



Havering

LONDON BOROUGH

REGULATORY SERVICES COMMITTEE AGENDA

7.30 pm

Thursday
13 November 2014

Havering Town Hall,
Main Road, Romford

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Robby Misir (Chairman)
Ray Best (Vice-Chair)
Philippa Crowder
Steven Kelly
Michael White

**Residents'
(2)**

Stephanie Nunn
Reg Whitney

**East Havering
Residents'
(2)**

Linda Hawthorn
Ron Ower

**UKIP
(1)**

Phil Martin

**Independent
Residents
(1)**

Graham Williamson

For information about the meeting please contact:

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Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will announce the following:

These are the arrangements in case of fire or other events that might require the meeting room or building's evacuation. (Double doors at the entrance to the Council Chamber and door on the right hand corner (marked as an exit).

Proceed down main staircase, out the main entrance, turn left along front of building to side car park, turn left and proceed to the "Fire Assembly Point" at the corner of the rear car park. Await further instructions.

I would like to remind members of the public that Councillors have to make decisions on planning applications strictly in accordance with planning principles.

I would also like to remind members of the public that the decisions may not always be popular, but they should respect the need for Councillors to take decisions that will stand up to external scrutiny or accountability.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

Members are invited to disclose any pecuniary interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any pecuniary interest in an item at any time prior to the consideration of the matter.

4 PLANNING APPLICATIONS - SEE INDEX AND REPORTS (Pages 1 - 18)

5 P1198.14 - 14 CHIPPENHAM CLOSE & 203 CHIPPENHAM ROAD ROMFORD (Pages 19 - 30)

6 P1199.14 - 2 WREXHAM ROAD & 134 NORTH HILL DRIVE ROMFORD (Pages 31 - 42)

- 7 **P1200.14 - 2 LONGTOWN ROAD & 1 DAVENTRY ROAD ROMFORD** (Pages 43 - 54)
- 8 **P1201.14 - 201 CHIPPENHAM ROAD & 1 CHIPPENHAM CLOSE ROMFORD**
(Pages 55 - 66)
- 9 **P1202.14 - 204 STRAIGHT ROAD & 1A MYRTLE ROAD ROMFORD** (Pages 67 - 78)
- 10 **P1205.14 - 12 WREXHAM ROAD & 83 PRESTON ROAD ROMFORD** (Pages 79 - 90)
- 11 **P1087.14 - 78-80 STRAIGHT ROAD ROMFORD** (Pages 91 - 110)
- 12 **APPLICATION FOR A STOPPING UP ORDER** (Pages 111 - 116)
- 13 **URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which will be specified in the minutes, that the item should be considered at the meeting as a matter of urgency

Andrew Beesley
Committee Administration
Manager

Regulatory Services Committee

13 November 2014

Page No.	Application No.	Ward	Address
1-15	P1031.45	Mawneys	93-97 Collier Row Road, Collier Row, Romford

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APPLICATION NO:	P1031.14	
WARD :	Mawneys	Date Received: 22nd July 2014 Expiry Date: 21st October 2014
ADDRESS:	93-97 Collier Row Road Collier Row Romford	
PROPOSAL:	Demolition of existing building on site and redevelopment of site to provide a retail foodstore, car parking and associated landscaping works	
DRAWING NO(S):		
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to the condition(s) given at the end of the report given at the end of the report.	

SITE DESCRIPTION

The application site lies on the south side of Collier Row Road to the west of the main shopping centre. It amounts to about 0.6ha. The site is currently occupied by a petrol filling station, which has recently closed, a car wash and a number of car maintenance units. Access is from Collier Row Road. There are residential properties on either side of the site frontage, including no.99 on the western boundary and nos.81/83 and 85/87 to the east. There are also residential properties along the southern and eastern boundaries and in the south west corner. Opposite the site on Collier Row Road is a minor local shopping centre, including takeaways, hardware store and a newsagent.

There are a number of existing buildings and structures on the site all of which would be demolished. These include the filling station with its canopy and shop/kiosk, the car wash structures and a number of workshops to the rear of the site. Some of these are on the southern boundary of the site, abutting residential gardens and are 1-2 storey in height. The existing access is on the eastern side and egress on the western. There is a 1.8m high wall along the western boundary and a 1.5m fence on the eastern side. There is some vegetation, including trees along the southern and eastern boundaries, mainly within residential curtilages.

DESCRIPTION OF PROPOSAL

It is proposed to demolish all of the existing buildings and structures on site and erect a new food retail store with associated car parking. The store would have a gross floor area of 1,494sqm and a net sales area of 1,008sqm (including checkouts). The proposed building would be located on the western side of the site with parking for 73 vehicles to the front and eastern side of the store. The 20 spaces to the front of the store would be mainly for mother and toddler and disabled parking. There would also be cycle parking to the front of the store.

The proposed building would be in three main sections. The retail sales area, a storage area and staff facilities. The front section of the building would have a mainly glazed frontage and include the entrance to the store. It would be set back about 10m into the site from Collier Row Road. It would have a raised canopy with vertical side panels visually separating the front section from the rest of the building. This section would be 6.4m high and set back 4.7m from the western boundary. In addition to the glazing the facades would have metal cladding and some rendered areas.

The staff facilities section would be to the front of the building between the sales area and the western boundary adjacent to no.99 Collier Row Road. It would be 3.8m high and about 7.4m in depth. It would be mainly rendered above a brick plinth. The storage section would extend from the staff facilities along the remainder of the western side of the building. It would be about 5.6m high and constructed in render above a brick plinth.

The overall dimensions of the building would be 27.5m by 13m, with a service bay extending a further 3m. The rear section of the retail area would also be mainly rendered with high level windows. Servicing would be to the rear of the building close to the southern boundary.

Landscaping proposed along parts of the site boundaries except where there is existing planting in adjoining garden areas.

The proposed opening hours are 08:00 to 22:00 Monday to Saturday, and six hours between 09:00 and 22:00 on Sunday and Public Holidays. Deliveries are proposed between 06:00 to 23:00 Monday to Saturday (including Bank and Public Holidays) and 09:00 to 22:00 on Sundays. The store would employ 30-40 full and part time staff.

RELEVANT HISTORY

Extensive history relating to petrol filling station and car repair workshops:-

P1117.89 - Demolition of existing buildings and erection of new sales building, forecourt canopy and installation of 6 no. underground storage tanks -approved

P0883.91 - Variance of condition 4 of P1117.89 to extend hours of opening to 24 hours - refused

P0048.93 - Retention of extension to workshop housing spray booth - approved

P0808.94 - Extension of shop and forecourt opening hours from 10pm to 11pm - approved on appeal

P1036.95 - Workshop extension -approved.

P1044.96 - Removal of roll-over car wash and installation of replacement jet wash, air/water and vacuum facilities - approved.

P0287.97 - Enclosure of car wash in building - approved

P0956.04 - Workshop and yard area to be used for car valeting and storage of vehicles to be cleaned - refused

P0208.10 - Change of use to MOT Centre - approved.

P0188.11 - Retention of shed to be used in conjunction with M.O.T centre - approved.

Z0004.14 - Screening Opinion for Aldi Stores 93-97 Collier Row Road
Screening Issued 09-07-2014

CONSULTATIONS/REPRESENTATIONS

London Fire Brigade Water Team - happy for development to go ahead.

Thames Water -recommends that petrol/oil interceptors fitted to car parking areas; no objection in terms of sewerage capability; recommend piling method statement.

Public Protection - recommend noise conditions and opening hours; contaminated land condition; air quality monitoring condition; construction hours.

Streetcare (Highways) - no objections, but requests conditions covering alterations to the public highway; wheel washing, construction method statement; and informatives.

London Fire and Emergency Planning Authority - satisfied with the proposals.

Metropolitan Police Designing out Crime Officer - no material concerns from a crime prevention point of view - recommends external lighting condition to increase lighting levels from those proposed.

Representations:

147 neighbours were notified, and the application advertised through a site notice and newspaper advertisement.

24 letters of representation have been received, 22 in favour and 2 against. The matters raised in support are:

- * site is suitable for the use;
- * levels of traffic not unacceptable given existing garage use -likely to be similar;
- * would improve the site compared to current uses;
- * no loss of light, privacy or overlooking,
- * deliveries would generate no greater noise;
- * smells would not be any worse;
- * would create jobs;
- * would reduce impacts compared with existing occupiers;
- * new store needed in the area to provide greater choice and within walking distance.

The matters raised against are:

- * inadequate parking;
- * could be traffic queueing into site at peak times as with Mawney Road site;
- * could be some overshadowing of adjoining properties;
- * noise from refrigeration units and delivery vehicles;
- * loss of security in adjoining properties;
- * not needed.

The applicant also carried out consultation with residents prior to submitted the application. Leaflets were dropped to 1962 properties including business and residential. 233 responses were received, of which 91% were in support of the proposal. The main concerns expressed were about traffic and parking, but noise was also raised. In support comments primarily related to greater shopping choice.

RELEVANT POLICIES

LDF

- CP17 - Design
- CP3 - Employment
- CP4 - Town Centres
- DC15 - Retail and Service Development
- DC33 - Car Parking

LDF

DC34 - Walking
DC35 - Cycling
DC36 - Servicing
DC53 - Contaminated Land
DC61 - Urban Design

OTHER

LONDON PLAN - 2.15 - Town Centres
LONDON PLAN - 4.7 - Retail and town centre development
LONDON PLAN - 6.13 - Parking
LONDON PLAN - 6.5 - Funding Crossrail and other strategically important transport
LONDON PLAN - 7.3 - Designing out crime
LONDON PLAN - 8.3 - Community infrastructure Levy
NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

All new floorspace is liable for Mayoral CIL, but in assessing the liability account is taken of existing usable floorspace that has been lawfully used for at least six months within the last three years. The existing floorspace amounts to 918sqm and is in lawful use. The new build following demolition would amount to 1494sqm giving a net increase of 576sqm. The CIL rate is £20 per square metre giving a CIL liability of £11,520.

PRINCIPLE OF DEVELOPMENT

The site lies within the existing urban area of Collier Row. Policy CP1 of the LDF Core Strategy and Development Control Policies DPD states that in order to provide land for new residential development outside town centres and the Green Belt, non-designated land should be prioritised for housing. The site is on land which is not designated land therefore; its use for housing would normally be the preferred option. Policy DC11 (Non-Designated Sites) requires that generally commercial sites which become available for development be redeveloped for housing. Where this is not feasible the Council's main concern will be to encourage environmental improvements in conjunction with a commercial redevelopment of the site.

