



Application Reference:	P0049.22
Location:	Mowbray's Close Garage Block
Ward	Pettits
Description:	Demolition of the existing garages and erection of a part single, part 2 x storey building to provide 6 x 1B1P supported living flats and 1 x staff accommodation flat with provision of off-street parking and amenity space.
Case Officer:	Mark Heaney
Reason for Report to Committee:	Application is a significant development on behalf of the Council which accords with the Committee Consideration Criteria

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 The application proposes the demolition of existing garages and the erection of 6 x 1B1P flats, 1 staff accommodation flat and communal facilities together with provision of 4 off-street parking spaces which include 1 wheelchair parking space, landscaped amenity space and provision of refuse and recycling and cycle storage.
- 1.2 The proposals would provide supported housing accommodation to meet the specialist needs of local people and the development would result in economic, social and environmental benefits.
- 1.3 The proposal is not opposed in principle by any policies of the development plan, and the design is not considered to result in severe harm to the street scene or the character and appearance of the surrounding area, neighbouring residential amenity or other matters that could not be reasonably overcome by way of conditions and would warrant refusal of the application.
- 1.3 It is not considered that the Council could reasonably defend an appeal against a refusal of the scheme due to the limited harm that the proposal would have

on local character, residential amenity, or transport impacts and the favourable planning balance in terms of the public benefit of much needed supported living accommodation. Therefore the proposed development is acceptable subject to the suggested conditions.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to suggested planning conditions.
- 2.2 That the Assistant Director Planning is delegated authority to issue the planning permission and impose conditions and Informative's to secure the following matters:

Conditions

- 1) SC4 (Time limit) 3yrs
- 2) SC32 (Accordance with plans)
- 3) SC10B (Details of work/material samples) (Pre Commencement)
- 4) SC89B Hard Surface Porus/Run-off - application site
- 5) SC13 (Screen fencing) ENTER DETAILS
- 6) SC13B (Boundary treatment) (Pre Commencement)
- 7) SC11 (Landscaping) (Pre Commencement Condition)
- 8) SC05A (Number of parking spaces) ENTER NO.
- 9) SC63 (Construction Methodology) (Pre Commencement)
- 10) SC62 (Hours of construction)
- 11) SC57 Wheel washing (Pre Commencement)
- 12) SC46 (Standard flank window condition)
- 13) SC37 (Noise insulation)
- 14) SC42 (Noise - New Plant) (Pre Commencement)
- 15) SC82 (External lighting) (Pre Commencement)
- 16) SC78 (Secure by Design) (Pre Commencement)
- 17) SC59 (Cycle Storage)
- 18) SC58 (Refuse and recycling)
- 19) SC86 Minor Space Standards
- 20) SC87 Water Efficiency
- 21) SC42 (Noise - New Plant) (Pre Commencement) -10dB
- 22) SC19 (Restricted use) supported living accommodation
- 23) NSC31 Non Standard Noise condition (A scheme to control noise emanating from the site).
- 24) NSC33 Non Standard Air quality (NRMM) condition
- 25) NSC34 Non Standard Contaminated land condition
- 26) NSC34 Non Standard tree protection conditions

Informative's

- 1) Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with paragraph 38 of the National Planning Policy Framework 2021, improvements required to make the proposal acceptable were negotiated with the agent to including changes to layout of the car park, cycle store, sensory garden, staircase, kitchen, storeroom, rooflights and inclusion of photovoltaic

panels. This information was subsequently submitted on the 17/06/2022 and the 08/08/22.

2) The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL). The Mayoral CIL levy rate for Havering is £25/m² and is chargeable for each additional square metre of new residential gross internal [floor] (GIA). Based upon the information supplied with the application, £11,775. would be payable due to result in new residential floorspace with 308m² of net additional GIA, however this may be adjusted subject to indexation.

The proposal is also liable for Havering Council's CIL. Havering's CIL charging rate for residential is £125m² (Zone A) for each additional square metre of new GIA. Based upon the information supplied with the application, £58,875. would be payable, subject to indexation.

