



REGULATORY SERVICES COMMITTEE

6 April 2017

REPORT

Subject Heading:

**P2048.16: Purbeck House, 230-234
Hornchurch Road, Hornchurch**

Change of use from A2 offices and various extensions to create 9no. residential units, plus reconfiguration of car park to provide parking, communal amenity space, and refuse area. (Application received 22 December 2016)

Ward:

Hylands

Lead Officer:

**Helen Oakerbee
Planning Manager
Stefan Kukula**

Report Author and contact details:

**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 change of use from A2 offices and various extensions to create 9no. self-contained residential units, plus the reconfiguration of the rear car park to provide parking, communal amenity space, and refuse area.

It raises considerations in relation to the impact on the character and appearance of the streetscene, the impact on the residential amenity of the future occupants and of neighbouring residents, and parking and access.

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 56.3 square metres of new gross internal floor space. The proposal would therefore give rise to the requirement of £1,126 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 obligations by 6 October 2017 and in the event that the Section 106 agreement is not completed by such date the item shall be returned to the committee for reconsideration:

- A financial contribution of £54,000 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.
- Save for the holder of blue badges that the future occupiers of the proposal will be prohibited from purchasing residents or business parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

That the Director of Neighbourhoods 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. Matching Materials

All new external finishes shall be carried out in materials to match those of the existing building(s) and samples of the materials to be used shall be submitted to

and agreed in writing by the Local Planning Authority prior to the commencement of any of the works hereby permitted.

Reason: To safeguard the appearance of the premises and the character of the immediate area, and that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC54.

4. Parking Provision

Before any of the flats hereby permitted are first occupied, the car park to the rear shall be laid out to the full satisfaction of the Local Planning Authority and be made available for 12no. car parking spaces and thereafter this car parking provision shall remain 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.

5. 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.

6. Hours of Construction

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

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

7. Refuse and Recycling

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

Reason:-

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

8. Cycle Storage

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

Reason:-

Insufficient information has been supplied with the application to demonstrate what facilities will be available for cycle parking. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the

case of changes of use is in the interests of providing a wide range of facilities for non-motor car residents and sustainability.

9. Landscaping

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

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

10. Boundary Fencing

The proposed building shall not be occupied until details of all proposed walls, fences and boundary treatment have been submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to commencement will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC6.

11. Pedestrian Visibility Splay

The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access gates to the service road, 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.

12. Balcony Restriction

The remainder of the flat roof area not specifically indicated for use as the balcony/roof terrace hereby permitted on the approved plan shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

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

13. Balcony Screening Panel

Prior to occupation of the development hereby permitted a partition screening panel shall be installed on the roof terrace associated with flat 8, adjacent to the boundary with 236 Hornchurch Road in accordance with details previously submitted to and agreed by the Local Planning Authority. Following installation, the screening panel shall remain in place permanently.

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

14. Water Efficiency

All dwellings hereby approved shall comply with Regulation 36 (2)(b) and Part G2 of the Building Regulations - Water Efficiency.

Reason: In order to comply with Policy 5.15 of the London Plan.

15. Lighting

No building shall be occupied or use commenced until external lighting is provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

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

16. Road Traffic Noise

Prior to the commencement of any development an assessment shall be undertaken of the impact of road noise emanating from Hornchurch Road upon the development in accordance with the methodology contained in the Department of Transport/Welsh office memorandum, "Calculation of Road Traffic Noise", 1988. Reference should be made to the good standard to be found in the World Health Organisation Document number 12 relating to community noise and BS8233:1999. Following this, a scheme detailing measures, which are to protect occupants from road traffic noise shall be submitted to, and approved in writing by the Local Planning Authority and shall be implemented prior to occupation.

Reason: Insufficient information has been supplied with the application to judge the impact of road noise upon the proposed development. Submission of an assessment prior to commencement will protect future residents against the impact of road noise in accordance with Development Control Policies Development Plan Document Policy 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 £1,126 (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. 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.
4. 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.

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

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

REPORT DETAIL

1. Site Description

- 1.1 The application relates to the property at Purbeck House, 230-234 Hornchurch Road, Hornchurch. The site occupies a prominent corner plot on the junction of Hornchurch Road and Purbeck Road, and comprises three commercial units with A2 office uses. A car park area is located to the rear of the site accessed from Purbeck Road.
- 1.2 The site is located within an area of mixed residential and commercial uses, but is not subject to any specific land use designation within the LDF. To the east, the adjacent cluster of commercial properties forms the Hornchurch Road Minor Local Centre.

