



REGULATORY SERVICES COMMITTEE

15 November 2012

REPORT

Subject Heading:

P0907.12 – Moreland Care Home, 5 Manor Road, Gidea Park – Demolition of the original care home and construction of new 40-bed care home incorporating extensions and alterations approved under planning approval P1826.07 (received 24 August 2012)

Report Author and contact details:

Helen Oakerbee
Planning Control Manager
(Applications)
helen.oakerbee@havering.gov.uk
01708 432800

Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework
None

Financial summary:

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 checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report concerns an application for the demolition of original care home building and it's rebuilding to connect with the now built rear extensions to provide a 40-bed care home. A legal agreement is required due to the limited parking provided for the care home. Staff consider that the proposal would nonetheless accord with residential, environmental and highways policies contained in the Local Development Framework Core Strategy and Development Control Policies Development Plan Document and approval is therefore recommended.

RECOMMENDATIONS

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

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

Reason: To comply with the requirements of section 91 of the Town and Country Act 1990.

2. The premises shall be used for a care home and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To restrict the use of the premises to one compatible with the surrounding area and to enable the Local Planning Authority to exercise control over any future use not forming part of this application, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

3. Before the building(s) hereby permitted is first occupied, the areas set aside for car parking as shown on drawing no. 12.108.PP.000 shall be laid out and surfaced to the satisfaction of the Local Planning Authority and retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety.

4. Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local

Planning Authority and thereafter the development shall be constructed with the approved materials.

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

5. No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development and SPD Landscaping.

6. 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.

7. 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.

8. Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;

- b) storage of plant and materials;
- c) dust management controls
- a) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- b) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
- c) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- d) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- e) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

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

Reason: To protect residential amenity.

9. Before the development hereby permitted is first commenced, details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site throughout the course of construction works.

Reason: In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area.

10. Clear and unobstructed visibility sight lines shall be provided to the satisfaction of the Local Planning Authority in the position and for the distance shown on the approved plan. The approved sight lines shall be kept permanently unobstructed thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of Highway safety.

11. The building shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimal value) against airborne external noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning & Noise" 1994.

12. Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by

the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

13. The necessary agreement, notice or licence to enable the proposed alterations or additions 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.

14. Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase II (Site Investigation) Report as the Phase I Report previously submitted and approved confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

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

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

d) 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.

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

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

16. Before the use commences suitable equipment to remove and/or disperse odours and odorous material should be fitted to the extract ventilation system in accordance with a scheme to be approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and operated during normal working hours.

Reason: To protect the amenity of occupiers of nearby premises

17. Before the uses commences a scheme to control the transmission of noise and vibration from any mechanical ventilation system installed shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the permitted use commencing. Thereafter, the equipment shall be properly maintained and operated during normal working hours.

Reason: To protect the amenity of occupiers of nearby premises

18. Before any works commence a scheme for any new plant or machinery shall be submitted to the Local Planning Authority to achieve the following standard: noise levels (expressed as the equivalent continuous sound level LAeq (1 hour when calculated at the boundary with the nearest noise sensitive premises shall not exceed LA90 -10dB and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning & Noise" 1994

19. Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved

shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

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

20. A scheme to enable the satisfactory servicing of the care home shall be submitted to and approved in writing by the local planning authority prior to development commencing. This shall include details of areas designated for the loading, unloading and turning of vehicles. No loading or unloading shall take place from vehicles otherwise than within such areas. Servicing of the development shall not take place other than between 0700 and 1900 hrs Monday to Saturday, 0900 to 1700 Sundays. The approved scheme shall be implemented as required prior to the occupation of the development. Thereafter, the development shall be serviced in accordance with the approved scheme unless agreed in writing with the local planning authority.

Reason: In the interests of highway safety

21. Prior to the first occupation of the development hereby permitted, details of all external lighting to the care home shall be submitted to the Local Planning Authority, once approved in writing the external lighting shall be implemented in accordance with the approved details.

Reason: In the interests of the amenity of occupiers of the development and also the visual amenity of the development and the locality generally.

22. Before any of the buildings hereby permitted is first occupied, screen fencing of a type to be approved in writing by the Local Planning Authority, 2 metres high shall be erected to secure garden area of the care home and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties and in the interests of crime prevention.

23. Petrol/oil interceptors shall be fitted to the car parking areas and a fat trap fitted to the kitchen and non-return valves

Reason: To ensure that the development does not result in pollution to local watercourses and to prevent backflow during storm conditions.

