodation to the north, south and west.

3. Description of Proposal

- 3.1 The application is seeking planning permission for the construction of an A1 food store, which will be operated by Lidl. The total floorspace proposed is 2,747 square metres over two floors with a net sales area of 1,690 square metres located on the ground floor. The building would also accommodate an ancillary warehouse and storage area, bakery, office, and staff welfare areas.
- 3.2 The development would include an associated car park providing 104 parking spaces. The car park would be laid out in the northern and eastern sections of the site similar to the current arrangement. The development would use the existing vehicular entrance point from High Street. A new set of steps and an accessible pedestrian lift would also be installed along the northern boundary with Fairkytes Avenue to maintain the existing pedestrian route through to High Street.
- 3.3 A single storey service/delivery bay would be located adjacent to the northern boundary with Fairkytes Avenue in the north western section of the site.
- 3.4 The proposed food store would be located on the south west portion of the site in a similar position to the existing building and would incorporate a mono-pitched with a height of approximately 7.6 metres sloping west down to a height of approximately 5.3 metres. An additional single storey flat roof section with a height of approximately 4.3 metres would wrap around to rear of the building adjacent to the boundary with Fairkytes Avenue.
- 3.5 The new food store would create 40 full and part time jobs. The proposed opening hours would be 07:00 to 23:00 Monday to Saturday, 11:00 to 17:00 on Sundays, Public and Bank Holidays.

4. Relevant History

- 4.1 P0325.16 - Demolition of former Mecca Bingo Hall - Approved, 31 August 2016

5. Consultations/Representations

- 5.1 Notification letters were sent to 269 properties and 10 letters of objection and 1 letter of support have been received.
- 5.2 The objection comments can be summarised as follows:

- Additional traffic and congestion on High Street and the surrounding roads, this would exacerbate existing parking and congestion problems in the local area.
- There are already too many supermarkets in the town centre and not enough culture in Hornchurch which will negatively affect the character of the town.
- The land could be much better used for other uses that the community needs, such as a cinema or gym or could house an indoor market to allow local businesses to sell products which would benefit the local community.
- Negative impact on the viability and vitality of the existing town centre shops.
- The design and appearance the store would be out of character and harmful to the streetscene.
- The Bingo Hall facade is a landmark and should be maintained as an identifier for the town - otherwise Hornchurch will become another homogenised high street.
- Noise and disturbance to residents.

5.3 In response to the comments above: It is acknowledged that the existing building serves as a very visible local landmark and has architectural merit as well as a historical legacy for recreational use. This function has now ceased and attempts to have the building formally protected through listing due to its architectural and historic quality have not been supported. The retention of the existing building façade was considered under the previous planning application, but there was not an overwhelming planning case when balancing this against the regeneration prospects for the town centre through a redevelopment of a vacant site. Matters in relation to highways and parking, the implications for the viability and vitality of Hornchurch town centre and the impact on the residential amenity and the streetscene are discussed in the following sections of the report.

5.4 The comments in support of the proposed development can be summarised as follows:

- Support the plan to pull down the former Bingo Hall and replace it with a modern building. The Art deco style building is now shabby and has out lived its practical use.
- The premises has become derelict and the car park has been used for unauthorised Traveller pitches.
- By bringing the car park back into use, it will ease the current parking problems in the immediate area.
- The food store would create new jobs in the area.

5.5 The following consultation responses have been received:

- 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.
- Natural England - no objection.
- Historic England - no objection.
- Flood & Rivers Management Officer - no objection, requested an additional drainage layout plan.
- Designing Out Crime Officer - no objection.
- Streetcare - no objection.
- Environmental Health - no objection, recommended conditions relation to gas protection measures, and noise and vibration.
- Local Highway Authority - no objection, but have requested that funds are secured through a S106 agreement to cover the provision of a new pedestrian crossing on High Street. In addition conditions have been recommended in relation to vehicle access and cleansing, the undertaking of a road safety audit, and further details of the retaining structure to Fairkytes Avenue.

