



REGULATORY SERVICES COMMITTEE

31 July 2014

REPORT

Subject Heading:

P0543.14: Former Coach Depot, Land south of Reginald Road

Vary Condition 3 of planning permission P0151.13 - revision to the location of the two houses within plots 1 and 2. (Application received 15 May 2014)

Report Author and contact details:

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Policy context:

**Local Development Framework
London Plan, Planning Policy
Statements/Guidance Notes**

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 checked="" 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

The proposal is to vary Condition 3 of planning permission P0151.13 to revise the location of the 2 no. houses within plots 1 and 2. The application proposes to shift the footprint of the 2 no. dwellings westwards by 3 metres so that they are entirely within the site boundary.

The scheme approved under planning application P0151.13 was for the demolition of the existing buildings including the main coach workshop building and a single-storey dwelling and the erection of 9 dwellings.

On balance the proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted subject to conditions and completion of a Deed of Variation to the original s106 Agreement dated 25 February 2014..

RECOMMENDATIONS

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. The applicable fee is based on an internal gross floor area of 919m². Excluding the existing building/dwelling's 481 sq.m, this would be net 448 sq.m. This equates, at £20 per sq.m, to a Mayoral CIL payment of £8,960 (subject to indexation).

That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Deed of Variation under Section 106A of the Town and Country Planning Act 1990 (as amended) to vary the legal agreement completed on 25 February 2014 in respect of planning permission P0151.13 by varying the definition of Planning Permission which shall mean either planning permission P0151.13 as originally granted or planning permission P0543.14 as proposed and set out in this report.

The Developer/Owner shall pay the Council's legal costs associated with the preparation of the Deed of Variation irrespective of whether the matter is completed.

Save for the variation set out above and any necessary consequential amendments the section 106 agreement dated 25 February 2014 all recitals, terms, covenants and obligations in the said section 106 Agreement shall remain unchanged.

That staff be authorised to enter into a Deed of Variation to secure the above and upon completion of that agreement that the Committee delegate authority to the

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

2. External Samples: The development hereby permitted shall be constructed according to details which have previously been approved under condition discharge application reference Q0058.14, or as otherwise submitted to and agreed in writing by the Local Planning Authority is commenced.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area.

3. Accordance with Plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

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.

4. 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 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 Development Control Policies Development Plan Document Policy DC61.

5. Cycle Storage: Prior to completion of the development 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. Sound Insulation: The buildings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimal value) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of the NPPF.

7. Screen Fencing: Before any of the buildings hereby permitted is first occupied, screen fencing of a type to be approved in writing by the Local Planning Authority, 2 metres high shall be erected on the shared boundaries between the new and existing properties 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 in accordance with Policy DC61.

8. External Lighting: The development hereby approved shall not be occupied until external lighting has been provided in accordance with details which shall previously have been submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of residential amenity in accordance with Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

9. Construction Works/Hours: 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.

10. 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: To enhance the visual amenities of the development and in order that the proposal complies with Policies DC60 and DC61 and the SPD on Landscaping.

11. 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.

12. 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.

13. 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.

14. Highway Alterations: The proposed alterations to the Public Highway shall be submitted in detail for approval prior to the commencement of the development.

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

15. Highway Agreements: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason: To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

16. Obscure glazing: The proposed windows to the bathrooms to Plots 5 and 6 shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s) shall remain permanently fixed shut and thereafter be maintained 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.

17. Restriction of additional windows/openings: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the submitted and approved plan) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific 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 order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

18. Restriction of permitted development allowances: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 Article 3, Schedule 2, Part 1, as amended by the Town and Country Planning (General Permitted development) (Amendment)(no. 2)(England) Order 2008, or any subsequent order revoking or re-enacting that order, no development shall take place under Classes A, B, D and E namely extensions, roof extensions, porches or

outbuildings (or other structures in the curtilage), 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.

19. Archaeology:

A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and historic buildings assessment followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS5/NPPF.

20. 8m buffer zone: No development shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the River Ingrebourne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include details of management, landscaping and planting within 8 metres of the top of the bank of the River Ingrebourne.

Reason: To ensure that the ecological value of the corridor of the River Ingrebourne is maximised and enhanced throughout the lifetime of the development.