2. Description of Proposal

- 2.1 The application is seeking planning permission for the change of use from A2 offices and the erection various extensions to create 9no. self-contained residential units.
- 2.2 The proposed flats would be arranged over the ground and first floors of the building and would comprise 4no. one-bedroom units, 4no. two-bedroom units and 1no. three bedroom unit.

- 2.3 The proposed two storey rear extension will project 3.3 metres from the main rear elevation extending the flank of the building along Purbeck Road. This section of the extension would incorporate a hipped roof design and will continue the eaves and roof profile of the existing building.
- 2.4 A first floor rear extension would project approximately 3 metres over an existing flat roof single storey section to the rear of No.s 232 & 234. The remainder of the flat roof area would be partitioned and utilised as separate private outdoor terrace areas for two of the proposed first floor flats.
- 2.5 The existing dormer to the rear of No.232 would be renovated and an additional flat roof dormer will be constructed on the adjacent roof elevation at No.234, serving the proposed flats in the converted attic space.
- 2.6 The existing rear car park and servicing area would be reconfigured, with the demolition of a rear detached garage structure, and set out to provide 12no. off-street car parking spaces, and a refuse area. An area of shared amenity space would be provided in the north western corner of the site adjacent to the car park comprising approximately 36 square metres. Each of the ground floor flats would be served by private terrace areas of varying sizes.

3. Relevant History

- 3.1 P1540.13 - Proposal for change of use of existing A2 Office Use Class to C3 Residential Use Class, by internal reconfiguration of existing accommodation, the addition of first floor over part of ground floor at rear, and a two storey extension along Purbeck Road, to provide nine flats over two storeys. Reconfiguration of existing car park to provide communal amenity space, parking and refuse area - Approved, 30 March 2015
- 3.2 P0422.13 - Extension of accommodation by the addition of first floor - Refused, 16 September 2013

4. Consultations/Representations

- 4.1 Notification letters were sent to 39 properties and no representations have been received.
- 4.2 The following consultation responses have been received:
- Thames Water - no objection.
 - London Fire Brigade Water Team - no objection.
 - London Fire and Emergency Planning Authority - no objection.

- Environmental Health - no objection, recommended condition relating to a road noise assessment.
- Local Highway Authority - no objection, recommended conditions in relation to pedestrian visibility splays and vehicle cleansing.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), 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, 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), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 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) and 7 (Requiring good design), are relevant to these proposals.

6. Staff Comments

- 6.1 The main considerations relate to the principle of the development, the impact on the character and appearance of the street scene, the implications for the residential amenity of the future occupants and of nearby houses and the suitability of the proposed parking, access and servicing arrangements.
- 6.2 It should be noted that planning permission P1540.13 was granted for a similar proposal in March 2015. The main difference in comparison to the previous scheme is that the unit at No.236 has been omitted from the site area for the current application. This has resulted in changes to the internal layout of the flats as well as the car park, refuse store and communal amenity area. The proposed rear extensions would be similar in terms of design, scale, height, bulk and massing. Staff acknowledge that the 2015 planning permission is a material consideration and offers a fall-back position for the development at the site.

Principle of Development

- 6.3 The NPPF and Policy CP1 support the increase in the supply of housing in existing urban areas where development is sustainable.
- 6.4 The proposal is for the redevelopment of a commercial site to provide residential accommodation in a location which is not designated as an employment area within the Development Plan. This is in accordance with Policy DC11, which states amongst other things, that outside of the designated employment areas the Council will support the redevelopment of commercial sites for housing when they become available for development.
- 6.5 Therefore the proposed change of use is considered to be acceptable in principle in land use terms, subject to detailed design, layout and highways considerations.

