



REGULATORY SERVICES COMMITTEE

REPORT

27 April 2017

Subject Heading:

**P0183.17: Queens Moat House, St
Edwards Way, Romford**

**Rooftop extension comprising 4no.
self-contained flats and shared gym
facility; plus, renovation works to
existing building facade; and,
landscaping works. (Application
received 10 February 2017)**

Ward:

Romford Town

Lead Officer:

**Helen Oakerbee
Planning Manager**

Report Author and contact details:

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Policy context:

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

Financial summary:

None

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

Havering will be clean and its environment will be cared for [X]

People will be safe, in their homes and in the community [X]

Residents will be proud to live in Havering [X]

SUMMARY

The proposal is for the construction of a roof extension to create one additional floor comprising 4no. new flats. The proposal would also involve the renovation of the existing facade of the building.

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

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

RECOMMENDATIONS

That it be noted that proposed development is liable for the Mayors Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on 241.4 square metres of new gross internal floor space. The proposal would therefore give rise to the requirement of £4,828 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 £24,000 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.
- Save for the holders of blue badges that the future occupiers of the proposal will be prevented from purchasing parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme.
- 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.
- It is resolved to grant planning permission subject to completion of the s106 agreement by 27 October 2017 or in the event that the s106 agreement is not completed by 27 October 2017 the item shall be returned to the committee for reconsideration.

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. 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

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.

7. 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.

8. Accessible and Adaptable Dwellings

All dwellings hereby approved shall be constructed to comply with Part M4(2) of the Building Regulations - Accessible and Adaptable Dwellings.

Reason: In order to comply with Policy DC7 of the Local Development Framework and Policy 3.8 of the London Plan.

9. New Plant and Machinery

No building shall be occupied or use commenced until a scheme for the new plant or machinery is 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.

10. Noise Insulation

No building shall be occupied or use commenced until a scheme for protecting the proposed dwellings from noise from nearby restaurants and commercial premises at North Street, has been previously submitted to and approved by the Local Planning Authority. Any works which form part of the scheme shall be completed before any of the permitted dwellings are occupied.

Reason: Insufficient information has been supplied with the application to judge the impact of noise upon the proposed development. Submission of an assessment prior to commencement will protect future residents against the impact of noise in accordance with Development Control Policies Development Plan Document Policy DC61.

11. 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.

12. Parking Provision

Before any part of the dwelling hereby permitted is first occupied the car parking provision as indicated in drawings 'P.12.01 Rev D' and 'P.12.02 Rev E' shall be laid out and implemented to the full satisfaction of the Local Planning Authority and thereafter this car parking provision shall remain unobstructed and permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

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

13. 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.

14. Car Parking Management Scheme

No part of the development hereby permitted shall be occupied until details to show how car parking is to be managed within the site and spaces allocated to visitors and existing tenants has been submitted to the Local Planning Authority for approval in writing. The submission shall include details of measures to be used to manage and maintain the service road free from obstruction by parked vehicles. The car parking management strategy shall be provided in accordance with the approved details prior to the first occupation of any dwelling. Such facilities shall be permanently retained thereafter for the lifetime of the development.

Reason: Insufficient information has been submitted with the application to demonstrate how the service road that serves the development would be managed and parking controlled so as to avoid access for residents, service and emergency vehicles being restricted and the access to the electricity sub-station and flood water storage area being obstructed. The approval and provision of the management scheme is considered necessary prior to first occupation in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC32 and DC33.

15. Road Traffic Noise Assessment

No works shall take place in relation to any of the development hereby approved until an assessment is undertaken of the impact of road noise emanating from St. Edwards Way/ North Street upon the development in accordance with the methodology contained in the Department of Transport/Welsh office memorandum, "Calculation of Road Traffic Noise", 1988. 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 £4,828 (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. 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 units 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 premises at Queens Moat House, St Edwards Way, Romford. This is a large detached four-storey office block located within Romford town centre.
- 1.2 The building is positioned with a prominent frontage onto the A118 St. Edwards Way and backs onto the two storey residential accommodation at Haysoms Close to the rear.
- 1.3 The land is not designated for any specific purposes in the Local Development Framework (LDF) and the site is surrounded by a mixture of uses including commercial and residential.