The NPPF seeks to promote through Local Plans policies for competitive town centres that provide customer choice and a diverse retail offer. This includes appropriate edge of centre sites that are well connected to the centre where suitable and viable town centre sites are not available. 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. Any proposed main town centre use which is not in an existing town centre should where possible be in locations that support the vitality and vibrancy of town centres, and that would not be likely to have significant adverse impacts on them.

Both development plan policies and the NPPF recognise that it may not always be possible to accommodate new town centre uses in existing centres and the most appropriate site should be identified in accordance with the sequential and impact tests. Therefore, whilst housing would normally be the preferred use of the site following redevelopment, retail use is considered to be acceptable in principle subject to meeting the relevant NPPF and development plan retail policies, in particular the sequential test. Development proposals would also need to be acceptable in terms of impact on the public highway and on the amenities of adjoining residents.

Retail Considerations:

This application is for a new food retail store on a site that is outside of any of the shopping centres defined in the LDF. However, new retail development is acceptable in principle on sites outside of existing centres subject to meeting a number of retail policy tests. 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. If there are no available town centre sites only then can edge of centre and then out of centre locations be considered. This is known as the sequential test. For out of centre sites to be acceptable they need to be, or capable of being well integrated within existing centres and with public transport. The NPPF defines sites that are within 300m of the primary shopping frontage as 'edge of centre' and those over 300m as 'out of centre'.

The guidance at paragraph 24 of the NPPF is that the sequential test should be applied to applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. The LDF is considered to be up to date and the proposed development of the site would not be in accordance with any specific policies or proposals in the plan. Therefore, the sequential test must be satisfied. Applicants and local planning authorities should also demonstrate flexibility on issues such as form and scale. The sequential test seeks to ensure that there are no suitable sites within the relevant town centre(s) that could accommodate the proposed development. If there are no town centre sites, edge of centre sites should be considered first and then out of centre sites. In this case it is considered that the Collier Row Minor District Centre is the relevant town centre for the shopping zone in which the application site is situated.

The application includes an assessment of the availability of other sites within the Collier Row Centre and the existing retail offer. The entrance of the proposed store is about 220m from the retail core of the district centre, therefore, it is edge of centre in terms of the NPPF. The details submitted indicate that there are no vacant units of sufficient size to accommodate the proposed store and this has been verified by post application inspections by staff. The vacant units identified are all significantly smaller and could not be combined to form a larger unit. The largest potential site is at 9-11 Chase Cross Road, but this is subject to an application by another retailer. The site is also significantly smaller. Developers are expected to show flexibility in terms of form and scale, however, in this case staff consider that even with a flexible approach that are no suitable sites within the shopping centre. The larger town centre sites that could be suitable are in community use, including a church, library and community centre, but these are not available.

The NPPF advises that in assessing proposals local planning authorities may also require an impact assessment if the development is over a proportionate, locally set floorspace threshold (the default being 2,500sqm). The impact assessment should include:

- * Impact on committed investment in the town centre in the catchment area; and,
- * Impact on the vitality and viability of the town centre, including local consumer choice and trade in the town centre and wider area for up to five years.

Where an application fails to satisfy the sequential test or is likely to have a significant adverse impact on one of the above it should be refused. In this case the sequential test has been satisfied and the proposed retail floorspace is below the NPPF threshold and there is no locally set figure, therefore an impact assessment is not required. Nevertheless staff consider that given the amount of convenience shopping 'leakage' from the Collier Row area to other stores additional floorspace can be supported.

LDF Policy DC15 is considered to be in general accordance with the NPPF as it has similar

requirements. However, it also sets indicative thresholds for new retail development. In Collier Row the figure is 1,000sqm gross and the gross retail floorspace proposed is just over this figure. The policy also requires an assessment of need to be undertaken, however, this is not a requirement of the NPPF. It also requires an impact test on vitality and viability of nearby centres. However, the NPPF sets a threshold of 2,500sqm for this where there is not one set locally. As the development in this case is below that figure and there is no local threshold then an impact assessment is not required. Other matters covered by DC15 include accessibility, impact on economic growth and investment, local employment and social inclusion.

The LDF retail policies are based upon the Havering 2006 Retail and Leisure Study which concludes that existing town centres can accommodate all the identified growth. No out of centre sites are, therefore, allocated. The policy requirements are that edge of centre proposals should be judged on a case by case basis. The proposed site is within easy walking distance of the main shopping centre and is also accessible by public transport. The proposed car parking would be available for extended stays for customers. Accordingly staff consider that the new store would be well connected with the main centre and that linked trips would be likely.

Since the LDF was adopted an update of the retail and leisure study was undertaken for the Council in 2012 (Retail and Commercial Leisure Needs Assessment 2012). Although not formally published it is a material consideration. The 2012 study is currently being updated as part of the evidence base for the new local development plan, although its findings are unlikely to be published until next year.

The 2012 study divides Havering into retail zones, Collier Row being within Zone 7. For the purposes of the study retail is divided into two elements, convenience shopping (mainly food) and comparison shopping (e.g. clothes, white goods, furniture etc). In this case only convenience shopping is relevant and the existing provision in Collier Row.

Within Zone 7 the study identifies that in 2012 the market share for convenience goods shopping in Collier Row was 31.4% of the total expenditure of residents living in the zone. The remaining expenditure being at stores elsewhere. The largest share outside of the zone was at Tesco's at Gallows Corner and at Romford Town Centre. The Collier Row convenience goods turnover was largely attributed to the Tesco Metro in Collier Row Lane, with a net retail area of 560sqm. The report identifies that the sales density indicates a strong performance for a centre of the scale of Collier Row and its position in the retail hierarchy. Other convenience stores in the centre include Londis and Costcutter. There is also a planning application for a new Sainsbury's local within the centre in Chase Cross Road. The largest out of centre store in Zone 7 is Aldi at Marlborough Road. The proposed store would have some impact on this store as it would provide a similar product range. However, the impact on out of centre stores is not a material consideration in terms of policy.

One of the important conclusions of the study is that two of the Tesco out-of-centre stores in Havering (the other being at Roneo Corner) were overtrading to a significant degree. Whilst the position may have changed since the study it is still reasonable to assume significant overtrading at the nearest Tesco store at Gallows Corner where many of the residents in Zone 7 do their main food shopping. This indicates that there is scope for additional local capacity. The size of the proposed store would allow for the 'weekly shop' rather than the 'top-up' shopping provided by the existing stores. The applicant, Aldi would also provide a different retail offer and a wider range of goods to the existing stores, including some non-food items.

In the light of these matters the redevelopment of the site for a food retail store is considered to be acceptable in terms of the retail policies of the development plan and the NPPF.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The proposed store would be set back from the road frontage by about 10m and behind the building line of residential properties in Collier Row Road. This is further into the site than the existing filling station canopy and shop. As a result of the set back the proposed building would appear less prominent in the streetscene than the existing structures. The canopy is about 5m high compared with the 6.4m of the frontage of the proposed store. However, the canopy extends to the edge of the footway and is visually dominant in the streetscene. Views into the site under and to the side of the canopy are restricted by the number of other buildings, although these are mainly single storey. The proposed layout would give the site a more open and less cluttered appearance.

The proposed building would be of contemporary design and materials that has been designed specifically for the site. The building would have an active glazed frontage that would give the building a light appearance. The roofing material would be in contrasting blue/grey cladding. There would also be contrasting vertical elements that break up the main frontage into sections. The frontage section would have a higher roof than the remainder which would overhang the entrance and front glazed area. There would also be a vertical panel extending out from the end of this section that marks the edge of the trolley bay and the car park. This would provide visual separation from the car park and the active frontage section of the building.

The staff facilities would be in a lower section of the building on the western side which would help to provide a degree of visual separation between the store and the adjoining house at no.99 Collier Row Road. The proposed use of render on the non-glazed areas, including the rear section of the store, would provide a contrast with the cladding and glazed area and help to visually break up the bulk of the building. the rear section would read as being subservient to the frontage.

Landscaped areas would be provided across the site frontage to provide further visual contrast that would help to soften the hard edges of the building.

Overall it is considered that the proposed building would be a significant improvement on the existing site buildings and make a positive contribution to the character and appearance of the area. As a matter of judgement staff consider would be an acceptable redevelopment of the site.

IMPACT ON AMENITY

The application site is currently in commercial use as a petrol filling station and for car repairs and servicing. Accordingly, there is already significant site coverage with buildings with a constant flow of traffic, mainly cars into and out of the site. There are also tanker deliveries at various times throughout the day. The opening hours for the filling station are 06:00 to 23:00 and a number of other commercial uses are unrestricted. The use of the site already has some adverse impact on the amenities of local residents which is evidenced by some of the neighbour responses. The redevelopment of the site for a single use with controls over the hours of opening and deliveries would reduce these impacts and bring about an improvement to the amenities of local residents. Notwithstanding this there would be some impact on local residents from the store, in particular from the car park. Parking spaces would be located around the site on the boundaries with the rear gardens of a number of properties. However, subject to appropriate screen fencing to reduce any noise, disturbance should not be significant. Lighting would also need to be controlled to avoid light spillage. Appropriate conditions are recommended to address these matters.

The proposed building would be located adjacent to the rear garden of no.99 Collier Row Road,

however, the main section is set back from the boundary so as to reduce the impact and to minimise any overshadowing. The existing shop already has some adverse impact and the proposed staff section of the new store would be set further back from the rear of the house and staff consider that it would have an acceptable impact on the rear garden environment of no.99. However, this is an area where judgement has been exercised and should members consider that this impact, together with other impacts on the amenities of residents would be significant, then this could amount to a material objection to the application. These include some adverse impact on the amenities of residents of nos.81-83, which have first floor windows overlooking the site, however, it is equally arguable that the impact would be an improvement on the existing situation. The orientation of the building east-west, would minimise any overshadowing generally and reduce that which currently occurs, especially in the south-west corner of the site.

As a matter of judgement staff consider that overall the amenities of adjoining residents would not be materially affected to such a degree to warrant refusal and that the proposal would improve upon the current level of impact arising from existing uses.