21. Ecological assessment: No development shall take place until a detailed ecological assessment of whether any invasive species are present on site has been undertaken and submitted to the local planning authority. If

Invasive species are present at the site the applicant should also submit a detailed method statement for removing any invasive species present on the site. The method statement shall include measures that will be used to prevent the spread of any invasive species present on site during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: Invasive species such as Japanese Knotweed and Giant Hogweed are known to be present within the catchment but no Ecological Survey has been submitted with this application. This condition will ensure that any invasive species present on site are identified and disposed of appropriately before development commences.

22. Flood Risk Mitigation Measures: The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated January 2013, reference number ST2202/FRA-1301 (Revision 2) received 26th September 2013 and the following mitigation measures detailed within the FRA:

- . Completion of a detailed flood storage compensation scheme (section 5.14 page 10).
- . Finished floor levels for Plots shall be set at the levels outlined below:
 - . 1 and 2 are set 24.94mAOD (section 5.13 page 10)
 - . 7 and 8 are set at 24.7m AOD (section 5.13 page 10)
 - . 9 is contained on the first floor with a finished floor level well above the 1:100 year (+20% climate change) flood level.
 - . 3, 4, 5 and 6 are set at a minimum of whichever is the higher of:
 - . 300mm above the general ground level of the site.
 - . 600mm above the 1:100 (+20% climate change) flood level (section 5.12 page 10).
- . Incorporation of a raised dry access route from the first floor residential dwelling (Plot 9) to an area outside the 1 in 100 year plus 20% climate change flood zone.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, to ensure safe access and egress from and to the site and to reduce the risk of flooding to the proposed development and future occupants.

23. Flood Storage Compensation Scheme: The development hereby permitted shall not be commenced until such time as a scheme to provide an acceptable flood storage compensation scheme on a level for level and volume for volume basis at the site has been submitted to, and approved in

writing by, the local planning authority. The fluvial flood storage compensation area shall be constructed prior to construction of the new residential properties to ensure that there is no loss of flood storage compensation at any point during the construction period. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To ensure there is no loss of fluvial flood storage during the construction works and to reduce the risk of flooding to the proposed development, future occupants and third parties.

24. Risk and Contamination Assessment: With the exception of Phase 1 works no development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect the quality of the water environment. From the report submitted (Ground Investigation report number:13384SI) we are not satisfied that the risks to controlled have been considered appropriately. Further investigation works required by this condition should focus on the risks posed to controlled waters.

25. Previously Unidentified Contamination: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval

from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect the quality of the water environment by ensuring that any contamination encountered is disposed of appropriately.

26. Remediation Verification Report: No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To protect the quality of the water environment by ensuring any remedial work required by the previous two conditions is undertaken and demonstrated that there is no risk to controlled waters.

27. Water Surface Drainage/infiltration: No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltration of surface water would provide potential pathway for contamination at the surface to migrate into the underlying Secondary Aquifer. The design of SuDS and other infiltration systems should include appropriate pollution prevention measures. If contamination is present in areas proposed for infiltration, we will require the removal of all contaminated material and provision of satisfactory evidence of its removal.

INFORMATIVES

1. Community Safety - Informative:

In aiming to satisfy Condition 11, the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA are available free of charge through Havering Development and Building Control. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).

2. Archaeology Informative: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

3. The applicant is advised 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 Highway Authority requests that these comments are passed to the applicant. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/Licence Approval process.

4. Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

5. 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.

6. 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:-

Necessary to make the development acceptable in planning terms;
Directly related to the development; and
Fairly and reasonably related in scale and kind to the development.

7. 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 $919\text{m}^2 - 481\text{m}^2 = 488\text{m}^2$ which, at £20 per m^2 , equates to a Mayoral CIL payment of £8,960 (subject to indexation).

REPORT DETAIL

1. Site Description

1.1 The site formerly comprised a detached coach depot building with outbuildings and a single-storey detached dwelling which has now been cleared in preparation for development. The site is located to the south of Reginald Road and extends over to the meandering Ingrebourne River to

the south and east. To the north the site boundary abuts the rear of No.s 6-32 Woodlands Road and 1 Reginald Road with No.s 2 & 4 Woodlands Road and 5-15 Ronald Road located to the west.

- 1.2 The application site is partly within the Green Belt and the urban area and the area to the east is within the functional flood plain and flood areas associated with the river. The site area is 0.56 hectares.
- 1.3 The surrounding area is of mainly residential character with houses to the north at 1 Reginald Road and No.s 2-32 Woodlands Road and to the west at No.s 5-15 Ronald Road with open undeveloped areas to the south and east.
- 1.4 Land levels fall towards the river, nonetheless in more recent years a large bund has been constructed adjacent to the river bank. There are a number of trees on site towards the river bank which mainly appear self-seeded.

