



REGULATORY SERVICES COMMITTEE

16 July 2015

REPORT

Subject Heading:

P0469.15: 151-153 North Street, Romford

Demolition of an existing warehouse and the construction of a part two/part three storey building consisting of 2 No. x 1 bedroom units and 5 No. x 2 bedroom dwellings (Application Received 10 April 2015).

Ward

Brooklands

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Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

The proposal is for the demolition of an existing two storey commercial building and the construction of a part 2/part 3 storey building to provide 5 two bedroom flats and 2 one bedroom flats. The building has a flat roof with the three storey component facing onto an access road and buildings of Riverside Close to the south and the two storey part facing towards Riverside Close to the west. No parking is proposed for the development and vehicular and pedestrian access is from a new spur from the access road which currently serves Riverside Close.

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

RECOMMENDATIONS

1. That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee would be £7,340, subject to indexation. This is based on the creation of 367 square metres of new gross internal floor space (the demolition of the commercial building results in the loss of 197 square metres and the new build a gain of 564 square metres - $(564 - 197 = 367 \text{ square metres} \times £20 = £7,340)$).
2. That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Section 106 Legal Agreement under the Town and Country Planning Act 1990 (as amended), to secure the following:
 - A financial contribution of £42,000 to be used for education purposes.
 - A financial contribution of £7,500 towards a review of parking controls on Riverside Close.
 - An agreement to prevent future residents of the scheme from applying for parking permits.
 - All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 Agreement to the date of receipt by the Council.

- To pay the Council's reasonable legal costs in association with the preparation of a legal agreement, prior to completion of the agreement, irrespective of whether the legal agreement is completed.
- Payment of the appropriate planning obligations/ monitoring fee prior to completion of the agreement.

That the Head of Regulatory Services be authorised to enter into a legal agreement to secure the above and upon completion of that agreement 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 Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans detailed on page 1 of the decision notice approved by the Local Planning Authority.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3. Contaminated Land

No works shall take place in relation to any of the development hereby approved (except works required to secure compliance with this condition) until the following Contaminated Land reports (as applicable) are submitted to and approved in writing by the Local Planning Authority:

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk

assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

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

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

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

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

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

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

Reason:

Insufficient information has been supplied with the application to judge the risk arising from contamination. Submission of an assessment prior to commencement will ensure the safety of the occupants of the development hereby permitted and the public generally. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61.

4. Materials

No works shall take place in relation to any of the development hereby approved until samples of all materials to be used in the external construction of the building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:

Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

5. Landscaping

The scheme of hard landscaping shown on approved drawing 1308/04 shall be completed before the development is occupied. All planting and seeding comprised within the scheme shall be carried out in the first planting season following completion of the hard landscaping 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 ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61 and Section 197 of the Town and Country Planning Act 1990.

6. Boundary Treatment

Prior to the commencement of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:

Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to commencement will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. Wheel Washing

Before the development hereby permitted is first commenced, vehicle cleansing 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. If mud or other debris

originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason:

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided 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. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

8. Construction Methodology

No works shall take place in relation to any of the development hereby approved until a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers is submitted to and approved in writing by the Local Planning Authority. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;

- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

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

Reason:

Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

9. Refuse and Recycling

The refuse store shown on approved drawing 1308/03 shall be provided prior to occupation and shall be permanently retained thereafter.

Reason:

To protect the amenity of occupiers of the development and also of the locality generally and to ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. Cycle Storage

The building shall not be occupied until secure storage for 12 cycles is provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be permanently retained thereafter.

Reason:

The submitted proposals for cycle parking show an insufficient provision of spaces. Submission of a revised scheme for cycle parking prior to occupation is in the interests of providing a wide range of facilities for non-motor car residents and sustainability.

11. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the

removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason:

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

12. Noise Insulation

The buildings shall be constructed so as to provide sound insulation of 45 DnT, w + Ctr dB (minimum value) against airborne noise and 62LnT, w dB (maximum values) against impact noise.

Reason:

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

13. Flank Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order), 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.

INFORMATIVES

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

2. Discharge fee - A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.
3. Drainage - With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
4. Changes to the Highway - 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. 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.

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.