HIGHWAY/PARKING

There would be a single access/egress point on the east side of the site, in a similar location to the existing access. The car park would provide 73 spaces which would exceed the maximum of 56 spaces required in the Annex 5 of the LDF and Table 6.2 of the London Plan. However, the site is outside of the existing town centre and also includes four disabled spaces and seven mother and toddler spaces. The provision is designed to reflect the edge of centre location and the wish to encourage linked trips by allowing extended parking. The parking provision also includes staff spaces. The proposed cycle parking also exceeds the London Plan and LDF requirements. No objections have been raised by the Highway Authority (Streetcare) to the proposed access arrangements. The development is, therefore, considered acceptable in highway terms.

SUSTAINABILITY/ENERGY EFFICIENCY

The proposed development would incorporate a range of energy saving and efficiency measures to minimise energy demand and reduce CO2 levels. The proposed building would meet the BREEAM standard of 'very good'. Additional energy efficiencies would be achieved by recovering the waste heat from refrigeration units and by installing photovoltaic solar panels on the roof. Waste arising from the store would be sorted for recycling. Demolition materials would also be recycled.

LAND CONTAMINATION

The site has been subject to contaminative uses, in particular the petrol filling station and car repairs. As a consequence the land is likely to have some contamination, in particular from fuel spills and leaks. A Geo-environmental report has been submitted with the application which recommends that further work is carried out following demolition. No significant contamination was encountered and no significant risks were identified for the future use of the site or to controlled waters. Further investigations are required to monitor soil gases, further soil testing following demolition and following decommissioning of the filling station, including tank removal. Subject to this further work it is considered that the site can be safely developed as a food store and an appropriate condition to address this is recommended.

SECURED BY DESIGN

Measures have been incorporated into the development to maintain the security of the site and that of neighbouring properties. The boundary would have a 2.4m high close boarded fence with

a 0.6m trellis which would enhance the security of rear gardens adjacent to the site. This would improve the current situation, although not all boundaries are accessible. Security gates would be provided to prevent access to the rear of the store. The car parking and circulation areas would be lit and a numberplate recognition system would be installed. Appropriate conditions are recommended to cover lighting and boundary treatment.

KEY ISSUES/CONCLUSIONS

The proposed development is for an A1 foodstore on an 'edge of centre' site as defined in the NPPF. It has good connections with the main centre of Collier Row. The development is considered acceptable in accordance with the retail policies of the NPPF and the development plan, including the sequential test. Whilst there would be some impact on existing convenience outlets in Collier Row it is considered that, given the shopping leakage outside of the area to other larger stores, such as Tesco at Gallows Corner, there is scope for further food retail floorspace. The proposal is below the NPPF threshold for consideration under the impact test. A new store would provide wider customer choice and a more diverse retail offer in accordance with the NPPF. The proposed store is, therefore, considered acceptable in retail terms.

Of the other impacts the main one would be on residential amenity. However, existing commercial uses of the site already have an adverse impact on occupiers of residential properties adjoining the site. Whilst a new store would have some adverse impact it would not be significant compared with the existing and would not amount to an overriding objection to the proposal. The proposed development is considered acceptable in all other respects subject to appropriate conditions and approval is recommended accordingly.

Background Papers: Havering Retail and Commercial Leisure Needs Assessment 2012

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

1. SC4 (Time limit) 3yrs

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 Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. SC32 (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

3. SC06 (Parking provision)

No building shall be occupied or use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

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.

4. SC05B (Provision of disabled spaces) ENTER NO.

No building shall be occupied or use commenced until the disabled parking spaces shown on the approved plans have been completed, 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 disabled parking facilities for the disabled in accordance with Development Control Policies Development Plan Document Policy DC33.

5. SC07 (Loading)

No building shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. 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.

6. Non Standard Condition 40

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 08:00 hours to 21:00 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.

7. SC09 (Materials) (Pre Commencement Condition)

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) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

8. SC11 (Landscaping) (Pre Commencement Condition)

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:-

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

9. SC13 (Screen fencing) ENTER DETAILS

No building shall be occupied or use commenced until screen fencing, walls and other boundary treatment is provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The fencing/boundary treatment shall be permanently retained and maintained thereafter.

Reason:-

To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. SC25 (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.

11. SC57 (Wheel washing) (Pre Commencement)

No works shall take place in relation to any of the development hereby approved until wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works is provided on site in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason:-

In order to 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, and in order that the development accords with the Development Control Policies

12. SC62 (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.

13. SC63 (Construction Methodology) (Pre Commencement)

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:-

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

14. SC65 (Contaminated land condition No. 2) (Pre Commencement)

No works shall take place in relation to any of the development hereby approved (except works required to secure compliance with this condition) until the following contaminated land reports (as applicable) are submitted to and approved in writing by the local planning authority.:

- a) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation

15. SC58 (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:-

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

16. Non Standard Condition 31

The retail store shall not be open to customers outside of the following times: 08:00 hours to 22:00 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.

17. Non Standard Condition 35

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), there shall be no provision of retail floorspace in excess of that shown on drawing 0975-CHE-102 without the express permission of the local planning authority, 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 Collier Row shopping centre.

18. Non Standard Condition 36

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 agreed plan 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. Non Standard Condition 33

Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no development under Part 42 Class

20. Non Standard Condition 34

Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (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 F shall be carried out except in accordance with plans and other details which shall previously have been submitted to and approved in writing by 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.

21. Non Standard Condition 32

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:-

In the interest of residential amenity in accordance with Development Control policies Development Plan document policy DC61.

22. Non Standard Condition 37

All necessary agreements, notices or licences to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of development.

Reason:-

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

23. Non Standard Condition 38

No building shall be occupied or use commenced until a scheme for plant and machinery to be installed within the new building is submitted to and agreed in writing by the local planning authority to achieve the following noise standard: noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary of the nearest noise sensitive premises shall not exceed LA90-10db. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason:-

To prevent noise nuisance to adjoining properties in accordance with the Development Control Policies Development Plan Document Policies DC55 and DC61.

INFORMATIVES

1 Non Standard Informative 1

Temporary use of the highway - If any 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 432563 to make the necessary arrangements. Further details are available on the Council website.

2 Non Standard Informative 2

Highway alterations - The Highway Authority advises that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. The necessary agreement, notice or licence to enable alterations to the public highway (including temporary works) must be entered into prior to the commencement of the works concerned. In order to obtain a licence for the works the applicant should contact Streetcare, Traffic & Engineering on 01708 433751 to commence the submission/licence approval process.

3 Approval and CIL (enter amount)

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 £11,520(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.

4 Approval following revision

Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with para 186-187 of the National Planning Policy Framework 2012.

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**REGULATORY
SERVICES
COMMITTEE**

REPORT

13 November 2014

Subject Heading:

P1198.14 – 14 Chippenham Close and 203 Chippenham Road, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

- Clean, safe and green borough [x]
- Excellence in education and learning []
- Opportunities for all through economic, social and cultural activity []
- Value and enhance the life of every individual [x]
- High customer satisfaction and a stable council tax []

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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. Materials: Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

4. Landscaping: 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Cycle storage: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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. Construction Method Statement: Before commencement of the proposed development, 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: To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Secured by Design/Crime Prevention: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

9. Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. The provision shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

10. Screen fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

11. Wheel washing: Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason: In order to 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

12. Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, which amends the Town and Country Planning (General Permitted Development) Order 1995 (“the 1995 Order) or any subsequent order revoking or re-enacting that order, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

13. Obscure glazed and fixed shut: The proposed roof lights serving bathrooms shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1. Fee Informative:

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.

2. 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.
3. With regard to surface water drainage it is the responsibility of a 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 groundwater. 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. In aiming to satisfy condition 8 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).
5. 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 £2020 (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.
8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at

£20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of Chippenham Road and Chippenham Close which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a terrace of five and at the end of a terrace of three, respectively. The ground is relatively level.
- 1.2 Development in the vicinity is characterised by two-storey semi-detached and detached residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 16m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. Only one parking space is proposed between the two dwellings.

3. History

- 3.1 P0496.14 - Demolish existing 2No. single storey dwellings and construct 2No. new one and a half storey dwellings - Withdrawn

4. Consultation/Representations

4.1 Notification letters were sent to 20 neighbouring properties and one letter of objection was received raising the following concerns:

- building would encroach on lights
- appearance not suitable in the street
- reduce the value of existing property
- will increase parking problems
- noise, dust nuisance during construction
- demolition of existing structure may damage neighbouring house

Subsequent amendments were made to the proposal to include an onsite parking space which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.

4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.

5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).

5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council and as there has been an objection received. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 *Principle of Development*

6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the 83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints..

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof

height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.

6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.

6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.

6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.
- 6.6.2 One on-site parking space is proposed between the two dwelling. This is below the requirement of 1.5 spaces. Staff do not consider the proposal to have a worse impact on parking given the current situation of no on-site parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and a shortfall of one and a half spaces and may consider there to be a lack of on-site parking
- 6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.
- 6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

- 6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

- 6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.
- 6.8.2 Concerns raised regarding the loss of property values is not a material planning consideration. Issues relating to noise and dust nuisance during construction will be addressed by a Construction Method Statement condition. Any structural concerns would be a matter for Building Control and not a planning consideration.

7. Conclusion

- 7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply

with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to land which is within the Council's ownership. This does not affect the planning considerations relating to this development.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

13 November 2014

Subject Heading:

P1199.14 – 134 North Hill Drive & 2 Wrexham Road, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

- | | |
|--|-------------------------------------|
| Clean, safe and green borough | <input checked="" type="checkbox"/> |
| Excellence in education and learning | <input type="checkbox"/> |
| Opportunities for all through economic, social and cultural activity | <input type="checkbox"/> |
| Value and enhance the life of every individual | <input checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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. Materials: Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

4. Landscaping: 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Cycle storage: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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. Construction Method Statement: Before commencement of the proposed development, 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: To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Secured by Design/Crime Prevention: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

9. Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. The provision shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

10. Screen fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

11. Wheel washing: Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason: In order to 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

12. Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, which amends the Town and Country Planning (General Permitted Development) Order 1995 ("the 1995 Order) or any subsequent order revoking or re-enacting that order, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

13. Obscure glazed and fixed shut: The proposed roof lights serving bathrooms shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1. Fee Informative:

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.

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5. 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 £2020 (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.
8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of North Hill Drive and Wrexham Road which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a two storey semi-detached pair of dwellings and at the end of a terrace of three, respectively. The ground is relatively level.
- 1.2 Development in the vicinity is characterised by two-storey semi-detached and detached residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 15.8m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. One parking space is proposed to each dwelling.

