



STRATEGIC PLANNING COMMITTEE AGENDA

7.30 pm	Thursday 28 February 2019	Council Chamber, Town Hall, Main Road, Romford RM1 3BD
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Members 8: Quorum 4

COUNCILLORS:

Conservative Group (4)

Ray Best
Jason Frost (Chairman)
Timothy Ryan
Maggie Themistocli

Residents' Group (1)

Reg Whitney

Upminster & Cranham Residents' Group (1)

Linda Hawthorn

Independent Residents Group (1)

Graham Williamson

Labour Group (1)

Keith Darvill (Vice-Chair)

For information about the meeting please contact:

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**To register to speak at the meeting please call 01708 433100
before**

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.

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.

Development presentations

I would like to inform everyone that Councillors will receive presentations on proposed developments, generally when they are at the pre-application stage. This is to enable Members of the committee to view the development before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.

Applications for decision

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.

Would everyone in the chamber note that they are not allowed to communicate with or pass messages to Councillors sitting on the Committee during the meeting.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 7 February 2019 and to authorise the Chairman to sign them.

5 DEVELOPMENT PRESENTATIONS (Pages 5 - 6)

Report attached

6 PE/00095/19 - QUARLES CAMPUS, HAROLD HILL (Pages 7 - 10)

Report attached

7 PE/00492/18 - WATERLOO ESTATE AND QUEEN STREET, ROMFORD (Pages 11 - 14)

Report attached

8 P0947.17 - 49 - 87 NEW ROAD, RAINHAM (Pages 15 - 20)

Report attached

9 P1604.17 - 148 - 192 NEW ROAD, RAINHAM (Pages 21 - 26)

Report attached

10 APPLICATIONS FOR DECISION (Pages 27 - 30)

Report attached

11 SP1694.18 - REDDEN COURT SCHOOL, COTSWOOD ROAD (Pages 31 - 42)

Report attached

12 ITEMS FOR INFORMATION

Items for Information

Introduction

1. This part of the agenda is for the committee to receive reports and other items for information purposes only.
2. The items on this part of the agenda will not normally be debated and any questions of clarification need to be agreed with the chair.
3. The following information and advice only applies to reports in this part of the agenda.

Public speaking

4. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" parts of the agenda. Therefore, reports on this part of the agenda do not attract public speaking rights.

Late information

5. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

6. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented for information only.

Andrew Beesley
Head of Democratic Services

**MINUTES OF A MEETING OF THE
STRATEGIC PLANNING COMMITTEE
Council Chamber, Town Hall, Main Road, Romford RM1 3BD
7 February 2019 (7.30 - 10.15 pm)**

Present:

COUNCILLORS 8

Conservative Group	Jason Frost (Chairman), +John Mylod, +Viddy Persaud and Maggie Themistocli
Residents' Group	Reg Whitney
Upminster & Cranham Residents' Group	Linda Hawthorn
Independent Residents Group	Graham Williamson
Labour Group	Keith Darvill (Vice-Chair)

Apologies were received for the absence of Councillors Ray Best and Timothy Ryan.

+Substitute Members: Councillor John Mylod (for Ray Best) and Councillor Viddy Persaud (for Timothy Ryan).

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

43 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

44 MINUTES

The minutes of the meeting of the Committee held on 10 January 2019 were agreed as a correct record and signed by the Chairman.

45 **P1698.18 - HALL MEAD SCHOOL - PARTIAL DEMOLITION AND REDEVELOPMENT OF SCHOOL TO PROVIDE A NEW THREE STOREY SCHOOL BUILDING, ACTIVITY STUDIO, EXTENSION TO EXISTING CHANGING ROOMS, THREE COURT MULTI-USE GAMES AREA, LANDSCAPING AND PARKING IMPROVEMENTS.**

In accordance with the public participation rules the Committee was addressed by an objector with a response by the applicant's agent.

The Committee considered the report and **RESOLVED** that **PLANNING PERMISSION BE GRANTED** subject to the conditions as set out in the report. Also to amend the lighting condition to require provision of lighting sensors within the extension itself.

46 **PE/00414/18 - 22-44 NORTH STREET ROMFORD**

The Committee received a developer presentation from Alasdair Buckle of nexus Planning and Adam Johnson of Assael Architecture.

The latest revised scheme ranged in height from 6 to 9 storeys, providing 77 residential units, and approximately 382 sq. m of commercial floor space.

The main issues raised by Members for further consideration prior to submission of a planning application were:

- Height reduction welcomed.
- Affordable Housing: need to understand the basis of the offer and the trade-offs being made e.g.; height vs unit numbers vs viability.
- Parking: need to understand the basis the car parking proposals in more detail. What was the anticipated level of demand for parking?
- The submission should demonstrate why the proposals would not dominate the Church or the Market Place
- Quality of tree planting and public realm to the rear of the site was really important

47 **PE/00507/18 - NEW PLYMOUTH AND NAPIER, NEW ROAD, RAINHAM**

The Committee received a developer presentation from Rebecca Taylor of JTP Architects and additional responses from Lia Silva of Wates Residential.

The proposal was to demolish the existing buildings and structures on the site and construct a residential development currently proposed to comprise the following:

- Three distinct blocks of varying heights (between 3/4/5/7/9/10 storeys)

- 197 homes proposed providing 64% affordable and 36% market housing.
- 92 car parking spaces below a podium level
- 381 cycle parking spaces
- Significant amenity provision including three courtyard gardens
- New open space with cycle link.
- New opportunities for play space within all planned green spaces
- Enhanced for sustainability and biodiversity.

