

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P0145.24

WARD: South Hornchurch **Date Received:** 30th January 2024

ADDRESS: Land At Maytree Close
Rainham

PROPOSAL: 4 no. residential dwellings (Use Class C3), car parking and cycle parking, landscaping, childrens play space, and associated works

DRAWING NO(S): 1244.28-001
Location Plan
1244.28-PA-002
1244.28-PA-003
1244.28-PA-020
1244.28-PA-030
1244.28-PA-050
1244.28-PA-051 Rev C
1244.28-PA-052 Rev D
1244.28-PA-100 Rev A
1244.28-PA-200
1244.28-PA-300
1244.28-PA-600
1244.28-PA-601
LB327_D02 Revision D - Landscape strategy
LB347_D01 Revision A - Soft Landscape Proposals (Sheet 1 of 2)
LB347_D01 Revision A - Soft Landscape Proposals (Sheet 2 of 2)
2406118-TK01 Revision P01

RECOMMENDATION: It is recommended that **planning permission be GRANTED** subject to the Section 106 Agreement detailed above and the condition(s) given at the end of the report

SITE DESCRIPTION

The site is a parcel of land to the rear of No.'s 11-21 Maytree Close. There are two storey maisonettes in Maytree Close, which are located to the south east of the site. There is vehicle access to ten car parking spaces from the south east corner of the site and pedestrian access from Maytree Close, between two houses at the south west corner. The rear gardens of neighbouring properties back onto the site. Maytree Close is located to the south, Betterton Road is to the north

west and Stanley Road North is to the north east. There is a group of leylandii trees on the northern boundary of the site. The site covers approximately 1618m². The site is designated as open space in the Havering Local Plan and lies in an Archaeological Priority Zone.

DESCRIPTION OF PROPOSAL

The application seeks consent for 4 no. residential dwellings (Use Class C3), car parking and cycle parking, landscaping, children's play space, and associated works.

RELEVANT HISTORY

Land between 64-80 Betterton Road

L/HAV/2191/73 - New road and 38 houses - Approved.

1244/74 - Residential development/units. 11 2 storey units & 35 3 storey units - Approved.

1244/A/74 - Layout of streets, public open space, play area - residential development (details) - Approved.

1244/B/74 - Revised layout - Approved.

1244/C/74- Substitution of house types plots 1-12, 33-41 - Approved.

1244/F/74 - Substitution of house types plots 1-11 & 34-41 - Approved.

11 Maytree Close

1244/74 - New house (one of 45 units) - Approved.

1244/A/74 - New house (one of 45 units) - details - Approved.

1244/B/74 - Revised layout - Approved.

1244/C/74- Substitution of house types plots 1-12, 33-41 - Approved.

CONSULTATIONS/REPRESENTATIONS

Twenty seven neighbouring properties were consulted. Fifteen letters of objection was received with detailed comments that have been summarised as follows:

- Impact of the building work on neighbouring amenity, including noise, pollution, construction vehicles, plant, dust, access issues and disruption.
- Damage to neighbouring property and cars.
- Rights of way.
- Deeds.
- Impact on property value.
- Overdevelopment.
- Loss of light.
- In 2007 the area was deemed a public amenity area for the residents of Maytree Close.
- A copy of the land registry/legal agreement for Plots 1-11 & 34-41 Betterton Road, Rainham, between the Council and the original developer showing the site as a public amenity area.
- Loss of views.
- The access to the land is narrow and only allows one car through at a time.
- Access for emergency vehicles.
- Impact on wildlife.
- The proposal would create an undue sense of enclosure.

- Overlooking and loss of privacy.
- Increased noise.
- Traffic and congestion.
- Concerns regarding the siting of children's play space and its proximity to neighbouring properties.
- Increased noise, overlooking and loss of privacy when children use the timber climbing equipment in the play space.
- Concerns regarding the creation of an alleyway, including lack of natural surveillance and crime. Queried who would maintain the alleyway and how regularly it would be maintained. Queried if the alleyway will have external lighting.
- Queried who and how frequently the communal garden area will be maintained.
- Some of the information regarding the application refers to four or five dwellings and it is not clear if heat pumps and solar panels will be used.
- Concerns regarding noise generated from four heat pumps and methods to mitigate the noise, including carrying out an environmental noise survey before installation to calculate the sound rating level at the worst affected residential property.
- Queried when the heat pumps will be running and if they are intermittent in nature.
- The height of the dwellings.
- The public amenity area should be open for public use and should not be gated off.
- Queried if the applicant owns the land.
- The proposed development is too large and would appear overbearing.
- The public space has not been maintained correctly.
- Object to the loss of the public amenity area.
- Queried if the dwellings are to be used as care home properties to house people with mental health issues and if so, will residents be informed of this?
- It is alleged that a neighbouring property in Maytree Close was used for caring for teenagers with mental health issues and residents were not consulted. The use eventually ceased.
- It is alleged that the site has previously been occupied by homeless people before it was fenced off.
- Security concerns.
- Anti-social behaviour.
- Concerns regarding access.
- Impact on residential amenity.
- Concerns that the proposed trees, including a Field Maple, will damage the foundations of a neighbouring garage.
- Lack of a swept path analysis for construction, emergency and large vehicles could cause access/egress issues.
- Loss of green space.
- Reference was made to 'right to light'.
- Overshadowing of neighbouring gardens.