These charges are levied under s.206 of the Planning Act 2008. CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website. You are also advised to visit the planning portal website where you can download the appropriate document templates at <http://www.planningportal.gov.uk/planning/applications/howtoapply/whatto-submit/cil>

3) Changes to the public highway (including permanent or temporary access) - The developer is notified that they must enter into a Section 278 (s278) Highways agreement prior to commencing civil work on the Highways. - 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. If new or amended access is required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant or highway authority assets and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

4) Highway legislation

- The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of 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 of any nature) required during the construction of the development. Please note that unauthorised work on the highway is an offence.

5) Temporary use of the public highway

- The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply

for a licence from the Council. If the developer required scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Street Management should be contacted to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

6) Surface water management

- The developer is advised that surface water from the development in both its temporary and permanent states should not be discharged onto the highway. Failure to prevent such is an offence.

7) Before occupation of the residential dwellings hereby approved, it is a requirement to have the property officially Street Named and Numbered by our Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that that Council has record of the property so that future occupants can access our services. Registration will also ensure that emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.havering.gov.uk/Pages/Services/Street-names-andnumbering.aspx>

3 PROPOSAL AND LOCATION DETAILS

Site and Surroundings

- 3.1 The application site has an area of approx 0.096 hectares. The site is adjoined to No.8 Mowbray's Close to the west and No's 37 and 39 Horndon Road to the east. To the south the site adjoins No. 9 Mowbray's Close and to the North it adjoins No's 37 to 43 Hillfoot Road.
- 3.2 The site is comprised of row of garages constructed in concrete with timber doors and corrugated roofs. Vehicular access is from Mowbray's Close from the south-west corner.
- 3.3 The application site is not located within a conservation area or located within the curtilage of a listed building. Collier Row Lane Local Centre is located approx. 130m to the west.

Proposal

- 3.4 The application is seeking planning permission for:

“Demolition of the existing disused garages on site (Sui Generis) and redevelopment of site for the erection of part two storey and part single storey building to create 6 x 1B1P supported living flats (Use Class C2).”

Planning History

- 3.5 The following planning decisions are relevant to the application:

F0006.22 - Prior Approval for demolition of garage block between 8 and 9 Mowbrays Close. Prior Approval Given on the 14-06-22.

P1508.16 - Erection of 4No. two-storey semi-detached houses with associated parking, hard and soft landscaping. Approved 03-08-17. This development has not been implemented.

4 CONSULTATION RESPONSE

4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

4.2 A consultation was undertaken on the 18/01/2022.

4.3 The following were consulted regarding the application:

4.4 London Fire Brigade

- No objection - No additional hydrants are required.

4.5 LB Havering Street Naming and Numbering:

- No objection

4.5 Anglian Water:

- No comment

4.5 Metropolitan Police (Design out Crime):

- No objection subject to conditions.

4.5 LB Havering Street Waste and Recycling:

- Concerns regarding access for a HGV vehicles to access the site.

4.6 LB Havering Public Protection (Air Quality)

- No objection subject to an Air Quality (boiler emissions) and construction management condition.

4.7 LB Havering Public Protection (Noise)

- No objection subject to a noise conditions and a construction management condition.

4.8 LB Havering Public Protection (land contamination)

- No objection subject to a land contamination condition.

4.9 LB Havering Flood & Water Management Team

- No objection

4.10 LB Havering Assistant Arboricultural Consultant (Place Services)

- No objection subject to tree protection conditions

5 LOCAL REPRESENTATION

5.1 A total of 30 neighbouring properties were notified about the application and invited to comment.

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 12 10 of which objected.

5.3 The following issues were raised within the objections.

- Discrepancies within the application as the garages were not disused, residents who were rented them were given notice to vacate these garages when the initial plans of 4 terraced houses were approved in 2017.
- The design is not sympathetic to the small site and not in keeping with neighbouring properties.
- The building is too large for this small site
- Overlooking to neighbouring properties and gardens
- Impact on existing mature trees surrounding the site
- Noise and disturbance from the site
- Insufficient information of proposed use
- Increase in traffic, inadequate access, and parking provision
- Requirement of conditions to ensure a superior design and materials
- Implications for existing boundary walls to the site
- Impacts of noise, dust and traffic during construction period.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the application that the committee must considered are:

- Principle of Development
- Site layout
- Built Form, Design and Street Scene Implications
- Impact on Neighbouring Amenity
- Highways and Car Parking
- Impact on trees and biodiversity

Principle of Development

- 6.2 Loss of Parking:
- 6.3 The current site is comprised of a vacant garage block (Sui Generis) with 12 parking spaces. The garages are no longer in use since the previous planning permission (P1508.16) approved the redevelopment of this site. Although the previous permission has not been implemented and has now expired. The site is in poor condition and the garages are no longer suited to for modern larger vehicles including electric vehicles. The redevelopment of the site could cause car parking displacement on the road. However since the 2016 planning permission the displacement of car parking has already been accommodated on the surrounding road and the principle of residential development was considered acceptable under the previously approved scheme with the loss of garages. As such no objection is raised to the loss of parking on the site.
- 6.4 Proposed Supported Living Accommodation:
- 6.5 Local Plan policy 6 supports the provision of appropriate housing to meet the specialist needs of local people will be supported where it meets the tests set by this policy which are assessed below:
- 6.6 The proposed flats would provide accommodation for 6 adults with disabilities and is supported by the Councils Supported Housing team. Furthermore, the LB Havering Supported Housing Strategy 2022-2025 identifies a need for this type of accommodation which would comply with Local Plan policy 6 part i.
- 6.7 The site is located within walking distance of Collier Row Lane Local Centre which is located approx. 130m to the west and cycle parking facilities would be provided on-site which would comply with Local Plan policy 6 part ii.
- 6.8 There are a number TfL bus routes along Collier Row Lane to the west of the site which would comply with Local Plan policy 6 part iii.
- 6.9 The proposals would allow 6 young adults with disabilities to live and contribute within this community therefore achieving a mixed, balanced and inclusive community which would comply with Local Plan policy 6 part iv.
- 6.10 The proposed scheme would be custom built to a high quality standard to provide supervised independent living for residents and the scheme has been design led by the Councils Supported Housing team which would comply with Local Plan policy 6 part v.
- 6.11 The scheme would have approx 290sqm of outside amenity space which would be landscaped to a high standard and include a sensory garden for residents which would comply with Local Plan policy 6 part v.
- 6.12 The proposals would comprise a small residential supervised scheme providing 6 flats for young adults with disabilities within a predominately residential location. All parking would only be used by staff and visitors.
- 6.13 In this respect the proposals would not result in greater levels of noise and disturbance to occupiers of nearby residential properties. Furthermore, a noise condition would be imposed to ensure there would be no unacceptable

noise impact from any plant equipment associated with the development which would comply with Local Plan policy 6 part vii.

- 6.14 The proposed parking arrangements are considered acceptable and a disabled parking bay would also be provided on site which is welcomed and would comply with Local Plan policy 6 part ix.
- 6.15 Adequate parking provision would be provided and there is sufficient space within the grounds of the site for the safe and convenient storage of wheelchairs and mobility scooters if required which would be dependent on resident's individual requirements which would comply with Local Plan policy 6 part x.
- 6.16 The scheme would provide both internal and external common areas for residents to socialise and interact with each other which would comply with Local Plan policy 6.
- 6.17 Having regard to all of the above the proposed development is considered acceptable and would not be contrary to London Plan policies T6, T6.1 and H12 and Local Plan policies 6, 23, 24 and 34.