The main issues raised by Members for further consideration prior to the submission of a planning application were:

- Reassurances sought that the development would be secure/become gated.
- Charging points needed to be robust to prevent vandalism.
- Daylight and sunlight details were still needed.
- Invite amendments to height to redistribute the units.
- Opportunity for increased family unit provision.
- A strong traffic/parking management plan was needed.
- A survey was needed of existing/former residents to establish their parking needs, detail of that is invited with the submission.
- Opportunity to add/create social value through the scheme.

48 PE/00508/2018 - SUNRISE, SERENA HOUSE

The Committee received a developer presentation from Rebecca Taylor of JTP Architects and additional responses from Lia Silva of Wates Residential.

The proposal is to demolish the existing buildings and structures on the site and construct a residential development to provide for the specific needs of residents over the age of 55 currently proposed to comprise the following:

- 5 blocks of varying heights (between 3/4/5/6/8/10 storeys)
- 178 new homes proposed providing 26% affordable housing and 69% private housing.
- 91 car parking spaces, including dedicated cycle/scooter storage.
- Dedicated laybys for drop off and emergency vehicles
- All units would be oversized i.e. they would meet the larger minimum standards required for wheelchair units and would consist of 1 and 2 bed dwellings – designed to attract elderly ‘downsizers’.
- Biodiversity enhancements through new planting
- Community space to facilitate interaction among residents

The main issues raised by Members for further consideration prior to the submission of a planning application were:

- Security of mobility scooters and whether they could fit into the lift
- Charging points for scooters. Who funded that?
- Assurance was needed about the security of the site and how the scheme would meet Designing out Crime advice.
- Manoeuvrability of the site for Dial-a-Ride.
- Opportunity to improve the public transport connectivity into the site. Important to explore given level of car parking provision.
- Bus lay-by opportunity. A joint effort was needed for public transport investments.
- Need to understand in more detail the relationship to Uphaving House.
- Detail sought regarding the management of the site during construction (both building activity and traffic associated).
- Need to include details of the Parking Management Strategy.
- Can large vehicles use the road easily enough as it was a narrow road?
- Environmental credential of the scheme.

Chairman

Development Presentations

Introduction

1. This part of the agenda is for the committee to receive presentations on proposed developments, particularly when they are at the pre-application stage.
2. Although the reports are set out in order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a specific application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

4. These proposed developments are being reported to committee to enable Members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage (unless otherwise stated in the individual report) and any comments made are provisional and subject to full consideration of any subsequent application and the comments received following consultation, publicity and notification.
5. Members of the committee will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Council's Constitution). Failure to do so may mean that the Member will not be able to participate in the meeting when any subsequent application is considered.

Public speaking and running order


6. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" parts of the agenda. Therefore, reports on this part of the agenda do not attract public speaking rights, save for Ward Members.
7. The items on this part of the agenda will run as follows:
 - a. Officer introduction of the main issues
 - b. Developer presentation (15 minutes)
 - c. Ward Councillor speaking slot (5 minutes)
 - d. Committee questions
 - e. Officer roundup

Late information

8. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

9. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented as background information.

 Havering LONDON BOROUGH	Strategic Planning Committee 28 February 2019
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Pre-Application Reference:	PE/00095/19
Location:	Quarles Campus, Harold Hill
Ward:	Gooshays
Description:	Redevelopment of Quarles Campus to provide new residential dwellings
Case Officer:	Jacob Lawrence

1 BACKGROUND

- 1.1 The detailed proposals for the redevelopment of Quarles Campus to deliver new residential dwellings are at an early stage of the pre application process. Although further design work and pre application decisions will be required the core principles of the scheme are considered to be at sufficiently advanced stage to be reported to the Strategic Planning Committee to enable members to be briefed and make comments on the proposal before it is developed in further detail.
- 1.2 The pre-application proposals referred to in this report are not yet subject to an application for planning permission. Any comments made in response to the developer presentation are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.

2 PROPOSAL AND LOCATION DETAILS

Proposal

- 2.1 The proposals are still being developed in discussion with officers, but are likely to comprise up to 145 residential units, together with open space. The proposals will include a mix of houses and flats, with apartment blocks of up to four storeys in height.

- 2.2 It is intended that 35% affordable housing is provided on the site and discussions are ongoing with LBH Housing in relation to the mix of affordable housing and whether these are delivered as Council owned affordable housing.
- 2.3 The layout includes an area of open space to the rear of the site and a landscaped green boulevard which leads to the space. A secondary pedestrian link will be created to Tring Walk to improve the connectivity of the site.
- 2.4 The existing access from Tring Gardens will be utilised for the new development and car parking is provided in accordance with the required standards.
- 2.5 It is intended that the number and size of proposed buildings would be contained within the same overall footprint as the existing buildings. A reduction of hardstanding on the site compared to the current situation is proposed.

Site and Surroundings

- 2.2 The site is located within the Green Belt and encompasses an area of approximately 3.8 hectares and is occupied by a range of buildings and hardstanding utilised by the Havering College of Further and Higher Education. The site is self-contained and is screened by woodland to the north, east and south. Existing residential properties along Tring Gardens and Tring Walk are adjacent to the site's western boundary.
- 2.3 The surrounding area is suburban in character and comprises existing two storey dwellings. Dagenham Park and the wider Green Belt extend eastwards beyond the woodland which encloses the site. The site has a PTAL rating of 1a to 2. There are bus stops on Whitchurch Road served by bus route 294 which travels between Havering Park and Noak Hill. Harold Wood Rail Station is approximately 2km south of the site.