In response to the above, comments regarding damage to neighbouring property and cars, rights of way, deeds and impact on property value and loss of views are not material planning considerations. Comments that the public amenity area has not been maintained correctly, should be open for public use and should not be gated off are not material planning considerations. Comments that a neighbouring property in Maytree Close was used for caring for teenagers with mental health issues are not material planning considerations. The proposal is for 4 no. residential dwellings (Use Class C3). The agent has confirmed via email that they intend to provide heat pumps within the new dwellings. The following condition will be imposed if minded to grant planning permission in the interests of sustainability and amenity - The development hereby approved shall

be provided with air source heat pumps, which shall be designed to comply with MCS Planning Standards for Permitted Development Installations of Wind Turbines and Air Source Heat Pumps on Domestic Premises. The air source heat pumps shall be provided on site prior to first occupation of the dwellings". A Certificate of Ownership A has been submitted, which states that the applicant is the sole owner of all of the land to which this application relates. The agent has advised that the dwellings are not intended to be used as care homes and will comprise market sale units. Rights to light is a civil matter which is protected by law and is not a material planning consideration. Noise, disturbance and wheel washing during construction can be addressed by appropriate planning conditions. The remaining issues will be addressed in the following sections of this report.

STATUTORY AND INTERNAL CONSULTEES

Street naming and numbering - The application will require to be street named and numbered.

Anglian Water - The Planning & Capacity Team provide comments on planning applications for major proposals of 10 dwellings or more.

Fire Brigade - No additional hydrants are required. No comments.

The StreetCare Department originally had concerns regarding the waste collection arrangements for the 4 proposed units, as the road to the site is unadopted and vehicles may park on the unadopted road. During the course of the application, the Case Officer contacted the agent and advised that consideration needs to be given to measures to prevent vehicles parking on the road to the site and also on the junction of this road, which could prevent a refuse collection vehicle from reversing into the site to service the proposed development. The Case Officer also liaised with the StreetCare Department and Highways Authority. The agent subsequently relocated the bin stores and submitted revised plans along with a swept path analysis for a refuse vehicle. In addition, the agent has advised via email that it is intended that parking will be appropriately managed to avoid any conflict with servicing arrangements for the site. A condition regarding a parking management plan for the site will be imposed by condition if minded to grant planning permission to ensure access to facilitate the servicing arrangements of the site, in the interests of highway safety and the amenity of occupiers of the development and in order that the development accords with Policies 24 and 35 of the Havering Local Plan. The StreetCare Department was re-consulted and provided the following comments. The suggested parking management by the land owners of the unadopted Road would improve the access for the RCV carrying out recycling and waste collections. There is still a concern regarding the current parking bay on Maytree Close opposite the unadopted road which will need to be removed for the RCV to exit the unadopted road safely. Detailed comments are contained elsewhere in this report.

Historic England - The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: Gravel Sands Deposits (Geology). Recommend a pre-commencement condition regarding a written scheme of investigation if minded to grant planning permission. Detailed comments are contained elsewhere in this report.

Highway Authority - No significant adverse effect on the public highway should result from this proposal. Recommend a Section 106 agreement to secure a financial contribution to review Traffic Order of parking restrictions on the bellmouth and Maytree Close and for the installation of lighting columns on the adopted footway between No.'s 11-13 Maytree Close. During the course of this application, the Highway Authority raised concerns that the parking bay adjacent to the entrance of the access road may impede a RVC accessing the site and servicing the development. As covered

in the StreetCare consultation response above, this issue has been addressed. The Highway Authority has been re-consulted and provided the following comments. There is still no solution to the parking bay issue opposite the access. However, considering the £5,000 S106 contribution, this can be addressed. This can assist to remove the parking bay and possibly place double yellow lines. After evaluating a letter from the agent's transport consultant regarding a parking management scheme for the site, the Highway Authority and the StreetCare Department both agree that it's an improvement. The Highway Authority recommend conditions regarding the parking/turning area of the proposed dwellings, wheel washing and a Construction Logistic Plan if minded to grant planning permission.

Public Protection Department - As the site is within the Mardyke Farm and Whybridge Close buffer zones (for landfill), the three contaminated land conditions are required. There are no noise impacts that would either affect the development, or those in the locality from the development, save in the construction and demolition phase. Recommend conditions regarding ultra-Low NOx boilers, hours of construction and a Construction Method Statement if minded to grant planning permission.

RELEVANT POLICIES

Policies 3 (Housing supply), 5 (Housing mix), 7 (Residential design and amenity), 18 (Open space, sport and recreation), 23 (Transport connections), 24 (Parking provision and design), 26 (Urban Design), 27 (Landscaping), 28 (Heritage assets), 33 (Air quality), 34 (Managing pollution) and 35 (On-site waste management) of the Havering Local Plan (2016-2031). The Havering Community Infrastructure Levy Charging Schedule, the Residential Extensions and Alterations SPD and the London Borough of Havering Open Space Assessment Report (November 2016) are relevant.

Policies D1 (London's form, character and capacity for growth), D3 (Optimising site capacity through the design-led approach), D4 (Delivering good design), D6 (Housing quality and standards), D7 (Accessible housing), D11 (Safety, security and resilience to emergency), G4 (Open space), G6 (Biodiversity and access to nature), G7 (Trees and woodlands), H1 (increasing housing supply), H2 (Small sites), HC1 (Heritage conservation and growth), H10 (Housing size mix), SI 1 (Improving air quality), T4 (Assessing and mitigating transport impacts), T5 (Cycling), T6 (Car parking), T6.1 (Residential parking), T7 (Deliveries, servicing and construction and T9 (Funding transport infrastructure through planning) of the London Plan 2021 are relevant.

