

REGULATORY SERVICES COMMITTEE

22 March 2012

REPORT

Subject Heading:

**P1417.11 – Former Oldchurch Hospital,
Oldchurch Road, Romford (Date
received 24/1/2012)**

Proposal

**Non-compliance with condition 2 of
P0975.10 to enable the replacement of
4 no. 1 bed apartments in renovated
'Treasury' building with 2 no. 2 bed
houses. Replacement of 2 no 4 bed
houses with 3 no. 3 bed houses in
Block 6. New 1 bed apartment and 3
bed apartment in lieu of undercroft
parking in block 4 and consequent
changes to design and appearance of
affected units. Revision to tenure mix
(Description changed 8/3/2012)**

Report Author and contact details:

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Policy context

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

Financial summary

None

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

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

SUMMARY

Planning permission for the residential redevelopment of the western end of the former Oldchurch Hospital Site was granted planning permission on 28th July 2011 following the completion of a S106 agreement and earlier consideration of the application by Regulatory Services Committee on 24th February.

This application proposes various small amendments to the approved scheme involving the substitution of flats for houses in the “Treasury” building, the widening and reduction in height of the houses either side of the “Treasury” building in Block 6 and the addition of two flats to the ground floor of Block 4 together with changes to the tenure mix increasing the proportion of affordable housing to be delivered. The changes are all considered to be acceptable and staff consider that they will result in an improvement to the overall appearance of the scheme, in particular the resultant better appreciation of the heritage value of the “Treasury” building and with no unacceptable consequences.

It is recommended that planning permission be granted subject to the prior completion of a variation to the relevant S106 legal agreement.

RECOMMENDATIONS

That the Committee resolve that, the application is considered unacceptable as it stands but it would be acceptable subject to the prior completion of a Deed of Variation under Section 106A of the Town and Country Planning Act 1990 of the original section 106 agreement of 27th July 2011 to secure the following:

1. That the definition of the planning application contained within the legal agreement dated 27/7/2011 be amended to refer to this application in the alternative as appropriate, and

2. The Developer and/or Owner to bear the Council legal costs in respect of the preparation of the legal agreement irrespective of whether or not it is completed.
3. All recitals, headings and clauses of the original agreement dated 27th July 2011 shall remain unchanged.

That staff be authorised to enter into such agreement and upon completion of it, to grant planning permission subject to the following condition:

1. Accordance with plans: The development shall not be carried out other than in complete accordance with the approved plans as detailed by planning permission ref P0975.10 as amended by the following plans and documents: :

Shared Ownership Layout - R9830-051 Rev A
Social Rent Layout - R9830-052 Rev A
Block 6 Treasury Planning Elevations - R9830-058 Rev C
Block 6 Treasury Planning GA's - R9830-059 Rev A
Block 6 Treasury Planning Roof Form - R9830-060 Rev A
Drainage Layout - R9830-CL-200 Rev B
Ground Floor Block 4 – 10-1847-056
Elevations A-A & B-B Block 4 - 10-1847-057
Revised Schedule of Accommodation and Unit Split – Rev B

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 or those subsequently approved. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

The conditions of the previous permission P0975.10 as included in Appendix 1 shall continue to apply as necessary and appropriate to this amended permission.

Reason for Approval:

This decision to grant planning permission has been taken:

i) having regard to Policies CP1, CP2, CP7, CP8, CP10, CP9, CP10, CP12, CP15, CP16, CP17, CP18 of the LDF Core Strategy Development Plan Document; Policies DC2, DC3, DC6, DC7, DC20, DC21, DC27, DC29, DC30, DC32, DC33, DC34, DC35, DC49, DC50, DC51, DC52, DC55, DC58, DC59, DC60, DC61, DC62, DC63, DC67, DC70, DC72 of the LDF Development Control Policies Development

Plan Document; Policy SSA1 of the LDF Site Specific Allocations Development Plan Document; Policies 3A.2, 3A.3, 3A.5, 3A.6, 3A.7, 3A.9, 3A.10, 3A.11, 3D.13, 4A.1, 4A.2, 4A.3, 4A.4, 4A.5, 4A.6, 4A, 4A, 4A.10, 4A.11, 4A.13, 4A.14, 4B.1, 4B.2, 4B.5, 4B.9, 4B.10 of the London Plan (Spatial Development Strategy for Greater London) 2008 and London Plan Supplementary Planning Guidance, including 'Providing for Children and Young People's Play and Informal Recreation', PPS1 'Delivering Sustainable Development', PPS3 'Housing', PPS5 'Planning for the Historic Environment' PPS6 'Planning for Town Centres', PPG13 'Transport', PPG 15 'Planning and the Historic Environment', PPS22 'Renewable Energy', PPS25 'Development and Flood Risk'.

ii) for the following reason: The proposed development would fulfil the aims and objectives of the relevant policies of the Local Development Framework and London plan by providing the residential redevelopment of a brown field site. The proposal would provide both market housing and affordable housing for those with low incomes and would relate satisfactorily to its surroundings and neighbouring development and can be accommodated on the site without any materially harmful visual impact or any significant adverse impact on residential amenity. The proposal incorporates sufficient play areas within a development of high quality design and layout. The impact arising from residential traffic from the development would be acceptable within the locality and the proposal would provide scope for improved pedestrian and cycle access. The proposal meets the objectives of national, regional and local policies by being sustainable development making efficient use of land and providing residential development with easy access to facilities without adverse impact on residential amenity. Whilst the development would have a variety of impacts it is considered that these can be satisfactorily addressed by conditions and the provisions of a S106 legal agreement.