6. Relevant Policies

- 6.1 Local Development Framework Core Strategy and Development Control Policies Development Plan Document Policies: CP2 (Sustainable Communities), CP3 (Employment), CP4 (Town Centres), CP9 (Reducing The Need To Travel), CP10 (Sustainable Transport), CP15 (Environmental management), CP17 (Design); DC15 (Retail and Service Development); DC32 (The road network); DC33 (Car Parking); DC34 (Walking); DC35 (Cycling); DC36 (Servicing); DC40 (Waste Recycling); DC49 (Sustainable Design and Construction); DC53 (Contaminated Land); DC55 (Noise); DC56 (Light); DC61 (Urban Design); DC62 (Access); DC63 (Delivering Safer Places); DC72 (Planning obligations).
- 6.2 Other relevant documents include the Designing Safer Places SPD, and the Sustainable Design and Construction SPD.
- 6.3 The following London Plan policies are material considerations: Policies 2.15 (Town centres); 4.7 (Retail and town centre development); 4.8 (Supporting a successful and diverse retail sector); 5.21 (Contaminated land) 6.10 (Walking); 6.13 (Parking); 6.9 (Cycling); 7.3 (Designing out crime); 7.4 (Local character).
- 6.4 The National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) are relevant to these proposals.

7. Staff Comments

- 7.1 The main considerations relate to the vitality and viability of Hornchurch town centre, the impact on the character and appearance of the streetscene and surrounding area, the impact on the residential amenity of neighbouring residents, the suitability of the proposed parking, access and servicing arrangements, and the implications for the surrounding highway network.
- 7.2 It should be noted that planning permission has previously been granted to demolish the former bingo hall building which currently occupies the site. This application is to consider the construction of an A1 food store and associated car park.

Principle of Development

- 7.3 The NPPF seeks to promote through Local Plans policies for competitive town centres that provide customer choice and a diverse retail offer. The issue for new retail proposals is one of impact rather than meeting a demonstrable need. The aim should be to provide customer choice whilst at the same time protecting existing town centres.
- 7.4 The NPPF paragraph 24, policies 2.15 and 4.7 in the London Plan, and LDF Policies CP4 and DC15 normally require retail development to be located in existing town centres.
- 7.5 The site is designated in the Local Development Framework as being within the fringe area of the Hornchurch Major District Centre.
- 7.6 Policy DC16 of the Havering Core Strategy and Development Control Policies DPD states that planning permission for A1 retail uses will be granted throughout the primary shopping area (comprising the retail core and fringe areas) at ground floor level. Enhancing the retail offer in the borough's town centres is regarded as critical to ensuring vitality and viability. The policy also advises that it is important that a 'critical mass' of retailing uses are maintained within the core areas of the borough's town centres.
- 7.7 The proposed development would introduce an active frontage to this section of High Street and help to maintain visual and functional retail continuity to aid in enhancing the vitality of the town centre. As such the proposed redevelopment of the site to provide an A1 retail store would be considered acceptable in principle in land use terms, subject to scale, layout and detailed design and highways considerations.

Design/Impact on Streetscene

- 7.8 The NPPF places significant emphasis on good quality design and architecture. Paragraph 58 sets out the standards that the development should aim to achieve, this includes adding to the overall quality of the area, responding to local character and being visually attractive as a result of good architecture. 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.
- 7.9 The existing building at 31 High Street (formerly used as a cinema and later as a bingo hall) comprises a large and conspicuous detached structure, with a grand frontage and considerable scale and bulk. As such the former Bingo Hall forms a prominent feature in the streetscene along this section of High Street. In terms of the site surroundings the current building stands significantly taller than the two-storey parade of shop units immediately to the west of the site at 23-27 High Street. In addition, the former Bingo Hall is considerably larger in terms of height and bulk in comparison to the shop units to the east at 35-37 High Street, which lie beyond the main car park entrance.
- 7.10 In comparison, Staff consider that rather than replicating the bulk and prominence of the existing building, the design of the proposed food store building, including a lower profile roof design and significant areas of glazing to the frontage, would sit relatively comfortably in this section of High Street and within the context of the surrounding development.
- 7.11 It is however noted that in this setting the eastern flank of the building would create a large expanse of built form with a relatively blank appearance. This would be exacerbated to some extent due to prominence of the building and the openness of the surrounding car park area and street frontages at both High Street and Fairkytes Avenue. In order to address this issue additional glazing and varied cladding systems would be applied to help to break up the flank elevation and create more interest. As a result, on balance, Staff consider that the proposed building would have an acceptable scale and bulk and would not be overly visually dominant in this setting.
- 7.12 As mentioned, the demolition of the existing building and the merits of retaining architectural features were considered under the previous planning permission. The applicant intends to use the 'Towers' lettering from the art deco frontage and install them at pavement level in front of the front elevation of the food store. This measure is considered to be acceptable in terms of the streetscene and would provide some historical context to the previous use of the site.
- 7.13 Overall, Staff are of the view that the new food store building would be sympathetic to the scale and bulk of the surrounding area and serve to maintain and enhance the character and appearance of the streetscene along this section of High Street.