The National Planning Policy Framework is relevant.

MAYORAL CIL IMPLICATIONS

The application proposes four residential units.

Based on a net additional gross internal area of 404 sq metres, the proposal would be liable for mayoral CIL and Havering CIL. The site lies in the north (Zone A) Havering CIL charging area, and therefore would have a Havering CIL liability of £50,500 (404 sqm x £125/sqm), and a Mayoral CIL liability of £10,100 (404 sqm x £25/sqm) subject to indexation.

STAFF COMMENTS

Pre-application advice was sought under reference PE/00913/21 for the erection of 5 terraced dwellings. Although Staff raised the following issues: With the exception of the access road and the 10 allocated car parking spaces in the south east corner, the remainder of the site in Maytree Close is now designated as open space in the new Local Plan. Reference was made to Policy 18 of the Havering Local Plan.

A revised scheme was submitted as part of follow up advice under reference W0060.23 for a proposal to construct four semi-detached dwellings. The main changes compared with the previous pre-application enquiry PE/00913/21 were that five terraced dwellings had changed to four semi-detached dwellings, rear dormer windows replaced with front dormer windows, the site layout and level of car parking provision had changed, three visitor car parking spaces had been deleted and there was an open area for public and communal use. Significant concerns were raised regarding the level of car parking provision and the internal floor to ceiling height of the proposed dwellings. In comparison with W0060.23, the level of car parking provision has increased for this proposal to two parking spaces per dwelling.

In accordance with the current criteria for site visits, an in-person site visit was not undertaken. Site photos were not provided by the agent in support of the application. In determining this application, photos, Google Street View, aerial view images and submitted drawings were used to assess the site constraints.

The main issues in this case are the principle of development, density and site layout, design/impact on streetscene, impact on amenity, highway/parking issues, Section 106 and archaeology.

PRINCIPLE OF DEVELOPMENT

On the 19th December 2023, the Government published the Housing Delivery Test result for 2022. The Housing Delivery Test Result for 2022 is 55%. In accordance with the NPPF the "Presumption" due to housing delivery therefore applies.

Furthermore Havering cannot currently demonstrate a five year supply of deliverable housing sites. The Havering Local Plan was found sound and adopted in 2021 in the absence of a five year land supply and the Council is committed to an immediate update of the Local Plan. This is set out in the Council's Local Development Scheme. An update to the trajectory is being prepared but there is no firm date for the work to be completed. Therefore, in the meantime whilst the position with regard to housing supply is uncertain, the "Presumption" due to housing supply is applied.

The Presumption refers to the tilted balance set out in Paragraph 11(d) of the NPPF as if the presumption in favour of sustainable development outlined in paragraph 11(d) of the National Planning Policy Framework (NPPF) has been engaged.

Para 11(d) states that where the policies which are most important for determining the proposal are out of date, permission should be granted unless (i) the application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development, or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. Fundamentally

this means that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

The proposed development would offer a modest contribution to housing supply and delivery and this would weigh in favour of the development.

With the exception of the access road and the ten allocated car parking spaces in the south east corner, the remainder of the site in Maytree Close is designated as open space in the Havering Local Plan.

Policy 18 seeks to ensure that there is no net loss of open space and states that: The Council seeks to ensure that all residents of Havering have access to high quality open space, sports and recreation facilities. To achieve this, the Council will:

- i. Continue to protect the borough's designated open spaces and existing sports and recreation facilities from development unless it can be demonstrated that:
 - a. Replacement provision of equivalent or better quantity and quality will be made in a suitable location; or
 - b. The development is for alternative sports and recreational provision and the need for this clearly outweighs the loss.

The proposal is for four residential dwellings (Use Class C3), car parking and cycle parking, landscaping, children's play space, and associated works. The supporting statement states that the site has been fenced off to avoid anti-social behaviour and fly tipping. The supporting statement states that "Given the close proximity of the site to Mardyke Open Space which is better suited to play and recreation, and the fact that the site at Maytree Close is in private ownership, we would contend that the site should be considered for alternative uses. The proposed development will provide a high quality landscaping strategy including a communal area. The new landscaped areas within the site will be open for public access".

An Open Space Assessment has been submitted, which states that the communal public open space will include hedgerows, new trees, a wildflower meadow and benches with timber play equipment such as balancing logs, stepping stones and wooden animals. The Open Space Assessment states that the existing site provides no amenity value and is not publically available, so it provides no benefit to the local community. The Open Space Assessment concludes that the proposal represents a more efficient and functional use of land and it is not considered that any further mitigation is required and the loss of existing open space is acceptable. The agent has advised that with regards to the management of the children's play space within the application site, the applicant will appoint a management company who will maintain any communal areas within the site, including the children's play equipment and landscaped areas. A landscaping scheme has been submitted and this will be secured by condition, including details of a maintenance regime to ensure that the development achieves a satisfactory level of landscape quality.

The Council's Policy Team was consulted and provided the following comments: There is concern that the initial proposal was contrary to Havering Local Plan Policy 18 (Open space, sport and recreation) due to the net loss of open space. The current proposal is for four new houses with private gardens and a shared landscaped area to the front. This would result in a net loss of open space.

The policy requires continued protection of the boroughs designated open spaces unless it can be demonstrated that : a) replacement provision of equivalent or better quantity and quality will be made or the development is for alternative sports and recreation provision and the need for this clearly outweighs the loss. Therefore the proposal was considered contrary to Policy 18 due to this net loss of open space.