REPORT DETAIL

1.0 Site Description and Background

1.1 The application site consists of the western end of the former Oldchurch Hospital site covering an area of 2.15 hectares adjacent to Oldchurch Road to the south and Nursery Walk to the west. To the immediate north of the site Union Road gives access to new key worker cruciform blocks and associated parking beyond which lies the main railway line between Romford and London Liverpool Street. To the east, the remaining part of the former hospital site up to Waterloo Road is also being redeveloped. To the south the site includes the former entrance to the site from Oldchurch Road. The two original retained buildings either side of the entrance are currently being refurbished by the applicant for residential use. Two storey terraced residential properties front the opposite side of Oldchurch Road. West of the site beyond Nursery Walk is the Crow Lane Gas Holder site.

1.2 Planning permission was granted on 27th July 2011 (ref.P0975.10) for the residential development of 366 units, varying from 2 to 6 storeys in height and providing 338 flats and maisonettes and 28 houses.

1.3 The parts of the site the subject of this application is the retained central "Treasury" building section of the former workhouse frontage buildings and the proposed terrace of 3 storey town houses either side of it together with the eastern section of the site where Block 4 is proposed to be located..

2.0 **Description of Proposal:**

2.1 Planning permission is sought for an amendment to the permitted scheme for the redevelopment of the site which is currently being implemented.

2.2 The original planning permission ref: P0975.10 showed the refurbished Treasury building converted to provide 1 no. 3 bedroom house and 4 no. 1 bedroom flats. Two terraces of 4 no. and 5 no. 4 bedroom town houses were indicated either side of the "Treasury" building separated by a 1m wide pedestrian access.

2.3 The proposal is for the change in residential mix which includes the substitution of 2 no. 2 bed houses in lieu of 4 no. 1 bed apartments in the existing Treasury block, the addition of 1 no. 1 bed apartment and 1 no. 3 bed apartment in lieu of undercroft parking in Block 4 and the substitution of 2 no. 3 bed houses in Block 6 in lieu of 2 no. 4 bed houses.

2.4 The proposed changes to the Treasury block would result in the substitution of front doors in lieu of the furthest ground floor windows and the bricking up of the central first floor window at the east and western ends of the frontage together with the omission of external staircases and first floor flat doors to the rear.

2.5 The proposed changes to the terraced housing either side of the Treasury block would result in the widening of the house immediately to the east and west attaching it to the sides of the Treasury block and removing the previously proposed pedestrian access. Each of the dwellings would also be reduced in height by the removal of the second floor and the addition of a hipped roof. A shadow gap detail is also proposed between the revised two storey dwellings and the Treasury with a brick pier between the dwellings and the rest of the terrace on either side.

2.6 It is also proposed to increase the height of the second floor front parapet for the rest of the terrace either side of the Treasury by 275mm and introduce a white stucco band above the first floor windows.

2.7 The proposed alterations to block 4 involve the creation of 1 no. 1 bedroom apartment and 1 no. 3 bed apartment on the ground floor of the block in an area which was originally identified for car and cycle parking. Consequent changes to the elevations would replace an opening on the western side

and a projecting screened section with doors and windows as required together with semi private terraces.

- 2.8 Overall it is also proposed to alter the tenure mix for the development, increasing the proportion of affordable housing from 28% of the total to 38%. The tenure split of social rent to shared ownership would remain at 70/30

3. **Relevant History**

- 3.1 There is an extensive history relating to the function of the site as a Hospital but the most relevant history to this application is:

P1634.04 Demolition of existing buildings on site and redevelopment to provide a mental health facility - Outline - Refused

P0634.06 Demolition of existing buildings on site and redevelopment to provide new mental health facility. – Resolved to approve, S106 not completed

P0975.10 - Residential redevelopment – Revised scheme comprising 366 dwellings with height varying from 2 to 6 storeys (338 flats and 28 houses) – Approved

P1927.11 – Retention of 1 no. additional 5 bedroom house in Block 5, plot 367 – Under consideration

4. **Consultations and Representations:**

- 4.1 Consultees and 464 neighbouring properties have been notified of the application. The application has been advertised on site and in the local press. No objections have been received.

Consultee Responses

Environmental Health – recommend conditions

Greater London Authority – Initially advised that the matter would be reported to the Mayor but subsequently decided that the revisions raised no new strategic issues and confirmed that the matter could be determined without further reference to the Mayor.

LFEP (Water Section) – Are satisfied with the proposal.

Borough Crime Prevention Design Advisor – No new material comments

Streetcare (Highways) – No objections

5 **Relevant Policies**

- 5.1 The development plan for the area consists of the Havering Local Development Framework (Core Strategy, Development Control Policies and Site Specific Allocations) and the London Plan 2011. Havering Supplementary Planning Documents on Residential Design, Sustainable Design and Construction and Designing Safer Places are material planning considerations.
- 5.2 Policies DC3 (Housing Design and Layout), DC6 (Affordable Housing), DC7 (Lifetime Homes and Mobility Housing), DC21 (Major Development and Open Space, Recreation and Leisure), DC33 (Car Parking), DC35 (Cycling), DC61 (Urban Design) and DC63 (Delivering Safer Places) of Local Development Framework Development Control Policies Development Plan Document are also material planning considerations.
- 5.3 The London Plan July 2011 is the strategic plan for London and the following policies are considered to be relevant: 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 3.10 (definition of affordable housing), 3.11 (affordable housing targets), 3.12 (negotiating affordable housing), 3.13 (affordable housing thresholds), 6.9 (cycling), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.8 (heritage assets and archaeology), and 8.2 (planning obligations).
- 5.4 PPS1 'Delivering Sustainable Development', Planning Policy Statement 5: Planning for the Historic Environment are further material considerations.

6. **Staff Comments**

- 6.1 The issues to be considered are the principle of development, street scene implications, historic building considerations, provision of open space, affordable housing provision, the effect of the development on the surrounding area, including residential amenity, health and safety implications, secured by design issues and car and cycle parking provision.