Site Layout

- 6.18 The London Plan 2021 sets out at Table 3.2 Qualitative design aspects to be addressed in housing developments including 'Layout, orientation and form', 'Outside space' and 'Usability and ongoing maintenance'.
- 6.19 Havering's Local Plan policy 7 seeks to ensure that residential development should be of a high design quality that is inclusive and provides an attractive, safe and accessible living environment for new residents whilst ensuring that the amenity and quality of life of existing and future residents is not adversely impacted.
- 6.20 The proposed 1B1P flats would each exceed (Flats 1, 2, 4 & 5 = 40sqm Flats 3 & 6 = 45sqm) the LP minimum internal space standards of 37sqm GIA for the equivalent type of Use Class C3 dwelling size. It is considered that the proposed layout and bedroom sizes of the new flats would be in accordance with the London Plan policy D6 and the flats would provide an acceptable amount of internal and external communal space for day to day living.
- 6.21 The new flats would have a gated communal garden of approx. 290sqm. The layout is considered to be of sufficient size to provide adequately for the size of the type of accommodation proposed. The proposed accommodation would be dual aspect, have good outlook, levels of privacy and receive acceptable daylight within; and section plans demonstrate that the internal floor to ceiling heights would comply with LP Policy D6(8).
- 6.22 Overall it is considered that the site layout is well positioned and the level of density is appropriate to ensure adequate internal space for future occupiers as well as useable external amenity space for all future residential occupiers.

Design and Street Scene Implications

- 6.24 Design, Scale, Bulk, Massing: The proposed scale, bulk and massing and design of the building has been significantly reduced since the scheme was submitted at pre-application stage. The current scheme has also improved the orientation of the building improved its roof design and included a lift within to improve accessibility. The proposed building would now be of a scale, bulk and design that would be in-keeping with surrounding dwellings and would not appear out of proportion when viewed from nearby gardens and dwellings.
- 6.25 The reduced massing, its hipped and inclusion of green flat roofs would allow the building to appear visually attractive and in-keeping with the character and appearance of the area. Furthermore, a condition would ensure that there would be soft landscaping to both the front and rear of the site in order for the development to complement the character of the area. As such it is considered that the proposed scheme would not be harmful to the visual amenity of the area.
- 6.26 Overall, it is considered that subject to conditions the current proposals would respect and complement the distinctive qualities, identity, character and geographical features of the surrounding area.
- 6.27 Materials: The supporting information states that the external walls would be finished in red and buff brick and the pitched roof would be finished in fibre cement slate. The fencing would be brick and metal and also brick and timber feather board. The proposed high quality materials would reflect the materials used within the surrounding context and no objection is raised to the proposed materials.
- 6.28 The proposed development would be acceptable on design grounds and when assessed against Havering Local Plan Policy 26, which requires new developments that are informed by, respect and complement the distinctive qualities, identity, character and geographical features of the site and local area and respond to distinctive local building forms and patterns of development and respect the visual integrity and established scale, massing, rhythm of the building, frontages, group of buildings or the building line and height of the surrounding physical context.

Impact on Neighbouring Amenity

- 6.29. Local Plan Policy 7 seeks to protect the amenity of existing and future residents the Council will support developments that do not result in i) Unacceptable overlooking or loss of privacy or outlook; ii) Unacceptable loss of daylight and sunlight; and iii) Unacceptable levels of noise, vibration and disturbance.
- 6.30. Privacy and outlook: The 2 storey part of the building has a width of 21m, a depth of 14m and a maximum height of 8m. At its nearest point, the building would have a set-back of 3m from its northern boundary, 9m from its east boundary, 2.7m from its south boundary and 8.7m from its west boundary. The properties of No's 37 to 41 (odd) Horndon Road to the east have long rear

gardens of approx 25m in depth. The properties of No's 37 to 43 (odd) Hillfoot Road to the north have also long rear gardens of approx 50m in depth.

