

**MINUTES OF A MEETING OF THE
RAINHAM & WENNINGTON AND SOUTH HORNCHURCH WORKING PARTY
Committee Room 2 - Town Hall
5 January 2016 (6.00 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group Osman Dervish

Residents' Group Reg Whitney

UKIP Group Phil Martin

**East Havering
Residents Group** Ron Ower

Apologies were received for the absence of Councillors Robert Benham and Michael Deon Burton.

Councillor Graham Williamson was also present.

A member of the press was present at the meeting.

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

In the absence of Councillor Michael Deon Burton, it was agreed that Councillor Osman Dervish would chair the meeting. Members of the group noted Councillor Deon Burton's circumstances and expressed its sympathies.

15 MINUTES

The minutes of the meeting held on 8 September 2015 were agreed as a correct record and signed by the Chairman.

16 RAINHAM AND BEAM PARK MASTERPLAN AND PLANNING FRAMEWORK

The group received a presentation on the Rainham and Beam Park Masterplan and Planning Framework. The group noted that in March 2015 a public consultation street survey had been carried out in relation to the area. At that time 84% of people surveyed were keen to see investment into the rundown industrial areas along New Road in order to provide quality new local homes, job opportunities, facilities and green spaces. 87% agreed that a Masterplan for the area should be created in order that a

framework was set for the character of the area, together with the types of homes and facilities that were needed.

A further round of consultation was carried out over October and November 2015,, this time 94% of respondents agreed that they were keen for investment in the area and 76% agreed to a Masterplan should be created.

Officers further highlighted that 81% of those surveyed were keen for the proposals to include a mixture of new homes and apartments, a new train station, health facilities and local centre with community facilities at Beam Park, improved bus service and a new primary school within the masterplan area. It was also agreed that New Road should become more pedestrian friendly and there should be new green spaces connecting to existing green infrastructure. It was important that the legacy of the area was considered.

Members raised concerns about the knock-on effect that traffic on the A13 could have on the current A1306, when there is a problem/ accident and how this may be further affected with proposals of the A1306 Beam Parkway. Officers explained that they now had secured funding from TfL to detailed design and feasibility work and traffic flows would be a key component of this.

Members raised further concerns about that area being on a flood plain and with the recent flooding in the north of the country this could be a concern to the residents in the south of the borough. Officers explained that the Flood Defence Studies had been remodelled to take into account recently revised Environment Agency 100+ years + climate change standards and whilst the area was in the flood plain, the area the proposed flood mitigation measures in the Masterplan were adequate. This had been approved and signed off by the Environment Agency. Members felt that covenants needed to be included for the new residential properties so that driveways would be kept as soak aways. Officers stated that at a previous meeting the information on the Sustainable Urban Drainage (SUDs) had been discussed and this would be included in the framework for the area.

Members also raised concerns about the number of parking spaces made available within the development. Officers explained that whatever came forward from developers would need to go through the planning process and the Masterplan was guidance to developers. Any approvals of planned developments would need to be in line with the London Plan, and it was hoped that the results of the consultation with the public, stakeholders and other relevant groups would feed into the Local Plan. The group was informed that the London Plan stated that the standard requirements for parking were:

- Studio and 1 bed units would be allocated ½ parking space.
- 2 bed units would be allocated 1 parking space.
- 3 bed units would be allocated 1½ parking spaces.
- 4+ bed units would be allocated 2 parking spaces.

Officers stated that the Beam Park Station area would have a lower ratio of parking. Members raised concerns that there would not be enough parking for all residents in the new development therefore pushing them out to the existing streets where parking was already an issue.

It was explained that the ownership level of cars in Rainham was 1.27 cars per residential unit, with Romford having 0.95 per residential unit compared with London which was 0.8 cars per residential unit.

The group felt that with streets lined with cars would move away from the suggested garden suburb principles. Officers explained that for the apartment block, underdeck parking could be suggested where cars were securely parked with a community space above which would give a better street scene.

Officers informed the group that the Masterplan gave a strategic vision. There would be large scale residential development to the south of the A1306, and it was essential that this integrated with the existing community. Other areas that were explained included the types of housing, keeping the character of the historic village setting and accessibility both through the new development but linking to the existing area for pedestrians and cyclists.

The group was informed that the traffic corridor on the A1306 would be transformed and be integrated into the new development. The key catalyst would be the Beam Park Station area which would enhance the accessibility.

Other land uses were discussed including the new local centre at Beam Park which would be a new retail and community centre with a station and community square. This would include retail units, café's and other community facilities such as health centre/ GP surgery. It was also felt that the existing managed office accommodation at the Rainham Steel site could continue to accommodate Small and Medium Enterprises (SME's).

Details of the social infrastructure provision required to support approximately 3500 new homes. Infrastructure would include a new primary school with 2 form entry. Officers explained that the GLA owned site had been specified as the site to deliver the new school however due to the flood mitigation if had been agreed that the siting of the school would be better placed in the centre of the New Road, which also sited it closer to Havering residents. In addition to the proposed new school, there would be 3 new forms of entry at existing local schools.

Officers explained the details of the types and heights of the buildings proposed in the Masterplan. It was noted that the predominant form of buildings would be 2-3 storeys, with 4-6 storeys at Beam Park Centre and 4 storey facing the New Road. Members raised concerns about the height of some of the proposals stating that high-rise buildings have proved to be unsuccessful in the past. Officers explained that there would be mixture of

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housing with the highest being only 6 storey around the new station which would be privately rented accommodation of studio and 2 bed apartments. It was stated that lower 4 storey properties would be situated along New Road. It was explained that the design perspective of the New Road would be appropriate for apartments as access to front doors of houses would mean installing a new service road or rear access which would mean the back of properties and gardens fronting New Road. Apartment buildings would deflect traffic noise from the homes behind.

The group thanked the officers for a very informative presentation and for all the work that had been undertaken in respect of the Masterplan.

Chairman