6.2 **Principle of development**

- 6.2.1 The principle of the redevelopment of the site for residential purposes has been established by the grant of full planning permission under ref P0975.10. The extent of the non-compliance with the approved plans is limited to that set out in the application and no objection is therefore raised in principle to the application.

6.3 **Design, Layout and Heritage Considerations**

- 6.3.1 The proposed changes to the terraces either side of the Treasury (Block 6) have arisen for two main reasons. Where the original flank terrace buildings either side of the central Treasury block have been demolished, the exposed wall of the Treasury includes door openings, fireplaces and rough and broken brickwork which could only be covered by building a new wall alongside the existing outer skin. Secondly, the originally proposed narrow

pedestrian access either side of the Treasury block was not a desirable feature from a Secure by Design perspective and further survey work also cast doubt on whether there would be sufficient width available for a usable and safe pedestrian access.

- 6.3.2 The changes therefore extend the adjacent terraces by widening the adjacent dwellings to link them to the Treasury block enabling the damaged flank walls of the Treasury block to be hidden. The design of the adjacent dwellings has also been amended from the town house originally proposed to a hipped roof two storey house. Staff are satisfied that this will result in a more satisfactory appearance and an improvement over the original approved scheme, as it will enable the full depth of the original stucco rendered eaves detail along the flank of the Treasury to be seen and also that the reduction in height will improve the subservience of the adjacent terraces to the Treasury block. The demolished wings of the original workhouse frontage were attached to the Treasury block, so the revised scheme will be repeating this arrangement. The division between the “old and new” would be further enhanced by the provision of a “shadow gap” (an area of recessed brickwork) between the new 2 storey house and the Treasury, and by a brick pier between the 2 storey house and the rest of the terrace either side. These architectural devices are well utilised and will improve the appearance and enhance the heritage asset value of the buildings.
- 6.3.3 Staff are also satisfied that the change from flats to houses within the Treasury block is a positive one. The provision of front doors will retain a balanced appearance for the frontage and the omission of the previously proposed external rear staircase will result in an improvement to the visual appearance of the rear of the Treasury, enabling more original features to be retained. The introduction of a stucco band to the front parapet of the adjacent terraces echoes a feature of the former Treasury block wings and also assists in breaking down the visual appearance of the proposed increased height parapet. The changes to Block 6 are therefore considered to be in accordance with Policies DC61, DC63 and DC67 of the LDF.
- 6.3.4 The number of units proposed on the site would be unaffected by the amendments as the flats that would not now be provided within the Treasury block would be replaced within the ground floor of Block 4.
- 6.3.5 The applicants have advised that a reassessment of the ground floor layout of Block 4 identified that some of the proposed car parking spaces would have been very difficult to use. Staff are satisfied that the proposed use of the area to provide 2 no. additional ground floor apartments would be acceptable and advantageous. The parking area would have resulted in a substantial open void in the ground floor western elevation and a blank screened section on the eastern ground floor frontage facing onto the proposed new local park. The use as residential units will enable the approved pattern of windows, patio doors and semi-private terraces to be continued along both elevations of the block to the benefit of its appearance. The use would also ensure that the total number of units to be provided

within the scheme would not reduce as a result of the proposed changes to Block 6. The consequent changes to car parking and cycle parking are considered below, but in terms of design and layout the proposed changes to Block 4 are considered to be acceptable.

6.4 Parking and Highway Issues

6.4.1 A total of 229 car parking spaces are shown to be provided throughout the entire development under the original permission and these proposals would reduce this by 5 spaces. However, at least two of the spaces it is proposed to remove would have been extremely difficult to access and unlikely to be used. Policy DC2 establishes that for flatted development that the parking requirement should be low and that less than 1 space per unit is required. Staff consider that the proposed reduction in parking provision is of marginal significance given the overall scale of the redevelopment and therefore judge this to be acceptable and in accordance with policy owing to the proximity to the town centre and the good links to public transport facilities. It is also worthy of note that even with the reduction, the level of car parking proposed will remain greater than the level of parking agreed for the redevelopment of the eastern end of the former Oldchurch Hospital site.

6.4.2 In respect of cycle parking, the level of provision within the block would be reduced from 72 to 50 spaces for the 65 flats proposed. Whilst this would result in the level of provision within the block being less than 1 space per flat, the level of provision throughout the rest of the flatted part of the scheme would provide sufficient surplus spaces to bring the total level of provision up to 1 space per flat in accordance with Policy DC35.

6.5 Other Considerations

6.5.1 The proposed change to the tenure mix for the development does not raise any concerns as the proportion of affordable housing is now closer to the proportion sought by Policy DC6 than the original scheme. The internal layouts of the units demonstrate that they would be of a good size which satisfy the requirements for affordable housing and lifetime homes. The residential mix of the scheme is only marginally affected by the changes and the proposal to use the whole of the Treasury block for family housing fits better with the character of the heritage asset than the previously proposed partial conversion to flats. Amenity space provision is unaffected by the revisions.

6.5.2 The changes to the residential and tenure mix would have a very minor impact upon the demand for local services, including school places and staff do not consider it necessary to seek any additional contributions beyond those agreed in relation to the original permission.

6.5.3 Health and safety implications arising from the proximity of the site to the Crow Lane Gas Holder site are unaffected by the revisions. The Health and Safety Executive agreed not to pursue their objections to the overall redevelopment provided that the Hazardous Substances Consent for the

adjacent gas holder station could be revoked. Staff have reached agreement with National Grid over this matter as the gas holder station is now redundant. The formal revocation procedure is in hand but has yet to be finalised.