24. Prior to the first occupation of the development hereby permitted, provision shall be made for the care home's storage of refuse and recycling awaiting collection which shall involve no more than 25m pulling distance from storage area to collection point with dropped kerb according to a detailed refuse and recycling collection plan which shall previously have been agreed in writing by the local planning authority.

Reason: In the interests of the amenity of occupiers of the development and also the visual amenity of the development and the locality generally.

25. No development shall be commenced until the developer has provided a copy of the Interim Code Certificate confirming that the development design achieves a minimum Code for Sustainable Homes 'Level 3' rating. The development shall thereafter be carried out in full accordance with the agreed Sustainability Statement. Before the proposed development is 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 Policy DC49 of the LDF Development Control Policies Development Plan Document and the London Plan.

26. No development shall be commenced until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall incorporate an energy demand assessment and shall detail the energy efficiency design measures and renewable energy technology to be incorporated into the final design of the development. The statement shall demonstrate how the development will displace at least 20% of carbon dioxide emissions through on site renewable energy / low carbon technology above and beyond Building Regulation requirements. The development shall thereafter be carried out in full accordance with the agreed energy statement and the measures identified therein. The renewable energy / low carbon technology system shall be installed in strict accordance with the agreed details and operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development.

Reason: In the interests of energy efficiency and sustainability in accordance with the Council's Supplementary Planning Document on Sustainable Design and Construction and Policies 4A.7, 4A.8 and 4A.9 of the London Plan.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows/dormer windows other than those expressly authorised by this permission shall be constructed in the flank walls of the building hereby permitted.

- Reason:** In the interests of residential amenity.
28. Before the use commences a waste management scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme, which shall thereafter be permanently maintained, shall include details of the method and location of waste storage, together with arrangements for waste disposal. All waste shall be properly contained within the approved facility and shall not be stored or deposited elsewhere unless previously agreed by the local planning authority.

Reason: To protect the amenity of occupiers of nearby premises, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

29. 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 approved in writing by, the local planning authority. The 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 local planning authority confirms in writing that the approved development is completed.

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

INFORMATIVES

1. The Highway Authority requires the Planning Authority to advise the applicant that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. The Highway Authority requests that these comments are passed to the applicant. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.
2. The developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
3. The applicant is advised that two dry rising mains are required by the Fire Brigade. Please contact Ken Davies at ken.davies@london-fire.gov.uk for further details.

4. In aiming to satisfy condition 19, the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA are available free of charge through Havering Development and Building Control. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).

5. Reason for approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies CP17, DC5, DC33, DC61, DC63 and DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document and the guidance in the National Planning Policy Framework.

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.

Mayoral CIL

The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3. The amount payable would be £20 x 1,357 sq.m which totals £37,140.

REPORT DETAIL

1. Site Description

1.1 The L-shaped site comprises Moreland House, 5 Manor Avenue, an extended two-storey elderly person's care home located to the northern side of Manor Avenue and No.7 Manor Avenue, a two-storey residential property. Moreland House is currently registered to care for the elderly infirm and elderly infirm with dementia.

1.2 The combined site frontage to Manor Avenue is 34m, narrowing to 30m at the rear and having a depth of about 58m (to No.5) and 38.5m (to No.7). The site area is 0.195 hectares. There are two accesses to No.5 and an area of hardstanding providing parking for at least 5 vehicles. The access to No.7 is to a driveway leading to a single garage.

1.3 The surrounding area is residential in character of mainly two-storey detached and semi-detached properties. A church is located at the western

end of Manor Avenue at the Drill Roundabout off which are mainly commercial properties at ground floor level within the Local Centre. A flatted development is nearing completion on the corner of Manor Avenue and Slewins Lane.