2. Description of Proposal

- 2.1 The application is seeking planning permission for the construction of a roof extension to create an additional floor forming 4no. new residential flats. The accommodation would comprise 1no. one-bedroom unit and 3no. two-bedroom units.
- 2.2 The application follows prior approval consent under applications J0004.17 and J0017.16 to convert the existing ground, first, second and third floors from offices to 41no. self-contained residential flats.
- 2.3 The extension would be setback from the main elevations of the existing building and would raise the height of the main section of the building by approximately 2.4 metres. The extension would comprise a light weight modern design with a flat roof, which would match the height of the existing lift shaft overrun and plant room which projects above the height of the main building, effectively absorbing this existing feature.
- 2.4 Each of the flats would be served by partially enclosed roof terrace areas positioned along the front elevation of the extension, with a shared covered access deck to the rear. The existing internal stairwells and lift shafts would be adapted to enable internal access to the additional floor.

- 2.5 The Queens Moat House premises currently has 21no. off street car parking spaces at ground floor and basement levels. An additional 16no. spaces would be created, providing a total of 37no. off-street parking spaces. The spaces would be used by the 41no. flats previously approved under the prior approval process, as well as the 4no. new units proposed in this current application.

3. Relevant History

- 3.1 J0004.17 - Prior approval for the change of use of offices (B1a) to provide 41no. residential units (C3) arranged over ground, first, second and third floors - Granted, 3 April 2017
- 3.2 J0017.16 - Change of use of offices (class B1) to C3, to provide 32 residential units over ground, first, second and third floors - Granted, 16 December 2016

4. Consultations/Representations

- 4.1 Notification letters were sent to 110 properties and no representations have been received.
- 4.2 The following consultation responses have been received:
- London Fire Brigade Water Team - no objection.
 - London Fire and Emergency Planning Authority - no objection.
 - Environmental Health - no objection, recommended conditions relating to noise levels and noise insulation.
 - Local Highway Authority - no objection, but have requested that a S106 be provided to prevent future occupiers obtaining resident's parking permits.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites), DC29 (Educational Premises), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC53 (Contaminated Land), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places), DC66 (Tall Buildings and Structures) 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 Romford Town Centre Development Framework, the Residential Design SPD, Designing Safer Places SPD,

Romford Area Action Plan (ROM13) Planning Obligations SPD (technical appendices) and the Sustainable Design and Construction SPD.

- 5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.14 (improving air quality), 7.15 (reducing noise and enhancing soundscapes), and 8.2 (planning obligations) of the London Plan, are material considerations.
- 5.4 The National Planning Policy Framework, specifically Sections 6 (Delivering a wide choice of high quality homes) and 7 (Requiring good design), are relevant to these proposals.

6. Staff Comments

- 6.1 The main considerations relate to the impact on the character and appearance of the surrounding area, the implications for the residential amenity of future occupants and occupants of neighbouring properties and the suitability of the proposed parking and access/servicing arrangements.

Principle of Development

- 6.2 The provision of additional housing is consistent with the NPPF and Policy CP1 as the application site is within a sustainable location in an established urban area.
- 6.3 The building was previously used for office accommodation. However, it should be noted that two recent prior approval applications have been granted consent at the site, which allow the conversion of the existing four floors of the building from office space to 41no. self-contained residential flats. As a result it is considered that the established use of the building has been changed to residential through the prior approval process. As such the current proposal would not result in the loss of existing office space.
- 6.4 In terms of increasing the height of the building to five storeys, Policy DC66 states that tall buildings of six-storeys or greater will normally only be granted planning permission in Romford Town Centre. In this case the proposal would increase the height of the building to five storeys. All tall buildings must be of a high quality design and ensure that the proposed density is suited to the site and to the wider context in terms of proportion, composition, relationship to other buildings and streets. Matters in terms of design, density and the implications for the character and appearance of the area are discussed in the Density/Layout and Design/Impact on Streetscene sections of the report.