- 6.5.4 Secure by Design considerations are improved by the proposals. The narrow passageway previously proposed between the Treasury block and adjacent terraces was not considered to be a safe or desirable feature and is removed by these revisions. The covered parking spaces at the ground floor of Block 4 would not have been well overlooked and in some cases hidden from view which would have made them particularly susceptible to crime and theft. The revision to use this area as flats is a further improvement and in accordance with Policy DC63.

7. **Conclusions**

- 7.1 Staff are satisfied that the revisions to the scheme would improve the quality of the redevelopment and result in a more sensitive and beneficial re-use and treatment of the Treasury Block and an improvement in the relationship to the neighbouring terraces. The changes to the residential and tenure mix are also considered to be acceptable.
- 7.2 Should members agree with this conclusion, it is recommended that planning permission be granted subject to the prior completion of a deed of variation to the relevant S106 legal agreement so that it reflects this application.

IMPLICATIONS AND RISKS

Financial implications and risks:

There are no financial implications to the Council.

Legal implications and risks:

This application needs to be subject to the same Section 106 planning requirements as the original development and a variation to that obligation to make it applicable to this application is required. This will need to be finalised and signed prior to the issue of the planning permission.

Human Resources implications and risks:

There are no human resources and risks directly related to this report.

Equalities implications and risks:

The Council's policies and guidance, the London Plan and government guidance all seek to respect and take account of social inclusion and diversity issues.

BACKGROUND PAPERS

1. The planning application as submitted or subsequently revised including all forms and plans.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions.
5. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
6. The relevant planning history.
7. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
8. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.

APPENDIX 1 - P1417.11

1. Complete Accordance with Plans

All works for each part or phase of development shall be carried out in full accordance with the following approved plans, drawings, particulars and specifications, except where amended by the plans listed in Condition 1 of P1417.11, together with any other plans drawings particulars and specifications pursuant to any further approval of details as are approved by the Local Planning Authority:

2624_PL02_0001 - Site Location Plan

2624_PL02_0002 - Site Layout Plan

624_PL02_B1_100 Rev A - Block 1 General Arrangement Ground to Roof Level

2624_PL02_B2-3_100 to 106 Rev A -Block 2 and 3 General Arrangement Basement floor to roof level

2624_PL02_B4_100 Rev A - Block 4 General Arrangement Ground to roof level

2624_PL02_B5_100 to 104 Rev A - Block 5 General Arrangement Ground to Fourth Floor (Roof) Level

624_PL02_B6_100 to 104 Rev A - Block 6 General Arrangement Ground to Fourth Floor (Roof) Level

2624_PL02_B1_200 Rev B- Block 1 Street Elevations

2624_PL02_B2-3_200 to 201 Rev A - Block 2 & 3 Street Elevations 1 & 2

2624_PL02_B2-3_202 Rev A - Block 2 & 3 Courtyard Elevations

2624_PL02_B4_200 Rev B- Block 4 Street Elevations

2624_PL02_B5_200 to 201 Rev A - Block 5 Street Elevations 1 & 2

2624_PL02_B5_202 Rev A - Block 5 Courtyard Elevations

2624_PL02_B6_200 to 201 Rev A - Block 6 Street Elevations 1 & 2

2624_PL02_B6_202 to 203 Rev A - Block 6 Courtyard Elevations 1 & 2

2624_PL02_300 to 301 Rev A - Site Sections 1 & 2

2624_FLT01 to FLT08 - Flat Types 01 to 08 Ground and Upper Floor Plans

2624_HSE01 to HSE02 - House Types 01 to 02 Floor Plans

2624_CLR01a_GND to CLR01d_GND - Cluster Type 01a to 01d Ground Floor Plan

2624_CLR01a-b_UPR to CLR01c-d_UPR - Cluster Type 01a to 01d Upper Floor Plan

2624_CLR02a_GND to CLR02d_GND - Cluster Type 02a to 02d Ground Floor Plan

2624_CLR02a-c_UPR to CLR02b-d_UPR - Cluster Type 02a to 02d Upper Floor Plans

2624_CLR03a_GND to CLR03d_GND - Cluster Type 03a to 03d Ground Floor Plan

2624_CLR03a-c_UPR to CLR03b-d_UPR - Cluster Type 03a to 03d Upper Floor Plan

2624_CLR04a_GND to CLR04d_GND - Cluster Type 04a to 04d Ground Floor Plan

2624_CLR04a_UPR to CLR04c-d_UPR - Cluster Type 04a to 04d Upper Floor Plan

2624_CLR05 - Cluster Type 05 Ground Floor Plans

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 or those subsequently approved. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

2. Submissions and Approvals

Any application or submission for any other approval required by any condition attached to this permission shall be made in writing to the Local Planning Authority and any approval shall be given in writing. Any approved works shall be carried out and retained thereafter in accordance with that approval.

Reason: To ensure that the Development is satisfactorily implemented in accordance with any approvals.

3. Phasing Strategy

The development shall be carried out in accordance with the following phasing plans unless any variation is subsequently agreed in writing by the Local Planning Authority.

R9830-008: Site Phasing Plan Block 5
R9830-009: Site Phasing Plan Block 6
R9830-010: Site Phasing Plan Block 1 & CHP
R9830-011: Site Phasing Plan Blocks 2 & 3
R9830-012: Site Phasing Plan Block 4
R9830-013: Site Phasing Plan Block 4 Finishing
R9830-014: Site Phasing Plan Completion

Reason: To ensure that there is an appropriate phased sequence of development on the site.

4. Number of Residential Units

The number of residential units in the development hereby permitted shall not exceed 368 dwellings.

Reason: To comply with requirements to provide a details of the number of residential dwellings proposed.

5. Details of Materials

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, samples and details of all materials to be used in the external construction of the buildings and surfacing of all external areas comprised in the development, or each phase thereof as set out in the phasing strategy, shall be submitted to and approved in writing by the Local Planning Authority.