Planning History

- 2.4 None relevant to these proposals

3 CONSULTATION

- 3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning applications:

- Thames Water
- Network Rail (Statutory Consultee)
- Environment Agency
- Fire Brigade
- National Grid – Gas/Electricity
- Historic England (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Natural England
- Sports England

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the developer intends to carry out consultation with the local community on these proposals as part of the pre-application process.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 The main planning issues raised by the proposal that the committee must consider when detailed proposals come forward are:
- Principle of development including green belt considerations
 - Loss playing fields
 - Density, Scale and Site Layout
 - Design Quality
 - Parking and Highway Issues
 - Housing Mix/Affordable Housing
 - Impact on Neighbouring Amenity

5.2 Green Belt Considerations

The National Planning Policy Framework (NPPF) 2018 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. The NPPF does include some exceptions to this presumption. One such exception relevant to the subject proposal is set out in italics below:

Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- *not have a greater impact on the openness of the Green Belt than the existing development.*

5.2 Additional Issues

A number of other matters will need to be addressed as part of the pre-application process. Securing a policy compliant response to these issues will be fundamental to the success of the schemes as they develop in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision
- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation

In all respects the proposal will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

The Committee will have a further opportunity to review the proposals when the developer returns to present more developed proposals in due course.


Financial and Other Mitigation

5.3 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.

5.4 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

Conclusions

5.5 The proposals are still in the pre-application stage and additional design work will be undertaken following this presentation to committee. Once the scheme is developed in further detail the proposal will be presented again to the Strategic Planning Committee for further comment.

 Havering LONDON BOROUGH	Strategic Planning Committee 28 February 2019
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Pre-Application Reference:	PE/00492/18
Location:	Waterloo Estate and Queen Street, Romford
Ward:	Romford Town
Description:	Residential led redevelopment of Waterloo Estate and Queen Street to provide 1400 new residential dwellings in addition to commercial and community floorspace
Case Officer:	Jacob Lawrence

1 BACKGROUND

- 1.1 This item follows an initial presentation to the 8th November 2018 Strategic Planning Committee (SPC) which provided an overview of the joint venture partnership between Havering and Wates Residential. The joint venture is currently working to deliver the first phase of the 12 sites estate regeneration programme. This programme seeks to develop the Council's own land to deliver approximately 3,000 new homes over the next 10 years.
- 1.2 The proposals for the redevelopment of Waterloo Estate and Queen Street are now at a sufficiently advanced stage to be reported the SPC to enable members to be briefed and make comments on the proposal as it is developed in further detail. The pre-application proposals referred to in this report are not yet subject to an application for planning permission. Any comments made in response to the developer's presentation are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.

2 PROPOSAL AND LOCATION DETAILS

Proposal

- 2.1 The proposal is to demolish the existing buildings and structures on the site and construct a residential led development currently proposed to comprise the following:
- Flatted residential buildings of varying heights up to a maximum of 16 storeys.
 - 1402 homes proposed with the current proposed mix to provide 40% affordable and 60% market housing.
 - A mix of unit sizes proposed with the current proposed mix of 608 one bedroom units, 620 two bedroom units, 170 three bedroom units and two 4 bedroom units.
 - New and enhanced public space across the site.
 - Community facility floorspace comprised of a church hall in the vicinity of St Andrew's Church and a community centre fronting the focal point of the development.
 - Commercial floorspace proposed on the ground floor of the blocks fronting along Waterloo Road.
 - On site car parking and cycle storage
 - Significant amenity space provision
 - New opportunities for play space within planned green spaces
 - Enhanced for sustainability and biodiversity.

Site and Surroundings

- 2.2 The Site is approximately 4.41 ha in size and currently comprises typical low density 1960s/1970s London residential estate buildings known as Waterloo Road Estate and Queen Street ranging from 2 to 11 storeys. The Site currently consists of 285 residential units which comprise the following:
- Waterloo General Needs Estate – total 242 residential units comprising 171 Council tenants and 71 leasehold and freehold units
 - Queen Street Older Persons Housing – total 31 residential units
 - Hostels Unit – total 12 temporary accommodation residential units.
- 2.3 The site also contains a children's play area, a small multi use games area a community centre, church hall, landscaping, electrical sub-station, hard standing and associated infrastructure.
- 2.4 Along the western and northern boundaries of the Site, there are two Grade II listed buildings – St Andrews Church and Salem Baptist Chapel. Furthermore, the Prince Albert Public House is located to the north of the site, adjacent to

the Church. The railway acts as a barrier to the site as well as forming the southern boundary edge.

Planning History

- 2.3 None relevant to these proposals

3 CONSULTATION

- 3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning applications:

- Thames Water
- Network Rail (Statutory Consultee)
- Environment Agency
- Greater London Authority (Statutory Consultee)
- Havering PCT
- Fire Brigade
- National Grid – Gas/Electricity
- Historic England (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Natural England
- National Air Traffic Services

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the developer has begun consultation with the local community on these proposals as part of the pre-application process.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 The main planning issues raised by the proposal that the committee must consider when detailed proposals come forward are:

- Principle of development
- Density, Scale and Site Layout
- Design Quality
- Parking and Highway Issues
- Housing Mix/Affordable Housing
- Impact on Neighbouring Amenity

- 5.2 Additional Issues

A number of other matters will need to be addressed as part of the pre-application process. Securing a policy compliant response to these issues will

be fundamental to the success of the scheme as it develops in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision
- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation

In all respects the redevelopment of Waterloo Estate and Queen Street will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.


The Committee will have a further opportunity to review the proposals when the applicant returns to present more developed proposals in due course.

Financial and Other Mitigation

- 5.3 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.
- 5.4 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

Conclusions

- 5.5 The proposals are still in the pre-application stage and additional design work will be undertaken following this presentation to committee. Once the scheme is developed in further detail the proposal will be presented again to the Strategic Planning Committee for further comment.

