

Agenda Item 8

White Horse Public House, 155 Potter Street, Harlow

Application References HW/FUL/24/00190

Change of use from use class A4 (Public House) to use class F1 (Multi-faith Cultural Centre) along with the retention of first floor flat and the removal of existing front porch

Location Plan



0.17 hectare application site

Vacant public house

Not listed and not in
Conservation Area

No Traffic Regulation Orders
(TROs) on Potter Street or
Church Street

Flood zone 1

Application Details

Public House is vacant

Application states existing facility at Northbrooks Pavilion is to be redeveloped Northbrooks Pavilion (plans showing main hall as being 77sqm) and this is therefore a replacement but no firm details of such.

Proposed to be open seven days a week

Proposed opening hours 1000h to 1800h

Main meeting hall 62sqm with capacity to seat 50 people

Three smaller meeting rooms

Approximately 20 people use the building on a normal day but on Friday's between 1300h and 1400h there will be a larger number, possibly 80 for weekly prayer.

First floor flat to remain and be occupied by a site manager

Seven car parking spaces proposed

External works limited to removal of existing porch and new porch.

Changes made during the application to amend parking and use the rear garden to overcome land ownership matters at the front which was restricting levels.

Aerial Image



Site

Context Plan



Application Site

Potter Street frontage



Building and existing parking



Church Road Potter Street junction



Approach from north (Potter Street)



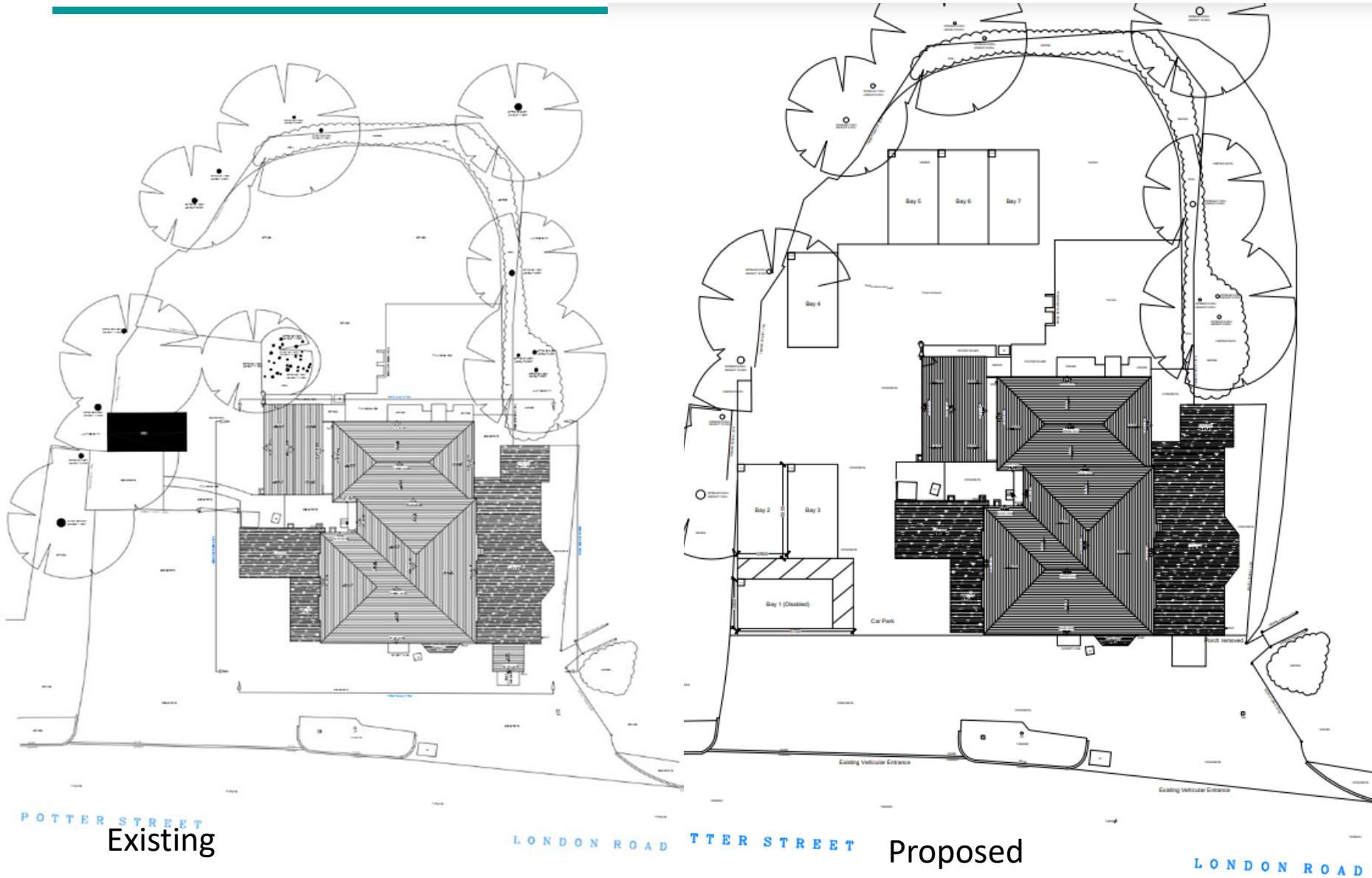
Approach from south (Potter Street)