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

6. Boundary Treatment

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, details of treatment proposed for those parts of the boundaries comprised in that part of the application site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the agreed details prior to the occupation of the first dwelling unit within the development or the phase of the development to which it relates and shall be permanently retained and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

7. Lighting

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, a scheme for the lighting of all external areas of the site or phase, including pedestrian routes within and at the entrances to that phase of the site shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details to show that consideration has been given to nature conservation interests as well as highway safety and public amenity. The agreed scheme shall be installed in full for the site or phase, prior to the first dwelling of that phase being occupied. With the exception of any areas that have become adopted highway, the lighting scheme shall be retained and kept fully operational at all times.

Reason: In the interests of highway safety, public amenity and nature conservation and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

8. Landscaping

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, a scheme of soft and hard landscaping and a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include indications of all existing trees and shrubs on the site, and details of any to be retained, and any proposed topping or lopping, together with measures for their protection in the course of development. The scheme shall specify the size, species, and positions or density of shrubs and trees to be planted and the approved scheme for the development or relevant phase thereof shall be undertaken in accordance with the timetable approved in writing by the Local Planning Authority. If within a period of five years from the date of the planting, any tree or shrub or any tree or shrub planted in replacement of it, is removed, up-rooted or destroyed, is diseased or dies, another tree or shrub of the same species and size to that originally planted shall be planted at the same place.

Reason: To ensure the scheme has adequate landscaping and to ensure that any trees or shrubs planted as part of the landscaping scheme are replaced in accordance with that scheme, and that the development accords with Development Control Policies Development Plan Document Policy DC61.

9. Landscape Management Plan

For the development or each phase of the development a landscape management plan, including long term design objectives, management responsibilities, maintenance schedules for all landscape areas, other than privately owned domestic gardens, and a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority prior to the first residential occupation of the development or any phase thereof, as appropriate. The landscape management plan approved shall be carried out to the approved timescale and adhered to thereafter.

Reason: To protect/conservate the natural features and character of the area, and that the development accords with Development Control Policies Development Plan Document Policy DC61.

10. Play Area Design

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, a scheme for the design of the proposed play areas within the development or the relevant phase thereof shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall include details of the area measurement of the proposed play area/s, perimeter fencing, gates and surface materials and play equipment. The approved scheme shall be implemented prior to first residential occupation of the development or relevant phase thereof and permanently retained and maintained thereafter.

Reason: In the interests of amenity and so that the development accords with Development Control Policies Development Plan Document Policy DC61 and the Mayor of London's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation March 2008.

11. Tree Protection

No building, engineering operations or other development on the site, shall be commenced until a scheme for the protection of preserved trees on the site has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall contain details of the erection and maintenance of fences or walls around the trees, details of underground measures to protect roots, the control of areas around the trees and any other measures necessary for the protection of the trees. Such agreed measures shall be implemented and /or kept in place until the approved development is completed to the satisfaction of the Local Planning Authority.

Reason: To protect the trees on the site subject to a Tree Preservation Order.

12. Obscure Glazing

A scheme for obscure glazing of appropriate windows shall be submitted with the detailed plans for the development for each and every phase of the development hereby permitted as appropriate, to be agreed in writing by the Local Planning Authority prior to the commencement of the development or the relevant phase thereof. The obscure glazing shall be installed prior to the residential occupation of the relevant unit in accordance with the agreed scheme for the development or relevant phase thereof and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of privacy.

13. Removal of Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 Article 3, Schedule 2, Part 1, Classes A - no extensions, roof alterations, porches, enclosures or hard surfaces shall take place unless permission under the provisions of

the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

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

14. Car Parking

Before any of the building(s) in the development or any phase of the development hereby permitted are first occupied, a plan showing provision of spaces shall be submitted for the development or that phase as relevant, to be agreed in writing with the local planning authority. Provision shall be made within the development or phase thereof, for car parking at the level agreed for the overall development or the specific phase. This shall include car parking spaces for people with disabilities at a ratio of not less than 4% of overall provision, thereafter such provision shall be made permanently available for use, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that car parking accommodation is made permanently available within the development in the interests of highway safety and that the development accords with Development Control Policies Development Plan Document Policy DC33.

15. Car Parking Management Scheme

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, details to show the car parking management scheme associated within that phase or within the development shall be submitted to the Local Planning Authority for approval in writing. The details shall include the details and measures to be used to manage the car parking areas. The car parking management scheme shall be provided in accordance with the approved details for the development or each phase thereof prior to the first occupation of the development or of each phase thereof. Such facilities shall be permanently retained and made available for residents use thereafter.

Reason: In the interests of highway safety.

16. Cycle Storage

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, details to show how secure cycle parking is to be provided on site within that phase shall be submitted to the Local Planning Authority for approval in writing. The details shall include the location and means of construction of the

storage areas, making provision for one space per residential unit. Cycle storage facilities shall be provided in accordance with the approved details for each dwelling unit prior to its occupation. Such facilities shall be permanently retained and made available for residents use thereafter.

Reason: To seek to encourage cycling as a more sustainable means of travel for short journeys.

17. Road Construction

All roads to be adopted within the approved development shall be designed and constructed in accordance with current highway standards for adoptable highways, including footway provision, road width and road junction layout to the satisfaction of the Local Planning Authority. The design of roads to be adopted shall be of minimum width 5.5 metres, and any such road shall be constructed in full accordance with the plans and timetable that has been agreed with the Local Planning Authority.

Reason: In the interests of highway safety

18. Alterations to the Public Highway (1)

The proposed changes to the public highway shall be carried out in accordance with the details that have been approved in writing by the Local Highway Authority.