Impact on Amenity

- 7.14 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through over-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, or noise and disturbance to existing properties.
- 7.15 The main consideration in terms of overshadowing and over-dominance relates to the impact on the occupants of 8 Fairkytes Avenue, located to the north west of the application site.
- 7.16 The proposed food store would be positioned directly adjacent to the eastern side boundary of No.8. The gradient across the application site gradually rises from High Street to the south through to Fairkytes Avenue towards the north. The development would involve the excavation of sections of the ground across the site to create a similar level to High Street, which would allow the proposed building to sit at a lower ground level to the adjacent houses at Fairkytes Avenue. As a result the height and prominence of the building adjacent to the boundary with No.8 would be significantly reduced. Crucially the rear section of the building, which lies closest to No.8 has also been designed with a low profile flat roof which would serve to further reduce any overbearing impact on the adjacent occupiers.
- 7.17 Whilst it is acknowledged that the proposed new building would be considerably lower in terms of its height and bulk, it would have a much greater footprint and depth. The new building would occupy the western side of the site adjacent to the side boundaries with 8 Fairkytes Avenue, the new flatted accommodation at Arias Court, and 23a to 27a High Street to the north. The windows in the side elevation of the food store would be high level to allow daylight into the shop floor area and would not provide any outlook for employees or customers towards the adjacent residential properties. A condition will also be included removing permitted development rights for additional internal floors and mezzanine levels which will help to mitigate any future privacy or overlooking issues.
- 7.18 The relationship of the food store to the residential properties to the west also presents additional considerations in terms of the impact of overshadowing and loss of daylight to the neighbouring residential occupiers. Arguably the reduction in height, bulk and massing in comparison to the existing building would improve outlook and daylight to the properties at High Street and Arias Court. However, again of particular concern in this regard would be the impact on 8 Fairkytes Avenue. The western flank of the proposed building would be positioned approximately 3 metres from the tapering boundary with No.8. There are two windows in the flank elevation of No.8, but these are not primary light sources and have little outlook due to the proximity to the boundary fence. A supporting daylight and sunlight study has been undertaken, the results of which

indicate that despite the positioning of the food store building, 93% of the adjacent garden area would receive at least two hours of sunlight on 21st March. This is significantly better than the BRE recommendation which advises a standard of 50%. Staff are of the opinion that this is mainly attributed to the low profile roof design as well as the lower ground level at the development site.

- 7.19 The proposal would also involve the installation of dry cooler and heat pump plant adjacent to the northern boundary, and within close proximity to 8 Fairkytes Avenue. To mitigate against noise it is proposed that the plant would be installed within a specialist acoustic enclosure. A condition requiring a detailed scheme for controlling noise emission from plant will be included.
- 7.20 On balance it is not therefore considered that the proposed development would present undue issues in relation to loss of daylight and overshadowing in accordance with policy DC61.
- 7.21 The proposed opening hours would be 07:00 to 23:00 Monday to Saturday, 11:00 to 17:00 on Sundays, Public and Bank Holidays. Deliveries and servicing of the site would be restricted to 07:00 to 21:00 Monday to Saturday and 11:00 hours to 13:00 hours on Sundays, Bank or Public Holidays. In terms of the general impact on the amenity of neighbouring residents as a result of noise and disturbance; given the existing commercial uses within the area, the town centre location and the associated night time economy at nearby High Street, any residents living in this part of Hornchurch can reasonably expect to experience a greater element of noise and disturbance from vehicle movements, passers-by, and general town centre activity than those living in a purely residential area.
- 7.22 As such it is not considered that the proposed development would present any undue issues in relation to residential amenity in accordance with Policy DC61.
- 7.23 It is noted that issues of disruption during construction have been raised in representations. This is not considered to be a material planning consideration on which a refusal could be based. A Construction Method Statement is however recommended to be secured through condition.