2. Description of Proposal

- 2.1 The proposal is for the demolition of the original care home and its reconstruction in accordance with details approved on appeal under P1826.07 (which also included the conversion of No. 7 Manor Road into a Nurses' Home) of which the rear extensions have been nearly fully completed. However, the applicant has decided that a better internal floorspace arrangement can be achieved by demolishing the frontage building rather than extending and altering it in accordance with the original approval. The proposal would provide the same 40-bedroom care home as the approval and would have the same dimensions and appearance as that previously approved on appeal. The proposal also includes the provision of 10 parking spaces and amenity space for the care home as well as the conversion of No.7 Manor Avenue as Nurses accommodation.
- 2.2 As previously, the proposal is for an increase from the original care home's 16 rooms (providing 21 bed spaces) to 40 single bedrooms. The rearward extensions would be 5.5/11m at ground floor level (limited due to existing single storey extensions), 12.4m/13.4m at first floor level and 13m/15m at second floor level. The side extension on three floors would be a maximum 3.5m wide, attaching directly to the existing garage at No.7 Manor Avenue. The ridge height would be increased from the existing 8.6/8.8m to just over 9m above ground floor level with the proposed pitched roof being an enlargement of the original into front and rear roof slopes with an intervening flat roof of 14m in depth deep. The original front gable would appear increased in height with a new three-storey gable added to the western half to match this. Three dormer windows would be inserted in the front roof slope. The side elevations would be gabled. There would be two, three-storey gables to the rear with a linking flat-roof dormer and blind, flat-roof dormers to each side. A basement level would be added to the rear of the existing building. Whilst not specifically detailed, the basement kitchen has rear doors and windows to a lightwell/escape access.
- 2.3 As previously, it is proposed that there would be 40 staff operating on a three shift basis an increase from the existing 18 staff.
- 2.4 The proposal includes 10 parking spaces (which accords with the Planning Inspector's conditions attached to approval P1826.07) for the nursing home and Nurses Home. This includes the garage attached to No.7 Manor Avenue. The existing three vehicle accesses would be retained.
- 2.5 The plans again show that landscaping areas would be retained to the front boundary. Some additional planting is being proposed to the eastern boundary with properties in Westmoreland Avenue. Nearby preserved trees

in the grounds of No.3 Manor Avenue have not been identified nor provisions made for their protection during development.

- 2.6 The private amenity spaces to the rear of the two buildings would be joined together and would be of approximately 900 square metres.

3. **History**

3.1 No.5 Manor Avenue:

ES/HOR/442/61 - 10 maisonettes - refused

825/84 - One dwelling and garage - outline - refused

P1895/86 - Conversion of dwelling to residential home for the elderly - approved

P0556.87 - Fire escape from 1st floor walkway across flat roof - approved

P1745.87 - Cover to escape staircase for residential home - approved

P1119.88 - Ground floor rear extension and first floor side extension and porch, 5 bedrooms/lift/WC facilities to suit - approved

P0345.90 - Rear and side ground floor extensions - approved 21/1/91

P1341.04 - Extension and alteration of residential care home to provide 40 No. single bedrooms with associated ancillary accommodation - withdrawn 6/9/04.

No.7:

P0345.05 Rear and side ground floor extension - approved 21/1/91.

P1435.92 Two-storey and single storey side extension - approved 4/6/93.

No 5 and No.7

P0179.05 Extension and alteration of residential care home to provide 40 single bedrooms with associated ancillary accommodation - refused 22/04/05 - appeal dismissed 30/11/05

P1466.05 Change of use of garden of No.7 to use as nursing home amenity space and engineering landscaping works to provide car-parking spaces - refused 20/2/06.

P0787.07 - Extension and alteration of existing residential care home to provide 40 No. bedrooms with associated ancillary accommodation – withdrawn

P1826.07 – Extension and alteration of existing residential care home to provide 40 No. bedrooms with associated ancillary accommodation and a change of use of No.7 Manor Road from C3 to C2 to provide associated ancillary accommodation – Refused 6/12/07; subsequent appeal upheld 4/6/08. The refusal reasons were:

1. The proposed development would, by reason of its excessive bulk and massing resulting in overdevelopment of the site and harm the visual amenities of the streetscene and the rear garden environment contrary to Policies DC61 and DC5 of the Core Strategy and Development Control Policies Submission Development Plan Document and Supplementary Design Guidance on Residential Extensions and Alterations.

2. The proposed development would, due to increased activity and intensity of use result in noise and disturbance adversely affecting the existing residential character contrary to Policies DC61, DC5 and DC55 of the Core Strategy and Development Control Policies Submission Development Plan Document.

3. The proposed development would, by reason of insufficient off street parking, result in on street parking to the detriment of existing residents parking, traffic flow, and highway safety contrary to Policy DC33 of the Core Strategy and Development Control Policies Submission Development Plan Documents.

4. The proposed development would, by reason of its scale and siting, cause perceived overlooking/loss of privacy and visual intrusion resulting in loss of residential amenity for occupiers of existing residential development contrary to Policy DC61 of the Core Strategy and Development Control Policies Submission Development Plan Documents and Supplementary Design Guidance in Residential Extension and Alterations.

The Planning Inspector in upholding the appeal concluded that...