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

19. Alterations to the Public Highway (2)

Within 3 months of the date of this decision any necessary agreement, notice or licence to enable the proposed alterations to the public highway shall be entered into.

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

20. Road Safety Audit

The findings of the approved Stage 1 and 2 Road Safety Audit shall be implemented in accordance with the approved details prior to the construction of the access and associated works, or as otherwise allowed in the audit. Stage 3 and 4 Road Safety Audits shall be undertaken at the appropriate time as prescribed in HD 19/03 of the Design Manual for Roads and Bridges and the findings of these Audits shall be implemented as recommended.

Reason: In the interests of highway safety and to comply with Policies CP10, CP15, CP17 and DC61 of the Core Strategy and Development Control Policies DPDs.

21. Car Parking Secure by Design

Within 3 months of the date of this decision or before first residential occupation of any building within the development, whichever is the earliest, a scheme shall be submitted in writing providing details of how any covered or basement parking to be provided within the development shall comply with Secured by Design standards. The scheme shall detail how the compliance can be achieved on a phased basis and once approved the development shall be carried out in strict accordance with the agreed details and thereafter permanently retained

Reason: In the interest of residential amenity and creating safer, sustainable communities, reflecting guidance set out in PPS1, and policies CP17 of the Core Strategy DPD) and DC63 of the Development Control Policies DPD, and 4B.6 of the London Plan (published February 2008)

22. Electric Vehicle Charging Points

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, a scheme making provision for 20% of the parking spaces within the development or relevant phase thereof to be served by electric vehicle charging points, with the potential for this to be expanded by a further 20% of parking spaces shall be submitted to and agreed in writing by the Local Planning Authority. Development shall thereafter proceed in accordance with the approved scheme.

Reason: In order to ensure that the development adequately incorporates measures to allow the use of electric vehicles by future occupiers in accordance with policy 6.13 of the draft revised London Plan.

23. Fire Brigade Access

Within 1 month of the date of this decision, a scheme for the provision of adequate access for fire brigade shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire and Emergency Planning Authority. First residential occupation of any phase of the development or of the overall development hereby approved as the case may be shall not take place until the approved scheme for fire brigade access for the relevant phase or the approved scheme for the development site as a whole, has been implemented.

Reason: To ensure that adequate access for fire brigade purposes is made available in the interests of safety.

24. Signage

Prior to the first occupation of the development or each phase of the development hereby approved, a scheme of signage for the site or relevant phase thereof for the aid of pedestrians and cyclists shall be submitted to and approved by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before occupation of the final unit of the development or relevant phase thereof is completed.

Reason: In the interests of the travelling public, pedestrians and cyclists and to comply with policies DC34 and 35 of the Core Strategy and Development Control Policies DPD

25. Foul and Surface Water Drainage

No works which result in the discharge of foul or surface water from the site shall be commenced until the on/and or off site drainage works and connections for that phase of the works have been completed in accordance with the following plans:

R9830-CL-213 Rev F - S104 Drainage Layout Overall Site Plan
R9830-CL-208 Rev H - S104 Drainage Layout: Sheets 1 of 2
R9830-CL-209 Rev F - S104 Drainage Layout: Sheet 2 of 2
R9839-CL-211 Rev D - Drainage S104 Sections

Reason: To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system, to prevent the increased risk of flooding, and in order that the development accords with Development Control Policies Development Plan Document Policy DC51 and PPG 25 Development and Flood Risk .

26. 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 only 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: To ensure protection of controlled waters.

27. Details of Fire Hydrants:

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of

the development, whichever is the earliest, a scheme detailing the location and detail of fire hydrants in that phase of the site or the development site as a whole shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of any of the buildings of the development or phase thereof to be served by the identified hydrants, such hydrants as required by the LFEPA for that phase of the development or the development as a whole as the case maybe shall be provided in accordance with the LFEPA s requirements prior to the occupation of the relevant unit/s and thereafter maintained continuously to the satisfaction of the Local Planning Authority.

Reason: To ensure that adequate provision is made for fire protection on the site.

28. Access Statement

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, an access statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate that all parts of the development, including the car parks and all external public areas, shall be designed to be accessible for all, including people with disabilities. Such details shall include;

a) How the layouts, including entrances, internal and external circulation spaces, car parking areas, 10% of residential accommodation, directional signs, lighting levels and other relevant facilities are accessible, adaptable or otherwise accommodate those with mobility difficulties and visual impairments.

Such provision to make the development fully accessible shall be carried out in accordance with the approved details and made available before each phase of the development is first occupied or the development is first occupied as the case may be and thereafter maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of future residents and visitors in accordance with the Council s policies and practice for access for people with disabilities and in accordance with the provisions of Section 76 (1), (2) of the Town and Country Planning Act 1990 and Policy 4B.5 of the London Plan.

29. Lifetime homes

All residential units hereby approved are to comply with Lifetime Homes Standards, as defined in the Joseph Rowntree Foundation (JRF) publication Achieving Part M and Lifetime Home Standards April 1999 and the joint collaboration of JRF, Mayor of London, GML Architects and

Habinteg HA in the publication Lifetime Homes and as referred to in the GLA Accessible London SPG (Appendix 4 correct at March 2004),.

Reason: In the interests of the amenities of future residents and visitors and to ensure that the residential development meets the needs of all potential occupiers in accordance with Development Control Policies Development Plan Document Policy DC7 and Policy 3A.5 of the London Plan.

30. Wheelchair Accessibility

10% of new housing shall be designed to be wheelchair accessible or easily adaptable for such residents and shall be constructed in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority. The units will thereafter be maintained in accordance with the approved scheme.

Reason: In the interests of the amenities of future residents and visitors and to ensure that the residential development meets the needs of all potential occupiers in accordance with Development Control Policies Development Plan Document Policy DC7 and Policy 3A.5 of the London Plan.

