



Havering
LONDON BOROUGH

**Strategic Planning
Committee
5 November 2020**

Application Reference:	P0108.20
Location:	307-309 South Street, Romford, RM1 2AJ
Ward:	Romford Town
Description:	Redevelopment of existing commercial site to provide a new commercial single storey building providing 1,260sqm of Sui Generis Builders Merchants with external storage/racking. (AMENDED PLANS SUBMITTED)
Case Officer:	Nanayaa Ampoma
Reason for Report to Committee:	The application is of strategic importance and has been subject to pre-application presentation to Members of the committee.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 The application provides a comprehensive redevelopment of the existing Jewson site and re-provides a warehouse building in a location further away from residential dwellings. It would continue to provide employment opportunities within the Borough and ensure the continued long-term usage of the site by the existing business.
- 1.2 As well meeting the Council's current site allocation as a Secondary Employment Area, the development directly responds to Havering Council's emerging Local Plan Policy 19, which seeks to protect existing designated

locally significant sites in B1(b, c), B2 and B8 uses. Therefore, complying with the emerging policy aims.

- 1.3 The development would result in a good quality design that has been the subject of several pre-application discussions, presentations to Members and Quality Review Panel. All these processes have ensured that the development resulted in a building that was context driven by way of its scale, location and exterior detailed design. These have also been reviewed by the design team and officers, to ensure that good quality design and materials would be employed throughout the scheme.
- 1.4 Therefore, subject to the recommended conditions and Heads of Terms, the development would not result in any additional harm to the surrounding area.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms below:
- Employment and Skills: 4 Apprenticeships for every 10,000sqm + Job Brokerage (Job Brokerage is a dedicated skills, training and employment service for local people).
 - Travel Plan with £5000 monitoring fee
 - Carbon off set fund in respect of the commercial units to achieve a 35% reduction in carbon dioxide emissions compared to Part L of the Building Regulations 2013, such sum calculated at sixty pounds (£60.00) per tonne that falls below the 35% threshold, for a period of 30 years, duly Indexed
 - Reasonable legal fees for the drafting and negotiation of the deed whether or not it goes to completion
 - Monitoring fee towards the Council costs of monitoring compliance with the deed £8640
- 2.2 That the Assistant Director of Planning is delegated authority to negotiate the legal agreement indicated above and that if not completed by the 5th May 2021 the Assistant Director of Planning is delegated authority to refuse planning permission or extend the timeframe to grant approval.
- 2.3 That the Assistant Director Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit
2. In Accordance With Approved Drawings

3. Material Samples
4. Commercial unit opening hours.
5. BREEAM – Development to meet ‘ Very Good’
6. Secured by Design
7. Construction Management Plan and Demolition Plan
8. Delivery and Servicing
9. Landscaping Details
10. Boundary Details
11. External Lighting Scheme
12. Ecology appraisal mitigation
13. Biodiversity method statement
14. Biodiversity Enhancement Layout
15. Contaminated Land
16. Noise mitigation (Commercial)
17. Noise insulation of commercial use
18. Noise protection Plant machinery
19. Noise sound insulation
20. Refuse and Recycling Details
21. Surface Water Drainage Strategy
22. Final SUDs Strategy
23. Green travel Plan
24. Final Energy Statement
25. Cycle Parking facilities
26. Cycle Parking Management Plan
27. Car Parking Management Plan and Design
28. Electrical Charging Points
29. Construction Hours
30. NRMM (non-Road Mobile Machinery)
31. No Pilling
32. Levels
33. Vehicle Cleansing

Informatives

1. NPPF positive and proactive
2. Secure by design
3. Planning obligations
4. Changes to the public highway
5. Highway approval required
6. Temporary use of the public highway
8. Street naming and numbering
10. Community Infrastructure Levy (CIL)
11. Thames Water groundwater Risk Management Permit
12. Thames Water underground waste water asserts