Density/ Layout

- 6.6 Policy DC2 of the LDF provides guidance in relation to the dwelling mix within residential developments. Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.
- 6.7 The proposal would provide 9no. residential units at a density equivalent to approximately 100 dwellings per hectare. This complies with the aims of Policy DC2 which suggests that a dwelling density of between 50 to 110 dwellings per hectare would be appropriate in this location.
- 6.8 The 'Technical housing standards - nationally described space standard' document and Policy 3.5 of the London Plan set out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home.
- 6.9 The proposed flatted block would provide 9no. flats with varying floor space sizes, all of which meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve. The bedrooms in these flats would also generally comply with the minimum standards set out in the technical housing standards with regard to floor area, width and ceiling heights. Given this factor it is considered that the proposed development would be in accordance with technical housing standards and the flats would provide an acceptable amount of space for day to day living.
- 6.10 Havering's Residential Design SPD does not prescribe minimum space standards for private gardens. The SPD does however state that private amenity space should be provided in single, usable, enclosed blocks which benefit from both natural sunlight and shading, adding that the fundamental design considerations for amenity space should be quality and usability. All

dwellings should have access to amenity space that is not overlooked from the public realm.

- 6.11 Terrace areas, ranging between approximately 20 to 40 square metres, would serve each of the ground floor units. It is acknowledged that the terraces located to the front on Hornchurch Road would have limited privacy. However, the amenity areas would include hedging and fencing offering an extra degree of privacy and security.
- 6.12 Two of the rear units would be set out over two levels and at first floor would also benefit from private roof terrace areas of approximately 15 square metres.
- 6.13 The remaining four flats at first floor level and within the attic space would not benefit from private amenity space associated with the apartment. However, an area of approximately 36 square metres to the west of the car park would be set out as a shared amenity area, giving occupants of the flats access to some outdoor amenity space.
- 6.14 It is considered that the proposed amenity space would be of a suitable form and size and would therefore result in acceptable living conditions for future occupants. All of the proposed dwellings would have adequate access to sunlight and daylight. Therefore the general site layout is considered to be in accordance with policy DC61.

Design/Impact on Streetscene

- 6.15 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.16 The application site occupies a prominent location on the junction of Hornchurch Road and Purbeck Road.
- 6.17 Minor alterations to domesticate the appearance of the front elevations of the existing ground floor commercial units and the addition of external amenity space and planting would serve to soften the building frontage. It is considered that these measures would improve the visual appearance of the building and enhance the character and appearance of this section of Hornchurch Road.
- 6.18 The proposed two storey rear extension will project 3.3 metres from the main rear elevation extending the flank of the building along Purbeck Road. The extension would incorporate a hipped roof design and would continue the eaves and roof profile of the existing building, allowing the development to harmonise well with its surroundings and within the streetscene. Given the projection and the matching design features the rear extension would form a relatively subordinate addition to the building in terms of its scale and would serve to maintain the character and appearance of the street scene.

- 6.19 The proposed first floor extension and roof terrace areas would be set back within the existing bulk and mass of the building. The existing flank elevation to Purbeck Road and the proposed two storey extension would allow for some screening of the first floor extension and terraces from Purbeck Road. Overall this section of the development would form a minimal impact on the streetscene and would maintain the character of the surrounding area.
- 6.20 The proposed rear dormer would match the size, scale and appearance of the adjacent existing dormer. The dormer height would be set below the main roof ridge height, with tiling visible to the sides and above the eaves minimising the visual dominance of the structure. As such it would not be visible from Hornchurch Road. It is not considered that the dormer would create any undue impact on the character and appearance of the street scene.
- 6.21 Overall, it is not considered that the combination of extensions and alterations to the building would contribute positively to the appearance of the streetscene and the adjoining terrace, and as such would serve to maintain and enhance the character of the local area in accordance with Policy DC61.

Impact on Amenity

- 6.22 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss and dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing properties.
- 6.23 The main consideration in terms of residential amenity relates to the impact on the occupants of 1a Purbeck Road, located to the north of the site and the adjacent the first floor flat at 236a Hornchurch Road.
- 6.24 The first floor extension would project 3 metres along the boundary with No.236a, and would lie some 0.85 metres from the main rear window. Whilst it is acknowledged that the extension would appear prominent for the occupants of this adjacent first floor flat, it is not considered to an overbearing extent on which a refusal could be based. It should also be noted that the extension replicates the first floor extension approved under planning permission P1540.13.
- 6.25 Given the southern facing orientation of the building, the rear of the elevation does not benefit from direct sunlight and ultimately the extension would not cause overshadowing or a significant loss of light.