 Havering LONDON BOROUGH	Strategic Planning Committee 28 February 2019
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Application Reference: P0947.17

Location: 49-87 New Road, Rainham

Ward: South Hornchurch

Description: Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 245 units with ancillary car parking, landscaping and access

Case Officer: William Allwood

1 BACKGROUND

- 1.1 This item relates to a current planning application, which was originally submitted in June 2017 and was not therefore subject to Pre-Application discussions with the Strategic Planning Committee (SPC). The purpose of this Report is therefore to bring Members up to speed on the emerging scheme in advance of the formal determination of this planning application. The site is located to the north side of New Road, within the Rainham and Beam Park Planning Framework area, which seeks to deliver 3,500 new homes as part of the GLA housing zone proposals.
- 1.2 The proposals for the site relate to land in private ownership, but the London Borough of Havering is seeking to negotiate acquisition by private land treaty with each site owner/s, or otherwise pursue compulsory purchase orders to enable the comprehensive development of the site, and ensure that future proposals do not prejudice the development of adjoining land. Any comments made in response to the developer's presentation will be considered by the development team, and taken into account in the formal determination of the current planning application.

2 PROPOSAL AND LOCATION DETAILS

Initial Proposals

- 2.1 The initial proposal was to demolish the existing buildings and structures on the site and construct a residential development to comprise the following:
- Three distinct blocks of varying heights (between 3/5/6 storeys)
 - 207 homes proposed providing 35% affordable and 65% market housing.
 - 154 car parking spaces
 - 261 cycle parking spaces
 - Amenity provision including three courtyard gardens
- 2.2 In response to the application, comments were raised by the Greater London Authority (GLA) and Transport for London (TfL), who advised thus:

GLA

- The residential development of this de-designated employment site in the London Riverside Opportunity Area and Housing Zone is supported
- The applicant must commit to a comprehensive affordable housing strategy across the programme which must secure the timely delivery of the maximum amount of affordable housing
- There are concerns with the design, appearance and residential quality of the scheme, arising from the excessive surface car parking and poor definition of public and private spaces and routes. The applicant should reduce car parking and improve the quality of the spaces between the buildings
- Further clarification is sought with regard to energy efficiency, the site wide heat network and renewable energy

TfL

- Requests that amendments are made to the scheme and further information is provided before we can be supportive of the proposed development
- We request that the applicant amends the scheme to reduce the overall level of car parking to a minimum and clarifies the Blue Badge parking provision, increases cycle parking provision and provides greater detail on cycle parking provision
- Further detail on the site construction should also be provided in order to comply with the transport policies of the London Plan

Revised Proposals

2.3 Following the initial response to the planning application from consultees and in particular comments raised by the Greater London Authority (GLA) and Transport for London (TfL), the application has been amended and further re-consultation has taken place. The key focuses of the changes are:

- Blocks of varying heights (between 6/7/8/9 storeys)
- Increase in housing numbers to 245 homes proposed providing 35% affordable and 65% market housing
- Reduction of car parking to 87 car parking spaces
- Increase in cycle parking to 464 cycle parking spaces, plus 6 visitor cycle spaces
- Significant amenity provision including enhanced courtyard gardens and play areas

Site and Surroundings

2.4 The site is generally flat, rectangular in shape and extends to 1.128 hectares (2.787 acres) in size. The application site is occupied by a number of single storey warehouses, car sales areas, car parking and associated hard landscaping. The site is flanked by Walden Avenue and Askwith Road; Queens Gardens is to the north. The adjoining housing to the west onto Walden Road consists of a mixture of 2-storey dwellings and bungalows. The existing housing to the east onto Askwith Road also comprises 2-storey dwellings and bungalows. The dwellings to Queens Gardens to the north are comprised by three storey apartments, 2-storey houses and bungalows.

2.5 The junctions at the corners of the site are unsignalled and have no designated crossing points. The junction with Marsh Way to the south is a major access point onto the A1306 New Road.

2.6 The nearest rail station is at Rainham (1.1 miles distance); the site is however approx. 0.16 miles from the proposed Beam Park station; there are also bus routes and a cycle path on New Road. The PTAL score for the site is 1. The site is in Flood Zones 2 and 3; the southern part of the site sits in the outer/middle zone of a high pressure National Grid gas pipeline.

Planning History

2.7 None directly relevant to these proposals. There is however a current outline planning application at 35 – 87 (inclusive) New Road for 248 dwellings, landscaping etc., which has not to date been determined.

3 CONSULTATION

3.1 At this stage, the following have been consulted regarding the planning applications:

- Thames Water
- Network Rail (Statutory Consultee)
- Environment Agency
- Greater London Authority (Statutory Consultee)
- Havering PCT
- Fire Brigade
- National Grid – Gas/Electricity
- Historic England (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Natural England
- National Air Traffic Services
- Metropolitan Police

4 COMMUNITY ENGAGEMENT

4.1 In accordance with planning legislation, the developer has completed consultation with the local community. The revisions to this scheme have been re-notified and any details of additional representations received will be included in a future committee report.

5 MATERIAL PLANNING CONSIDERATIONS

5.1 It is suggested that the main planning issues raised by the proposal that the committee must consider are:

- Principle of development
- Density, Scale and Site Layout
- Design Quality and Landscaping
- Parking and Highway Issues
- Housing Mix/Affordable Housing
- Impact on Neighbouring Amenity
- Noise Environment

5.2 Additional Issues

A number of other matters are being addressed as part of the application process. Securing a policy compliant response to these issues will be fundamental to the success of the schemes as they develop in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision
- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation

5.3 In all respects the redevelopment of 49-87 New Road, Rainham will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

Financial and Other Mitigation


5.4 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.