- 6.5 The Romford Town Centre Development Framework seeks to utilise opportunities to increase the number of people living in the town centre. The Framework has been developed in line with GLA guidance on tall buildings, and takes into account Romford's particular townscape and heritage qualities. As such the Framework sets out a flexible approach for increased building heights and identifies the town centre as a suitable location for tall buildings with heights of up to 8 to 10 storeys. It goes on to advise that the objective of creating a resilient, mixed use town centre incorporating a sustainable residential community will require a step change in terms of development heights as well as leading to a greater number of 'tall buildings'.
- 6.6 On this basis the proposal is considered to be policy compliant in landuse terms, and in accordance with the general aspirations for Romford town centre in respect of increasing the height of the existing building. The proposed roof extension to provide 4no. additional residential units is therefore regarded as being acceptable in principle.

Density/Layout

- 6.7 Policy 3.4 of the London Plan 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.
- 6.8 The proposed extension would provide 4no. residential units in addition to the 41no. units in the four existing floors of the building granted through the prior approval process; providing a total of 45no. flats. As such the development would give a total density equivalent to approximately 300 dwellings per hectare. This complies with the aims of Policy 3.4 of the London Plan which suggests that a dwelling density of between 215 to 405 dwellings per hectare would be appropriate in this location.
- 6.9 The 'Technical housing standards - nationally described space standard' document sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home. These standards have been incorporated into Policy 3.5 of the London Plan.
- 6.10 The proposed extension would provide 1no. one-bedroom unit and 3no. two-bedroom units with varying floor space sizes, all of which meet or exceed the respective minimum standards as per the proposed number of rooms and number of occupants they are intended to serve. The bedrooms in these flats would also 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 principles of the technical housing standards and Policy 3.5 of the London Plan, and the flats would provide an acceptable amount of space for day to day living.

- 6.11 Havering's Residential Design SPD does not prescribe minimum space standards for private outdoor areas. 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.
- 6.12 Each of the flats would be served by partially enclosed roof terrace areas positioned on the front and southern flank elevations of the extension. The terrace areas would vary in size ranging from 14 square metres up to 70 square metres for one of the two-bedroom units.
- 6.13 Given the town centre location of the building, and the amenity areas associated with equivalent town centre accommodation, it is considered that occupants of the proposed flats would have a generous provision of outdoor private amenity space, which in this instance would be adequate for the requirements of the future occupants.

Design/Impact on Streetscene

- 6.14 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.
- 6.15 This section of St Edwards Way is characterised by a mixture of building types and designs. Other than Queens Moat House, the residential and commercial premises on the northern side are predominantly two storeys in height. On the southern side of St Edwards Way and directly opposite the application site is the large ten storey North House office block. There are several other taller buildings which lead out along the southern side of the road towards the roundabout junction with Mercury Gardens and Main Road. Most of the larger buildings date from the mid to late twentieth century, with each building comprising an individual appearance. In addition, immediately adjacent on both sides of Queens Moat House are smaller single and two storey buildings. As a result the office blocks and buildings include inconsistencies in terms of scale, height and bulk, with no prevailing character to their design.
- 6.16 As such the appearance and style of the proposed extension is considered to be of a sympathetic design which complements the existing building and broadly adheres to the architectural character of the surrounding area.
- 6.17 It is acknowledged that given that the nature of the proposal the roof extension would increase the prominence of Queens Moat House from the rear at Haysoms Close. However, given the sympathetic design and scale, it is considered that the massing of the extension would be absorbed into the existing bulk of the building.

