

# PLANNING STATEMENT

131 Elizabeth Road E6 1BW

**“Renovation of existing building on site, And Proposed new first floor, high quality Single residential apartments and Refurbishment of residential floor space at 131 Elizabeth Road E6 1BW”**

## **POLICIES**

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## **1.0 Planning Policy Context**

1.1 This fragment lists the key planning policy context relevant to the proposed development. The statutory development plan for the site comprises the London Plan (2021) and the Newham Local Plan (2018). The National Planning Policy Framework (2019) and National Planning Practice Guidance (Online Planning Resource) are also of relevance.

## **2.0 National Planning Policy (2019)**

2.1 The National Planning Policy Framework (NPPF) was adopted in February 2019 and sets out the Government's planning policies for England and how these should be applied. It states at Paragraph 7 (Achieving Sustainable Development) that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.2 The overarching objectives of achieving sustainable development are identified at Paragraph 8 and include:

- Helping to build a strong, responsive and competitive economy.
- Supporting strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
- Making effective use of land.

2.3 Local planning authorities are required by Paragraph 38 (Decision Making) to approach decision making in a positive and creative way and to approve applications for sustainable development where possible.

2.4 Paragraph 47 (Determining Applications) requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

### **2.5 b) London Plan (2021)**

The New London Plan was formally adopted on 2nd March 2021 and is a material consideration to the proposals. The relevant planning policies are listed as follows:

- Policy GG1 'Building Strong and Inclusive Communities';
- Policy GG2 'Making the Best Use of Land';
- Policy GG3 'Creating A Healthy City';
- Policy GG4 'Delivering the Homes Londoners Need';
- Policy D1 'London's Form, Character and Capacity for Growth';
- Policy D3 'Optimising Site Capacity Through the Design-Led Approach';
- Policy D4 'Delivering Good Design';
- Policy D5 'Inclusive Design';
- Policy D6 'Housing, Quality and Standards';
- Policy D7 'Accessible Housing';

- Policy D8 'Public Realm';
- Policy D11 'Safety, security and resilience to emergency';
- Policy D12 'Fire Safety';
- Policy D14 'Noise';
- Policy H1 'Increasing Housing Supply';
- Policy H10 'Housing Size Mix';
- Policy S1 'Developing London's Social Infrastructure';
- Policy E11 'Skills and opportunities for all';
- Policy G6 'Biodiversity and Access to Nature';
- Policy SI 1 'Improving Air Quality';
- Policy SI 2 'Minimising Greenhouse Gas Emissions';
- Policy SI 3 'Energy Infrastructure';
- Policy SI 4 'Managing heat risk';
- Policy SI 5 'Water infrastructure';
- Policy SI 12 'Flood risk management';
- Policy SI 13 'Sustainable drainage';
- Policy T1 'Strategic approach to transport';
- Policy T2 'Healthy streets';
- Policy T4 'Assessing and mitigating transport impacts';
- Policy T5 'Cycling';
- Policy T7 'Deliveries, Servicing and Construction'.

### **3.0 Newham Local Plan (2018)**

In December 2018, LBN adopted its Newham Local Plan. The site is not specifically allocated within the associated Policies mapping. The relevant planning policies are listed as follows:

- Policy S6 'Urban Newham';
- Policy SP1 'Borough-wide Place-making';
- Policy SP2 'Healthy Neighbourhoods';
- Policy SP3 'Quality Urban Design within Places';
- Policy SP4 'Tall Buildings';
- Policy SP8 'Ensuring Neighbourly Development';
- Policy H1 'Building Sustainable Mixed Communities';
- Policy SC1 'Environmental Resilience';
- Policy SC2 'Energy and Zero carbon';
- Policy SC3 'Flood risk and drainage';
- Policy SC4 'Biodiversity';
- Policy SC5 'Air Quality';
- Policy INF2 'Sustainable Transport';
- Policy INF 3 'Waste and Recycling';

- Policy INF 4 ‘Utilities Infrastructure’;

Policy H1 of the Core Strategy aims to build sustainable communities in quality neighbourhoods with the right mix and balance of housing types, sizes and tenures where residents feel safe and choose to live, work and stay. In addition, the Policy has identified a need for more family sized units, described as 2 bedrooms and above, it also seeks to reserve the current stock of family units in order to reduce population churn which has been attributed to the conversion of larger family homes into smaller less affordable units.