5.5 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the Borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

Conclusions

5.6 The proposals are still emerging and additional design work/ reporting will be undertaken following this presentation to Committee. Once the scheme is developed in further detail, the proposal will be presented again to the Strategic Planning Committee for formal consideration.

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 Havering LONDON BOROUGH	Strategic Planning Committee 28 February 2019
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Application Reference: P1604.17

Location: 148 – 192 New Road, Rainham

Ward: South Hornchurch

Description: Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 239 units with ancillary car parking, landscaping and access

Case Officer: William Allwood

1 BACKGROUND

- 1.1 This item relates to a current planning application, which was originally submitted in October 2017 and was not therefore originally subject to Pre-Application discussions with the Strategic Planning Committee (SPC). The purpose of this Report is therefore to bring Members up to speed on the emerging scheme in advance of the formal determination of this planning application. The site is located to the south side of New Road, within the Rainham and Beam Park Planning Framework area, which seeks to deliver 3,500 new homes as part of the GLA housing zone proposals.
- 1.2 The proposals for the site relate to land in private ownership, but the London Borough of Havering is seeking to negotiate acquisition by private land treaty with each site owner/s, or otherwise pursue compulsory purchase orders to enable the comprehensive development of the site, and ensure that future proposals do not prejudice the development of adjoining land. Any comments made in response to the developer's presentation will be noted by the development team, and taken into account in the formal determination of the current planning application.

2 PROPOSAL AND LOCATION DETAILS

Initial Proposals

- 2.1 The initial proposal was to demolish the existing buildings and structures on the site and construct a residential development to comprise the following:
- Distinct blocks of varying heights (between 2/3/4 storeys)
 - 187 homes proposed providing 35% affordable and 65% market housing.
 - 223 car parking spaces
 - Unknown cycle parking spaces
 - Amenity provision including courtyard gardens between the blocks
- 2.2 In response to the application, comments were raised by the Greater London Authority (GLA) who advised thus:

GLA

- The residential development of this de-designated employment site in the London Riverside Opportunity Area and Housing Zone is supported
- The applicant must commit to a comprehensive affordable housing strategy across the programme which must secure the timely delivery of the maximum amount of affordable housing
- There are concerns with the design, appearance and residential quality of the scheme, arising from the excessive surface car parking and poor definition of public and private spaces and routes. The applicant should reduce car parking, improve the quality of the spaces between the buildings and submit a design code
- Further clarification is sought with regard to energy efficiency, the site wide heat network and renewable energy
- Sufficient cycle parking should be provided

Revised Proposals

- 2.3 Following the initial response to the planning application from consultees and in particular comments raised by the GLA, the application has been amended thus:
- Blocks of varying heights (between 4/5/6/8 storeys)
 - Increase to 239 homes proposed providing 35% affordable and 65% market housing
 - Reduction in car parking to 122 car parking spaces
 - Increased cycle parking to 448 cycle parking spaces, plus 6 visitor cycle spaces
 - Significant amenity provision including enhanced courtyard gardens and play areas

Site and Surroundings

- 2.4 The site is generally flat, rectangular in shape and extends to 1.8 hectares (4.448 acres) in size. The application site is occupied by a number of single storey light industrial and warehouse buildings, but there are also three dwellings on the site. The site is flanked by New Road to the north, which is a major inter urban distributor road with one pedestrian crossing adjacent to the application site.
- 2.5 To the immediate east is the Rainham steel office building which is surrounded by open land which forms the surface car parking areas. To the south of the site is the Rainham Steel yard and buildings, and the high speed rail/ C2C railway line
- 2.6 The nearest rail station is Rainham (0.6 miles distance); the site is also 0.3 miles from the proposed Beam Park station; there are bus routes and a cycle path on New Road. The PTAL score for the site is 1. The site is in Flood Zones 2 and 3; the southern part of the site sits in the outer/middle zone of a high pressure National Grid gas pipeline.

Planning History

- 2.7 In June 2017, a full planning application was submitted on part of this application site at 168 New Road for residential development of 48 units comprising a four storey block of 41 residential units (5 x studios, 10 x 1 bed, 23 x 2 bed, 3 x 3 bed) and 7 terraced, 3 bedroom houses to the rear, associated plant rooms, car parking spaces, refuse and cycle storage following the demolition of the existing buildings at 168 New Road. The applicant appealed against the Non-Determination of the application, but subsequently withdrew the appeal on the 05th February 2019.

3 CONSULTATION

- 3.1 At this stage, the following have be consulted regarding the planning applications:
- Thames Water
 - Network Rail (Statutory Consultee)
 - Environment Agency
 - Greater London Authority (Statutory Consultee)
 - Havering PCT
 - Fire Brigade
 - National Grid – Gas/Electricity
 - Historic England (Statutory Consultee)

- Transport for London (Statutory Consultee)
- Natural England
- National Air Traffic Services
- Metropolitan Police

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the developer has completed consultation with the local community. The revisions to this scheme have been re-notified and any details of additional representations received will be included in a future committee report.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 It is suggested that the main planning issues raised by the proposal that the committee must consider are:

- Principle of development
- Density, Scale and Site Layout
- Design Quality and Landscaping
- Parking and Highway Issues
- Housing Mix/Affordable Housing
- Impact on Neighbouring Amenity
- Designing Out Crime
- Noise Environment

5.2 Additional Issues

A number of other matters are being addressed as part of the application process. Securing a policy compliant response to these issues will be fundamental to the success of the schemes as they develop in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision
- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare

- Open Space and Recreation

In all respects the redevelopment of 148 – 192 New Road, Rainham will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

Financial and Other Mitigation

- 5.3 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.
- 5.4 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the Borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

Conclusions

- 5.5 The proposals are still emerging and additional design work/ reporting will be undertaken following this presentation to Committee. Once the scheme is developed in further detail the proposal will be presented again to the Strategic Planning Committee for formal consideration.