2. Description of Proposal

- 2.1 The proposal is to vary Condition 3 of planning permission P0151.13 with a revision to the location of the 2no. houses within plots 1 and 2. Condition 3 requires the development to be carried out in accordance with the approved plans.
- 2.2 The scheme approved under planning application P0151.13 was for the demolition of the existing buildings including the main coach workshop building and a single-storey dwelling and the erection of 9 dwellings.
- 2.3 The proposed scheme was revised a number of times during the consideration of the application and during the process of altering and repositioning the houses the two houses within plots 1 and 2 were shifted closer to the edge of Reginald Road. However this amendment meant that the proposed dwellings straddled the application site boundary and were partially outside the land controlled by the applicant, thereby meaning that the previously approved scheme could not be implemented.
- 2.4 In order to address this problem the current application proposes to shift the footprint of the 2no. dwellings westwards by 3 metres so that they are entirely within the site boundary and to enable sufficient space to the front to allow level access to the front doors. As a result the rear gardens of the proposed dwellings will be reduced in length by approximately 3 metres. The garden wall of plot 2 would be pushed outwards by approximately 0.75 metres to slightly enlarge the width of the garden. The relationship with plots 3 and 4 would not be materially altered and no further changes are proposed to the remainder of the scheme.
- 2.5 As with the previous application approved under application P0151.13 the 2-storey, semi-detached dwellings on Plots 1 – 8 would be located to the north-west of the site on the land which formerly accommodated the single bungalow and its garden area with the 9th unit located to the east of the proposed access road directly to the south of 1, Reginald Road. This 9th

unit would be in the form of a flat above 4 garages. The proposal includes a new access road, car parking and separate private amenity space together with an open space to the south-east.

- 2.6 The proposed layout has an access road which extends south from Reginald Road then west to enable access to the new 2-storey properties. The proposed dwellings would all front onto the access road with amenity space to the rear and parking provided either in curtilage or as garages below Unit 9.
- 2.7 The semi-detached houses are similar in form, size and appearance although there are some variations, such as the single-storey section to the rear of Plots 1, 2 and 8 and the attached garage to Plot 4 with use of either red brick with plain tiles or yellow brick with slate effect tiles. They would nonetheless have similar same basic dimensions of 7.25m or 8m wide, 7.8/8m deep with hip, pitched roofs and a ridge height of 8.5/8.10m.
- 2.8 The proposed Unit 9 would differ from the other units as it would be the only unit located to the east of the proposed access road and it would be the only flat. Also, this building would be located within the Green Belt and partly within the functional flood plain. The 3-bed flat is proposed to be provided above 4 garages in a single building which would have a maximum width of 12.8m, maximum depth of 9.15m with a hip, pitched roof-form with the higher ridge just under 8m above ground level. The flat's rear amenity area would be located to the eastern side of the building and would be 57 sq.m. Juliette balconies would be provided to the south and eastern elevations to the living and dining room areas, overlooking the open area.
- 2.9 As with the previous application the area adjoining the Ingrebourne River would be open and accessible to the general public. Nonetheless it would be maintained by the residents of the 9 Units and the occupiers of the dwellings would be in a position to close the access to this area as and when necessary. It is proposed that a management company would undertake the initial work and then maintain the open area. However, it is not intended that there would be any hard landscaping, paths, benches etc. and that it would be a natural meadow to enable greater enjoyment of the river and the surrounding open green belt area while providing an improved flood alleviation measure.
- 2.10 The access road would be provided with a turning head at the entrance to the open area. The pedestrian access to Ronald Road would be retained between No.s 5 and 7 Ronald Road.
- 2.11 There would be a minimum of 2 parking spaces provided for each of the 2-storey semi-detached houses, however those for Plot 2 would not be in curtilage with one provided as a garage under Unit 9 and a second space provided as a parking spaces directly outside this designated garage. The 3 spaces for Plot 8 would be provided as a single parking space in curtilage with one garage and a parking space under/outside Unit 9. The plans for Unit 9 show that the flat would have a maximum of 3 parking spaces with 2

as garages, however the applicant has indicated that the “garage” nearest the open area may be used to store any equipment associated with its maintenance. This arrangements is unchanged from the previous planning permission.