#### **4.0 Supplementary Planning Guidance**

The supporting documents set out below also represent material considerations which have been considered:

- Housing SPG (GLA, March 2016, Updated August 2017)
- Sustainable Design and Construction SPG (GLA, April 2014)

#### **5.0 Housing Quality Statement**

- 5.1. Part A of London Plan Policy D6 ‘Housing, Quality and Standards’ sets out that development should be of high-quality design and provide adequately sized rooms.
- 5.2. We prioritize the safety of residents by enforcing building codes and regulations that ensure structural integrity, fire safety, and hazard mitigation. We encourage energy-efficient and environmentally sustainable housing practices to minimize carbon footprint and preserve natural resources.
- 5.3. All of the new proposed units meet or exceed the London Plan minimum unit size requirements as to ensure a high quality of living for future residents. All units are well laid-out, benefiting from dual aspect and ample natural light.
- 5.4. Part 9 of Policy D6 states that a minimum of 5m<sup>2</sup> of private outdoor space should be provided for 1-2 person dwellings and an extra 1m<sup>2</sup> should be provided for each additional occupant. Each residential unit will have access to a private balcony or terrace in line with London Plan policy meeting London Housing Design Guide 2010.
- 5.5. An assessment of the daylight and sunlight levels to the proposed rooms in the development has also been undertaken by UKGP in accordance with established BRE and BS8206 guidance.
- 5.6. The numerical results demonstrate that the proposed development design achieves a relatively high level of compliance with the BRE recommendations. In UKGP professional

opinion, the proposed design will provide the development's future occupiers with adequate levels of natural light.

## **6.0 Impact on amenity of neighbouring properties**

6.1 Policy SP8 'Ensuring Neighbourly Development' highlights that all development is expected to achieve good neighbourliness and fairness from the outset by avoiding negative and maximising positive social, environmental and design impacts for neighbours on and off the site. A number of design criteria should be met, including minimising overlooking and loss of privacy, ensuring adequate access to daylight and sunlight is maintained and creating a safe and secure environment by reducing the likelihood of antisocial behaviour etc.

6.2 The site is located in a mixed-residential area with developments of varying sizes. The new build will sit comfortably within the plot in terms of scale and massing, an aspect that has been central to the design process. The higher building massing is concentrated away from the North and East of the site to avoid privacy impacts and minimise overshadowing properties on Elizabeth Road.

6.3 Overall, the proposals will not result in an overbearing development. Indeed, it will help to improve the public realm in this area of The Elizabeth Road and Katherine Road of Newham.

## **7.0 Transport**

7.1 London Plan Policy T1 'Strategic approach to transport' encourages sustainable transport methods and states that developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

7.2 Policy INF2 'Sustainable Transport' sets out that new development should secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the Borough's transport network on foot, cycle and public transport, maximising positive health impacts. Proposals should provide safe, secure and high-quality measures to encourage and facilitate cycling as an increasingly popular mode of transport, including the provision of high quality, dedicated infrastructure, general public realm interventions that benefit cyclists and public cycle parking, both on street and in secure.

7.3 The application site is situated in an accessible location benefiting from a PTAL rating of 5. It is proposed for the development to be car-free.

7.4 In order to assess the acceptability of the proposed development in this context, This report considers the parking provision, access, expected servicing and the associated trip generation of the site in the light of planning policy and concludes that the site is favourably located in proximity to cycle

lanes on East Ham High Street, Elizabeth and sustainable travel would be further encouraged by the provision of long and short stay cycle parking spaces provided.