3. History

- 3.1 P0503.14 - Demolish existing 2No. single storey dwellings and construct 2No. new one and a half storey dwellings - Withdrawn

4. Consultation/Representations

- 4.1 Notification letters were sent to 20 neighbouring properties and no letters of objection were initially received. Subsequent amendments were made to the proposal to include onsite parking spaces which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.
- 4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.
- 5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).
- 5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

- 6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.
- 6.2 *Principle of Development*
 - 6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.
 - 6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the

83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints, however members may wish to attach greater weight to the minimum space standards.

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

- 6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.
- 6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.
- 6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.
- 6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.
- 6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.
- 6.6.2 One on-site parking space is proposed. This is only slightly below the requirement of 1.5 spaces. Staff do not consider the proposal to have a

worse impact on parking given the current situation of no on-site parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and a shortfall of half a space and may consider there to be a lack of on-site parking

6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.

6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.

7. **Conclusion**

7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to a land which is within the Council's ownership.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

REGULATORY SERVICES COMMITTEE

13 November 2014

REPORT

Subject Heading:

P1200.14 – 2 Longtown Road and 1 Daventry Road, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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.

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Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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

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8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of Longtown Road and Daventry Road which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a two storey terrace of three dwellings and at the end of a terrace of four, respectively. The ground is relatively level.
- 1.2 Development in the vicinity is characterised by two-storey semi-detached and detached residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 15.8m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. One parking space is proposed to each dwelling.

3. History

- 3.1 P0503.14 - Demolish existing 2No. single storey dwellings and construct 2No. new one and a half storey dwellings - Withdrawn

4. Consultation/Representations

4.1 Notification letters were sent to 22 neighbouring properties and two letters of objection were received raising the following concerns:

- building would encroach on light
- impact on the character and feel of the area
- reduce the value of existing property
- will increase parking problems
- noise nuisance during construction
- noise travelling through walls of property
- demolition of existing structure may damage neighbouring house
- proposal is contrary to the London Housing Design Guide Standards

Subsequent amendments were made to the proposal to include an onsite parking space which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.

4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.

5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).

5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 *Principle of Development*

6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the 83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints.,

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof

height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.

6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.

6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.

6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.
- 6.6.2 The development provides one parking space per dwelling. Although this is below the requirement of 1.5 spaces, Staff do not consider the proposal to have a worse impact on parking given that the existing dwellings do not presently have any parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and an overall shortfall of one space and may consider there to be a lack of on-site parking
- 6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.
- 6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

- 6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

- 6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.

7. **Conclusion**

- 7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

13 November 2014

Subject Heading:

P1201.14 – 201 Chippenham Road and 1 Chippenham Close, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

- Clean, safe and green borough [x]
- Excellence in education and learning []
- Opportunities for all through economic, social and cultural activity []
- Value and enhance the life of every individual [x]
- High customer satisfaction and a stable council tax []

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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. Materials: Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

4. Landscaping: 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Cycle storage: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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. Construction Method Statement: Before commencement of the proposed development, 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: To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Secured by Design/Crime Prevention: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

9. Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. The provision shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

10. Screen fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

11. Wheel washing: Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason: In order to 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

12. Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, which amends the Town and Country Planning (General Permitted Development) Order 1995 ("the 1995 Order) or any subsequent order revoking or re-enacting that order, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

13. Obscure glazed and fixed shut: The proposed roof lights serving bathrooms shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1. Fee Informative:

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.

2. 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.
3. With regard to surface water drainage it is the responsibility of a 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 groundwater. 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. In aiming to satisfy condition 8 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).
5. 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 £2020 (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.
8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of Chippenham Road and Chippenham Close which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a semi-detached pair of dwellings and terrace of four, respectively. The ground is relatively level.
- 1.2 Development in the vicinity is characterised by two-storey semi-detached and detached residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 16m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. One parking space is proposed per dwelling.

3. History

- 3.1 None

4. Consultation/Representations

4.1 Notification letters were sent to 20 neighbouring properties and one letter of objection was received raising the following concerns:

- building would encroach on lights
- appearance not suitable in the street
- reduce the value of existing property
- will increase parking problems
- noise, dust nuisance during construction
- demolition of existing structure may damage neighbouring house

Subsequent amendments were made to the proposal to include an onsite parking space which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.

4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.

5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).

5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council and as an objection to the proposal has been received. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 *Principle of Development*

6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the 83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints.

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have

an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.

6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.

6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.

6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.
- 6.6.2 The development provides one parking space per dwelling. Although this is below the requirement of 1.5 spaces, Staff do not consider the proposal to have a worse impact on parking given that the existing dwellings do not presently have any parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and a shortfall of one space and may consider there to be a lack of on-site parking
- 6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.
- 6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

- 6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

- 6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.
- 6.8.2 Concerns raised regarding the loss of property values is not a material planning consideration. Issues relating to noise and dust nuisance during construction will be mitigated by a Construction Method Statement condition. Any structural concerns would be a matter for Building Control and not a planning consideration.

7. **Conclusion**

- 7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply

with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

13 November 2014

Subject Heading:

P1202.14 – 204 Straight Road and 1a Myrtle Road, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

- Clean, safe and green borough [x]
- Excellence in education and learning []
- Opportunities for all through economic, social and cultural activity []
- Value and enhance the life of every individual [x]
- High customer satisfaction and a stable council tax []

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor’s Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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. Materials: Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

4. Landscaping: 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Cycle storage: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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. Construction Method Statement: Before commencement of the proposed development, 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: To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Secured by Design/Crime Prevention: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

9. Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. The provision shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

10. Screen fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

11. Wheel washing: Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason: In order to 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

12. Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, which amends the Town and Country Planning (General Permitted Development) Order 1995 (“the 1995 Order) or any subsequent order revoking or re-enacting that order, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

13. Obscure glazed and fixed shut: The proposed roof lights serving bathrooms shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1. Fee Informative:

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.

2. 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.
3. With regard to surface water drainage it is the responsibility of a 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 groundwater. 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. In aiming to satisfy condition 8 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).
5. 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 £2020 (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.
8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at

£20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of Straight Road and Myrtle Road which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a semi-detached pair of dwellings and terrace of four, respectively. The ground is relatively level.
- 1.2 Development in the vicinity is characterised by two-storey terraced residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 16m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. One parking space is proposed between the two dwellings.

3. History

- 3.1 P0505.14 - Demolish existing 2No. poorly constructed single storey dwellings and construct 2No. new one and a half storey dwellings - Withdrawn

4. Consultation/Representations

- 4.1 Notification letters were sent to 30 neighbouring properties and one letter of objection was received raising the following concerns:

- does not meet the demand needs which is for single bedroom dwellings
- building would encroach on light
- loss of privacy
- appearance not suitable in the street
- will increase parking problems
- noise, dust nuisance during construction
- demolition of existing structure may damage neighbouring house

Subsequent amendments were made to the proposal to include an onsite parking space which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.

- 4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.

- 5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).

- 5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council and as an objection to the proposal has been received. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 *Principle of Development*

6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the 83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints.

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and

should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.

6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.

6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.

6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.

6.6.2 The development provides one parking space per dwelling. Although this is below the requirement of 1.5 spaces, Staff do not consider the proposal to have a worse impact on parking given that the existing dwellings do not presently have any parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and a shortfall of one space and may consider there to be a lack of on-site parking

6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.

6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.

6.8.2 Issues relating to noise and dust nuisance during construction will be mitigated by a Construction Method Statement condition. Any structural concerns would be a matter for Building Control and not a planning consideration.

7. Conclusion

- 7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

**REGULATORY
SERVICES
COMMITTEE**

REPORT

13 November 2014

Subject Heading:

P1205.14 – 12 Wrexham Road and 83 Preston Road, Romford - Demolish existing 2 No. single storey bed-sit and construct 2 No. small two storey dwellings and the creation of on-site parking. (received 27/08/14)

Report Author and contact details:

Suzanne Terry
Interim Planning Manager
suzanne.terry@havering.gov.uk
01708 432755

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

- Clean, safe and green borough [x]
- Excellence in education and learning []
- Opportunities for all through economic, social and cultural activity []
- Value and enhance the life of every individual [x]
- High customer satisfaction and a stable council tax []

SUMMARY

This application relates to Council owned land. The application proposes the demolition 2 no. single storey, 1-bedroom dwellings and the erection of 2 no. 2-bed, 2 storey dwellings with associated amenity space. Staff consider the

proposal to be acceptable. The application is recommended for approval subject to conditions.

RECOMMENDATIONS

That the Committee notes that the proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

That Staff be authorised to 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.

2. Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans listed on page 1 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. Materials: Before any of the development hereby permitted is commenced, written specification of external walls and roof materials to be used in the construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

4. Landscaping: 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Cycle storage: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

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. Construction Method Statement: Before commencement of the proposed development, 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: To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. Secured by Design/Crime Prevention: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

9. Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority. The provision shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

10. Screen fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

11. Wheel washing: Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason: In order to 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

12. Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, which amends the Town and Country Planning (General Permitted Development) Order 1995 ("the 1995 Order) or any subsequent order revoking or re-enacting that order, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

13. Obscure glazed and fixed shut: The proposed roof lights serving bathrooms shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1. Fee Informative:

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.

2. 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.
3. With regard to surface water drainage it is the responsibility of a 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 groundwater. 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. In aiming to satisfy condition 8 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).
5. 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 £2020 (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.
8. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² which, at £20 per m², equates to a Mayoral CIL payment of £2,020 (subject to indexation).

REPORT DETAIL

1. Site Description

- 1.1 The application sites consist of two small pieces of land on the corner of Wrexham Road and Preston Road which is currently occupied by 2 small 1-bedroom bungalows. The subject bungalows are situated at the end of a semi-detached pair of dwellings, respectively.
- 1.2 Development in the vicinity is characterised by two-storey semi-detached and terraced residential units which predominantly have a brick finish.