3. SITE AND SURROUNDINGS

- 3.1 The application site lies to the west of the Borough, approximately 0.4 miles from Romford Town Centre and a 10 minutes' walk to Romford Train Station. The site falls within the Romford Town Ward.
- 3.2 The square shaped site covers an area of 0.49 hectares and forms the rear part of the existing Jewson site on the corner of South Street and Lyon Road. The site is currently used as a builder's merchant's warehouse. The topography of the site is flat and mostly free of vegetation aside from the very front of site facing South Street and at the shared boundary with the properties on Dymoke Road to the north. At these positions there are some low category trees and soft landscaping. The remaining area of the Jewson site (part fronting South Street) relates to an existing application for the redevelopment to provide for a mixed use residential development scheme (P0109.20).
- 3.3 The area surrounding the site has a mixed residential and industrial character with the commercial industrial units and business on either side of Lyon Road. However the prevailing character is residential properties of two and three storeys. To the immediate north of the application site is a three storey purpose built block of flats at 281-305 South Street built in the 1980s and residential houses on Dymoke Road. Commercial units align the east and south of the site, while west of the site and across the road are typical two storey Victorian semi-detached and terrace properties. There is also another three storey purpose built block of flats opposite the front of the proposed new development (St David's Court). This also appears to have been built in the 1980s.
- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 5(Good). The immediate area directly in front of the site falls under 6a. Here there is a bus stop served by several buses (252, 248) with services to Romford Station, Upminster Station, Elm Park Station, Hornchurch Town Centre and Collier Row. Also, Romford Trains Station is 10 minutes' walk away with train services to Liverpool Street, Shenfield and Upminster.
- 3.5 The application site does not fall within a conservation area. There are also no listed buildings on or near the site and no protected trees under a Tree Preservation Order (TPO). The site falls within the Secondary Employment Areas under policy DC10 of the London Borough of Havering's LDC Core Strategy and Development Control Policies DPD 2008. Lastly, the application site falls within Flood Zone 1 of the Environment Agency's Flood Zone map.

4 PROPOSAL

- 4.1 The application seeks detailed planning permission for the redevelopment of the rear part of the existing Jewson site to provide a large single storey

commercial building of 1,260sqm floor space for use as sui generis builder's merchants. Associated works include general landscaping and parking.

4.2 The proposed building would measure:

- Overall height 10.7m
- Eaves height 8.6m
- Width 23.8m
- Length 55m

4.3 Refuse and recycling details to be submitted via condition.

4.4 Cycle parking facilities are proposed to the front of the building and site.

4.5 Materials to be agreed by condition. However the application proposed a mix of cladding in navy, yellow and green.

5 PLANNING HISTORY

5.1 The following planning decisions are relevant to the determination of the application:

- **P0109.20:** Redevelopment of site to provide mixed-use scheme with 47 self-contained apartments, ground floor commercial space (Use Classes B2/B8 with trade counter) built over 4-7 storeys, and associated car parking and landscaping: *Pending Consideration*.
- **P1555.01:** Part change of use to waste transfer site. *Refused 17/12/2001*.
- **P1405.90:** Proposed timber store - showroom and offices (revised plans received 06/11/90 and 07/02/91): *Granted, 21/3/1991*

6 STATUTORY CONSULTATION RESPONSE

6.1 A summary of consultation response are detailed below:

- ***The Environment Agency:*** No objection.
- ***Essex and Suffolk Water:*** No comment received.
- ***Historic England (Greater London Archaeology Advisory Service):*** No objection.

- **Thames Water:** No objection to use of waste water network and sewage treatment works subject to Ground Water Risk Permit informative and a condition on pilling and their underground waste water asserts.
- **Transport for London:** No objection.
- **London Fire Brigade:** No objection. No further fire hydrants required.
- **London Fire Commissioner:** No objection.
- **National Air Traffic Services:** No objection to development.
- **Natural England:** No comment.
- **Metropolitan Police Secure by Design Officer:** No objection subject to the attachment of secured by design conditions and informative.
- **LBH Ecology:** No objection subject to conditions.
- **LBH Education Services and Skills:** No objection. Economic Development requiring Job brokerage provisions to be secured under S106 x1 roles or £3526 for each role in lieu to be indexed or figure.
- **LBH Environmental Health (Air Quality):** No objection subject to conditions governing BREEAM, electric vehicle charging points, Non-Road Mobile Machinery (NRMM).
- **LBH Environmental Health (Noise):** No objection subject to conditions governing final details regarding noise and sound insulation mitigation measures.
- **LBH Environmental Health (Contamination):** No objection subject to conditions governing contaminated land.
- **LBH Flood Officer:** No objection. The proposed Flood Risk Assessment and Strategy is acceptable.
- **LBH Flood & Water Management:** No objection. FRA and Drainage Strategy acceptable.
- **LBH Highways:** No objection subject to conditions governing works to the public footpath, highways works and vehicle cleansing. Also, the following legal heads of terms are required:

- Travel Plan (including the appointment of a Coordinator) submitted to be secured and monitoring fee of £5000
- **LBH Refuse and Recycling Officer:** No objection.
- **LBH Travel Plan:** No objection. However it would be useful to be provide with the contact details of the Travel Plan Coordinator for the scheme.

7 COMMUNITY ENGAGEMENT

7.1 In accordance with planning legislation, the developer has undertaken a public consultation exercise with the local community on these proposals as part of the pre-application process. A public consultation exercise was undertaken as follows:

- Public exhibition on 30th September 2019 4pm-8pm, following distribution of leaflets to 1,184 homes 2 weeks prior. The exhibition was held at the YMCA, 29 Rush Green Road, Romford RM7 0PH. This was attended by 17 members of the public.

8 PRE-APPLICATION DISCUSSIONS

Strategic Planning Committee (SPC) (8th September 2019 and 7th November 2019)

8.1 The development proposals evolved over a number of pre-application discussions with the applicant. As part of this process the evolving designs were presented to Members of the SPC twice. However it should be noted that these discussions included the residential sister application (P0109.20). The vast majority of the comments received from Members were in response to that element. However the below tables captures the full response from Members and how the applicant has addressed these.

Comments made by Members September 2019

SPC COMMENT	APPLICANT RESPONSE
A keenness to understand in more detail the relationship between the residential units and the proposed/retained commercial use. What are the impacts and how could these be managed?	Further drawings have been submitted to better demonstrate this relationship.
The trading hours of the proposed/retained commercial use.	Further evidence has been submitted to demonstrate existing Screwfix hours elsewhere. Opening hours have been agreed with officers.

An opportunity to improve outlook from residential units with additional landscaping (as opposed to a view of a Jewson yard).	The internal layouts have been reviewed and dual aspect units have been maximised. Including the use of obscure glazing where there may be sensitive amenity concerns.
How the traffic movements would be managed on site 1) within the mixed use component to the front and 2) within the yard to the rear.	A Transport Pre-application note has been submitted to officers for review by the Transport Officer showing tracking for residential and commercial parking at the mixed use block as well as the movement of cars within the Commercial Jewson site.
How would any parking overspill be managed on the surrounding streets	The part of South Street the site is located has a no waiting or parking restriction. However in regards to the wider area options are being explored for securing the scheme as car free.
Further detail should be provided to explain the rationale behind the unit mix. Could more family units be provided	Family units increased from 8 to 11 and now represent 23% of the overall units.
Potential to improve the quality of the frontage on to Lyon Road	Further progress has been made to the design of this frontage.
Details were sought about the refuse and recycling arrangements	Two locations at either side of the block have been provided for refuse and recycling.
Sustainability credentials of the buildings	Sustainability Statement submitted as part of application.
Further consideration was invited on whether 7 storeys was contextually appropriate	The design has progressed further with three main palettes of materials introduced to help soften the appearance of the block and the 7 th floor has been stepped back from the main facade to reduce the appearance of bulk.