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Applications for Decision

Introduction

1. In this part of the agenda are reports on strategic planning applications for determination by the committee.
2. Although the reports are set out in order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a specific application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Havering comprises the following documents:
 - London Plan March 2016
 - Core Strategy and Development Control Policies (2008)
 - Site Allocations (2008)
 - Romford Area Action Plan (2008)
 - Joint Waste Development Plan (2012)
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development

which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made based on the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.

Non-material considerations

11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - Building Regulations deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by Highways Legislation.
 - Environmental Health covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the Party Wall Act.
 - Covenants and private rights over land are enforced separately from planning and should not be considered.

Local financial considerations

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail.
13. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Public speaking and running order


14. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.
15. The items on this part of the agenda will run as follows:
 - a. Officer introduction of the development
 - b. Registered Objector(s) speaking slot (5 minutes)
 - c. Responding Applicant speaking slot (5 minutes)
 - d. Councillor(s) speaking slots (5 minutes)
 - e. Cabinet Member Speaking slot (5 minutes)
 - f. Officer presentation of the material planning considerations
 - g. Committee questions and debate
 - h. Committee decision

Late information

16. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

17. The Committee to take any decisions recommended in the attached report(s).

 Havering LONDON BOROUGH	Strategic Planning Committee 28 February 2019
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Application Reference:	P1694.18
Location:	Redden Court School, Cotswold Road
Ward:	Emerson Park
Description:	Demolition of existing science block and other small structures. Erection of two storey science block and part one, part two storey activity block.
Case Officer:	Justin Reid-Weekes
Reason for Report to Committee:	The application is by or on behalf of the Council and is a significant development.

1 BACKGROUND

- 1.1.1 This application has been brought forward by the Department of Education (DFE) as part of a borough wide project to address substandard educational facilities. It has been identified that an existing science building and other ancillary buildings onsite are no longer fit-for-purpose. As such, these buildings will be demolished and two new standalone blocks will be constructed within the school site (one to the North of the main school site and one to the South).
- 1.1.2 As it stands Redden Court School is a 5 Form Entry (FE) co-educational secondary school for years 7-11, with 750 pupils. Officers understand that there are current commitments in place for an expansion of the school to a 7 Form Entry (FE) with a full capacity of 1050, essentially increasing the school capacity by 300 pupils.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The application seeks planning permission for the demolition of an existing two-storey science block and ancillary buildings and the erection of 2 two-storey school buildings (Science block and Activity block)
- 2.2 The proposal is related to replacement of existing school buildings which are no longer fit for purpose and to enable to the school to accommodate an increased capacity. As such, the proposal would facilitate continued education provision to meet an identified need within the Borough.
- 2.3 The height, scale and massing of the proposal is considered appropriate given the existing scale of development onsite. The acceptability of the proposed massing is supported by a simple yet effective design response. The use of brickwork across all elevations of the proposed buildings has been secured through negotiation by officers and is considered to provide an enhanced level of robustness and aesthetic quality to the finished elevations.
- 2.4 Due regard has been given to the proximity of the proposed buildings to neighbouring residential occupier's, however, officers are satisfied the positioning of the proposed buildings would be set considerably from residential boundaries, as such any potential impacts would be adequately mitigated. The proposal and associated phasing has also been successfully designed to ensure it does not unduly compromise the operational capacity of the school during the construction phase.
- 2.5 Officers are satisfied that no unacceptable adverse impacts in terms of highways and parking impacts, over and above current site conditions, would arise. Conditions are recommended to ensure any temporary impacts during the construction phase of the development are appropriately mitigated. Further conditions are recommended to ensure management and mitigation measures are implemented and the positive elements of the proposal advanced by the applicant are carried through to implementation. Subject to these conditions the proposal is considered acceptable and policy compliant.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission
- 3.2 That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. 3 year time limit
2. In accordance with approved drawings
3. Construction management plan
4. Material samples
5. Maintenance strategy
6. Plant machinery
7. Construction hours
8. Tree Protection
9. Landscaping
10. Sustainability
11. Contaminated land
12. Ecological survey
13. Refuse details
14. Cycle parking details
15. Delivery and servicing plan
16. Entrance details
17. Travel Plan
18. Refuse storage
19. Secure by Design

Informatives

1. Working with Applicant
2. Fire safety
3. Thames water
4. Highways

4 PROPOSAL AND LOCATION DETAILS**Proposal**

- 4.1 The application seeks planning permission for the demolition of an existing two-storey science block and the erection of 2 two-storey school buildings (Science block and Activity block). The proposal includes the provision of a new site entrance via Coombe Road.
- 4.2 The proposed science block would be situated to the north of the school site and the proposed activity block would be situated to the south (facing Coombe Road). The science block would be two-storey, while the activity block will be part one, part two-storey.
- 4.3 The total GIFA of the two new blocks would be approximately 2240m² and would comprise a mixture of general teaching spaces, as well as specialist teaching spaces including Science, P.E, Design and Technology and associated ancillary spaces.

- 4.4 The building would benefit from a range of fenestration across ground and first floor levels with a combination of brick and render to the external walls.