3. Relevant History

- 3.1 P0151.13 - Demolition of the existing buildings and redevelopment of the site to create 9 No. two-, three- and four-bedroom semi-detached houses and a flat, plus associated roads, paths, car parking/garages, landscaping and environmental enhancements – Approved

4. Consultations/Representations

- 4.1 Neighbour notification letters were sent to 39 properties and a site notice was displayed. No representations have been received as a result of the neighbour consultation.
- 4.2 Consultation responses relating to the wider impact of the development were carried out under planning application P0151.13. As such in the interests of consistency the recommended conditions and informatives from the consultation on application P0151.13 have been carried over from the previous permission and are included in the recommended approval notice.
- 4.3 Environmental Health – have raised no objection to the variation of condition 3 and have requested the inclusion of conditions relating to contaminated land issues.
- 4.4 Environment Agency – have raised no objection to the variation of condition 3.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites) DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC48 (Flood Risk), DC53 (Contaminated Land), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places) and DC72 (Planning Obligations) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.
- 5.2 Other relevant documents include the Residential Design SPD, Sustainable Design and Construction SPD and the Planning Obligations SPD.
- 5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 5.12 (flood risk management), 5.13 (sustainable drainage), 5.16

(waste self sufficiency), 5.21 (contaminated land), 6.1 (strategic transport approach), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.8 (heritage assets and archaeology), 7.14 (improving air quality), 7.15 (reducing noise and enhancing soundscapes), 7.19 (biodiversity and access to nature) and 8.2 (planning obligations) of the London Plan, are material considerations.

- 5.4 The National Planning Policy Framework, specifically Sections 1 (Building a strong, competitive economy), 4 (Promoting sustainable transport), 6 (Delivering a wide choice of high quality homes), 7 (Requiring good design), 8 (Promoting healthy communities) and 10 (meeting the challenge of climate change, flooding and coastal change) are relevant to these proposals.

6. Staff Comments

- 6.1 When considering the original application P0151.13 for the residential development, matters relating to the impact on the character and appearance of the street scene, the implications for the residential amenity of occupants of nearby houses and the suitability of the proposed parking and access arrangements were considered and found to be acceptable.
- 6.2 The main considerations in relation to this application relate to the material impact of repositioning the 2no. houses in plots 1 and 2. Issues arising from this amendment include the implications for the residential amenity of occupants of nearby houses and the impact on the character and appearance of the street scene and development layout.

7. Principle of Development

- 7.1 The NPPF and Policy CP1 support an increase in the supply of housing in existing urban areas where development is sustainable.
- 7.2 Matters relating to the Green Belt and redevelopment of commercial sites for housing were considered under the previous application P0151.13 and as such the principle of the residential landuse at the site has been established.
- 7.3 The matters for consideration under this application are essentially an amendment to the previously approved location of two of the proposed houses. Any issues arising in relation to the layout, residential amenity and streetscene are considered in the sections below.
- 7.4 There have been no material changes to planning policy or other local circumstances since the previous application was determined.
- 7.5 On this basis the proposal is considered to be policy compliant in land use terms and the revised location of the houses in plots 1 and 2 are therefore regarded as being acceptable in principle.

8. Density/ Layout

- 8.1 The proposal includes an alteration to the positioning of the 2no. houses in plots 1 and 2. The number of units remains the same and no change to the density of the development results compared to the previous approval. Essentially the footprint of the semi-detached dwellings will be shifted to the west by approximately 3 metres. As a result the rear gardens of the proposed dwellings will be reduced in length by approximately 3 metres. The garden wall of plot 2 would be pushed outwards by approximately 0.75 metres to slightly enlarge the width of the garden. The relationship with plots 3 and 4 would not be materially altered and no further changes are proposed to the remainder of the scheme.
- 8.2 In terms of the layout the main implication in relation to the revised scheme is the slight reduction in the length of rear garden areas of the proposed houses. Despite the proposed alteration, plot 1 will still be able to demonstrate a rear garden area of approximately 98 square metres and plot 2 will provide a rear garden area of approximately 77 square metres. This amount of private amenity space is considered to be of an acceptable size for the requirements of the family homes and to provide a suitable degree of privacy and amenity for future occupiers of the development.
- 8.3 To the front the proposed dwellings will be set back from the footway with a small area of amenity space to enable the inclusion of a degree of defensible space and to allow level access to the front doors.
- 8.4 On balance the proposed amendment to the layout of plots 1 and 2 is considered to be relatively minor and will not harm the character of the scheme and is therefore in accordance with Policy DC61 of the LDF.