Policy 18 states that where sufficient provision cannot be made on-site the Council will seek developer contributions to remedy deficiencies in quantity, quality, safety, usability and access to open space, sports and recreation facilities across the Borough. Paragraph 8.7.9 of the Havering Local Plan refers to this including for their maintenance and management.

When considering the Havering Playing Pitch Strategy Assessment (2016) evidence for the Havering Local Plan, the site was assessed as being amongst the poorest quality within the borough, with evidence of litter and fly tipping being recorded. The amenity value was assessed as 18% (where lower than 40% is considered poor quality). The site is not located in an area of identified shortfall.

In order to comply with Policy 18 of the Havering Local Plan, the Council will therefore need to seek developer contributions to remedy the net loss of open space should the officer be considering approval of the proposed development. It is understood that discussions are taking place regarding the potential for introducing and maintaining public young children's play space facilities at the nearby Mardyke Open Space. Suitable legal agreement to ensure this payment is supported and would result in compliance of the Local Plan Policy 18.

The Council's Parks Department was consulted regarding the mitigating the loss of open space and advised that a financial contribution of approximately £60,000 (indexed) is required for additional play equipment to improve the Mardyke Open Space and this would be secured by way of a legal agreement if minded to grant planning permission.

It is considered that a financial contribution for additional play equipment to improve Mardyke Open Space would mitigate the loss of open space on the site and comply with Policy 18 of the Havering Local Plan.

DENSITY/SITE LAYOUT

INTERNAL SPACE STANDARDS

Policy 7 (Residential design and amenity) of the Havering Local Plan states that: "To ensure a high quality living environment for residents of new developments, the Council will support residential developments that: iv. Meet the National Space Standards and the London Plan requirement for floor to ceiling heights."

Policy D6 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy D6 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 93m² for a 3-bed 5-person two storey dwelling. The proposed dwellings would have a gross internal floor space of 101m² which adheres to guidance. The width and size of the bedrooms adhere to Policy D6.

Policy D6 of the London Plan states that the minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling. For this proposal, the proposed dwellings have a floor to ceiling height of approximately 2.5m at ground, first and second floor, which is acceptable.

QUALITY OF INTERNAL SPACE

The proposed accommodation would offer suitable amounts of ventilation and outlook from the rooms of the proposed units.

EXTERNAL AMENITY SPACE

Policy D6 of the London Plan states that "Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m".

It is noted that there is a discrepancy in the Planning Application Submission document, as it states that the gardens to the rear are between 59m² and 88m², although this has not affected the determination of this application.

According to the plans, the proposed dwellings would have access to adequately sized private gardens of between approximately 82 and 98 square metres. The size of the amenity spaces exceeds the 5 square metres as per Policy D6 of the London Plan. Taking the above factors into account, it is considered that the amenity space provision is acceptable in this instance. Details of boundary treatment and landscaping can be secured by condition if minded to grant planning permission.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The proposed dwellings would be screened by the neighbouring two storey terraced and semi-detached properties in Maytree Close and to a lesser extent, by the single storey detached and semi-detached dwellings in Betterton Road and Stanley Road North.

In comparison with the pre-application enquires, the number of proposed dwellings has been reduced from five to four and rear dormer windows replaced with front dormer windows. It is considered that these changes have brought the proposal within the realms of acceptability. Neighbouring dwellings in Maytree Close have gabled roofs, as do the proposed dwellings. It is considered that the proposed dwellings would integrate satisfactorily with the streetscene.

The proposed materials are brick, a black timber clad two storey 'bay' to the front, a slate roof and grey aluminium windows and details of these will be secured by condition if minded to grant planning permission to ensure that the appearance of the proposed development will harmonise with the character of the surrounding area.

IMPACT ON AMENITY

In comparison with the original scheme for pre-application enquiry PE/00913/21, the proposal has changed from five terraced dwellings to four semi-detached dwellings and rear dormer windows

have been replaced with front dormer windows, which represent improvements.

Unit A would be located approximately 1.7 metres from the south western boundary of the site. There would be a separation distance of between approximately 14.6 and 17.9 metres between the rear elevations of No.'s 13-19 Maytree Close and the south western flank of Unit A, which would help to mitigate its impact.

There would be a separation distance of approximately 22 metres between the front elevation of Unit A and the rear elevation of No. 21 Maytree Close, which would help to mitigate its impact.

There would be a separation distance of between approximately 17 and 18 metres between the rear elevation of Unit A and the rear elevation of No. 11 Maytree Close, which would help to mitigate its impact.

There would be a separation distance of between approximately 31 and 34 metres between the rear elevations of No.'s 80-86 Betterton Road and the rear elevation of Units A-D. Staff consider these relationships to be acceptable.

The supporting statement shows the shadows arising from the proposed dwellings and states that "During the Spring, shadows caused by the houses will impact the garden of No. 86 Betterton Road only. The garden covers around 715m². The greatest impact is at 3pm where around 50m² of the area will be shaded, equating to 7% of the useable area. During the Summer, shadows caused by the houses will impact the garden of No. 86 Betterton Road only. The greatest impact is at 3pm where around 12m² of the area will be shaded, equating to 7% of the useable area. By 6pm shadows only impact proposed gardens on the site itself". There appears to be discrepancy in the Design and Access statement, as 12m² of 715m² equals approximately 1.67% (not 7%), although this has not affected the determination of this application.