- 6.18 In terms of the impact on the St Edwards Way streetscene; the extension would match the height of the existing lift shaft overrun which is sited towards the southern end of the building. As such the extension would not appear overly prominent from St Edwards Way.
- 6.19 Staff are therefore of the view that the scale of the proposed development would be acceptable, given the subservient design and appearance of the extension in comparison to the existing building, the height and massing of the surrounding buildings and the town centre location of the site.

Impact on Amenity

- 6.20 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.
- 6.21 Queens Moat House is immediately flanked by commercial premises and a church hall, with the nearest residential accommodation located at Haysoms Close to the north, with a separation distance of some 18 metres away at the nearest point. The main consideration in terms of residential amenity relates to the impact on privacy, daylight and outlook for the occupants of the Haysoms Close dwellings.
- 6.22 Any issues of overlooking and inter-looking with the closest residential properties at Haysoms Close would be mitigated due to the off-set orientation of the neighbouring properties in relation to the existing office block, with the windows facing away from the site. Nevertheless, Staff are of the view that there is already a sense of overlooking from the existing office block. This application relates to 4no. flats in the roof extension only. In addition, prior approval has already been granted for the conversion of the existing floors to residential.
- 6.23 Any impact on the Haysoms Close properties through loss of light and over-dominance would be mitigated by separation distances of over 18 metres.
- 6.24 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 and the Residential Design SPD.
- 6.25 In terms of the amenity of future occupants; given the existing commercial uses within the area, the town centre location and the associated night time economy at nearby South Street, any residents living in this part of Eastern Road can reasonably expect to experience a greater element of noise and disturbance from passers-by and general town centre activity than those living in a purely residential area.

Environmental Issues

- 6.26 Environmental Health have raised no objections in relation to any historical contaminated land issues associated with the site.
- 6.27 The extension relates to the upper floors of an existing building and presents no issues in relation to flood risk.
- 6.28 The proposal is not considered to give rise to any significant noise issues.

Parking and Highway Issues

- 6.29 The site has a Public Transport Accessibility Level (PTAL) rating of 6a; meaning that the premises has very 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.
- 6.30 Given the central location and the good public transport links there is no requirement for the proposed flats to provide dedicated off street residents' car parking provision.
- 6.31 The Queens Moat House premises currently has 21no. off street car parking spaces at ground floor and basement levels. An additional 16no. spaces would be created, providing 37no. off-street parking spaces in total. The spaces would be used by the 41no. flats previously approved under the prior approval process, as well as the 4no. new units proposed in this current application. A condition will be included to provide further details of how the parking space allocation will be managed once the flats are occupied.
- 6.32 The Local Highway Authority have raised no objection subject to the applicant entering into a legal agreement to prevent future occupiers from applying for parking permits. Subject to the completion of this agreement, the proposal would be acceptable in highway terms and it is not considered that the proposed change of use would result in any parking or highway safety issues. The legal agreement would be consistent with the earlier legal agreements completed for the recently granted prior approval applications for residential conversion in the existing floors of Queens Moat House.
- 6.33 The submitted drawing indicates the anticipated positioning of a bin store and secure cycle store but no further details of this have been provided at this stage - although it is noted that full details of these arrangements can be reasonably obtained through the inclusion of relevant conditions.

Mayoral Community Infrastructure Levy

- 6.34 The proposed development will create 9no. new residential units with 241.4 square metres of new gross internal floorspace. Therefore the proposal is

liable for Mayoral CIL and will incur a charge of £4,828 (this may go up or down, subject to indexation) based on the calculation of £20.00 per square metre.

Infrastructure Impact of Development

- 6.35 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.
- 6.36 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.
- 6.37 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.
- 6.38 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.
- 6.39 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.
- 6.40 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.

- 6.41 Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought, based on a viability testing of the £20,444 infrastructure impact. It is considered that, in this case, £6000 towards education projects required as a result of increased demand for school places is reasonable when compared to the need arising as a result of the development.
- 6.42 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 £24,000 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 future occupiers. In this instance 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 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 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 10 February 2017.