- 6.26 A screen would also be installed along the boundary with the roof terrace to mitigate any privacy issues. The installation of this feature will be required via condition prior to occupation of the flat.
- 6.27 The proposed two storey extension would project to within approximately 18 metres from the side elevation of No.1a Purbeck Road. The side elevation of No.1a includes two upper floor windows one of which is obscure glazed and the other a mid-level landing area - neither of which serve a habitable room. The windows at ground floor level in the side elevation of 1a Purbeck Road include a small single pane obscure glazed window and a secondary window to the habitable room in the rear section of the house.
- 6.28 The ground level between the application site and No.1a Purbeck Road increases slightly in gradient and it is considered that the 18 metre distance between the proposed development and the rear garden of the existing dwelling would be sufficient to maintain suitable standards of privacy and outlook for the occupants of both the existing house and those in the proposed flats.
- 6.29 The proposed rear windows of the first floor rear extension and rear dormers and the rear roof terraces would not result in a materially greater level of overlooking than currently experienced.
- 6.30 On balance, it is considered that the proposed extensions would not harm the amenities of neighbouring properties and would provide acceptable living conditions for the future occupants. The proposal is therefore in accordance with Policy DC61 and the intentions of the NPPF.

Environmental Issues

- 6.31 Environmental Health have raised no objections in relation to any historical contaminated land issues.
- 6.32 The site is not located within a Flood Zone and presents no issues in relation to flood risk.
- 6.33 The proposal is not considered to give rise to any significant noise issues that would not normally be associated with residential or commercial occupation.

Parking and Highway Issues

- 6.34 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. In this instance the application site is located within an area with a Public Transport Accessibility Level (PTAL) rating of 1, meaning that the site offers a poor degree of access to surrounding public transport.

- 6.35 The scheme can demonstrate off street car parking provision for 12no. car parking spaces for 12no. flats, at a ratio of 1.3 spaces per unit, through the reconfigured layout of the existing car park at the rear of the site. At present the car park is used on a short term informal basis by the adjacent mechanics garage, located on the opposite side of the Purbeck Road junction, mainly to store scrapped and off the road vehicles.
- 6.36 The parking provision and highways implications were also assessed under planning permission P1540.13, and a ratio of 12no. parking spaces for 9no. residential units was previously judged to be acceptable. The current application proposes the same parking ratio in a similar arrangement to the previously approved car parking proposals. As such, it should be noted that planning permission P1540.13 offers a fall-back position on a 9no. unit scheme with 12no. parking spaces.
- 6.37 There are currently on-street parking restrictions around the junction of Purbeck Road and Hornchurch Road, as well as two 'disc parking only' permit spaces set out immediately adjacent to the flank of the building. Further along Purbeck Road, beyond the application site boundary, on-street car parking is unrestricted. The Local Highway Authority have raised no objection to the proposed car parking provision and servicing and access arrangements from Purbeck Road. Future occupiers of the proposed flats will be prohibited from purchasing residents or business parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme through the S106 agreement.
- 6.38 A communal refuse store would be set out in the rear car park adjacent to Purbeck Road and therefore within the distance reasonably expected for refuse collection operatives to walk to collect waste.
- 6.39 No details of secure cycle storage have been provided, but this will be secure via condition.

Mayoral Community Infrastructure Levy

- 6.40 The proposed development will create 9no. residential units with 56.3 square metres of new gross internal floor space. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £1,126 (subject to indexation) based on the calculation of £20.00 per square metre.

Infrastructure Impact of Development

- 6.41 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.

- 6.42 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 DC29 states that the Council will seek payments from developers required to meet the educational need generated by the residential development. Policy 8.2 of the Further Alterations to the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 6.43 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.
- 6.44 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.
- 6.45 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.
- 6.46 Furthermore, evidence clearly shows a shortage of school places in the Borough - (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report identifies that there is no spare capacity to accommodate demand for secondary, primary and early 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, in accordance with Policy DC29 of the LDF.
- 6.47 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 per unit 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.

6.48 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 £54,000 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. On balance the proposal is considered to be acceptable in all material respects.

7.3 Staff are of the view that the siting, scale and location of the proposal would not be disproportionate or have a harmful impact on the character of the streetscene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions and the completion of a Section 106 legal agreement.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be required for the completion of a legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity.

BACKGROUND PAPERS

Application form received on 22 December 2016, and amended drawings received 24 February 2017.