Unit D would be located approximately 1 metre from the north eastern boundary of the site. It is noted that the proposal would result in some overshadowing of the rear garden of No. 86 Betterton Road, although given its overall size and depth (50-60m) and taking into account the percentage of shading outlined above, it's not considered to be materially harmful to the amenity of this neighbouring property as to justify a refusal.

There would be a separation distance of between approximately 56 and 72 metres between the front elevation of the proposed dwellings and the rear elevations of No.'s 27-35 Stanley Road North. Staff consider these relationships to be acceptable.

There would be a separation distance of approximately 3.5 metres between the two pairs of semi-detached dwellings, which would provide some openness within the site.

Representations have been received regarding overlooking, loss of privacy and increased noise. The proposed dwellings do not feature any flank windows. A flank window condition will be placed to protect neighbouring amenity if minded to grant planning permission. A condition will be imposed to ensure that the first floor bathroom windows on the rear elevation of the proposed dwellings are obscure glazed if minded to grant planning permission to protect neighbouring amenity. Given the separation distances outlined above, it is considered that the proposed dwellings will not result in a significant overlooking or loss of privacy to neighbouring properties. Details of boundary fencing will be secured by condition if minded to grant planning permission to protect neighbouring amenity.

The plans show soft landscaping on the rear boundary of the rear gardens of Units A-D, which would provide some screening.

It is considered that the creation of four, three bedroom dwellings would not generate significant levels of noise and disturbance, which would be materially harmful to the amenity of neighbouring dwellings.

It is considered that the children's play space would not result in significant levels of noise and disturbance to neighbouring properties, as its size is relatively modest, the play equipment is designed for young children and it will be landscaped with hedgerow, trees and planting, which would provide some screening and a buffer. In addition, there would be a separation distance of between approximately 16 and 21 metres between the children's play area and the rear boundary of No.'s 19 and 21 Maytree Close.

A representation has been received with concerns that the proposed trees, including a Field Maple, will damage the foundations of a neighbouring garage. During the course of the application, these concerns were relayed to the agent. The agent subsequently revised the landscaping scheme and changed some of the species of trees on the site from a Field Maple to a smaller species entitled *Acer campestre* 'Streetwise'. The Council's landscape architect has provided further detail regarding the suggested trees and has provided the following comments. "*Acer campestre* 'Street Wise' is a small ornamental version of Field Maple. Its projected canopy diameter at 25 years is 3m wide. Given the urban setting and proportionally small tree pit in which the tree sits, it is not anticipated that it would grow any wider. In addition, trees adjacent to hard landscape surfaces are to feature root barriers which will stop roots from trees encroaching beyond the blue dashed extents shown on the plans. The canopies of the 2x *Prunus Padus* 'Albertii' specified on the site's east boundary will encroach into the neighbouring boundary over time, as illustrated. This encroachment will be marginal and in character with the existing boundary. All trees outside the curtilage of individual units will be managed and maintained under a management plan". Taking into account the information above, it is considered that the proposed soft landscaping scheme is acceptable and this will be secured by condition if minded to grant planning permission to ensure that the development achieves a satisfactory level of landscape quality.

A condition will be imposed to request details of a maintenance regime to maintain the communal areas within the site, including the children's play equipment and landscaped areas to ensure that the communal areas within the site, including the children's play space, are maintained and the development achieves a satisfactory level of landscape quality.

Overall, it is considered that the proposal would not be materially harmful to the amenity of neighbouring properties.

Given the backland location of the site, including the provision of a pedestrian footpath within the site, an external lighting condition will be imposed if minded to grant planning permission to protect residential amenity and in accordance with the principles of Designing Out Crime.

HIGHWAY/PARKING

The site has a Public Transport Access Level (PTAL) of 1b (very poor). Policy 24 of the Havering Local Plan has a minimum parking standard of 1.5 spaces per 3+ bedroom unit. There are two car

parking spaces for each of the proposed dwellings, which is deemed to be acceptable. The proposal includes the retention of 10 spaces to serve the existing neighbouring properties. Vehicular access will remain as existing.

The Highway Authority was consulted and has advised that following a careful review of the documents provided as part of the planning application, no significant adverse effect on the public highway should result from this proposal. The Highway Authority recommends a Section 106 agreement to secure a financial contribution of £5,000 to review Traffic Order of parking restrictions on the bellmouth and Maytree Close and £3,200 for the installation of a lighting column on the adopted footway between No.'s 11-13 Maytree Close. The Highway Authority recommends conditions for wheel washing and a Construction Logistic Plan if minded to grant planning permission. The Highway Authority recommends the following condition: "Prior to the first occupation of individual dwellings their associated on-site parking /turning shall be laid out in accordance with the approved plan and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety".

The landscape strategy refers to permeable block paving to the parking court, which is acceptable. A condition would be placed stating that "All hard surfaces hereby approved as part of the development (including any sub-base) shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the application site. Reason: In order to ensure no water run-off from the hard surface which would contribute to risk of flooding" if minded to grant planning permission.

Policy T6.1 (Residential parking) of the London Plan states that "All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. The following condition will be imposed if minded to grant planning permission: "All residential parking spaces within the development hereby approved shall include provision of infrastructure for electric or Ultra-Low Emission vehicles, of which a minimum of two spaces shall have active charging facilities, with passive provision for all remaining spaces. Such provision is to be made prior to the first occupation of the dwellings hereby permitted.