- 6.31 As the building has no flank windows at first floor level and noting the separation distances, orientation and position of the first floor windows. It is not considered that there would be any unacceptable overlooking of neighbouring properties; or that the building would have an unacceptable impact on their outlook. Therefore, it is considered that surrounding properties would still receive acceptable outlook and privacy.
- 6.32 Daylight and Sunlight: The neighbouring residential windows nearest to the building are located on the rear elevations of No's 9 and 10 Mowbray's Close and on the front and rear elevations of No. 8 Mowbray's Close. The submitted daylight and sunlight report shows the main impacts of the building would result in some minor losses of daylight to the front windows and glazed door of No. 8 Mowbray's Close and to the rear windows of No.9 Mowbray's Close. However, these losses would still be within BRE guidance and overall, the impact of the proposed development on the daylight to surrounding buildings would not have an unacceptable impact. The submitted daylight and sunlight report also demonstrates that impacts to sunlight levels are limited and are within BRE recommended levels.
- 6.33 Overshadowing: The report prepared by Right of Light consulting has considered the overshadowing impact to the gardens of No's 8, 9 and 10 Mowbray's Close and No's 37, 39, 41 and 43 Horndon Road. The proposed development would not result in any loss of sunlight to these spaces outside of BRE guidance. There would also be no unacceptable impacts of overshadowing gardens located to the north of the site due to their size, depth and the set back of the proposed building itself.
- 6.34 Noise: In terms of noise impact, it is not considered that the residential flats (Use Class C2) would have an unacceptable impact on adjoining residential properties as the site would be within a residential use within a predominately residential area. Furthermore, a noise condition would be imposed to ensure there would be no unacceptable noise impact from any plant equipment associated with the development. In addition a construction management plan would be secured by condition to mitigate any impacts of noise, dust, and disruption during the construction period.
- 6.35 Having regard to all of the above the proposal would not be contrary to Local Plan policy 7, in terms of amenity impact.

Highways and Car Parking

- 6.36 The application site is located in an area with a PTAL of 2 with a poor level of access to public transport. The proposals are for 6 supported housing units and 1 staff accommodation unit. Whilst there are no specific parking standards for this type of accommodation. London Plan policy T6.1 sets a maximum parking standard for this location of .75 spaces per 1 bedroom dwelling.

- 6.37 However, given the nature of the development as the residents will not own or drive a car. The proposals would provide 3 general parking spaces and 1 disabled parking bay on-site to accommodate staff and visitors. Noting the objections above which raise concerns about parking stress within the area it is considered that 4 parking spaces are acceptable to serve this development which would be conditioned to retain the use as supported living flats. Subject to condition it would not have an unacceptable impact on the surrounding highway network.
- 6.38 Therefore the proposed parking provision is considered adequate for the nature and scale of this development and would comply with Local Plan policy 24 and London Plan policy T6 and T6.1. The loss of the existing parking on-site has been considered acceptable within the land use section above.
- 6.39 As such it is considered that the proposals would provide an adequate quantum of on-site parking in accordance with Local Plan policy 24 and London Plan policy T6.1.
- 6.40 Access: A single shared pedestrian and vehicular access to the site is from Mowbray Close and the submission shows that there would be adequate space and level access provided around the development in compliance with London Plan policy D5.
- 6.41 Cycle Parking: The supporting plans show that there would be a level pathway access to a cycle store to be provided at the north-east corner of the site. Further details of the elevations and design of the cycle store would be secured by condition to ensure compliance with the London Cycling Design Standards and London Plan policy T5 (Table 10.2) and to ensure it is accessible, secure and fit for purpose.
- 6.42 Refuse and Recycling: The supporting information shows that refuse bins would be located to the north-east corner of the site. The Waste and Recycling team have raised concerns that this location would be beyond the 30m distance from the point of collection stated within the Waste Management Practice Planning Guidance for Architects and Developers SPD. However a condition would require further details of refuse and recycling storage to ensure the refuse store is relocated nearer the main site entrance to comply with the guidance within the Waste Management SPD, or a condition would secure a commitment to secure a waste management strategy for his development.
- 6.43 Construction Management: It is considered that a condition would be imposed to restrict noisy construction work to be within specific times within that which the Council Noise team recommends.
- Flood risk**
- 6.44 Local Plan Policy 32 states that the Council will support development that seeks to avoid flood risk to people and property and manages residual risk by applying the Sequential Test and, if necessary, the Exception Test as set out in the NPPF.

- 6.45 The proposals include new areas of hardstanding. Therefore to ensure that there would be a reduction in surface water runoff and to prevent flooding to neighbouring development, a condition would be imposed to ensure that the scheme is designed and built out to include sustainable drainage systems (SuDS) to comply with policy 32 and London Plan policies SI 12 and SI 13.

Secure by Design

- 6.46 Local Plan policy 26 supports development that are designed in accordance with the principles of Secured by Design.
- 6.47. The Metropolitan Police Design out Crime team have reviewed the scheme and have raised no objection subject to condition.
- 6.48 Subject to a condition demonstrating how Secured by Design certification would be achieved for this scheme, including details to mitigate the concerns raised within the objections, the proposals would not be contrary to Local Plan policy 26 and London Plan policy D11.

