



**REGULATORY
SERVICES
COMMITTEE**

REPORT

26 April 2012

Subject Heading:	P0029.12 – Land surrounding Dryden Towers, Harold Hill. Creation of 25 parking spaces. (Application received 1st March 2012)
Report Author and contact details:	Helen Oakerbee, 01708 432 800 Helen.oakerbee@havering.gov.uk
Policy context:	Local development Framework
Financial summary:	None

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

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

SUMMARY

This application relates to Council owned land which surrounds a residential tower block. This application proposes the removal of existing soft landscaping and the provision of 25 car parking spaces.

The planning issues are set out in the report below and cover the principle of development, impact on the streetscene, residential amenity and highways/

parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions.

It is recommended that planning permission be granted subject to the following conditions:

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

Reason:

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

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

Reason:

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

3) 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 the Development Control Policies Development Plan Document Policy DC61.

4) Highways Licence Agreement: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

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

5) Railings: The existing railings to the back-edge of the highway shall be retained in full and not removed, unless agreed in writing by the Local Planning Authority.

Reason:

In the interest of ensuring good design and public safety and to comply with Policies DC61 of the Core Strategy and Development Control Policies Development Plan Document.

6) Parking spaces: The parking spaces as shown on plan no. 8430-18A-1008 shall be marked out in full, and made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that adequate car parking provision is made off street in the interests of highway safety.

INFORMATIVES

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33, DC36, DC55 and DC61 of the LDF Development Control Policies Development Plan Document.

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

2. 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 and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

3. The developer, their representatives and contractors are advised that planning 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.

4. The applicant 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.

REPORT DETAIL

1. Site Description

- 1.1 The application site is located to the northern edge of Heaton Avenue and comprises a residential tower block named Dryden Towers. The tower is flanked by a parking area to the west with associated access road.
- 1.2 The character of the surrounding area is residential, typified by a mixture of 2 storey terraces, 4 storey flatted blocks and tower blocks up to 15 storeys in height. Flatted blocks are typically surrounded by grass verges and parking areas. Two trees are located to the front of Dryden Towers.

2. Description of proposal

- 2.1 This application seeks permission for an extension of the car park to provide 25 additional parking spaces which surround Dryden Towers. This would involve the removal of the existing grassed areas and two trees which are located adjacent to the access.

3. Relevant History

- 3.1 None

4. Consultations/Representations

- 4.1 Neighbour notification letters were sent to 120 properties. At the time of writing this report, the 21 days for consultation has not expired, with no representations received. At the time of the committee date, the consultation period will have expired; any representations received will be reported verbally to Members.

5. Relevant Policies

- 5.1 Policies CP17 (Design), DC33 (Car parking), DC36 (Servicing) DC61 (Urban Design), DC63 (Crime) and the Residential Design Supplementary Planning Document of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents.

5.2 Policies 6.13 of the London Plan (2011).

6. Staff Comments

6.1 This proposal is put before the Committee as the site comprises land owned by the Council. The main issues to be considered by Members in this case are the principle of development, loss of grassed area and provision of car parking, amenity implications and highway issues.

6.2 Principle of development

6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of the provision of car parking is considered to be acceptable.

6.3 Impact on Local Character and Streetscene.

6.3.1 Policy DC61 of the DPD states that planning permission will only be granted for development which is compatible with and maintains, enhances or improves the character and appearance of the local area. The parking is proposed to be located to the front (southern flank), side (west) and rear (north) of Dryden Tower. This area is currently soft landscaped with grass, divided up by pedestrian pathways and two trees located to the eastern corner of the access from Heaton Avenue. These trees are not covered by a Tree Preservation Order, and whilst attractive features in a built up suburban location, are not covered by any legislation which requires their retention. There is therefore no objection to their removal.

6.3.2 The soft landscaped areas and two trees would be removed in their entirety, and hard landscaped to provide additional parking. This would be visible as part of the Heaton Avenue streetscene. However, the parking area to be created is considered to be acceptable in appearance, subject to the retention of the existing railing which demarcates the site from the Highway. Staff note that the current soft landscaping provides a buffer between the tower, the highway and surrounding residential blocks, and that properties in Heaton Avenue are often set back behind soft landscaping, however, the size and arrangement of this is varied between blocks and is not considered to be of intrinsic value in the streetscene. The proposed alterations here, are therefore considered to be acceptable.

6.3.4 There are a number of larger; more substantial trees which would be retained around the tower (located outside the application site), as would the large areas of soft landscaping located to the eastern flank. This would continue to provide a buffer around the tower.

6.4 Impact on Amenity

6.4.1 Policy DC61 states that planning permission will not be granted where proposals result in unreasonable adverse effects on the environment, by noise impact, vibrations and fumes.

6.4.2 The parking area would surround three elevations of the building, and would be clearly visible from surrounding properties and public view points. It is not considered that the creation of additional parking adjacent to the building would be harmful to occupiers of Dryden Towers, where the ground floor of the building is blank with no windows, other than recessed entrances, the access to which is retained. It is considered that vehicles parking here would not result in any harmful impact.

6.4.3 The parking would not be allocated, and would be made available for general use. Given the location of the site the likely users of the car park would be existing residents and visitors, it is therefore considered that there would be no material increase of activity which would result in any harmful impact through noise or fumes. The character of the site is open and the provision of parking adjacent to the tower is not considered to result in harm to amenity.

6.5 Highway/Parking/Access

6.5.1 Vehicular access into the site is via Heaton Avenue, this arrangement is not proposed to change. The proposals would provide 25 additional car parking spaces, in addition to the existing 14 space car park located west of the access. The additional parking is provided due to the development of nearby garage courts for housing. The nearest garage court development being adjacent to No. 46-52 Heaton Avenue, (planning reference P1378.11) which resulted in the loss of 14 parking spaces, albeit that those garages were vacant.

6.5.2 On-street parking is not controlled in this location, and whilst not overly congested at present vehicles do park on both sides of the street. The creation of off street parking spaces would reduce pressure for on street parking, and open the highway for easier access. Representations received from the Highways Authority, raise no objections, but require that the spaces are laid out as shown on the submitted plans and that the railing, demarcating the site from the highway is retained.

6.5.5 In light of the above, the proposal is considered to satisfy the requirements of Policy DC33 and DC36 and would not result in any highway or parking issues.

6. Conclusion:

6.1.1 Overall, Staff are of the opinion that the proposals to provide additional parking would be of an acceptable appearance and result in a minimal loss of soft landscaping. The proposals would also reduce pressure for on street parking in this location, given the redevelopment of nearby garage courts. It is considered that the proposal would not have any detrimental impact on neighbouring properties. There are no changes to access and no objection from the Highways Authority and approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks:

This application is considered on its own merits and independently from the Council's interest as applicant and owner of the site.

Human Resources implications and risks: None.

Equalities implications and risks:

The proposed enlargement of the parking area would reduce pressure for on street parking.

BACKGROUND PAPERS

Application forms and plans received 1/03/2012.

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 and Standard Green Belt reason for refusal.
5. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
6. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
7. The relevant planning history.