2. Description of Proposal

- 2.1 The application seeks permission for the demolition of the existing 1-bedroom bungalows and the erection of 2 no. 2-bed, 2 storey dwellings.
- 2.2 The dwellings would measure 8.6m in width at its widest point and 8m in depth. The dwellings will be covered by a pitched roof design with a difference in angle between the front and the rear roof slopes. The replacement dwellings would have a slightly larger footprint, wrapping around the corner, than that of the existing bungalows however would not project forward of the front or rear building lines of the adjacent dwellings.
- 2.3 The proposed 2-bed dwellings would consist of a kitchen/living/dining area and wc at ground floor and a bathroom and 2 no. bedrooms at first floor.
- 2.4 The access arrangements are sufficient to allow access into the site for refuse collection. The storage of cycles could be accommodated in the rear gardens.
- 2.5 There will be no change to the current amenity space arrangement to the rear of the dwellings. Approximately 16m² of amenity space would be provided to the rear of each dwelling.
- 2.6 No on-site parking is currently available. One parking space is proposed per dwelling.

3. History

- 3.1 P1212.13 - Proposed demolition of two existing dwellings and erection of two new dwellings - Withdrawn

4. Consultation/Representations

4.1 Notification letters were sent to 26 neighbouring properties and three letters of objection were received raising the following concerns:

- demolition of existing structure may damage neighbouring house
- rear garden seems to be encroaching on neighbouring property.

Subsequent amendments were made to the proposal to include an onsite parking space which required re-notification. The deadline for responses to the 2nd round of notification will expire on 5 November and any representations will be verbally updated to members.

4.2 The Highway Authority has raised an objection to the proposal as the parking provision is not in accordance with policy guidance which requires 2-1½ spaces per dwelling.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD are also relevant.

5.2 Policies 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011).

5.3 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff comments

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council and as objections have been received. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

6.2 Principle of Development

6.2.1 The proposal is for the replacement of existing residential dwellings and is therefore acceptable in principle.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking

account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83m² for a 2-bed 4-person two storey dwelling. Although the internal floor area of 82.6 m² is lower than the 83m² minimum standard it is only marginally below the requirement. Staff do not consider this sufficient reason for refusal given the site constraints.

6.3 *Site Layout / Amenity Space*

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The proposals are for replacement dwellings on a similar footprint as the existing bungalows. The existing amenity space provision would remain the same and is considered acceptable given the site constraints and the fact that it is for replacement dwellings.

6.3.3 In terms of the general site layout, the proposed would have a slightly larger footprint than that of the existing bungalows. The existing bungalows would be replaced with 2 storey dwellings. The general site layout would remain similar to the existing scenario and is considered acceptable.

6.4 *Impact on Local Character and Street Scene*

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposed design would be similar in materials and visual appearance than that of the dwellings on either side with the exception of a lower roof height, front porch projection and bay windows. Staff are of the opinion that the development of the proposed dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 *Impact on Amenity*

- 6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.
- 6.5.2 Staff do not consider the proposed dwellings to have an unacceptable impact on neighbouring properties as it would not project beyond the front and rear building lines of the attached neighbouring properties. No additional impact would result from 4 of the loft windows to the rear roof slope as these windows are rooflights and high level (in excess of 2.3m above finished floor level). The 2 remaining loft windows serving bathrooms would be at an approximate height of 1.5m above finished floor level. A condition will be imposed to have these windows obscure glazed and fixed shut in order to mitigate any overlooking.
- 6.5.3 It is considered that there would be some loss of light to and outlook from the adjoining rear garden environments as a result of the increased height of the replacement dwellings. As a matter of judgement, Staff do not consider unacceptable levels of overshadowing or loss of outlook to occur, however members may wish to attach greater weight to the loss of light and outlook to/from neighbouring gardens and the resultant loss of residential amenity.
- 6.5.4 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed houses and the available plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all permitted development rights for the proposed development should be removed in order to safeguard the appearance of the rear garden environment and amenities of neighbouring occupiers.
- 6.5.5 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no significant harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 *Highways / Parking Issues*

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type.
- 6.6.2 The development provides one parking space per dwelling. Although this is below the requirement of 1.5 spaces. Staff do not consider the proposal

to have a worse impact on parking given that the existing dwellings do not presently have any parking. Staff therefore do not consider it reasonable to refuse the application on parking grounds. Members may however give more weight to the parking requirement given that there would be an increase from a 1-bedroom bungalow to a 2-bedroom dwelling and a shortfall of one and a half space and may consider there to be a lack of on-site parking

6.6.3 A condition would be added to provide storage for 2 no. cycle spaces per unit in order to comply with the Council's standards.

6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 *The Mayor's Community Infrastructure Levy*

6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The applicable fee is based on an internal gross floor area of 101m² for the 2-bed dwellings and amounts to £2,020.

6.8 *Other Issues*

6.8.1 The access arrangements are sufficient to allow access into the site for refuse collection. Staff therefore consider the refuse arrangements to be acceptable.

6.8.2 Any structural concerns would be a matter for Building Control and not a planning consideration. Issues relating to boundaries would be a Civil matter and not a planning consideration.

7. **Conclusion**

7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. The proposals are not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. Staff also consider any potential impact on neighbouring amenity in term of overlooking and the refuse arrangements to be acceptable. The parking provision, impact on light and internal floor space provision is considered acceptable on balance. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The application relates to a land which is within the Council's ownership. This does not affect the planning considerations relating to this development.

Legal Implications and risks:

None.

Human Resource Implications:

None

Equalities and Social Inclusion Implications:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/08/14.

REGULATORY SERVICES COMMITTEE

13 November 2014

REPORT

Subject Heading:

P1087.14 78-80 Straight Road, Romford

Demolition of existing buildings and structures and redevelopment of site for three-storey building comprising ground floor retail unit and 9 no. 1, 2 and 3-bed apartments over two storeys above, together with ancillary car parking, cycle storage and commercial and landscaped areas. (application received 07-08-2014)

Report Author and contact details:

Suzanne Terry 01708 4322755
Suzanne.terry@havering.gov.uk

Policy context:

Local Development Framework
Development Control Policies
Development Plan Document

National Planning Policy Framework

London Plan

Financial summary:

Not relevant

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

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Value and enhance the life of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application is for the redevelopment of a commercial site for mixed-use comprising residential and retail. The site lies with the residential area of Harold Hill. The site is in a prominent corner location and provides an acceptable redevelopment of the site in terms of its scale and appearance. A mix use development is considered acceptable in policy terms and approval is recommended accordingly.

RECOMMENDATIONS

1. That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee would be £15060 subject to indexation. This is based on the creation of 1042m² of new gross internal floor space (net increase of 753m²).

2. 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 £54,000 to be used towards infrastructure costs in accordance with the Policy DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document and the Planning Obligations Supplementary Planning Document.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

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

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

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

2. *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. *Car parking* - No dwelling unit shall be occupied or the retail unit opened for trading until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

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

4. *Disabled parking* - No building shall be occupied or use commenced until the disabled parking spaces shown on the approved plans have been completed, 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 disabled parking facilities for the disabled in accordance with Development Control Policies Development Plan Document Policy DC33.

5. *Loading*- The retail floorspace shall not be occupied or the retail use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. 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.

6. *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 08:00 hours to 21:00 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.

7. *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

8. *Materials* - The development hereby permitted shall not be commenced until samples of all materials to be used in the external construction of the buildings and hard landscaped areas have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

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

9. *Refuse and recycling* - Prior to the first occupation of the development or the commencement of the use hereby permitted provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority.

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

10. *Cycle storage* - Prior to completion of the development hereby permitted cycle storage for both the residential units and retail store, of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

11. *Secured by Design* - The development hereby permitted shall not be commenced until details of the measures to be incorporated into the development demonstrating how the principles and practices of the Secured by Design scheme have been included have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 and DC63 of the LDF Development Control Policies Development Plan Document.

12. *External and internal lighting* - The development hereby permitted shall not be commenced until a scheme for the lighting of external areas of the development, has been submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the first occupation of that phase of the development and retained thereafter.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

13. *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 8:00 hours and 18:00 hours Monday to Friday, and between 08.00 hours and 13.00 hours 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.

14. *Wheel washing* - The development hereby permitted shall not be commenced until details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during the construction works has been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used within the application site at relevant entrances to the site throughout the course of construction works.

Reason: In order to 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.

15. *Construction methodology* - The development hereby permitted shall not be commenced until a scheme has been 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 that phase 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 authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) 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: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

16. *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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

17. *Boundary Treatment* – No part of the building shall be occupied until screen fencing is provided along the site boundaries in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The fencing shall be permanently retained and maintained thereafter.

Reason: To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

18. *Vehicle access* - All necessary agreements, notices or licences to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of development.

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

19. *Lifetime Homes* - The development hereby permitted shall not commence until a Lifetime Homes methodology statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the development will achieve Lifetime Home standards. The development shall be carried out in accordance with the approved details and thereafter maintained as such.

Reason: In the interests of the amenities of future residents and visitors and to ensure that the residential development meets the needs of all potential occupiers in accordance with policy DC7 of the Havering LDF Core Strategy and Development Control Policies Development Plan Document and policy 3.8 of the London Plan.

20. *Green Roof* - 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 for the provision and maintenance of the 'green roof' shown on the approved drawings. The green roof shall be implemented and maintained in accordance with the approved details.

Reason: To enhance the visual amenities of the area and the carbon footprint of the development in accordance with Policies DC61 and DC49? of the Development Control Policies Development Plan Document.

21. *Land Contamination* - No works shall take place in relation to any of the development hereby approved (except works required to secure compliance with this condition) until the following contaminated land reports (as applicable) are submitted to and approved in writing by the local planning authority.

a) A Phase II (Site Investigation) Report (a Phase I Report having been submitted) if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

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

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

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

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

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

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

Reason:

To ensure the safety of the occupants of the development hereby permitted and the public generally, and in order that the development accords with Development Control Policies DPD Policies DC61 and DC54.

22. *Opening hours* - The retail store shall not be open to customers outside of the following times: 08:00 hours to 22:00 hours Monday to Saturday and 09:00 hours to 21:00 hours on Bank and Public Holidays and on Sundays the retail store shall remain open for a maximum of 6 hours continuous between 09:00 hours and 21:00 hours.

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

23 *GPDO restriction* -Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), there shall be no provision of retail floorspace in excess of that shown on drawing 0975-CHE-102 without the express permission of the local planning authority, 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 convenience retail unit and any changes could materially affect the impact of the development on the area.

24. – *GPDO restriction* - Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no development under Part 42 Class A, B or C shall be erected or carried out except in accordance with plans showing the siting and design of such enlargement or extension which shall previously have been submitted to and approved in writing by the local planning authority.

Reason: To protect the amenities and character of the area in accordance with Development Control Policies Development Plan Document Policy DC61.