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

5. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
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:-

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

REPORT DETAIL

1. Site Description

- 1.1 The application site is located to the rear of 151-153 North Street which is a two storey building facing east onto North Street and providing a dwelling and a retail unit. Number 151 provides the residential accommodation and behind it is an enclosed garden with a depth of 4.5 metres. To the rear of the building is a 30 metre deep yard housing several stacked shipping containers and a two storey warehouse building at its westernmost end. Vehicular access to the yard is from an access road leading from North Street and running alongside the north flank of no 153. The yard is enclosed by a 2.5 metre palisade fence within a 1.8 metre close boarded timber fence topped by a trellis.
- 1.2 The surrounding area has a mixed character but closest to the application site principally comprises residential accommodation of two storey semi-detached dwellings and three storey flats. To the west and to the south is Riverside Close which is a part 3/part 4 storey development of flatted accommodation; to the east beyond 151 and 153 North Street is North Street itself; to the north is 155 North Street which is a two storey semi-detached property in use by a computer repair business. The road providing vehicular and pedestrian access to Riverside Close is immediately to the south running alongside the southern flank of no 151 and the yard's perimeter fence.
- 1.3 The application site has a hard surfaced frontage providing seven off street parking bays for North Street Carpets and Beds.

2. Description of Proposal

- 2.1 This planning application proposes the demolition of the warehouse to the rear of the site and the erection in its place of a part 2/part 3 storey building to provide 5 two bedroom flats and 2 one bedroom flats. The building has a flat roof with the three storey component facing onto the access road to Riverside Close to the south and the two storey part facing towards Riverside Close to the west.
- 2.2 The proposal includes a refuse store and a cycle store for 9 bicycles which would be located to the rear of 153 North Street. No parking is proposed for the development and vehicular and pedestrian access is from a new spur from the access road which currently serves Riverside Close. The spur

passes under the first/second floor of the new building and ends in a yard with the bin and cycle stores to the east and the entrance to the building to the west.

3. History

- 3.1 There is extensive history for No.s 151 and 153, the most relevant of which is listed as follows:

P0113.12 Two and three storey extensions & alterations to convert existing warehouse into 5X1 bed and 2x2 bed self-contained flats. Application withdrawn 10/3/2015.

No. 153 North Street -

P2082.07 - Demolish existing carpet store, internal alterations and two storey rear extension - Withdrawn.

P1772.10 Change of use from retail to residential to create proposed 1 bed maisonette - Approved.

No. 151 North Street -

P0180.02 - Conversion of ground floor at No. 151 to showroom, conversion of first floor of No. 151 and 153 to form two residential flats and single storey rear extension - Approved.

P0445.04 - New shop front and conversion of No. 151 from showroom, creation of 2 no. flats at first floor - Approved.

P1053.10 Change of use from retail to residential to create a 1 bedroom maisonette and external alterations Refused.

4. Consultation/Representations

Notification letters were sent to 98 neighbouring properties. No objections have been received.

Comments have been received from the following consultees:

London Fire Brigade - No objection.

Environment Agency - No objections.

London Borough of Havering Local Lead Flood Officer - Would like to see SUDS techniques applied to the site, for example a green roof and permeable paving.

Environmental Health - No objections raised; conditions recommended relating to the control of noise and contaminated land.

Highways - No objections raised; request a S106 agreement to prevent future residents of the scheme from applying for parking permits and to provide a £7,500 financial contribution towards a review of parking controls on Riverside Close; request conditions relating to alterations to the highway, vehicle cleaning during construction; request informatives relating to changes to the public highway.

5. Relevant Policy

The following policies of the LDF Core Strategy and Development Control Policies DPD are of relevance:

CP1 - Housing Supply
DC2 - Housing Mix and Density
DC3 - Housing Design and Layout
DC6 - Affordable Housing
DC27 - Provision of Community Facilities
DC32 - The Road Network
DC33 - Car Parking
DC34 - Walking
DC35 - Cycling
DC61 - Urban Design
DC63 - Delivering Safer Places
DC70 - Archaeology and Ancient Monuments
DC72 - Planning Obligations
Residential Design SPD
Planning Obligations SPD (Technical Appendices)

The following London Plan policies apply:

Policy 6.13 - Parking
Supplementary Planning Guidance Housing

The following national planning guidance is also of relevance:

The National Planning Policy Framework ("the NPPF")

6. Staff Comments

- 6.1 The main issues are considered to be the principle of development, the impact upon the character and appearance of the street scene, the quality of the accommodation provided and impact upon neighbouring occupiers.