Site and Surroundings

- 4.2 Redden Court School is a 5FE co-educational secondary school for years 7-11, with a capacity of 750 pupils. There are current commitments in place for an expansion of the school to a 7 Form Entry (FE) with a full capacity of 1050.
- 4.3 The site is located to the Northern side of Coombe Road and Southern side of Cotswold Road. The site is square in shape and has an approximate area of 36,500m². The site is surrounded by residential properties.
- 4.4 The main school building is two-storeys, however has been subject to various extensions over time. The majority of the existing site comprises an open area used as playing fields, situated to the east of the site.
- 4.5 There are 3 vehicular access points into the site, one to the North from Cotswold Road and two to the South from Coombe Road.
- 4.6 Several mature trees are located to the Southern side of the site, fronting Coombe Road.

Planning History

- 4.3 The following planning decisions are relevant to the application:

P0784.94 – Approved with conditions
Single storey temporary building

P0786.94 – Approved with conditions
Redesign & construction of Cotswold Road School entrance gates

P0912.96 – Approved with conditions
New 1.8m high security boundary fence replacing existing 1.8m high, chain link fence to Coombe Road boundary

D0048.97 – Planning permission is required
Certificate of lawfulness to provide radio coverage to the Harold Wood area for the Ionica telephone network

P1982.03 – Approved with conditions
Retrospective planning consent for the erection of two portacabins (8 metres squared each) on school site to provide interview rooms for three years only

P1432.04 – Approved with conditions

To install a temporary classroom (70.92m²) for a period of 3 years

P0465.07 – Approved with conditions

Two new buildings to replace existing old 'temporary' dilapidated buildings with associated adaptations of remaining buildings and external works

P2242.07 – Approved with conditions

Two new buildings to replace existing old "temporary" and dilapidated buildings with associated adaptations of remaining buildings, and external works

P1388.12 – Approved with conditions

Single and two storey side extension.

P0927.12 – Approved with conditions

The erection of a portacabin adjacent to the science block on the school, premises

P0950.16 – Approved with conditions

Construction of a detached single storey building to provide an ARP specialist unit

P0590.18 – Approved with conditions

Extension to existing sports hall to create storage

P1619.18 – Withdrawn

Construction of a Multi-Use Games Area with x12 6m high floodlights, associated fencing and hard landscaping.

5 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

5.2 The following were consulted regarding the application:

London Borough of Havering Environmental Health

No objection, subject to a condition with respect to mitigating the impact of building emissions and ensuring no adverse impacts with respect to contamination.

London Borough of Havering Flood Management

No objection, confirmed flood risk assessment is acceptable.

London Borough of Havering Highways

No objections, however requested conditions with respect to vehicle access, vehicle cleansing and associated highways related informatives.

Thames Water

No objection, subject to the development following the sequential approach to dispose of surface water.

London Fire Brigade

No objection

Metropolitan Police (Designing out Crime)

No objection subject to recommended conditions requiring secure by design principles to be incorporated into proposal.

LBH Education

Fully support the proposal as it is required in order for LBH to meet its statutory duties in relation to education provision.

6 COMMUNITY ENGAGEMENT

- 6.1 In accordance with planning legislation, the developer has consulted the local community on these proposals as part of the pre-application process.
- 6.2 The application has been supported by a Statement of Community Involvement which outlines the pre application public consultation that has taken place. The scope of the public consultation has been summarised below;
- The applicant held a consultation evening on 18th October 2018 which ran from 3:30pm – 6:30pm.
 - The public consultation event was advertised via letters
 - The applicant indicates 100% of attendees who completed feedback forms supported the proposal.

7 LOCAL REPRESENTATION

- 7.1 A total of 181 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of two site notices displayed at the two main entrances of the application site. The application has also been publicised in the local press.

7.2 Objections were received from 7 neighbouring sites.

Representations

7.5 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Adverse drainage impacts
- Increased traffic
- Increased noise
- Loss of light
- Loss of amenity space for school
- Loss of trees

Non-material representations

7.6 The following issues were raised in representations, but they are not material to the determination of the application:

- Loss of property value

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- The principle of development and the need for school places
- The design and visual impact of the building
- Impact on amenity
- Parking and highway issues

Principle of Development

8.2 All Local Authorities, including Havering, have a statutory duty to ensure that there are enough school places available in the borough to accommodate all children who live in the borough and might require one.

8.3 The NPPF attaches great importance to ensuring that a sufficient choice of educational facilities are available to meet the needs of existing and new communities. Local Authorities are encouraged to take a proactive and positive approach to development that will widen choice in education, with great weight given to the need to create, expand or alter education facilities.

8.4 Replicating this, Policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported,

including new build, expansion of existing or change of use to educational purposes. Policy DC29 states that the Council will ensure that the provision of primary and secondary education facilities is sufficient to meet the needs of residents by, amongst other things, seeking to meet the need for increased school places within existing sites.

- 8.5 This application seeks to deliver new school buildings to replace existing structures that are no longer fit for purpose. The proposal would facilitate an increase in pupil numbers to meet current commitments in addition to enabling the school to continue to accommodate the existing number of students. Once the development is complete the school would accommodate a PAN of 1050 (currently accommodates 750). The proposal has also been designed to enable the school to remain operational during the construction phase of this proposal, thereby ensuring continuity of education provision within the locality.
- 8.6 For the reasons outlined above officers are satisfied that the proposal would accord with key education based policy objectives and as such is considered acceptable in principle.