Comments made by Members November 2019

SPC Comment	Applicant Response
Consideration of the flexible allocation of the parking spaces proposed to the rear of the mixed use block to the front, depending upon the division of the non-residential floorspace on the ground floor.	Commercial parking spaces have been reduced from 11 to 9 to enable an increase in residential spaces. The applicant is currently in discussions with an operator to take the whole ground floor and whose minimum requirement is 9 spaces. Use of spaces to be monitored during the term of the

	commercial lease and with potential to allocate additional spaces to residential should they prove surplus to commercial requirements..
The applicant was invited to fully justify the height of the proposal within any future planning application.	Following the presentation to Havering's Design and Quality Review Panel, the proposals (with a maximum height of 7 storeys) were considered appropriate. This is dependent upon a well designed building in which the mass is broken into well-proportioned elements and uses high quality detailing and materials. In addition, it was felt that the location of the site as the road bends, would enable a taller building to act as a marker between Romford Town Centre (Telephone Exchange) and Vickers and Neo Post House (7 to 9 storeys). The applicant scheme has been refined in accordance with the above advice as illustrated within the submission documents. A condition will be applied to safeguard design and material quality.
The need to provide good quality landscaping which is robust and that would have longevity.	Full detailed Landscape proposals including plans, soft and hard landscaping schedules and maintenance/management strategy has been submitted as part of the application. A condition will be applied to safeguard implementation of these strategies.
Further detail should be provided to show how the lay-by to the front of the	Proposals include the front layby being restricted to 20 minutes unloading/loading with no return in

site would be managed and whether its overall length could be increased.	2hrs to enables short term parking for the proposed commercial operator and servicing for the residential. A commercial Travel Plan has been submitted and conditioned for the application ensuring where possible, sustainable methods of transport are provided. The length of the layby has been maximised whilst still enabling safe access for pedestrians and avoiding traffic conflict with Lyon Road.
Ensure that full details of the sustainability credentials of the building are provided within any future planning application.	A full Energy and Sustainability report was prepared by AES Sothern and submitted with the application for both the residential and commercial elements. Proposals contain brown roofs, photovoltaic cells, communal boiler, increased thermal insulation with an energy strategy being Carbon Zero. Furthermore, a bio diversity report was prepared by Aspect Ecology and submitted as part of the application. Proposals see an enhanced provision of biodiversity from existing and include provision of bat boxes, stag beetle loggeries, bird boxes and native planting species as has been detailed in the landscaping proposals.

9 LOCAL REPRESENTATION

- 9.1 The application was advertised via a Site Notice displayed at the site for 21 day between 14/2/2020-06/03/2020. The application was also advertised via a Press Notice 28/2/2020 – 20/03/2020.
- 9.2 Direct neighbour letters were sent to 21 neighbouring properties. Four neighbour responses have been received as follows:

- 4 objectors
- 0 in support.
- No petitions have been received.

9.3 A summary of neighbours comments are given as follows:

- The height of the existing building is 7 metres this proposes 10 which is out of keeping with the character of the site.
- The proposed colours especially the green is out of keeping with the area.
- The acoustic fence should run the full length of the boundary
- The boundary on the site is not accurate
- Proposed tree choice would not provide shading all year round and instead Silver Birch or an evergreen should be proposed to provide year round camouflage.
- Building works should stop at weekends
- The existing building may have asbestos and so careful consideration should be given to its removal.
- The removal of the building would result in security issues. How will intruders be prevented?
- How will maintenance of the strip of land at the shared boundary be maintained?

9.4 *Officer's response: The acoustic fence now runs along the full length of the residential boundary; although the proposed building is around 3 metres higher the site is industrial and this would still be lower than the residential blocks to the front of the site; the submitted building colours are indicative and full detail have been secured via condition. Officers would look to complement the existing character of the site in terms of colour finishes; a condition to control the building hours has been attached in keeping with the Environmental Health Legislation; Any removal of asbestos must comply with the Control of Asbestos Regulations (2006); should intruders enter the site this would fall under the control of Metropolitan Police Service; the maintenance of the green strip at the boundary of the residential properties has been secured under the landscape condition.*

9.5 The following local groups/societies made representations:

- None.

9.6 The following Councillors made representations:

- None.

Procedural issues

9.7 No procedural issues were raised in representations.

10 MATERIAL PLANNING CONSIDERATIONS

10.1 The main planning considerations are considered to be as follows:

- Principle of Development
- Design
- Trees
- Impact on Neighbouring Amenity
- Environmental issues
- Highways
- Cycle parking
- Refuse
- Sustainability
- Flooding and Drainage
- Security by Design

Principle of Development

10.2 Under policy CP3 of the current LDF, the Council will ensure that there are a range of employment sites across the Borough by: securing the most efficient use of land; prioritising particular uses within certain areas; and seeking contribution towards future employment training schemes. This followed the Havering Employment Land Review (2006) which predicted the likely future employment and skills demands and shortages based on realistic future business growth numbers. This also provided an assessment of the likely business infrastructure and land use requirements to inform the provisions of sufficient employment land within the Borough. It concluded that there are significant skills shortages within the current employment force which may increase over time if not addressed.