7. Principle of Development

- 7.1 Policy CP1 of the LDF states that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The application proposes the erection of new housing on unallocated land. The proposal is considered to be acceptable in principle.

8. Design/Impact on Street/Garden Scene

- 8.1 Policy DC2 of the LDF stipulates the appropriate residential densities in given areas of the Borough. Policy DC61 states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area. The SPD contains guidance in relation to the design of residential development.
- 8.2 The Council has adopted policy, which seeks to guide a higher density of development to those parts of the Borough having good access to public transport. In this instance the application site is ranked as being within a high Public Transport Accessibility Level Zone (PTAL 5). The recommended density range in an "urban" location with a PTAL rating of 5 would be between 165 and 275 dwellings per hectare where flats are proposed. The density of the proposed development would be approximately 173 units per hectare, and this is considered acceptable.
- 8.3 The London Plan Supplementary Planning Guidance Housing sets out the minimum internal space standards and amenity space standards for new residential development. The submitted details indicate that the proposed units would be in accordance with these requirements with amenity space is provided in the form of enclosed balconies. Outlook from and natural lighting of the proposed living accommodation is considered to be acceptable.
- 8.4 The proposal has been designed to blend in with the existing residential development at Riverside Close and it is considered that the design is a good match and subject to appropriate materials being used the building will integrate well. The proposal would result in a visual improvement to the site insofar as it would result in the replacement of development that has a run-down, industrial appearance.
- 8.5 Conditions could be imposed requiring the submission of details relating to the proposed use of building materials, boundary treatment, and landscaping works, for the approval of the local planning authority, to ensure that the development would have an acceptable visual impact.
- 8.6 Given the nature of the proposal, including its appearance, height, bulk, and massing in relation to the street scene, it is considered that the proposal would not result in any significant adverse impacts on the character of the area, and that it would be in accordance with Policy DC61 of the LDF.

9. Impact on Amenity

- 9.1 There are a number of residential properties located in close proximity to the proposed development. These are in the new build development of Riverside Close and the residential unit at 151 North Street.
- 9.2 At 151 North Street a ground floor dining room window and first floor bedroom window face towards the flank of the three storey component of the proposed building and would be some 8 metres from it, however the ground floor windows of this property are already overshadowed and the outlook restricted by the high fencing around the garden and by the stack of shipping containers in the yard immediately behind the garden which site photographs reveal have been there for several years.
- 9.3 To the south of the site across the access road to Riverside Close three living room windows on 3 storeys of Brant Court face towards the 3 storey component of the proposed building at a distance of some 7 metres but are not overlooked by any windows. Similarly, to the west of the site living room windows on the first and second floor of Calder Court are positioned at right angles to the 2 storey component and are some 3.75 metres from its flank, but are not overlooked.
- 9.4 While there will inevitably be some loss of light and outlook to the properties described above it is not considered that this would result in an unacceptable level of natural lighting and outlook to these properties especially given the urban environment in which they are located where a degree of shading and obstruction of view is to be expected from neighbouring buildings. A Daylight and Sunlight assessment accompanying the application confirms that any reduction in natural lighting to the rooms concerned will be small and it is considered that the proposal would not result in any material adverse impact on the amenity of neighbouring occupiers.
- 9.5 It is considered that in terms of amenity the proposal complies with Policy DC61 of the LDF and the guidance contained in the Residential Design SPD.

10. Highway/Parking

- 10.1 The site has a moderate to high PTAL Level of 5 and the provision of no parking is considered to be acceptable. The Council's Highways officers have requested a S106 agreement to prevent future residents of the scheme from applying for parking permits and to provide a £7,500 financial contribution towards a review of parking controls on Riverside Close.
- 10.2 A dedicated cycle store is proposed with space for 9 cycles. Changes to the London Plan in March 2015 have increased the quantum of cycle storage required for residential developments and storage for 12 cycles is required for this proposal (one space for each of the one bedroom flats and

two for the others). A condition is proposed to secure the provision of adequate cycle storage.