Design

- 8.7 The proposed building to be demolished does not possess any significant architectural merit and are not subject to any form of protection and therefore their loss would not conflict with design based policy objectives of the development plan.
- 8.8 The proposed site layout provides a successful design response to the various constraints of the site and need to ensure the school remains operational throughout the construction phase. Such an approach is welcomed by officers and is supported by a maximum building height of 2 storeys which reflects the existing site context. When considered in relation to this existing context officers are satisfied that the overall bulk and mass of the proposed buildings would appear appropriate in their setting.
- 8.9 The acceptable height, bulk, massing and architectural detailing is supported by the use of a material palette that consists of a combination of brick and render. Where the buildings face towards neighbouring residential properties and the public realm it would be finished with a predominantly brick façade that would ensure the finished elevations maintain a sense of visual interest through the varied tone and texture offered by the proposed brickwork. The use of brickwork (as opposed to the predominantly rendered building as originally proposed) represents a significant positive element of the proposal when considered in design terms and is a result of negotiation by officers

during the course of the application. In order to ensure a high quality finish is achieved when the buildings are constructed onsite a condition is recommended requiring the submission of material samples for approval prior to the commencement of above ground works.

- 8.10 For the reasons detailed above officers are of the view that the proposal would accord with the design based policy objectives of with Policy DC61 of the LDF.

Amenity

- 8.14 As previously stated the proposed site layout is a result of the need to respond to the various constraints of the site and ensure the school remains operational throughout the construction phase. This approach to site layout has ensured that significant separation distances are provided between the proposed buildings and nearest neighbouring boundary. These separation distances further increase when considered in relation to the location of existing residential windows that face towards the proposed buildings.
- 8.15 The proposed Science block (to the north of the school site) would be situated approximately 27m from the nearest residential boundary and in excess of 50m from the nearest residential window. The proposed Science block would have limited side windows facing the nearest residential site, none of which would serve classrooms.
- 8.16 The proposed Activity block (to the south of the school site) would be situated approximately 20m from the nearest residential boundary, across the road, and approximately 30m from the nearest residential window.
- 8.17 When the aforementioned separation distances, proposed building heights, orientation and window positions are taken into account officers are satisfied that the proposal would not give rise to any unacceptable loss of daylight, sunlight or overlooking.
- 8.18 Further to the assessment above, due regard has been given to the potential for the siting of the proposal and associated use to generate additional noise and disturbance over and above the existing situation. Officers consider the provision of education floorspace contained within the fabric of the proposed building, which generally provides a lower noise environment when compared to activity occurring outside, would not result in any materially harmful increase in potential noise generation.
- 8.19 It appears that delivery and servicing activity at the site will continue in line with existing practices which is typified by a minimal number of deliveries over

the course of a typical school day / week. Officers note that such vehicle movements are limited to waste collection, deliveries and general supplies to the canteen. The frequency of such deliveries is therefore relatively low and it is considered that this provides a natural safeguard to ensure any additional noise disturbance arising from the use of the servicing area would remain within acceptable parameters as required by policy. In order to ensure that the site operates in line with best practice and any residual impacts are adequately mitigated a condition requiring the submission of a delivery and servicing plan prior to the first use of the new buildings is recommended.

- 8.20 Officers are satisfied no long term noise or nuisance impacts would arise as a result of the proposals with construction management conditions recommended to mitigate any short term noise impacts. Accordingly the proposal would remain in compliance with policy DC55 and policy DC61 of the LDF.

Transportation, Highways and Servicing

- 8.21 The subject application would result in an increase in the capacity of the existing school in terms of the PAN from 750 students to 1050. In response to this increase in capacity the applicant has submitted a suite of supporting information including a Transport Statement and Travel Plan.
- 8.22 The proposal also involves the relocation of a school access road on Coombe Road. The applicant has acknowledged that the proposal provides an opportunity to maximise on site car parking supply for staff and visitors with the existing capacity of 71 spaces increasing to 101 spaces as a result of this proposal.
- 8.23 Officers acknowledge the increased number of pupils is likely to result in increased numbers of drop-offs, however given the short-stay nature of the drop-offs, this is not considered to unacceptably impact car parking provision or highway safety. Any potential inconvenience for residents during term time is outweighed by the need for additional school places.
- 8.24 As part of the assessment of this application LBH highways officers have scrutinised the proposal and supporting information and have confirmed that they raise no objections to the proposal subject to recommended conditions. These conditions would ensure the positive elements of the proposal are carried through to implementation.
- 8.25 It must be acknowledged that the construction phase of the development would give rise to additional construction vehicle movements. The temporary nature of these impacts ensures that no significant adverse impacts on the

highway network would arise as a result of the proposals. Conditions are recommended to ensure the construction phase of the development accords to best practice and any impacts are appropriately mitigated.

- 8.26 Officers are satisfied no unacceptable highway/parking impacts are likely arise as a result of the proposals with transportation conditions recommended to mitigate any short term impacts. Accordingly the proposal would remain in compliance with policies DC32 and CP10 of the LDF.

Other Planning Issues

- 8.27 The application has been submitted with an extensive suite of supporting information in relation to flood risk, land contamination, ecology, arboriculture and associated assessments. Officers have considered these elements of the proposals in detail and are satisfied that they demonstrate that the proposal would achieve compliance with key policy objectives. A range of conditions are recommended to ensure the positive elements of the proposal advanced by the applicant and identified mitigation measures with respect to these matters are secured and carried through to implementation.
- 8.28 The proposal also involves the loss of 2 trees fronting Coombe Road to facilitate the new site access road. Whilst the loss of these trees would be unfortunate, they are not protected and officers are of the opinion an acceptable quantity and quality of trees would remain on site, as such the removal of the trees are not considered to unacceptably impact the biodiversity of the site. Nonetheless a condition will be attached to the accompanying decision notice to ensure there would be no adverse impacts to the remaining trees which front Coombe Road.

Conclusions

- 8.29 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

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