7.5 London Plan Policy S4 seeks to protect London's Social infrastructure. However, part D recognises that development proposals that seek to make best use of land, including the public-sector estate, should be encouraged, and supported. This includes the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities. The commercial spaces have been retained and renovated to ensure the public continue to benefit from the site location.

7.6 Additionally, a thorough trip generation and distribution exercise has been undertaken to establish the impacts of the proposed development. Travel would primarily be undertaken by public transport and active modes. Assessments of the extensive local public transport network demonstrate that development trips can be accommodated on the network without perceptible impact. The development should therefore be considered acceptable in this regard.

## **8.0 Delivery and Servicing**

Refuse and recycling storage is provided at the ground floor access through Elizabeth Road.

The ground floor refuse store is positioned so it is easily accessible from Elizabeth Road. The refuse truck will continue its current route, there is no change. The collection is less than 3m from the public footpath and comply with local policy.

The DSP outlines the principles associated with servicing of the proposed development and establish management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not adversely impact upon the operation of the local highway network or inconvenience of local residents.

## **9.0 Noise**

9.1 London Plan Policy D14 'Noise' states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses.

9.2 Local Plan SP8 'Ensuring Neighbourly Development' states that development proposals, will be expected to promote neighbourliness in avoiding unacceptable exposure to noise.

9.3 A Noise Impact Assessment has been undertaken the report covers relevant policies and guidance, a description and results of the long term noise survey and short-term spot measurement used to establish existing ambient and background noise levels at the site. The removal of a car mechanics will

dramatically reduce the noise level during working hours and flats have been designed to Passive House to maximise the efficiency of the building minimising Air, Sound, Heat loss and gains throughout the building.

9.4 It concludes that the residential units will comply with internal noise standards as the proposed acoustic louvres provide sufficient mitigation. The predicted level of plant noise is described as “likely to be an indication of low impact, depending on the context”.

## **10.0 London Plan carbon reduction**

10.1. This report shows how the proposed development follows the London Plan carbon reduction methodology. The baseline “be lean” passive energy saving measures such as low fabric U-values, Mechanical Ventilation with Heat Recovery (MVHR) and a low air leakage rate, and also Waste Water Heat Recovery in the commercial space, delivers a building that performs better than current building regulation requirements. These measures result in an improvement over building regulations of 19% for the development.

10.2. Opportunities to use renewable energy on-site were considered in the Be Green stage of the energy hierarchy. Ambient loop heating system comprising central air source heat pumps and dwelling level water source heat pumps and solar PV were identified as feasible renewable technologies following a site-specific feasibility analysis. Application of these technologies reduced the CO2 emissions of the development by a further 41%.

10.3. Overall with the inclusion of PVs the development meets the onsite reduction requirements and achieves a cumulative reduction of 60% from the baseline.

10.4. This application package and documents outlines the key fire safety considerations associated with the proposed scheme and provides recommendations in relation to the minimum requirements of Part B of the Building Regulations (2010).

10.5. Within the residential and ancillary areas of the blocks, an automatic fire suppression system in accordance with BS 9251:2014 [16] is proposed to establish control of a fire scenario and limit its growth and spread. The residential blocks will operate a defend in place evacuation strategy where the alarm will be raised only in the fire apartment as part of the personal emergency evacuation plan (PEEP)

10.6. Additionally, a fire mains switch should be provided which would allow the Fire Brigade to trigger an evacuation of the entire building. To support the evacuation of mobility impaired occupants in accordance with the London Plan, one evacuation lifts will be provided. The common corridors will be smoke vented via 1sqm natural shafts on all floors through the designed AOV above the staircase.

10.7. Fire and rescue vehicle access is possible via Elizabeth Road and Katherine Road.

10.8. It is confirmed that any future alterations to the proposed development will not compromise the fire strategy of the building and approval would be attained from the relevant authorities where and as necessary.