31. Sustainability Statement

The development or relevant phase thereof shall thereafter be carried out in full accordance with the agreed Sustainability Statement. Before the proposed development or relevant phase thereof is first occupied the Final Code Certificate of Compliance shall be provided to the Local Planning Authority in order to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability in accordance with DC49 Sustainable Design and Construction and Policies 4A.7 of the London Plan.

32. Energy Statement

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall incorporate an energy demand assessment and an estimate of carbon savings expressed in tonnes of CO2 per annum and percentages, relative to a 2010 Building Regulations compliant development and shall detail the energy efficiency design measures and renewable energy technology to be incorporated into the development. The statement shall include details of a renewable energy/low carbon generation system for the proposed development and a commitment to its installation together with details of the investigation and potential for

shared provision of generation capacity and how the development will be equipped for future connection to any district heating network. The renewable energy generation system and other measures identified in the statement shall be installed in strict accordance with the agreed details and be operational to the satisfaction of the Local Planning Authority prior to the first occupation of the development or each phase thereof. The development shall thereafter be carried out in full accordance with the agreed energy statement and the measures identified therein.

Reason: In the interests of energy efficiency and sustainability in accordance with DC50 Renewable Energy and Policies 4A.7, 4A.8 and 4A.9 of the London Plan.

33. Designing for Community Safety - Secured by Design

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, details of the measures to be incorporated into the development demonstrating how Secured By Design accreditation could be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development or each phase thereof as the case may be 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 Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 Design and DC63 Delivering Safer Places of the LBH LDF.

34. Designing for Community Safety - CCTV

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest, a scheme showing the details of a CCTV system for the development to be installed for the safety of residents, visitors and car park users and the prevention of crime throughout (for the avoidance of doubt to include all phases of the development), shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Havering Police Crime Prevention Design Advisor. No part of any phase of the development shall be occupied or used before the scheme is implemented as agreed. . The approved scheme shall be retained and maintained in working order thereafter.

Reason: In the interest of residential amenity and creating safer, sustainable communities, in accordance with Policies CP17 and DC63 of the LDF and 4B.6 of the London Plan.

35. Refuse Storage and Segregation for Recycling

Prior to the first occupation of the development or each phase of the development hereby approved, provision shall be made for the storage of refuse / recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing these details shall include provision for suitable containment and segregation of recyclable waste. The measures shall be fully implemented in accordance with the agreed details for the development or for each phase thereof as the case may be.

Reason: In the interests of the amenity of occupiers of the development and also the visual amenity of the development and locality general, and in order that the development accords with Development Control Policies Development Plan Document policy DC40 and in the interests of sustainable waste management.

36. Piling and Foundations

Piling or any other foundations using penetrative methods shall not be 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 groundwater.

Reason: To ensure protection of groundwater.

37. Archaeological Investigation

No development of any future phase of the site shall take place until the applicant has secured the implementation of a programme of archaeological work for the relevant phase thereof in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority for the development or the relevant phases thereof as the case may be.

Reason: Important archaeological remains, including a Workhouse cemetery, may survive on this site. Accordingly, the Planning Authority wishes to secure the provision of adequate information on which to base a full planning decision for a mitigation strategy, in accordance with the guidance set out in PPS5, and in order that the development accords with Development Control Policies Development Plan Document policy DC70.

See Informative 5

38. Biodiversity Enhancement

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest as the case may be, a scheme for the biodiversity enhancement measures to be incorporated into the development or each phase of the development as the case may be as detailed in the approved documents and plans shall be submitted to and approved in writing by the Local Planning Authority. The development or each phase thereof shall thereafter be carried out in full accordance with the agreed scheme and retained thereafter.

Reason: To ensure that opportunities for biodiversity enhancement are incorporated into the development in accordance with Development Control Policies Development Plan Document policies DC58 and DC59

39. Construction Environmental Management and Logistics Plan

The development or the relevant phase thereof shall be carried out in accordance with the following approved documents:

Safety and Environmental Method Statement – Traffic Management
Risk Control Arrangement and Environmental Practice Notes
Construction Phase Health and Safety Plan

Reason: To protect residential amenity and to ensure the works are carried out in such a way to avoid, remedy or mitigate adverse effects, and in order that the development accords with Development Control Policies Development Plan Document policy DC61.

40. Delivery and Servicing Plan

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest as the case may be, a Delivery and Servicing Plan shall be prepared and submitted to the Local Planning Authority for approval in writing. The details shall include the location and means of delivery and servicing. Delivery and Servicing facilities for each phase of the development or the development as a whole as the case may be shall be provided in accordance with the approved details prior to first occupation of development or of each phase thereof as the case may be. Such facilities shall be permanently retained and made available for residents use thereafter.

Reason: In the interests of highway safety.

41. Hours of Construction

No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with Development Control Policies Development Plan Document policy DC61.

42. Road Noise Assessment

The measures to protect occupants from road traffic noise detailed in the Safety mark - Report on Noise and Vibration Impact Assessment shall be implemented prior to occupation.

Reason: To protect the amenity of occupiers of nearby premises in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise' and in order that the development accords with the Development Control Policies Development Plan Document Policies DC55 and DC61.

43. Contamination Assessment

Within 3 months of the date of this decision or before first residential occupation of any building within the development or of each phase of the development, whichever is the earliest as the case may be, the developer shall, on the basis of the Phase 1 Phase I (Desktop Study) Report and the Phase II (Site Investigation) Report, submit for the written approval of the Local Planning Authority and carry out as required the following:

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

a) 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 Local Planning Authority; and

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

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

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Development Control Policies Development Plan Document policy DC53.