Reason: Passive provision prior to first occupation of the proposed dwellings hereby permitted will ensure that the development adequately incorporates measures to allow the use of electric vehicles by future occupiers in accordance with Policy T6.1 of the London Plan".

A construction method statement condition and wheel washing conditions will be imposed to ensure that the method of construction protects residential amenity and ensure that the facilities provided 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.

Representations have been received with concerns regarding traffic, congestion and the lack of a swept path analysis for construction, emergency and large vehicles could cause access/egress issues. It is considered that the creation of four dwellings would not create significant levels of traffic and congestion. The Highway Authority has no objection to the proposal. The supporting statement states that "The internal layout and parking arrangement has subject to a vehicle tracking analysis to demonstrate that there is sufficient space for the turning and manoeuvring requirements of cars, emergency vehicles and waste collection vehicles". The agent has submitted a swept path analysis for a refuse vehicle.

The Council's Public Protection Department has advised that as the site is within the Mardyke Farm and Whybridge Close buffer zones (for landfill), three contaminated land conditions are required and these will be imposed to protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Policy 34 of the Havering Local Plan.

The Public Protection Department has recommended that a condition be imposed regarding ultra-Low NOx boilers. The agent has advised via email that the intention is to provide heat pumps within the new dwellings. The following condition will be imposed if minded to grant planning permission in the interests of sustainability and amenity: "The development hereby approved shall be provided with an air source heat pump, which shall be designed to comply with "MCS Planning Standards for Permitted Development Installations of Wind Turbines and Air Source Heat Pumps on Domestic Premises". The air source heat pump shall be provided on site prior to first occupation of the dwelling".

The Public Protection Department has recommended conditions regarding the hours of construction and a Construction Method Statement if minded to grant planning permission and these will be imposed if minded to grant planning permission to protect residential amenity and ensure that the method of construction protects residential amenity.

CYCLE PARKING

Policy T5 of the London Plan requires 2 long stay cycle spaces per all other dwellings and 2 short stay spaces. Two cycle spaces will be provided for each of the proposed dwellings in a secure store and this will be secured by condition in the interests of providing a wide range of facilities for non-motor car residents and sustainability. The proposal includes a Sheffield stand in the car parking area to provide visitor spaces, which is acceptable.

SERVICING

The StreetCare Department originally had concerns regarding the waste collection arrangements for the 4 proposed units. The service road is not suitable to drive an RCV into and turn around to exit the site the RCV is an eight wheeler vehicle 11.35 meters in length. The vehicle tracking document may prove otherwise. The Service road does not have any parking restrictions and this could potentially cause access issues for waste collection vehicles. The distance from waste being presented in sacks at the boundary of each unit to the vehicle point of collection on Maytree Close is in excess of 30 metres. Please note wheelie bins are not to be used for presentation of rubbish and recycling because LBH vehicle do not have lifting equipment needed to empty wheelie bins for domestic waste. Havering currently operate a sacks collection service for recycling and rubbish collections. Sacks should be presented at the boundary of the property by 7:00am on scheduled collection day.

The StreetCare Department originally had concerns regarding the waste collection arrangements for the 4 proposed units, as the road to the site is unadopted and vehicles may park on the unadopted road. During the course of the application, the Case Officer contacted the agent and advised that consideration needs to be given to measures to prevent vehicles parking on the road to the site and also on the junction of this road, which could prevent a refuse collection vehicle from reversing into the site to service the proposed development. During the course of this application, informal discussions have taken place with the Highway Authority and the StreetCare Department regarding the servicing arrangements for the site.

Following negotiations with the agent, the plans were amended by providing communal bin stores for the dwellings and revised plans were submitted along with a swept path analysis for a refuse vehicle. In addition, the agent has advised via email that it is intended that parking will be appropriately managed to avoid any conflict with servicing arrangements for the site. A condition regarding a parking management plan for the site will be imposed by condition if minded to grant planning permission to ensure access to facilitate the servicing arrangements of the site, in the interests of highway safety and the amenity of occupiers of the development and in order that the development accords with Policies 24 and 35 of the Havering Local Plan. The StreetCare Department was re-consulted and provided the following comments. The suggested parking management by the land owners of the unadopted Road would improve the access for the RCV carrying out recycling and waste collections. There is still a concern regarding the current parking bay on Maytree Close opposite the unadopted road which will need to be removed for the RCV to exit the unadopted road safely. The Highway Authority plan to review the parking restrictions in Maytree Close on refuse collection days.

Plans of the bin stores and communal bin stores have been provided. There is a bin store to the front of each of the four dwellings and as well communal bin stores, which will provide space for recycling, general waste and food waste and this will be secured by condition to protect the amenity of occupiers of the development and also the locality generally.

During the course of the application, the agent submitted a letter from their transport consultant regarding a parking management scheme for the site and the Highway Authority and StreetCare Department both agree that it's an improvement. A parking management scheme will be secured by condition if minded grant planning permission, to prevent vehicles from parking on both sides of the access road, which would mean that refuse could not be collected.

OTHER ISSUES

PERMITTED DEVELOPMENT RIGHTS

The site is not subject to any limitation for permitted development rights for any extensions, enlargements or alterations. Under the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (the GPDO), Schedule 2, Part 1, there is the potential for the dwellings to be extended further (potentially by an additional 6m to the rear under the larger home extension prior approval scheme, or upwards by two additional storeys). Consequently, this has the potential to create an excessively large dwellings, and has the potential to result in overdevelopment of the site, which would be inappropriate for the streetscene, and the area more generally. Therefore limiting the ability of future occupants from extending the properties under the GPDO would protect the character and appearance of the properties and the area more generally without necessarily prejudicing the land owner(s); who can always submit a further planning application if need be. Therefore, such a condition would be required on any grant of planning permission.