10.3 The National Planning Policy Framework (NPPF) (2019) places significant weight on the need to support the economic growth for local businesses as well as the wider environment. Through the planning system, emerging policies should operate to encourage a vision for the wider employment and not to impede or stunt sustainable economic growth within these areas. To help achieve economic growth the NPPF expects local planning authorities to plan proactively yet flexibly, and be driven by local opportunities within particular areas.

10.4 Under the current Adopted Policy Framework, the application site is incorporated into the Secondary Employment Area. Under adopted policy CP3, these site areas are to be protected to ensure the future provision of these land

uses. The LBH's emerging Local Plan under Policy 19, further states that land within B2 and B8 uses falling under a designated allocation must be protected. The proposed development although sui generis is similar to a Class B8 type of use. Additionally, emerging Policy 19 seeks to support "development proposals that improve the physical appearance, attractiveness and competitiveness of employment areas". The proposed development represents a further investment within the employment site as well as the Borough in keeping with this policy.

- 10.5 In addition, as stated above, the proposal is primarily a replacement of the existing arrangements within the site. Therefore, the principle of development is established, and subject to all other policies being met, the proposals are acceptable.

Design

- 10.6 The NPPF 2018 attaches great importance to the design of the built environment. Paragraph 124 states *'The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'*.
- 10.7 Policies 7.4 and 7.6 of the London Plan states that new development should be complementary to the established local character and that architecture should make a positive contribution and have a design which is appropriate to its context. Policy 7.7 states that tall buildings should be limited to sites close to good public transport links and relate well to the scale and character of surrounding buildings, improve the legibility of an areas, have a positive relationship with the street and not adversely affect local character.
- 10.8 Policies CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area. It is also required that these developments provide a high level of inclusion and accessibility.
- 10.9 As detailed above, the application site is currently used as a large industrial site. The existing building on site is of no architectural merit. As such, the demolition of this building and its replacement would have no adverse impact on the character of the area. The detailed design of the proposed unit has been guided by the officers and SPC Members. However comments have been received by neighbours on the grounds that the scale and materials are unacceptable.

10.10 The existing building measures 7.4 metres in overall height, 20.52 metres in width and 65.25 metres in length. The proposed building would be 10.7 metres in overall height, have a width of 23.8 metres and 55 metres in length. However while this is around 3 metres higher than existing, the neighbouring residential blocks are of similar height. The proposed height increase is not considered significant against the existing building. However, the proposals would result in the re-positioning of the building on site, where it would be turned in 90 degrees removing it from the shared rear boundary with the properties in Dymoke Road and more appropriately locating it along the boundary with the existing warehouse building on the adjoining industrial site to the east. The scale and bulk of the building is considered to be in keeping with that of the other industrial buildings within the wider industrial site and context in general. The resulting materials would be secured by officers to ensure its final appearance is in keeping with the buildings around it.

10.11 In light of this officers consider that the proposal is acceptable on design grounds.

Trees

10.12 Policy DM01 (Trees and Woodland) requires that development proposals are assessed through the following vehicle:

- where appropriate, retaining trees of nature conservation and amenity value and making tree preservation orders
- ensuring that adequate measures are put in place when granting planning permission to protect trees during construction works
- supporting the implementation of the Thames Chase Plan and ensuring that, development within the area makes a positive contribution towards its implementation
- not granting planning permission for development that would adversely affect ancient and secondary woodland.

10.13 It is important that developments properly consider the impact of any trees that may be lost as a result of the proposals and any protection measures for trees to be retained. Trees and woodland act as an important visual amenity to the quality of the wider green space and local environment. They also help soften the character of an area, while providing shading and privacy. Where possible, the Council will look to retain existing trees of high quality to help retain biodiversity especially where they contribute positive contribution to the surrounding area. Existing trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species.