25. - *GPDO restriction* - Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (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 F shall be carried out except in accordance with plans and other details which shall previously have been submitted to and approved in writing by 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.

26. *Plant and machinery* - No building shall be occupied or use commenced until a scheme for plant and machinery to be installed within the new building is submitted to and agreed in writing by the local planning authority to achieve the following noise standard: noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary of the nearest noise sensitive premises shall not exceed LA90-10db. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: To prevent noise nuisance to adjoining properties in accordance with the Development Control Policies Development Plan Document Policies DC55 and DC61.

Informatives

1. DMO Statement - Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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. Mayoral CIL - 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 £15,060 (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. Planning obligation - The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-

- (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.

4. Temporary use of the highway - If any 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 432563 to make the necessary arrangements. Further details are available on the Council website.

5. Highway alterations – The Highway Authority advises that planning approval does not constitute approval for changes to the public highway. Highway Authority approval

will only be given after suitable details have been submitted, considered and agreed. The necessary agreement, notice or licence to enable alterations to the public highway (including temporary works) must be entered into prior to the commencement of the works concerned. In order to obtain a licence for the works the applicant should contact Streetcare, Traffic & Engineering on 01708 433750 to commence the submission/licence approval process.

6. Secured by Design - In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of the Secured by Design Award Scheme and Designing against Crime. Your attention is drawn to the free professional service provided by the Metropolitan Police Designing Out Crime Officers for North East London, whose can be contacted via DOCOMailbox.NE@met.police.uk or 0208 217 3813 . They are able to provide qualified advice on incorporating crime prevention measures into new developments.

REPORT DETAIL

1. **Site Description**

- 1.1 The site which amounts to about 0.165 hectare lies on the east side of Straight Road at its junction with Farringdon Avenue in Harold Hill. The site is currently occupied by a car wash facility, car sales and a taxi business. The site currently contains four single storey demountable buildings and car parking areas associated with these uses.
- 1.2 To the east of the site is a terrace of two storey dwellings in Appledore Close with an area of green space between the rear boundary and Farringdon Avenue. To the south and west of the site there are also two storey dwellings. The property immediately to the south is separated from the site by a public footway that leads from Straight Road to Appledore Close.
- 1.3 About 80 metres to the south is the Masefield Crescent Minor Local Centre where there are a number of small shops and takeaways, including a news agent, off-licence and pharmacy. Opposite the site on the north side of Farringdon Avenue is a discount store.
- 1.4 The scale of residential development in the locality is mainly two-storey, but there are some three-storey developments in the vicinity, including the Masefield Crescent local centre where these is two floors of flats above the retail units.

2. **Description of proposal**

- 2.1 Demolition of all existing buildings and structures and the erection of a mainly three storey building containing 412m² of retail floorspace on the ground floor

(281m² net sales area) and nine flats above over two floors. The flats would be five No. 3-bed; three No. 1-bed and one 3-bed. All would have a floorspace above the London Plan minimum space standards.

- 2.2 The building would be located on the southern boundary with a frontage along Straight Road. There would be 13 car parking spaces for the convenience store and 14 for the flats. These would be located to the north and east of the building. Access would be from Farringdon Avenue close to the existing. Cycle and refuse storage for the flats would be provided close to the building entrance. Cycle storage for customers would be provided close to the store entrance with refuse storage near to the Farringdon Road access.
- 2.3 The retail unit would have a glazed frontage facing onto Straight Road which would wrap around onto the northern elevation. The eastern shop elevation would also be partly glazed. The building would have three main sections. The front section on Straight Road would be single storey and constructed mainly in brick. The flat roof would be utilised as a terrace for the first floor flats. The central section would be three-storey and set back from the Straight road frontage. It would be mainly of brick under a pitched tiled roof. The west facing pitch would have photovoltaic panels on most of its surface. The rear section would again be three-story, but would have a flat 'green roof' and with a rendered finish. All the flats would have terraces or balconies. The part of the building closest to the southern boundary would have a lower ridge to reflect the scale of the adjoining residential property.

3. **Relevant History**

P1061.11 - Retrospective permission for continuation of the site for a mix of uses including a minicab use in addition to the car sales use – approved.

P0664.11 - Continued use of the site and existing building for a hand car cash facility – approved.

P0174.11 - Retrospective permission for continuation of the site for use of car sales, including the use of the on-site portacabin as a site office. Replacement fence along Farringdon Avenue - approved.

P1106.08 - Change of use to car sales and factory servicing of cars for a period of 2 years – refused.

P1545.00 - Demolition of existing buildings replacement new building – approved.

P0265.97 - Retention of Port-a-cabin as an office for a taxi cab office – approved.

P0967.95 - Retention of a portacabin for a Mini Cab Office –approved.

P0212.94 - Retention of a portacabin as a n office for a taxi/mini cab office – approved.

P0211.92 - Retention of 3 storage/warehouse buildings - glass storage and cutting.

4. **Consultations/Representations**

4.1 The application has been publicised through site notice and newspaper advert and 61 neighbour letters. There have been six representations in response, four against and two in favour.

4.2 Objections/concerns are raised as follows:

- Reservations about three storeys as would be out of character and intrusive;
- Loss of privacy;
- Adequacy of parking;
- Concerns about late opening of store;
- Concerns about rubbish storage;
- Drainage;
- Impact of construction and demolition work;
- Too many houses in area already;
- No need for new convenience store;
- Increase in noise;
- Would obstruct views;
- Increase in traffic would lead to congestion;
- Opening hours should be same as nearby shops

4.3 Support is as follows:

- Would clean up the site;
- Retail use acceptable, but not any cooking of food;
- Welcome redevelopment of the site;
- Better if development entirely housing.

4.4 The applicant has carried out prior consultation on the proposals by means of a leaflet drop to 40 residential properties in the area. There were two responses raising concerns similar to those set out above.

4.5 Thames Water – Surface water drainage is the responsibility of the developer. It is recommended that storm flows are attenuated. No objections with regard sewerage infrastructure capacity. No impact piling should take place other than in accordance with an approved piling method statement. Recommend petrol/oil interceptors fitted to the car park drainage.

4.6 London Fire Brigade Water Team – Happy for the works to proceed.

4.7 Essex and Suffolk Water – No objections.

- 4.8 London Fire and Emergency Planning Authority – No objections.
- 4.9 Public Protection – Recommend conditions covering ground contamination, air quality assessment; construction hours, noise insulation, delivery times, construction method statement and refuse collection times.
- 4.10 Streetcare (Highways) – No objections subject to conditions covering pedestrian visibility splays, agreement of access details and wheel washing.

5. **Relevant Policies**

- 5.1 Policies CP1 (Housing Supply); CP9 (Reducing the need to travel); CP4 (Town Centres); CP10 (Sustainable Transport); CP15 (Environmental management); CP17 (Design); DC2 (Housing Mix and Density); DC3 (Housing Design and Layout); DC7 (Lifetime Homes and Mobility Housing); DC11 (Non-Designated Sites); DC15 (Locating Retail And Service Development); (DC33 (Car Parking); DC34 (Walking); DC35 (Cycling); DC40 (Waste Recycling); DC49 (Sustainable Design and Construction); DC53 (Contaminated Land); DC61 (Urban Design); DC62 (Access); DC63 (Delivering Safer Places); DC72 (Planning obligations) of the Local Development Framework (LDF) Core Strategy and Development Control Policies Development Plan Document (DPD) are material considerations.
- 5.2 In addition, the Planning Obligations SPD, Residential Design Supplementary Planning Document (SPD), Designing Safer Places SPD, and Sustainable Design and Construction SPD are also material considerations.
- 5.3 Policies 2.15 (town Centres); 3.3 (increasing housing supply), 3.4 (optimising housing potential); 3.5 (quality and design of housing developments); 4.7 (Retail and town centre development); 6.13 (Parking); 7.3 (Designing out crime) and 8.2 (planning obligations) of the London Plan.
- 5.4 The National Planning Policy Framework and the National Planning Practice Guidance.

6. **Staff Comments**

Principle of the development

- 6.1 The site lies within the urban area of the borough where Policy CP1 of the LDF Core Strategy and Development Control Policies DPD seeks to provide new homes by prioritising the development of non-designated sites outside town centres and the Green Belt, in particular brownfield land for housing. It also seeks to ensure that such land is used efficiently. LDF Policy DC11 requires that where non-designated commercial sites become available for development their redevelopment is for housing, but where this is not feasible commercial redevelopments are acceptable subject to environmental improvements. The

residential element of the development of the site would, therefore, be acceptable in principle.

- 6.2 LDF Policy DC15 concerns new retail development and normally seeks to locate this within existing town centres. For development over 200 m² which is the case here the sequential test needs to be satisfied. The site lies within 300 metres from the Masefield Crescent Minor Local Centre, therefore, is classified as being 'edge of centre'. Subject to meeting the sequential test the retail development of the site is considered acceptable in principle. The proposed floorspace is below the threshold set in the NPPF where an impact assessment needs to be applied.
- 6.3 The site is also considered to be previously developed (brownfield) land and the re-use of such land would meet one of the core sustainability principles of the NPPF. The promotion of mixed use developments is also one of the core NPPF principles. The NPPF also states that housing applications should be considered in the context of the presumption in favour of sustainable development. The relevant policies for the supply of housing set out in the LDF and the London Plan are considered to be up to date and the application should, therefore, be determined in accordance with the relevant policies of the development plan. The residential part of the redevelopment of the site would make a positive contribution to meeting the Borough's housing targets.
- 6.4 The site is considered to be in a sustainable location in terms of access to services, including public transport. However, an important element of sustainable development is securing good design that contributes positively to the area. In accordance with the guidance in the NPPF planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area. This is reinforced by the core principles of the NPPF which include seeking a high quality of design and a good standard of amenity for existing and future occupants.
- 6.5 The issues in this case relate to the acceptability of the proposed mixed-use of the site and whether the proposed new building would be acceptable in terms of the character and appearance of the area, have an acceptable impact on nearby residential properties and be acceptable in terms of parking and highways issues.

Density/layout

- 6.6 The density of the residential element would be about 75 units per hectare taking account of the shared access with the retail use. The London Plan Housing SPG and LDF Policy DC2 set out densities for new residential development. The site lies within PTAL Zone 1-2 as defined in Policy DC2 of the LDF Core Strategy and Development Control Policies DPD. This gives an indicative density range of 50-80 units per hectare or 200-250 habitable rooms per hectare for flatted development. The London Plan and Housing SPG give a similar density range. The proposal is within the levels under policy DC2, the

SPG and Table 3.2 of the London Plan. All of the flats would be above the minimum floorspace standards in Table 3.3 of the London Plan.