ARCHAEOLOGY

The site lies in an Archaeological Priority Zone. Historic England was consulted and provided the following comments. The applicant has submitted an archaeological desk-based assessment by RPS, dated March 2024, compliant with policy and guidance. This has summarised the

archaeological potential, including the moderate potential for Bronze Age and Iron Age activity, and Roman burial activity near to the site. The site has been open land and, with the exception of covering by hard standing, undeveloped throughout history. The proposed development is of a small scale and unbasemented but may still impact on any archaeology if present. The significance of the asset and scale of harm to it is such that the effect can be managed using the following pre-commencement condition and an informative:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

The above condition will be imposed to conserve the archaeological interest on the site and in order that the development accords with Policy 28 of the Havering Local Plan, Policy HC1 of the London Plan and the National Planning Policy Framework.

SECTION 106

That the Council resolves to grant planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

- A financial contribution of approximately £60,000 (indexed) for additional play equipment to improve the Mardyke Open Space

- A financial contribution of £5,000 for review Traffic Order of parking restrictions on the bellmouth and Maytree Close.

- A financial contribution of £3,200 for the installation of one new lighting column on the adopted footway between No.'s 11-13 Maytree Close.

- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.

- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.

- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

That the Director of Planning & Public Protection is delegated authority to negotiate the legal agreement indicated above and that if not completed by the 13th June 2025 the Director of Planning

& Public Protection is delegated authority to refuse planning permission or extend the timeframe to grant approval.

KEY ISSUES/CONCLUSIONS

Upon full assessment of the submitted material supporting the application, taking into account all material considerations, it is considered the objectives of the development plan have been met, and planning permission should be approved subject to conditions and a Section 106 agreement to secure financial contributions for additional play equipment to improve the Mardyke Open Space, to review Traffic Order of parking restrictions on the bellmouth and Maytree Close and for the installation of lighting columns on the adopted footway between No.'s 11-13 Maytree Close.

RECOMMENDATION:

It is recommended that **planning permission be GRANTED** subject to the following condition(s)

1 SC4 (Time limit) 3yrs

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

Reason:-

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

2 Materials (details no samples)

Prior to any above ground works, a written specification of external walls and roof materials to be used in the 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:-

Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of a written specification prior to any above ground works will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area.

3 SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

For the avoidance of doubt and to ensure that the development is carried out as approved.

4 SC06 (Parking provision)

Before the building(s) hereby permitted is first occupied, the area set aside for car parking and turning as shown on the approved plans, including Drawing No. 1244.28-PA-052 Revision D, shall be laid out and surfaced to the satisfaction of the Local Planning Authority and retained permanently thereafter for the proposed dwellings 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 and the permanent availability of the manoeuvring area, in the interest of highway safety.

5 Landscaping

Prior to the first occupation of the dwellings hereby permitted, a scheme of hard and soft landscaping shall be carried out in accordance with the approved plans including Drawing No.'s LB327_D02, LB347_D01 - Soft Landscape Proposals (Sheet 1 of 2) and LB347_D01 - Soft Landscape Proposals (Sheet 2 of 2). 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 completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:-

Reason: To ensure that the development achieves a satisfactory level of landscape quality.

6 Boundary treatment

Prior to the first occupation of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:

Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to the first occupation of the development hereby approved will protect the visual amenities of the development, prevent undue overlooking of adjoining property.

7 External lighting

No building shall be occupied or use commenced until external lighting is provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:-

Insufficient information has been supplied with the application to judge the impact arising from any external lighting required in connection with the building or use. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect residential amenity and in accordance with the principles of Designing Out Crime.

8 Refuse/recycling

Prior to the first occupation of the dwellings hereby permitted, the proposed bin stores for the dwellings and the communal bin stores shown on drawing No.'s 1244.28-PA-052 Revision D, 1244.28-600 and 1244.28-PA-601 shall be provided to the satisfaction of the Local Planning Authority and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and the amenity of occupiers of the development and in order that the development accords with Policies 24 and 35 of the Havering Local Plan.

9 Parking Management Plan

Prior to the first occupation of the dwellings hereby permitted, a parking management plan for the site shall be submitted to and approved in writing by the Local Planning Authority and thereafter the parking management plan shall be implemented and shall thereafter remain in perpetuity.

Reason: To ensure access to facilitate the servicing arrangements of the site, in the interests of highway safety and the amenity of occupiers of the development and in order that the development accords with Policies 24 and 35 of the Havering Local Plan.

10 Maintenance regime

Prior to the first occupation of the dwellings hereby permitted, details of a maintenance regime to maintain the communal areas within the site, including the children's play equipment and landscaped areas shall be submitted to and approved in writing by the Local Planning Authority and thereafter the maintenance regime shall be implemented and shall thereafter be remain in perpetuity.

Reason: To ensure that the communal areas within the site, including the children's play space, are maintained to protect residential amenity and the development achieves a satisfactory level of landscape quality.

11 Highway condition

Prior to the first occupation of individual dwellings their associated on-site parking/turning shall be laid out in accordance with the approved plan and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

12 SC34 (Obscure glazing)

The proposed first floor bathroom windows on the rear elevation of Units A-D as shown on Drawing No.'s 1244.28-PA-100 Revision A and 1244.28-PA-200 shall be permanently glazed with obscure glass not less than level 4 on the standard scale of obscurity and shall thereafter

be maintained.