- 10.14 The application is supported with a landscaping strategy for the development. There are no significant trees on the site. Therefore, there would be no harm to the existing species. The existing trees at the shared boundary would be retained, and the application proposes further trees at the shared residential boundary, which will be secured under condition.

Impact on Neighbouring Amenity

- 10.15 Policy DC61 states that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing properties.
- 10.16 Owing to the location and position of the site especially in relation to the warehouse building any amenity impact would only be experienced by those properties at the shared boundary, with properties in Dymoke Road. At this boundary the proposed building will measure 10.7 metres to the ridge, 8.6 metres at the eaves and have a width of 23.8 metres. However the proposed building would be sited some 6 metres away from the rear garden boundary fences of these properties. In addition, as cited above the proposal re-positions the building within the site so that it will no longer run along the rear boundaries of these properties but would be perpendicular to them, substantially reducing the overall built form facing the rear of these properties which is considered to be an improvement.
- 10.17 The submitted Sunlight and Daylight Assessment confirms that there would be no loss of light or increased overshadowing from the proposal. Officers also consider that that given the position of the building there would be no loss of outlook. There are no side windows proposed, so no loss of privacy. In addition, to safeguard future amenity officers have placed restrictions on the opening times of the unit as follows:

- Monday to Friday 07:00-18:30
- Saturday max 5 hours
- Bank Holidays max 5 hours (no deliveries)
- Sunday None

- 10.18 In summary, it is considered that the proposals would not have an adverse impact in terms of loss of residential amenity including daylight, outlook, overshadowing or loss of privacy.

Environmental Issues

- 10.19 The Environmental Health Officer has stated that it is unclear whether there is some contamination on site. Therefore has recommended a relevant condition to address this. The Environment Agency has also been consulted and have made no objection by way of environmental matters.

- 10.20 A Contaminated Land study was undertaken and submitted with the application. This concluded that there was no significant levels of contaminants and therefore any associated risk levels were likely to be moderate or low. It should also be noted that the site is brownfield land and currently benefits from use for car parking in association with the existing Jewson's site. The Council's Environmental Health Officer has commented that the proposed location is suitable for commercial use and only standard conditions are required to safeguard any contaminations found on site at a later date. These will be attached.
- 10.21 The proposed development is located within an area of poor air quality which suffers from high concentrations of nitrogen dioxide. Therefore, it has been designated as an Air Quality Management Area (AQMA). The Environmental Health Officer has commented that the proposal are acceptable.
- 10.22 A noise assessment has been submitted by the applicant. The report demonstrated that together with the acoustic fence the proposed development should safeguard the amenity of existing occupiers. The Environmental Health Officer has raised no objections to these findings.
- 10.23 The application site falls under Flood Zone 1. Flooding and drainage strategies have been submitted with the application and will be discussed in later sections. However, the proposed methods have been accepted by the LBH's Flood Officer.

Highways

- 10.24 Policies CP9, CP10 and DC32 require that proposals for new development assess their impact on the functioning of the road hierarchy. The overriding objective is to encourage sustainable travel and reduce reliance on cars by improving public transport, prioritising the needs of cyclists and pedestrians and managing car parking. A Transport Assessment has been submitted with the planning application as is required for all major planning applications.
- 10.25 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. The site has a Public Transport Accessibility Level (PTAL) of 5(Good). Access to the site is predominantly by motor vehicle. At present there is an informal parking arrangement which makes it difficult to ascertain the exact number of spaces.
- 10.26 The London Plan Policy 6.13 sets out the Mayor's maximum standards based on the PTAL rating for a site. It states under point D of Policy 6.13 that developments must:
- a. ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*

- b. provide parking for disabled people in line with Table 6.2*
- c. meet the minimum cycle parking standards set out in Table 6.3*
- d. provide for the needs of businesses for delivery and servicing.*

10.27 In light of this, it is required that 20% of all spaces be allocated for electric vehicle use with an additional 20 per cent passive provision for electric vehicles in the future. Officers will secure this under condition together with the required disabled parking spaces.