11. Other Issues

- 11.1 The Council's Local Lead Flood Officer has indicated that SUDS techniques should be applied to the site and has given the examples of a green roof and permeable paving. Should planning permission be granted it is proposed that a suitably worded landscaping condition should include a requirement for permeable paving.
- 11.2 The Council's Environmental Health officers have recommended the use of conditions in relation to noise and contaminated land. It is recommended that these be imposed should planning consent be granted.

12. Infrastructure Impact of Development

- 12.1 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regs) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 12.2 Policy DC72 of the Council's LDF states that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the Further Alterations to the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 12.3 In 2013, the Council adopted its Planning Obligations Supplementary Planning Document which sought to apply a tariff style contribution to all development that resulted in additional residential dwellings, with the contributions being pooled for use on identified infrastructure.
- 12.4 There has been a recent change to the effect of the CIL Regs in that from 6th April 2015, Regulation 123 of the CIL Regs states that no more than 5 obligations can be used to fund particular infrastructure projects or infrastructure types. As such, the SPD, in terms of pooling contributions, is now out of date, although the underlying evidence base is still relevant and up to date for the purposes of calculating the revised S106 contributions.
- 12.5 The evidence background to the SPD, contained in the technical appendices is still considered relevant. The evidence clearly shows the impact of new residential development upon infrastructure - at 2013, this was that each additional dwelling in the Borough has a need for at least £20,444 of infrastructure. Therefore, it is considered that the impact on infrastructure as a result of the proposed development would be significant

and without suitable mitigation would be contrary to Policy DC72 of the LDF and Policy 8.2 of the London Plan.

- 12.6 Furthermore, evidence clearly shows a shortage of school places in most parts of the Borough - (London Borough of Havering Draft Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report shows need for secondary places and post-16 places which due to their nature would serve all parts of the Borough. The Commissioning report identifies that there is no spare capacity to accommodate demand for primary and early years school places generated by new development. The cost of mitigating new development in respect to all education provision is £8,672 (2013 figure from Technical Appendix to SPD). On that basis, it is necessary to continue to require contributions to mitigate the impact of additional dwellings in the Borough, unless the development is within an area of the Borough where there is a surplus of school places. Previously, in accordance with the SPD, a contribution of £6000 per dwelling was sought. It is considered that this is reasonable when compared to the need arising as a result of the development.
- 12.7 It would therefore be necessary to require a contribution to be used for educational purposes. Separate monitoring of contributions would take place to ensure that no more than 5 contributions are pooled for individual projects. It is considered that a contribution equating to £6000 per dwelling for educational purposes would be appropriate.
- 12.8 In addition to the above, in order to mitigate identified parking issues, the agreement should prevent future residents of the scheme from applying for parking permits and secure a £7,500 financial contribution towards a review of parking controls on Riverside Close

13. Mayoral Community Infrastructure Levy (CIL)

- 13.1 The proposal would involve the demolition of light industrial buildings with a gross internal floorspace of 197 square metres and the creation of 564 square metres of residential floorspace. This is an increase of 367 square metres which would attract a CIL payment of £20 per square metre. This would give rise to a Mayoral CIL contribution of $£20 \times 367 = £7,340$.

14. Conclusion

- 14.1 The site is brownfield land and its redevelopment for housing is considered to be acceptable under LDF Policies CP1 and the guidance in the NPPF. The design, scale and layout of the proposed development is in keeping with the character and appearance of the locality and would provide a suitably high quality living environment. There is judged to be no material harm to neighbouring residential amenity and the proposal is considered to be acceptable in respect of parking and highways issues.
- 14.2 There would also be contributions to mitigate parking issues and to meet education costs associated with the development in accordance with Policy

DC72. These contributions would be secured through a S106 Planning obligation. The proposal is therefore judged to be acceptable, subject to the prior completion of the obligation and conditions, and it is recommended that planning permission is granted accordingly.

IMPLICATIONS AND RISKS

Financial Implications and risks: None

Legal Implications and risks: Legal resources will be required to prepare and complete the legal agreement.

There is a risk that the weight accorded to the Development Plan Policy and Supplementary Planning Document on Planning Obligations may be challenged at appeal or through judicial challenge.

Human Resource Implications: None

Equalities and Social Inclusion Implications: The Council's planning policies are implemented with regard to equality and diversity.

BACKGROUND PAPERS

1. Application and supporting details and plans received on 10-04-2015