“Although the extended Moreland House would be a large building, it seems to me that its design would give it the appearance of two large semi-detached houses, which would not look out of place in this locality, and that this would help it fit more easily into the street-scene. It is true that the side and rear extensions would result in a large increase in massing and bulk of the flanks of the building, but the new extension would be set well away from the surrounding houses and I believe that the tree-lined grounds are large enough for the extended building to sit comfortably within its plot”. And “Now that the further substantial lower addition to the rear, disliked by the previous Inspector (APP/B1580/A/05/1183404), has been omitted, I consider the objection of that Inspector, relating to the ratio of the building to land area compared to neighbouring properties, has been overcome and that the proposal does not represent overdevelopment of the site. The proposal would therefore meet the aims of policies DC61 and DC5 of the CSDCP concerning urban design and specialist accommodation and I conclude that it would not materially harm the character and appearance of the area”.

- that there would be sufficient amenity space and that normal minimum window to window distances would be exceeded and noise levels associated with the care home would be relatively low such that there would be no overlooking or loss of privacy and that visual and general amenity (noise and disturbance) of the neighbours would not be unacceptably impacted upon

- he also indicated that additional parking (making 10 spaces) could be provided together with a turning head such that this would not result in an acceptable impact on highway safety or the free flow of traffic on Manor Avenue.

- also that suitable conditions could be attached with regard to energy conservation/sustainability and landscaping

4. **Consultation/Representations**

4.1 57 neighbouring occupiers were notified of the proposal. Three pieces of correspondence have been received objecting to the proposal on the following grounds:

- this is another building proposed in an overdeveloped area
- increase in traffic causing a danger to school children and their parents
- all development has resulted in blight to this neighbourhood
- insufficient parking
- the proposed development would be intolerable due to noise, lack of privacy etc.
- the proposed building is overdevelopment
- unacceptable behaviour of the contractors
- unacceptable noise and disturbance during the construction period

4.2 Thames Water have written indicating that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer, that an oil interceptor should be provided to the car park area, that a fat trap should be fitted and waste oils collected by a contractor to prevent pollution of local watercourses, require a piling method statement to be submitted but that they have no objection with regard to sewerage infrastructure.

4.3 The London Fire and Emergency Planning Authority have written to indicate that the Brigade is satisfied with the proposals.

4.4 English Heritage has written indicating that in view of the limited groundworks outside the existing footprint, that there is no need for archaeological intervention through the planning system.

4.5 The Metropolitan Police Crime Prevention Design Advisor has written to indicate that the local area has a lower than the Havering average of criminal offences. However, he recommends that conditions and an informative are attached to any grant of planning permission to ensure that the proposed development would meet Secured by Design principles and practices.

5. **Staff Comments:**

5.1 The issues in this case are the principle of development, its impact in the streetscene, on residential amenity and parking/highways. Policies CP17, DC5, DC33, DC49, DC50, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan and SPD on Residential Design are relevant. Also relevant are London Plan Policies 3.8, 5.7, 6.13, 7.3, 7.4, 7.6 and 7.21 and the National Planning Policy Framework.

5.2 *Principle of development*

5.2.1 The proposal is for a 40-bed care home. The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and local Centres and is therefore suitable for specialist residential development in principle in line with Policy DC5, subject to the detailed design of proposals.

5.3 *Design/layout/Impact on Streetscene*

5.3.1 As previously approved, the proposed development would increase the existing floorspace at Moreland House from just under 600 square metres to over 1,500 square metres - by nearly 150% extra. A full third floor would be added to the mainly chalet-bungalow style existing property. Two, three-storey gables with flat roofed sections would be located to both sides of the development with three-storey gables and flat roof dormers to the rear elevation.

5.3.2 In terms of street scene, the proposed front elevation would appear to be mainly two-storey with two, three-storey gables and some accommodation in the roofspace. The side extension would also increase the width of the building. Whilst this is a matter of some judgement, the Planning Inspector in his decision on the scheme decided that the proposal would be acceptable in terms of its impact in the streetscene. In the intervening period, planning permission has been granted for a flatted development on land adjoining the application site to the west at no. 3 Manor Avenue (planning ref. No. P1741.11). This flatted block took into account that the Care Home was being redeveloped and there is no change to the impact in the streetscene except in relation to the flatted block for which construction is well advanced. Staff therefore consider that there would be no significant adverse impact on visual amenity in the streetscene and that the proposed front elevation would be acceptable in terms of its impact in the street scene.

5.3.3 The building would be as originally approved and will extend to nearly 23m in depth and 23m in width with full-three-storey height gabling to the side and rear elevations with flat roofed dormers in between. Staff consider that as No.7 forms part of the application site, the final rebuild of Moreland House would be located nearly 30m from No.s 50-56 Westmoreland Avenue and the nearest properties in Pinecroft - that it would not be overbearing in relation to these existing properties. The adjoining flats and the approved care home have already been considered to have an acceptable relationship with each other and Staff therefore consider that although the resulting bulk and massing of the building would be substantial, the use of detailing and materials reduce the impression of bulk such that the proposed development would be acceptable in terms of its impact in the street scene and rear garden environment.