9. Design/Impact on Street/Garden Scene

- 9.1 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context. Matters of this nature were considered as part of the assessment of the original application.
- 9.2 The proposed amendment does not include any material alteration to the appearance, design or height of the proposed dwellings. The proposed amendment will simply involve the minor adjustment to the location of the building footprint with the dwellings set back approximately 3 metres to the west of the site boundary.
- 9.3 Therefore given the relatively limited extent of the amendment to the previously approved scheme it is not considered that the proposed revision will result in any undue harm to the character and appearance of the streetscene. The dwellings would continue to be sympathetic to the wider setting, resulting in a positive impact on the character and appearance of the streetscene and garden setting.

10. Impact on Amenity

- 10.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties and should not have an unreasonably adverse effect on sunlight and daylight to adjoining properties.
- 10.2 These issues were taken into account by Staff when considering the original application for the residential development and it was considered that given the distances between properties (of over 17m) in Woodlands Road, Staff did not consider that there would be any significant loss of amenity for these existing occupiers from the proposed development.
- 10.3 The main consideration in terms of residential amenity in relation to the proposed amendment relates to the impact on the occupants of No.s 16, 18 & 20 Woodlands Road located to the north plots 1 and 2.
- 10.4 The dwellings in plot 1 and 2 would be shifted to the west by approximately 3 metres. The side elevation will not encroach any closer to the rear garden boundary of the houses at No.s 16, 18 & Woodlands Road than the previously approved scheme. The relationship with nos. 18 and 20 is not judged to be materially different as the flank wall of plot 1 always sat behind the rear boundary of these dwellings. The only difference will be that the side elevation of plot 1 will be slightly more visible from views south from the garden at No.16. However as with the previous application it is considered that the closest distance of 17 metres is sufficient to prevent undue impact on the residential amenity of the neighbouring occupants.
- 10.5 On balance, it is not considered that the proposed amendment would harm the amenities of neighbouring properties. The proposal is therefore considered to be in accordance with Policy DC61 and the intentions of the NPPF.

11 Environmental Issues

- 11.1 The site is a former coach depot and as such advice has been sought from the Council's Environmental Protection team. In relation to the former use the developer will be required to undertake a land contamination desk top and site investigation study. This has been considered by Staff and a series of conditions have been recommended in respect of land contamination issues.
- 11.2 The site is partially located within a Flood Zone as a result of the River Ingrebourne forming the eastern and southern boundaries. Following consultation with the Environment Agency no objections have been raised and the proposed amendment presents no issues in relation to flood risk. There is no material change to flood risk issues compared to the previous approval.

11.3 The proposal is not considered to give rise to any significant noise issues subject to conditions required by Environmental Health.

12. Parking and Highway Issues

12.1 Car parking provision and access arrangements were considered as part of the previous approval. The proposed revision to plots 1 and 2 will not result in a reduction or alteration to the previously approved car parking and access arrangements. As such the proposed alteration is not considered to present any issues in relation to parking and highways issues.

12.2 The proposal can continue to demonstrate a minimum of 2 parking spaces/garages for each dwelling and cycle parking can be provided in the proposed amenity area.

12.3 There are no highways objections to the proposed development.

13. Community Infrastructure Levy and Developer Contributions

13.1 The proposed development will create 9.no new residential units with 448 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £8,960 based on the calculation of £20.00 per square metre.

13.2 Under the provisions of Policy DC72 of the LDF and the Planning Obligations SPD a payment of £6,000 should be made for each new dwelling in respect of the infrastructure costs arising from the development. The proposal would result in the loss of 1no. dwelling and the creation of 9no. new dwellings and would therefore be subject to a legal agreement to provide a contribution of £48,000. This was previously secured as part of a S106 legal agreement. Staff recommend that the applicants enter into a Deed of Variation so that the existing S106 Agreement can be applied to this application.

14. Conclusion

14.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable.

14.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the streetscene and the impact on the amenity of the neighbouring residents. On balance the proposal is considered to be acceptable in all material respects.

14.3 Staff are of the view that the proposed amendment to the location of the dwellings in plots 1 and 2 form a relatively minor alteration to the previously approved scheme and would not result in a harmful impact on the character of the street scene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to

conditions and the applicant entering into a Deed of Variation to the existing Section 106 Agreement.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be needed to draft the 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. The development includes a mix of unit types, including units that provide for wheelchair adaptable housing, and units which are designed to Lifetime Homes standards. The development also includes the provision of an element of affordable housing, thus contributing to the provision of mixed and balanced communities.

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 17 April 2014.