10.28 There have been no objection by TfL or the highways officer regarding the proposed parking for the proposed commercial use.

10.29 Conditions ensuring that the proposed development is deliverable in an environmentally friendly and highways safe way will also be attached. This includes the provision of a Construction Management Plan and a Delivery and Servicing statement. Subject to this the proposal is acceptable.

Cycle Storage

10.30 Policy DC35 of the Council's adopted policy framework looks to encourage sustainable modes of transport through improved cycle routes and cycle parking within the Borough. Large scale major applications are required to create routes to link to any existing cycle ways and where appropriate contributions towards the management of cycle routes will be required. This is in particular regard to the London Cycling Action Plan 'Creating a chain reaction' and the London Cycle Design standards and other relevant documents.

10.31 In line with London Plan policy 6.13 and policy CP10 and DC35, the Council will require the provision of secure and adequate cycle parking spaces as identified in Annex 6 of the adopted Local Plan DPD. The applicant has indicate the location of the cycle provisions. However the final position and design layout will be secured under condition. The proposed cycle provision meet the TfL standard.

Refuse Storage

10.32 Under policies CP11 and DC40 it is required that new development ensure that waste is managed in the most environmentally friendly way in order to protect human health and the environment from pests and other environmentally damaging effects. Waste and recycling provisions should therefore be clearly stated on a plan.

10.33 From the details submitted it is unclear exactly what the waste provisions would be, however officers consider that there is sufficient space for the provision.

Therefore the details and management of these provisions will be secured via condition.

Sustainability

- 10.34 In recognising the importance of climate change and the need to meet energy and sustainability targets, as well as the Council's statutory duty to contribute towards the sustainability objectives set out within the Greater London Authority Act (2007), Policy 5.2 of the London Plan requires all major developments to meet targets for carbon dioxide emissions. This is targeted the eventual aim of zero carbon for all residential buildings from 2016 and zero carbon non-domestic buildings from 2019. The policy requires all major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 10.35 The Mayor of London's SPG on Sustainable Design and Construction (2014) provides guidance on topics such as energy efficient design; meeting carbon dioxide reduction targets; decentralised energy; how to off-set carbon dioxide where the targets set out in the London Plan are not met.
- 10.36 In terms of the LDF policy DC50 (Renewable Energy), there is a need for major developments to include a formal energy assessment showing how the development has sought to ensure that energy consumption and carbon dioxide emissions are minimized applying the principles of the energy hierarchy set out in the London Plan.
- 10.37 Following negotiation with the GLA the applicant has submitted an updated Sustainability and Energy Report that demonstrate that the development shall reduce its carbon emissions by at least 35% over in relationship to Building Regulations Part L1A 2013 as required by the London Plan.
- 10.38 The approach to sustainable development is to improve the energy efficiency of the building beyond the requirements of Building Regulations. This follows the most recognised method of achieving sustainability through the energy hierarchy:
- Energy conservation – changing wasteful behaviour to reduce demand.
 - Energy efficiency – using technology to reduce energy losses and eliminate energy waste.
 - Exploitation of renewable, sustainable resources.
 - Exploitation of non-sustainable resources using CO₂ emissions reduction technologies.
 - Exploitation of conventional resources as we do now.

- 10.39 Policy 5.3 of the London Plan seeks that developers utilise the highest standards of sustainable design and construction to be achieved to improve the environmental performance of new developments. Guidance of how to meet the requirements as presented from the above policy is further discussed within SPD Sustainable Design Construction (2009). This encourages developers to consider measures beyond the policy minimum and centred around development ratings, material choice, energy and water consumption.
- 10.40 Details submitted demonstrate that the development would meet the 35% required for commercial builds. The proposed 35% carbon reduction will be secured via S106. The applicant has agreed to this.
- 10.41 The proposed development would need to demonstrate compliance with the Mayor's Sustainability Strategy for reducing carbon emissions and the buildings energy demand through the use of sustainable design strategies. The development would normally be expected to achieve BREEAM 'Very Good' in accordance with the requirement of Policy 5.2 of the London Plan and policy DC49 of the Council's adopted policies (See also Sustainable Construction SPD). A condition has been attached to this effect.