5.3.4 Staff consider the arrangement of the building, access and amenity/parking areas (which remain the same as previously approved) provide a

reasonable layout and level of amenity in line with the Supplementary Planning Document on Residential Design.

5.4 Impact on Residential Amenity

5.4.1 As the application site includes No.7 Manor Avenue, the nearest residential properties would be in Manor Avenue, Westmoreland Avenue and Pinecroft, and would now include the flatted development adjacent to No.3 Manor Road.

5.4.2 In considering the likely impact of Moreland Care Home on the flatted block it was considered that as the proposed flatted block's ground floor flank windows were to serve second bedroom to units 3 and 4 which would look onto the high level fence that divides the two sites, no concerns were raised. It was then noted that there would be a reduced level of light and outlook from these windows, however, as they were not the primary bedrooms of the flats, that this was a 'buyer beware' situation where future occupants would accept this relationship. The current proposal would not alter the proposed elevation, including the arrangement of the windows, from that approved in 2008 and Staff therefore consider that there would be no loss of expected amenity levels over that previously considered to be acceptable.

5.4.3 Similarly, the flatted block's first floor units 7 and 8 have windows that serve the second bedroom in the same position as the ground floor and similarly face onto Moreland Care Home. It was noted when assessing the impact that the approved plans P1826.07 showed that these windows would face onto a shower room and W.C which would be obscure glazed. As this arrangement would remain exactly the same, the same conclusion, i.e., that this relationship would not result in overlooking or loss of amenity remains. The bedroom windows to Moreland Care Home would in any event be located away from the proposed bedroom windows of the flats under construction here.

5.4.4 The proposed car-parking area would be located to the front of the two properties. Whilst the parking area would be located close to the side boundary of No.3 Manor Avenue, as existing and no closer to the rear boundary of No.56 Westmoreland Avenue, it is unlikely that, given the distance away from existing residential properties, there would be any significant impact on residential amenity from traffic related noise.

5.4.5 Staff therefore consider that there would be no undue loss of residential amenity to these existing occupiers.

5.5 Highway/Parking

5.5.1 Car parking provision would be expected to be provided as follows: 8 spaces for the occupants, plus one space per resident staff and 1 space per 20 non-resident staff. The proposal indicates that 40 staff would work on a shift basis and that No.7 Manor Avenue with three bedrooms would be available for staff accommodation. The proposed parking provision shown

would be 10 spaces which falls below the expected 13 space provision. However, there are no other highways concerns regarding this development partly because the proposal is within a reasonable walking distance of Gidea Park Railway Station and 5 bus routes pass close to the site at the Drill roundabout providing reasonable access by public transport. Also, on street parking is restricted between 8-10am (only) to prevent commuter parking which may lessen potential overspill parking during the morning peak time, thereby reducing road safety, traffic congestion and amenity concerns arising from slightly substandard car-parking provision. The Planning Inspector in deciding the appeal required 10 spaces on this basis. Staff therefore consider that this level of parking provision is acceptable.

6. Other Issues:

- 6.1 Sustainability/Energy Efficiency – the proposal is for a major development which would be expected, in line with LDF Policies to meet sustainable and energy efficient objectives. Suitable conditions would be attached.
- 6.2 Land Contamination – a suitable condition could be added to any grant of permission to require the provision of an assessment and further follow up work if necessary.
- 6.3 Secured by Design – the CPDA has advised that conditions and an informative should be attached to any grant of planning permission.

7. Conclusions

- 7.1 The main issues are the principle of the proposed development and the effect of the proposal on visual amenity in the street scene, on the amenities of neighbouring occupiers and highways/parking. Staff consider, as previously and in line with the Inspector's decision, that the proposal is acceptable in principle and, while it represents a substantial increase in the size and scale of the existing building would not result in harm to the visual amenities of the street scene or the rear garden environment or cause significant harm to residential amenity. Parking and highway matters are also considered to be acceptable. It is therefore considered that the development would meet Policies CP1, DC61, DC5 and DC33 of the LDF Core Strategy and Development Control Policies Submission Development Plan Document and the NPPF.

IMPLICATIONS AND RISKS

8. Financial Implications and risks:

- 8.1 None

9. Legal Implications and risks:

9.1 None.

10. **Human Resource Implications:**

10.1 None

11. **Equalities and Social Inclusion Implications:**

11.1 The proposal would increase the range of housing choices available to the Borough's residents and add to the supply of Care Home accommodation.

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 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.