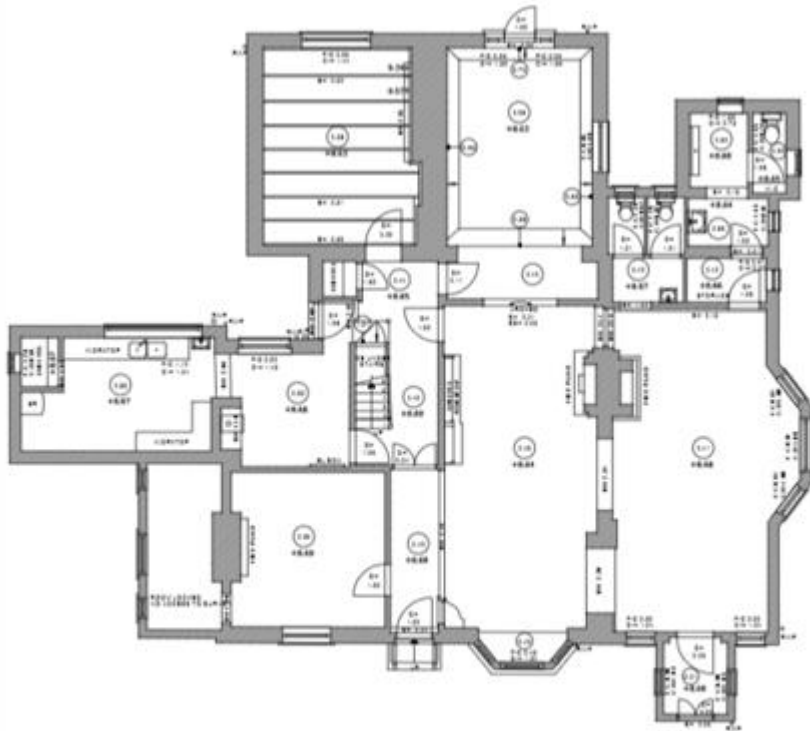
Approach from West (Church Road)



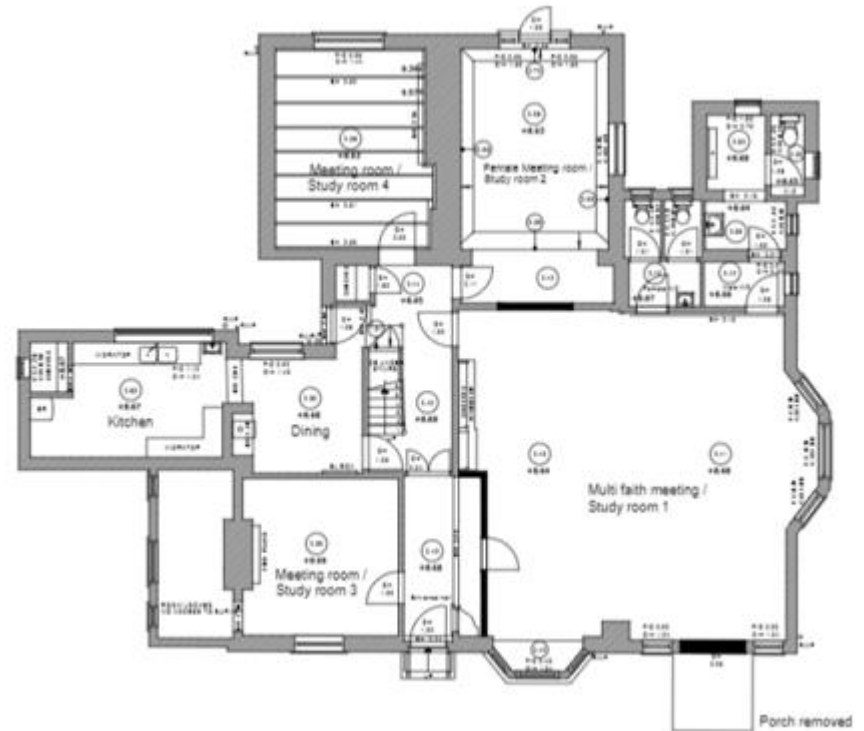
Existing and Proposed Site Plan



Existing & Proposed ground floor plans

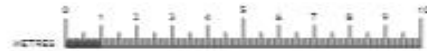


Existing



Proposed

Existing elevations



Proposed elevations



Key Issues

The key planning matters are as follows:

- Principle of development
Policy L2 supports community facilities, and it would benefit the local and wider community and therefore principle supported.
- Parking and highways
Seven spaces proposed.
Essex Parking Standards would require 20 spaces for community building and two for flat – 22 in total.
At maximum 80 people could attend = 80 vehicles.
No public car parks in the vicinity and roads narrow with no TROs
No cycle parking proposed
Conflict with Policies IN2 and IN3
- Impact on neighbours
No details provided on impacts of noise (both use and parking) would impact on surrounding residential properties. In the absence of such there is perceived conflict with Policy PL2.

Key Issues cont..

- Biodiversity
 - No biodiversity net gain assessment provided as required due to changes in the application introducing parking to the rear garden.
 - Conflict with Policy PL9
- Trees
 - Not considered that trees would be adversely affected.
- Flooding, drainage
 - Site is in Flood Zone 1 – lowest risk of flooding
- Equalities

Policies - Parking

IN2 Impact of Development on the Highways Network including Access and Servicing

Development must meet the following criteria:

- (a) it would not cause a severe residual cumulative impact on highway congestion and movement;
- (b) it would not cause a detrimental impact on the safety of all highway users including pedestrians, cyclists and horse-riders;
- (c) the development provides for adequate, safe and convenient loading and servicing arrangements, access points and drop-off areas and consideration has been given to the movement and turning of emergency vehicles and refuse vehicles.

IN3 Parking Standards

Vehicle parking must be provided in accordance with the adopted Essex Vehicle Parking Standards, unless otherwise indicated elsewhere in the Local Plan and/or supporting documents.

Policies – Amenity and BNG

PL2 Amenity Principles for Development

Development which preserves or enhances the level of amenity of existing and future occupants and neighbours in the local area will be supported.

In assessing the acceptability of development on amenity, the following criteria and the cumulative effects will be considered.

- (a) privacy and overlooking;
- (b) overshadowing and loss of daylight and sunlight;
- (c) aspect and outlook;
- (d) overbearing and the perception of overbearing;
- (e) the perception of enclosure;
- (f) access to high quality and useable amenity space;
- (g) compatibility and sensitivity of adjacent uses.

PL9 Biodiversity and Geodiversity Assets

Development should contribute to and enhance biodiversity or geodiversity assets, to ensure a net gain in biodiversity.

The potential harm caused by development on these assets and their surroundings will be assessed based on the harm caused by the development. The greater the significance of the asset, the greater the weight that is given to the asset's protection. Distinction will be made between the hierarchy of international, national and locally designated and non-designated sites so that the level of protection afforded is consistent with their status.

Development must meet the following criteria:

- (a) it conserves and enhances existing biodiversity and geodiversity assets;
- (b) where (a) is not possible, it includes appropriate and effective measures to mitigate the negative effects on existing biodiversity and geodiversity assets;
- (c) where there is a residual impact, it includes provision for compensatory measures to be secured off-site;
- (d) it creates new biodiversity and creates links to existing biodiversity and geodiversity assets.

Recommendation

REFUSE permission for the following reasons:

- 1 Due to the significant extent of overspill parking which would result from the intensity of the use and the inadequate amount of site parking, the proposal would result in extensive on-street parking which would significantly detract from the safety of all highways users in the area including pedestrian, cyclists and vehicles. It would cause a severe residual cumulative impact on highway congestion and movement. The proposal thereby conflicts with Policies IN2 and IN3 of the Harlow Local Development Plan 2020.
- 2 The proposed development would result in noise, disturbance and disruption which would significantly detract from the living conditions of the occupiers of neighbouring and nearby dwellings. The proposal thereby conflicts with Policy PL2 of the Harlow Local Development Plan 2020., arising from traffic generation
- 3 The application was not accompanied by a Biodiversity Net Gain assessment as required under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and in conflict with Policy PL9 of the Harlow Local Development Plan 2020.