- 6.7 An additional consideration is that the type and size of new housing should meet local housing need. The design of new developments should also make efficient use of brownfield land. To achieve this there should be a design led approach to determining densities so that residential developments achieve densities appropriate to their accessibility to public transport, and the local context with regard to the principles of good design. This accords with the principles set out in the NPPF. The provision of one and two-bed units would help meet housing need within the Borough and the site has good access to public transport and other services. The development is proposed to be constructed to Lifetime Homes Standards and a condition is recommended to secure this in accordance with LDF Policy DC7. Development at the density proposed would make efficient use of this brownfield site.

Design/impact on streetscene

- 6.8 The application site lies within a residential area where the majority of the buildings are of a domestic scale, the majority being two-storey, but with some three-storey development along Straight Road. The proposed building would be higher than those adjoining the site, but it would be set back from these boundaries. Towards the southern boundary the new building would have a lower ridge height to help make the transition from the two-storey scale of no.70 Straight Road. This transition is less marked due to 7.5 metre gap between the properties. The three-storey part of the building would be set back from the road frontage to respect the existing building line along Straight Road. Therefore, whilst the development would appear larger in scale in the streetscene it would read as a separate building that is set away from the neighbouring properties and is not considered out of place on this prominent corner site. The nearest building to east at 12 Appledore Close is also two-storey and would be over 20 metres away from the new building.
- 6.9 The building has both contemporary and more traditional design features and is considered as an appropriate form and scale of development in this location. Staff consider as a matter of judgement that the proposal would be acceptable and have a positive impact on the character and appearance of the area. Whilst the existing buildings are of lower scale the current commercial use of the site is unsightly and the proposal would represent a significant improvement.
- 6.10 The National Planning Practice Guidance states that good quality design is an integral part of sustainable development. The guidance in the NPPF is that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. LDF Policy DC61 requires that new buildings complement or improve the character of the area and respect the scale, massing and height of the surrounding physical context. Staff consider that the proposal development would achieve these objectives.

- 6.11 The overall design and impact of the development will be a matter for members to judge in relation to the guidance in the NPPF and the LDF Development Control Policies. Should members judge that the proposal would be harmful to the streetscene and character of the area this could amount to a material objection to the application. However, weight also needs to be given to the adverse visual and environmental impacts of the current uses of the site and the overall improvement to the character and appearance of the area the redevelopment would bring.

Retail Impact

- 6.12 This application includes proposals for a new convenience retail store on a site that is outside of any of the shopping centres defined in the LDF. However, new retail development is acceptable in principle on sites outside of existing centres subject to meeting a number of retail policy tests. 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. If there are no available town centre sites only then can edge of centre and then out of centre locations be considered. This is known as the sequential test. For out of centre sites to be acceptable they need to be, or capable of being well integrated within existing centres and with public transport. The NPPF defines sites that are within 300m of the primary shopping frontage as 'edge of centre' and those over 300m as 'out of centre'.
- 6.13 In this case the Masefield Crescent Minor Local Centre is the nearest shopping centre and is about 80 metres away from the application site. The application site is not allocated for retail use in the LDF and the sequential test should be applied accordingly. In considering whether there are other sites available other minor local centres in the area have been assessed as well as the Harold Hill Minor District Centre. No other sequentially preferable sites have been identified in these centres that are of sufficient size and are available. Other edge of centre sites identified, including the former Plough public house at Gallows Corner, are also not available. Therefore in these circumstances staff consider that the sequential test has been satisfied. The site is close enough to the Masefield Crescent for there to be linked trips and is also easily accessible by public transport. The scale of the store means that it would serve a 'top-up' shopping role and is easily accessible from nearby residential area.
- 6.14 The NPPF and LDF Policy DC15 also advises that in assessing proposals an impact test may be required to assess the impact of the proposed development on the viability and vitality of nearby centres. There is no threshold for the application of the impact test in the LDF, but the NPPF sets a default of 2,500 m². Whilst the proposed floorspace is below this figure the applicant has undertaken an impact assessment. This concludes that the proposed retail element would not result in any significant impacts on the vitality or viability of the nearest local retail centres. Whilst there would be some trade draw from local retail convenience stores, the main trade draw is likely to be from the Tesco store near Gallows Corner which is not within a retail centre. In the light of this the proposal is considered acceptable in terms of the retail policies of the LDF and NPPF.

Impact on amenity

- 6.15 The main impacts from the development would arise from the scale of the proposed building and the intensity of the use. Concerns have been raised about overlooking and overshadowing, and the visual impact of the scale of the development.
- 6.16 There is the potential for overlooking of adjoining gardens from windows of the first and second floor flats and from balconies. However, subject to screens on terraced and balcony areas there would be no overlooking of the garden of no. 70 Straight Road. The gardens of the properties in Appledore Close would be overlooked to some degree from windows of habitable rooms in the northern part of the development. This would only occur from the living rooms and bedrooms of two flats and the nearest part of the adjoining garden would be over 20 metres away from the relevant windows. In these circumstances it is judged that there would be no serious overlooking issues.
- 6.17 Concerns have also been expressed by some local residents about potential overshadowing given the height of the proposed building. In response the applicant has submitted an assessment that demonstrates that there would be no significant overshadowing of garden areas at times when these are most likely to be in use. Overall staff consider that there would be no material adverse impact on adjoining residents and the removal the removal of the current uses would bring about environmental improvements.

Amenity space

- 6.18 Amenity space for the proposed residential element is proposed in the form of terraces and balconies. There is no communal amenity space proposed at ground floor level. The guidance in the Residential Design SPD is that the space should be both private and usable. The balconies are above the recommended size in the SPD and can be considered private subject to screening panels and would also be usable. The amount of amenity space would, therefore, be acceptable for the scale and type of development proposed.

Parking and highways

- 6.19 The proposed access to the new parking area to the rear of the development would be from Farringdon Avenue, close to the existing access point. There is an existing cross-over and there are no highway objections. The proposed level of parking would be in accordance with the relevant LDF and London Plan policies. It has also been demonstrated that delivery, service and emergency vehicles can turn within the proposed layout. Any works to the highway would require agreement with Streetcare (Highway Authority).

Other issues

- 6.20 Details have been submitted with the application to demonstrate how the development would achieve Code Level 4 of the *Code for Sustainable Homes* and a BREEAM rating of very good for the commercial element. Photovoltaic panels are proposed for the western facing roof to generate electricity for the development. It is also proposed to provide a 'green roof' on the flat roofed section to the rear of the building. This would also help to off-set the carbon footprint of the development. In addition there would be some landscape planting along the boundaries of the site. Conditions are recommended to require the submission of details.
- 6.21 LDF Policy DC63 seeks to ensure that new developments are designed to discourage crime and adopt the principles and practices of the 'Secured by Design' award scheme. A condition is recommended to address 'Secured by Design' issues and the lighting of car parking areas.
- 6.22 The site has been subject to contaminative uses and an assessment has been carried out. This identifies a potential risk of contamination linkages being realised during the development of the site. The report recommends further intrusive investigations to quantify the risks. An appropriate condition is recommended to address this.

Section 106 Planning Obligations

- 6.23 The dwellings would result in additional local infrastructure demand such that a financial contribution is needed in accordance with Policy DC72 and the SPD on Planning Obligations. There would be a net addition of nine units and at £6,000 per new dwelling the charge would be £54,000 which would need to be secured through a S106 Planning Obligation.

7. **Mayor's Community Infrastructure Levy (CIL)**

- 7.1 All new floorspace is liable for Mayoral CIL, but in assessing the liability account is taken of existing usable floorspace that has been lawfully used for at least six months within the last three years. The existing floorspace amounts to 289m² and is in lawful use as shop and residential. The new build following demolition would amount to 1,042m² giving a net increase of 753 m². The CIL rate is £20 per square metre giving a CIL liability of £15,060.

8. **Conclusions**

- 8.1 The main issues arising are whether the redevelopment of the site for housing and retail use would be acceptable in principle and whether the scale of the development would have an acceptable impact on the character and appearance of the area and on the amenities of neighbours.
- 8.2 Development plan policies and the guidance in the NPPF seek to secure the appropriate redevelopment of brownfield sites within the urban area, in particular to meet an identified housing need. The NPPF seeks to secure the sustainable redevelopment of such sites for mixed-use schemes. The

development is also considered sustainable in terms of its design and carbon footprint reduction proposals.

- 8.3 The proposed redevelopment of the site would be acceptable in principle in accordance with these policies. The proposed scale of the development is also considered acceptable in terms of the impact on the character and appearance of the area. As a matter of judgement staff consider that the proposed new building would make a positive contribution to the local streetscene and represent a significant improvement over the current usage of the site.
- 8.4 In terms of retail policies that site is considered to be 'edge of centre' and it has been demonstrated that there are no sequentially preferable sites available for the scale of the development proposed.
- 8.5 The proposed development would, therefore, be in accordance with the relevant development plan policies and the guidance in the NPPF and the grant of planning permission is recommended accordingly.

Financial implications and risks:

None

Legal implications and risks:

Legal resources will be required to prepare and complete the S 106 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

1. Application form and plans received 07/08/2014.

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REGULATORY SERVICES COMMITTEE

13 November 2014

REPORT

Subject Heading:

**Application for the Stopping Up of
Highway Land situated on the corner of
Berwick Road and Jordan's Way**

(Application received 19th May 2014)

Report Author and contact details:

**Vincent Healy - 01708 432467
Vincent.healy@havering.gov.uk**

Policy context:

Highways Act 1980

Financial summary:

None

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

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[]
Providing economic, social and cultural activity in thriving towns and villages	[]
Valuing and enhancing the lives of our residents	[]
Delivering high customer satisfaction and a stable council tax	[]

SUMMARY

This report relates to an application received on 19th May 2014 for the stopping up of highway to enable the development of land pursuant to a planning permission (planning reference P0316.12). The planning permission (planning reference P0316.12) dated 19th May 2012 involves the demolition of an existing garage and the construction of 1 No x 3 bedroom two storey detached dwelling at 30 Berwick Road, Rainham. The site would provide at least two off street parking spaces to the front of the dwelling and one in the integral garage involving some encroachment on public highway land (“the Planning Permission”).