Flooding and Drainage

- 10.42 The site is within Flood Zone 1 - having a low probability of flooding (1 in 1000 annual probability of flooding). The Environment Agency have raised no objection to the development. Thames Water have also confirmed its acceptability and that the development does not affect existing flood defences or increase the risk of flooding.
- 10.43 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and applicants should aim for greenfield run-off rates. Submitted details state that the proposed development would decrease the water runoff from the site. Surface water drainage would be collected from the roof and filtered through downpipes. SUDs Provisions further include the installation of petrol interceptors at the wash-bays to the northeast of the site. These aim to separate the oil from the surface water to hold back pollutants from going into the drainage system. The existing drainage system would otherwise be utilised.
- 10.44 The applicant has given due consideration to SUDS. These details have been assessed by the Council's SUDS officer. The Council's SUDS officer has stated that the applicant's Drainage Strategy is acceptable. However further detailed plans for these provision demonstrating the final engineering drawings are required and will be secured by condition.

Secured by Design

- 10.45 In terms of national planning policy, paragraphs 91-95 of the National Planning Policy Framework (NPPF) (2019) emphasise that planning policies and decisions should aim to ensure that developments create safe and accessible environments where crime and disorder and the fear of crime, do not undermine the quality of life or community cohesion. In doing so, planning policy should emphasise safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas.
- 10.46 The above strategic approach is further supported by Policy 7.3 of the London Plan which encompasses measures to designing out crime to ensure that developments reduce the opportunities for criminal and anti-social behaviour, instead contributing to a sense of security without being overbearing or intimidating. Adopted policies CP17 and DC63 are consistent with these national and regional planning guidance. The SPD on Designing Safer Places (2010), forms part of Havering's Local Development Framework and ensures adequate safety of users and occupiers by setting out clear advice and guidance on how these objectives may be achieved and is therefore material to decisions on planning applications.
- 10.47 In keeping with the above policy context, officers have consulted the Metropolitan Police to review the submitted application. They have commented that there is no objection subject to a condition ensuring final details are agreed with officers. This condition has been attached.

11 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Mayoral CIL

- 11.1 Policy DC72 of the havering Adopted policies framework states that where appropriate, the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development. Furthermore, pursuant to Table 2: Mayoral CIL Charging Rates of the Mayor's April 2019 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £25 per square metre applies in LBH for new developments. The proposed development would be liable for this charge. The final CIL charge will be calculated by the CIL officer when final figures are provided. However the officers calculate that the preliminary figure is £32,725. This is subject to additional reliefs.

LB Havering CIL

- 11.2 The LB Havering charging rates are due to be adopted by the 1st of September 2019. However this specifies £0 charge for industrial uses, so a CIL payment would not be necessary.

12 EQUALITIES AND DIVERSITY

- 12.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 12.2 For the purposes of this obligation the term “protected characteristic” includes:- age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

- 12.3 Officers have fully assessed the accessibility of the proposed industrial building. A condition on levels has also been attached to ensure that the gradients across the site can be navigated by those in a wheelchair. There would not be any disproportionate harm to any protected group under the above legislation.

- 12.4 Therefore in recommending the application for approval, officers have had regard to the requirements of the aforementioned section and Act and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

- 12.5 In light of the above, the proposals are considered to be in accordance with national regional and local policy by establishing an inclusive design and providing an environment which is accessible to all.

13 CONCLUSIONS

- 13.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Mayor’s London Plan and the Havering Development Plan, as well as other relevant guidance and material

considerations, have been carefully examined and taken into account by the Local Planning Authority in their assessment of this application.

- 13.2 The design of the development is considered appropriate for its location and would not compromise any residential amenity or impede the development of other commercial uses in the location. With all other matters conditioned more detailed assessments pertaining to materials and other matters will be undertaken. The development would meet all other relevant legislation.
- 13.3 Officers have fully reviewed the details submitted and concluded that as conditioned, the proposal would not compromise the locality of the industrial site and would accord with all relevant Development Plan policies.
- 13.4 In light of the above, the application is **RECOMMENDED FOR APPROVAL** in accordance with the resolutions and subject to the attached conditions and completion of a legal agreement.