Biodiversity

- 6.50 The proposed area to the rear of the garage block is comprised of 432sqm of existing landscape space. However the propose development would include external areas of landscaping including two green roofs and features to promote biodiversity, such as bird and bat boxes which would be incorporated into the design.
- 6.52. A landscaping condition would also ensure that the scheme would result in biodiversity net gain by maximising opportunities for greening through the planting of appropriate species of trees and other soft landscaping to ensure compliance with Local Plan policy 27 and 30, London Plan policy G6 and paragraph 180(d) of the NPPF.

Trees

- 6.53 London Plan policy G7 states that development proposals should ensure that, wherever possible, existing trees of value are retained.
- 6.54 The existing trees on this site are not subject to a Tree Preservation Order, however, the proposals would result in the removal of six category U trees T3, T5, T6, T16, T17 and T19. These trees are not mature trees and are in such condition that they could not be retained as living trees in the context of the current land use for longer than 10 years. Two groups of low quality self-seeded trees would also be removed to accommodate the layout.
- 6.55 The Councils Arboricultural consultant has raised no objection to the loss of trees and has requested a condition to ensure that the existing trees would be adequately protected during construction works.
- 6.56 Subject to a landscaping condition the proposals are not contrary to Local Plan policy 27 and London Plan policy G7.

Sustainability

- 6.57 The building has been designed to adopt a fabric first approach to achieve a minimum on-site reduction of at least 35 per cent beyond Building Regulations. The proposal incorporates technology such as a communal air source heat pump to provide heating and hot water, solar PV panels on the roof and a low tech approach such as rain water collection. A condition would also minimise the use of mains water to achieve a mains water consumption of 105 litres or less per head per day to comply with London Plan policy SI 5.

Air Quality

- 6.58 The Councils Public Protection team (Air Quality) have advised that a gas boiler emission condition is not required as the development would be served by a communal air source heat pump. However they have required a Non Road Mobile Machinery condition to be imposed in order to reduce emissions during demolition and construction works. This would ensure compliance with Local Plan policies 33 and 34 and London Plan policy SI 1.

Land Contamination

- 6.59 The site has been previously used for vehicle storage and the Councils Public Protection team (Land Contamination) have advised that a condition is required to ensure that if contamination is found during demolition and construction works then appropriate remediation measures would be in place. As such a condition would be attached to the decision notice to require a remediation strategy and verification report to be submitted for approval should unidentified contamination be found on the site to comply with Local Plan policy 34.

Fire Safety

- 6.60 The submitted transport statement states that fire tenders and emergency vehicles could access the site from the existing vehicular access from Mowbray Close. A swept path analysis has been provided demonstrating that a fire tender vehicle could access and egress from the site in a safe and appropriate manner and ensure compliance with London Plan policy D12.

Environmental and Climate Change Implications.

- 6.61 Given the limited scale of the proposals, no specific measures to address climate change are required to be secured in this case.
- 6.62 The proposal would attract the following Community Infrastructure Levy contributions to mitigate the impact of the development:
- £58,875. LB Havering CIL
 - £11,775. Mayoral CIL towards Crossrail

Equalities

6.63 The Equality Act 2010 provides that in exercising its functions (which includes its role as Local Planning Authority), the Council as a public authority shall amongst other duties have regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.64 The application, in this case, raises no particular equality issues.

Conclusions

6.65 The proposed development is deemed to be acceptable with respect to impacts on the street scene and character of the area, neighbouring amenity, the amenity of future occupiers, impact on trees and biodiversity and highway and parking considerations.

6.66 In their advice, the Planning Inspectorate indicates that when refusing an application, the Local Planning Authority must also consider the implications of whether or not the application would succeed at appeal (paragraph 1.2.2 of the “Procedural Guide Planning appeals – England [July 2020]”). Officers consider the application acceptable on its own merits. However, if the Planning Committee intend to refuse the application then consideration would need to be given to the implication of this.

6.67 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.