Environmental Issues

- 7.24 Environmental Health have raised no objections in relation to any historical contaminated land issues associated with the site, but have recommended a precautionary condition in relation to gas protection measures.
- 7.25 The site is not located within a flood zone and as such presents no issues in relation to flood risk or sustainable urban drainage.

- 7.26 The proposal is not considered to give rise to any significant noise issues, subject to controls on the trading and delivery times.

Parking and Highway Issues

- 7.27 The site is within a town centre location and has a Public Transport Accessibility Level (PTAL) rating of 4; meaning that the premises has good access to a variety of public transport facilities. Government guidance encourages a relaxation in parking and other standards in town centre locations, particularly where there is good access to public transport and the proposal accords with this advice.
- 7.28 The maximum parking standard for sites located in District Centres for A1 food supermarket uses is one space for every 18 to 25 square metres. At 104 spaces, the amount of on-site car parking provision proposed in the development is considered to be acceptable in terms of the adopted standards and the Local Highway Authority has raised no objections in this regard. It is also intended that the car park would be free to use and would not be restricted to customers, providing additional parking spaces for town centre shoppers.
- 7.29 In order to assess the likely impact on the surrounding highway network, the applicant's traffic consultant has carried out a survey of comparable stores in Clapham and Barking, and are also in an area with a PTAL of 4. Whilst the study is based on modelling and comparative locations, it does indicate that additional traffic movements would not be harmful and overspill onto local roads would be of lower risk. However, the report does advise several mitigating measures to reduce the impacts, such as the implementation of a travel plan as well as financial contributions towards pedestrian infrastructure in the area.
- 7.30 A financial contribution of £73,750 will be required prior to the opening of the store to be used for highway works in respect of pavement improvements and a new pedestrian crossing to be installed adjacent to the store entrance on High Street. The new crossing would be intended to mitigate the new pedestrian desire lines that would be created from Abbs Cross Lane and the south of High Street.
- 7.31 The supporting transport statement advises that deliveries to the food store would be from one of Lidl's regional distribution centres. Lidl's intentions would be to limit deliveries to two to three vehicles each day, with waste materials being returned in the same vehicle. The proposed store would include ancillary storage areas, as well as a bakery, which would reduce the requirement for additional daily deliveries. The proposed swept path tracking diagram for HGV vehicle manoeuvring movements within the site is considered to be acceptable. As stated previously, servicing and deliveries would be restricted by condition between the hours of 07:00 to 21:00 Monday to Saturday and 11:00 hours to 13:00 hours on Sundays, Bank or Public Holidays.

7.32 The proposed cycle parking would meet the London Plan and LDF requirements.

Mayoral Community Infrastructure Levy

7.33 The proposed development will create 747 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £14,940 (this may go up or down, subject to indexation) based on the calculation of £20.00 per square metre.

8. Conclusion

8.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable subject to conditions and a section 106 legal agreement.

8.2 Staff consider that the proposed development raises considerations in relation to the vitality and viability of Hornchurch town centre, the impact on the character and appearance of the streetscene and surrounding area, the impact on the residential amenity of neighbouring residents, the suitability of the proposed parking, access and servicing arrangements, and the implications for the surrounding highway network. In this instance the proposal is considered to be acceptable in all material respects.

8.3 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 completion of a legal agreement to secure a financial contribution towards highway works.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be required to prepare and complete the S106 legal agreement. The S106 contribution is lawfully required to mitigate the harm of the

development, and comply with the Council's planning policies. Officers are satisfied that the contribution required is compliant with the statutory tests set out in the CIL Regulations relations to planning obligations.

Human Resources implications and risks:

None.

Equalities implications and risks:

None

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 5 September 2016 and amended plans received on 22 November 2016.