The developer has applied to the Council under S.247 of the Town and Country Planning Act 1990 (as amended) (“the Act”) to stop up the area of highway shown zebra hatched on the plan (Drawing Number 1065/02 Revision A) annexed to this report (“the Plan”) so that the development can be carried out. The Council’s highway officers have considered the application and consider that the stopping up is acceptable in highways terms to enable the Planning Permission to be carried out.

RECOMMENDATIONS

Subject to the developer paying the Council’s reasonable charges in respect of the making of, advertising of, any inquiry costs associated with and the confirmation of the Stopping Up Order pursuant to Regulation 5 of The London Local Authorities (Charges for Stopping Up Orders) Regulations 2000 that:-

- 2.1 The Council makes a Stopping Up Order under the provisions of s.247 Town and Country Planning Act (as amended) in respect of the area of adopted highway shown zebra hatched on the attached Plan as the land is required to enable development for which the Council has granted the Planning Permission.
- 2.2 In the event that no relevant objections are made to the proposal or that any relevant objections that are made are withdrawn then the Order be confirmed without further reference to the Committee.
- 2.3 In the event that relevant objections are made, other than by a Statutory Undertaker or Transport Undertaker and not withdrawn, that the application be referred to the Mayor for London to determine whether or not the Council can proceed to confirm the Order.

- 2.4 In the event that relevant objections are raised by a Statutory Undertaker or Transport Undertaker and are not withdrawn the matter may be referred to the Secretary of State for their determination unless the application is withdrawn.
- 2.5 The proposed stopping up relates to an area of highway verge the stopping up of which is necessary to facilitate the development of 1 No.x3 bedroom two storey detached dwelling pursuant to the Planning Permission (reference P0316.12). It is therefore recommended that the necessary Order is made and confirmed.

REPORT DETAILS

- 3.1 On 9th May 2012 the Council granted Planning Permission (planning reference P0316.12) for the demolition of an existing garage and the construction of 1 No x 3 bedroom two storey detached dwelling at 30 Berwick Road, Rainham and the provision of at least two off- street parking spaces to the front of the dwelling and one in the integral garage. The Planning Permission was issued on 9th May 2012 subject to conditions.
- 3.2 The stopping up is necessary in order that the development can be implemented and it involves the stopping up of a section of existing public highway.
- 3.3 The section of public highway to be stopped up is: 43 meters in length and 1.5 meters in width and lies adjacent to 30 Berwick Road, Rainham. The terminal points of the highway verge to be stopped up are set out in the Plan attached.
- 3.3 The development involves building on land which includes areas of highways verge. In order for this to happen, the areas of the highway shown zebra hatched on the attached Plan need to be formally stopped up in accordance with the procedure set out in the Town and Country Planning Act 1990 (as amended). The Stopping Up Order will not become effective however unless and until it is confirmed.
- 3.4 Section 247 (2A) of the Town and Country Planning Act 1990 allows a London Borough to make an Order authorising the stopping up of any highway if it is satisfied that it is necessary to do so in order to enable development to be carried out in accordance with a planning permission.
- 3.5 The Council makes the necessary Order, advertises it, posts Notices on site and sends copies to the statutory undertakers. There is then a 28 day period for objections to be lodged. If there are no objections or any objections that have been made are withdrawn the Council may confirm the Order, thereby bringing it into legal effect. If objections are

made and not withdrawn then the Council must notify the Mayor of London of the objections and the Mayor may determine that a local inquiry should be held. However under Section 252(5A) of the 1990 Act the Mayor of London may decide that an inquiry is not necessary if the objection/s are not made by a local authority, statutory undertaker or transport undertaker and may remit the matter to the Council for confirmation of the Order. If however a Statutory Undertaker of Transport Undertaker makes a relevant objection which is not withdrawn then the matter may be referred to the Secretary of State for determination.

IMPLICATIONS AND RISKS

4.1 Financial Implications and Risks:

The costs of the making, advertising and confirmation and any associated costs, should the Order be confirmed or otherwise will be borne by the developer pursuant to The London Local Authorities (Charges for Stopping Up Orders) Regulations 2000.

4.2 Legal Implications and Risks:

Legal Services will be required to draft the Stopping Up Order and Notices as well as carry out the Consultation process and mediate any negotiation with objectors.

4.3 Human Resources Implications and Risks:

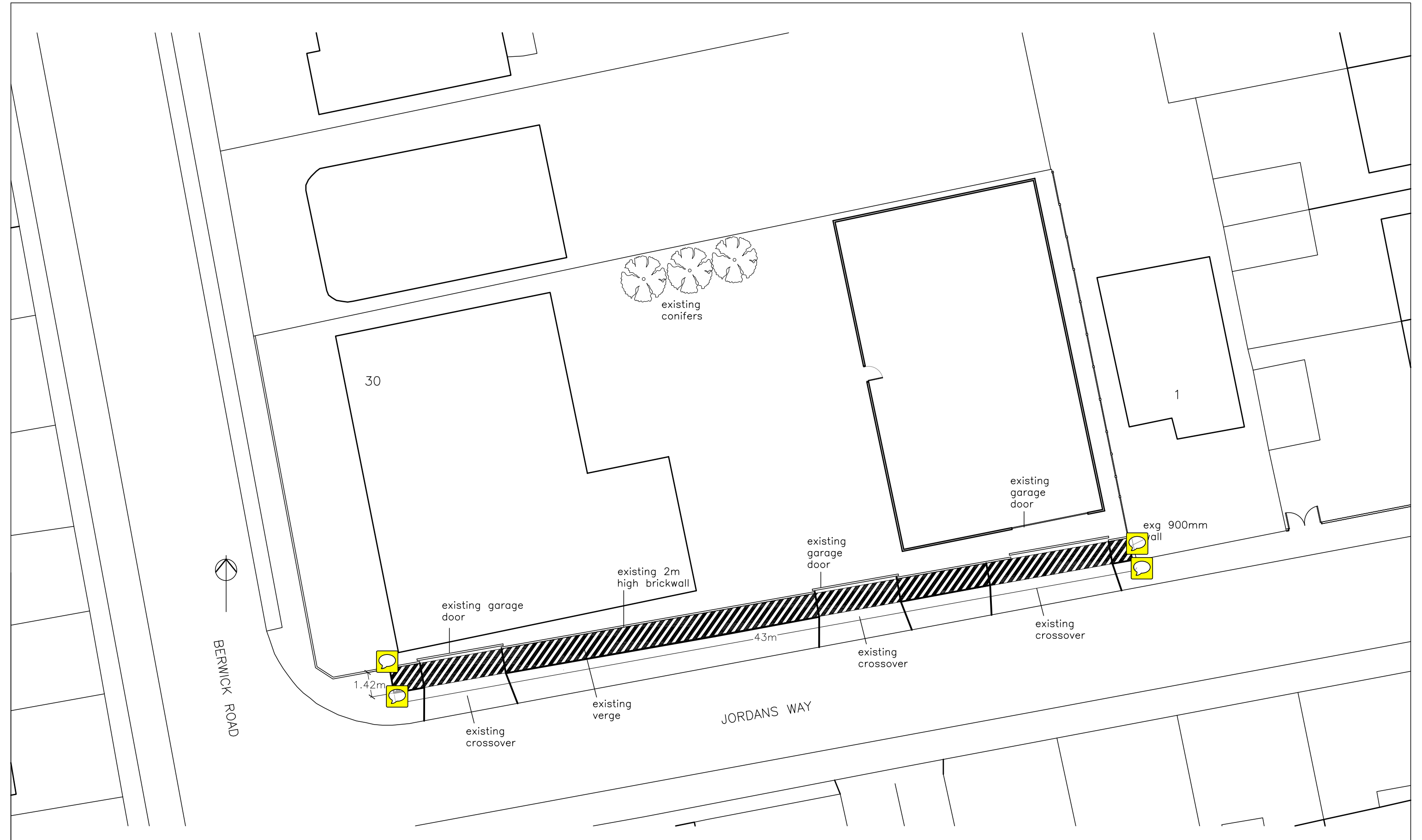
None directly attributable to the proposals.

4.4 Equalities and Social Inclusion Implications:

None directly attributable to the proposal.

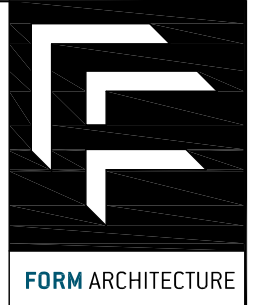
Background Papers List

1. Officers Report under delegated Authority dated 9th May 2012 which granted planning permission under planning reference P0316.12
2. Plan (Drawing Number 1065/02 Revision A) showing the area to be stopped up



Standard Instructions
 1. This drawing is copyright © and must not be reproduced in whole or in part without written authority of Form Architecture Ltd.
 2. Unless formally agreed otherwise, services on this project are for the provision of drawings only and not the supervision or inspection of the work, excavations, foundations, structure and detail.
 3. The Main Contractor, subcontractor or supplier shall:
 a. Verify all dimensions on site and immediately report any discrepancies or divergence between drawings before putting the work concerned in hand, fabricating the work or preparing shop drawings.
 b. Work to figured dimensions only (except where full size details are provided). DO NOT SCALE.
 c. Not vary any work shown on the drawing without obtaining prior approval.
 d. Be responsible for requesting any additional information required.
 e. Supply all shop drawings, illustrations, specifications etc. of all specialist work to be incorporated in the Main Contractors Works.
 f. Immediately inform if any work shown on this drawing is not in accordance with the relevant codes of practice, recognised good practice throughout the industry and does not comply with current Building Regulations or other statutory requirements.
 g. Immediately advise of the effect upon programme and cost of any alterations to the proposed works shown on this drawing.
 Note: This drawing is prepared solely in support of the Town & Country Planning Act and is not a working drawing and should not be used as such.

client	Mr M Crompton	detail	Existing Block Plan		ARCHITECTS URBAN DESIGN SPACE PLANNING 85 CRAIGDALE RD, ROMFORD ESSEX, RM11 1AF T: 01708 741235 F: 01708 741302 INFO@FORMARCHITECTURE.LTD.UK WWW.FORMARCHITECTURE.LTD.UK
project	Land Adjacent to 30 Berwick Road Rainham Essex RM13 9QU	scale			
		1:200 @A3			
		date	drawn	checked	
		Dec2011	gc		
		drawing no.	revision		
		1065/02	A		



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