Reason:-

In the interests of privacy.

13 Hard Surface Porus/Run-off - application site

All hard surfaces hereby approved as part of the development (including any sub-base) shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the application site.

Reason:-

In order to ensure no water run-off from the hard surface which would contribute to risk of flooding.

14 Contamination 1 (Pre Commencement Condition)

1) 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 I (Desktop Study) Report documenting the history of the site, its surrounding area and the likelihood of contaminants, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report 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.

c) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

d) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Policy 34 of the

15 Contamination 2

(a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

(b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination.

16 Gas protection measures (Pre Commencement Condition)

a) Prior to the commencement of any groundworks or development of the site, details shall be submitted to and agreed in writing by the Local Planning Authority setting out suitable gas protection measures to be employed on site including, but not necessarily limited to, the installation of a suitable gas resistant membrane, in compliance with BS 8485:2015. The gas protection measures shall be carried out in strict accordance with the agreed details.

b) Upon completion of installation, a 'Verification Report' must be submitted demonstrating that the works have been carried out.

Reason: Insufficient information has been supplied with the application to judge the risk arising from landfill gases (methane and carbon dioxide). Submission of an assessment prior to commencement will protect people on or close to the site from the risks associated with migrating landfill gas, and will ensure that the development accords with Policy 34 of the Havering Local Plan.

17 Archaeology (Pre Commencement Condition)

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or

development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To conserve the archaeological interest on the site and in order that the development

accords with Policy 28 of the Havering Local Plan, Policy HC1 of the London Plan and the National Planning Policy Framework.

18 SC63 (Construction Methodology) (Pre Commencement)

No works shall take place in relation to any of the development hereby approved until a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers is submitted to and approved in writing by the Local Planning Authority. 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;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) 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:-

Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity.

19 SC57 Wheel washing (Pre Commencement)

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.

- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason:-

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided 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.

20 Air Source Heat Pumps

The development hereby approved shall be provided with air source heat pumps, which shall be designed to comply with "MCS Planning Standards for Permitted Development Installations of Wind Turbines and Air Source Heat Pumps on Domestic Premises". The air source heat pumps shall be provided on site prior to first occupation of the dwellings.

Reason: In the interests of sustainability and amenity.

21 SC59 (Cycle Storage)

Prior to the first occupation of the dwellings hereby permitted, the cycle storage shown on drawing No.'s 1244.28-PA-052D and 1244.28-600 shall be provided to the satisfaction of the Local Planning Authority and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of providing a wide range of facilities for non-motor car residents and sustainability.

22 SC46 (Standard flank window condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no window or other opening (other than those shown on the submitted and approved plan) shall be formed in the flank wall(s) of the building(s) and the outbuildings hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

23 SC45A (Removal of permitted development rights)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (Order) or any other order replacing or amending the said Order other than porches erected in accordance with the Order, no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted and no outbuildings shall be erected in the rear garden area of the dwellings, with the exception of ancillary structures up to 10 cubic metres in volume, without the express permission in writing of the Local Planning Authority.

Reason:-

In the interests of amenity and to enable the Local Planning Authority to retain control over future development.

24 SC62 (Hours of construction)

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason:-

To protect residential amenity.

25 SC86 Minor Space Standards

All dwellings hereby approved shall be constructed to comply with Part M4(2) of the Building Regulations - Accessible and Adaptable Dwellings.

Reason: In order to comply with Policy 7 of the Havering Local Plan and Policy D7 of the London Plan.

26 SC87 Water Efficiency

All dwellings hereby approved shall comply with Regulation 36 (2)(b) and Part G2 of the Building Regulations - Water Efficiency.

Reason: In order to comply with Policy SI 5 of the London Plan.

27 Electric Vehicle Parking Active/passive provision required

All residential parking spaces within the development hereby approved shall include provision of infrastructure for electric or Ultra-Low Emission vehicles, of which a minimum of two spaces shall have active charging facilities, with passive provision for all remaining spaces. Such

provision is to be made prior to the first occupation of the dwellings hereby permitted.

Reason: Provision prior to first occupation of the proposed dwellings hereby permitted will ensure that the development adequately incorporates measures to allow the use of electric vehicles by future occupiers in accordance with Policy T6.1 of the London Plan.

INFORMATIVES

1 Approval following revision

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, improvements required to make the proposal acceptable were negotiated with Union4 Planning via email during the course of this application. The revisions involved altering the servicing arrangements and landscaping scheme. The amendments were subsequently submitted on 15th July, 25th November, 11th and 12th December 2024.

2 Approval and CIL (enter amount)

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 residential gross internal (GIA). Based upon the information supplied with the application, £10,100 would be payable due to result in a four new residential properties with 404m² of 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 GIA. Based upon the information supplied with the application, £50,500 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/whattosubmit/cil>

3 Street Naming and Numbering

Before occupation of the residential/ commercial unit(s) hereby approved, it is a requirement to have the property/properties 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/properties so that future occupants can access our services.

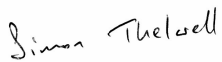
Registration will also ensure that emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.haverling.gov.uk/Pages/Services/Street-names-and-numbering.aspx>

4 Archaeology Informative

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Authorising Officer:



Simon Thelwell

13th December 2024