44. Sound Insulation

The buildings shall be so constructed as to provide sound insulation of 45 DnT, w + Ctr dB (minimum values) against airborne noise and 62 LnT, 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 Development Control Policies Development Plan Document policy DC61 and DC55, and Planning Policy Guidance Note PPG24, Planning and Noise.

INFORMATIVE:

Reason for Approval:

i) having regard to Policies CP1, CP2, CP7, CP8, CP10, CP9, CP10, CP12, CP15, CP16, CP17, CP18 of the LDF Core Strategy Development Plan Document; Policies DC2, DC3, DC6, DC7, DC20, DC21, DC27, DC29, DC30, DC32, DC33, DC34, DC35, DC49, DC50, DC51, DC52, DC55, DC58, DC59, DC60, DC61, DC62, DC63, DC67, DC70, DC72 of the LDF Development Control Policies Development Plan Document; Policy SSA1 of the LDF Site Specific Allocations Development Plan Document; Policies 3A.2, 3A.3, 3A.5, 3A.6, 3A.7, 3A.9, 3A.10, 3A.11, 3D.13, 4A.1, 4A.2, 4A.3, 4A.4, 4A.5, 4A.6, 4A, 4A, 4A.10, 4A.11, 4A.13, 4A.14, 4B.1, 4B.2, 4B.5, 4B.9, 4B.10 of the London Plan (Spatial Development Strategy for Greater London) 2008 and London Plan Supplementary Planning Guidance, including Providing for Children and Young People's Play and Informal Recreation, PPS1 'Delivering Sustainable Development', PPS3 Housing, PPS5 Planning for the Historic Environment PPS6 Planning for Town

Centres , PPG13 'Transport', PPG 15 Planning and the Historic Environment , PPS22 Renewable Energy , PPS25 Development and Flood Risk .

ii) for the following reason: The proposed development would fulfil the aims and objectives of the relevant policies of the Local Development Framework and London plan by providing the residential redevelopment of a brown field site. The proposal would provide both market housing and affordable housing for those with low incomes and would relate satisfactorily to its surroundings and neighbouring development and can be accommodated on the site without any materially harmful visual impact or any significant adverse impact on residential amenity. The proposal incorporates sufficient play areas within a development of high quality design and layout. The impact arising from residential traffic from the development would be acceptable within the locality and the proposal would provide scope for improved pedestrian and cycle access. The decision fully recognises the advice of Circular 04/2000 in respect of the advice of the Health and Safety Executive. The proposal meets the objectives of national, regional and local policies by being sustainable development making efficient use of land and providing residential development with easy access to facilities without adverse impact on residential amenity. Whilst the development would have a variety of impacts it is considered that these can be satisfactorily addressed by conditions and the provisions of a S106 legal agreement.

For a full copy of the written report, please visit the planning pages of the Council's website at www.havering.gov.uk/planning

2. The developer should ensure that highways outside the site affected by the construction works are kept in a clean and tidy condition otherwise action may be taken under the Highways Act.
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. In particular, appropriate Highway standards will need to be followed when designing adoptable roads and access junctions. 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. The developer, their representatives and contractors are advised that this permission 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. In dealing with condition 37 (Archaeological Investigation) the applicant is advised that the development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design to assess these remains. The design should be in accordance with the appropriate English Heritage guidelines.

6. The applicant or nominated contractor, is encouraged to apply to the Local Planning Authority's Environmental Health Service for a consent under Section 61 of the Control of Pollution Act 1974 in order to control the impact of noise and vibration associated with the construction work.

7. In aiming to satisfy conditions 22, 35 and 36, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through the London Borough of Havering Regulatory Services or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this/these condition(s).

8. In applying for Secured by Design recognition for the residential element the applicant would be expected to comply with all appropriate measures as advised in the SBD New Homes 2010 guidance document, together with any site specific measures as advised in writing by the Crime Prevention Design Advisor, following a meeting to discuss any future application

9. The Council encourages the developer to apply the principles of the "Considerate Constructors Scheme" to the contract for the development.

10. The Council wishes to encourage developers to employ sustainable methods of construction and design features in new development. The applicant's attention is drawn to the Council's 'Sustainable Construction Strategy' a copy of which is attached. For further advice contact the Council's Energy Management Officer on 01708 432884.

11. The applicants are reminded that the grant of planning permission does not absolve them from complying with the relevant law protecting species, including obtaining and complying with the terms and conditions of any licence required.

12. Sustainable Urban Drainage Systems (SUDS) Support for the SUDS approach to managing surface water run-off is set out in paragraph 22 of Planning Policy Statement 1 (PPS): Delivering Sustainable Development and in more detail in Planning Policy Statement 25: Development and Flood Risk at Annex F. paragraph F8 of the Annex notes that Local Planning Authorities should ensure that their policies and decisions on applications support and complement Building Regulations in sustainable rainwater drainage.

The drainage scheme proposed should provide a sustainable drainage strategy to include SUDS element with attenuation, storage and treatment capacities incorporated as detailed in the e CIRIA SUDS Manual (C697).

Further information on SUDS can be found in:

- PPS25 page 33 Annex F
- PPS25 Practice Guide
- CIRIA C522 document Sustainable Drainage Systems design manual for England and Wales
- CIRIA C697 document SUDS manual
- The Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and full overview of other technical guidance on SUDS.

13 Pollution Vehicle loading or unloading bays and storage areas involving chemicals, refuse or other polluting matter should not discharge to the surface water system. Such areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Effluent from these areas should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

No sewage or trade effluent should be discharged to the surface water drainage system. Any contaminated material that needs to be removed from the site should be taken to an appropriately licensed facility.

Any bunded areas should be impermeable to the materials stored within. They should not contain a damp-proof course and should be regularly checked and maintained to ensure integrity.

14. Planning Obligations

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.