



**Havering**  
LONDON BOROUGH

**Strategic Planning  
Committee  
6 December 2018**

**Pre-Application Reference:**

**PE/00507/18**

**Location:**

**Napier House & New Plymouth House,  
Dunedin Road, Rainham**

**Ward:**

**South Hornchurch**

**Description:**

**Redevelopment of Napier House & New  
Plymouth House to provide 202 new  
residential dwellings.**

**Case Officer:**

**Jacob Lawrence**

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## **1 BACKGROUND**

- 1.1 This item follows an initial presentation to the 8<sup>th</sup> November 2018 Strategic Planning Committee (SPC) which provided an overview of the joint venture partnership between Havering and Wates Residential. The joint venture is currently working to deliver the first phase of the 12 sites estate regeneration programme. This programme seeks to develop the Council's own land to deliver approximately 3,000 new homes over the next 10 years.
- 1.2 The proposals for the of the redevelopment of Napier House & New Plymouth House are now at a sufficiently advanced stage to be reported the SPC to enable members to be briefed and make comments on the proposal as it is developed in further detail. The pre-application proposals referred to in this report are not yet subject to an application for planning permission. Any comments made in response to the developer's presentation are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.

## **2 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 2.1 The proposal is to demolish the existing buildings and structures on the site and construct a residential development currently proposed to comprise the following:

- Three distinct blocks of varying heights (between 3/4/5/7/9/11 storeys)
- 202 homes proposed providing 64% affordable and 36% market housing.
- 86 car parking spaces below a podium level
- 381 cycle parking spaces
- Significant amenity provision including three courtyard gardens
- New open space with cycle link.
- New opportunities for play space within all planned green spaces
- Enhanced for sustainability and biodiversity.

### **Site and Surroundings**

- 2.2 The site consists of two 13 storey residential flatted blocks comprising 97 units, of which 87 are owned by the Council, the other 10 being leasehold. The site incorporates three car parks accessed off Dunedin Road, one of which is raised above ground floor level and also a small children's play area is located between the two towers. A cycle and pedestrian route runs north to south through the eastern portion of the site, the former connecting the New Road national cycle route to the local cycle network serving Romford and Elm Park northwards of this site via Gisborne Gardens. The southern boundary faces onto New Road, enclosed by boundary fencing and a row of mature trees.

The site is bounded by playing fields to the east and 2 storey terraced housing to the west which front onto New Road and the gardens of which run the full depth of this site to Dunedin Road. The area north is predominantly residential, to the south the area is mostly industrial (some pockets of recent residential development) with the River Thames beyond. The area to the south and west on New Road is earmarked for significant regeneration with 3000+ new homes proposed including a new mixed use centre and train station at Beam Park. The nearest rail station is Rainham (0.6 miles distance) and there are bus routes and a cycle path on New Road. The PTAL score for the site is 2. The site is in a Flood Zone 2 and the southern part of the site sits in the outer/middle zone of a high pressure gas pipeline.

### **Planning History**

- 2.3 None relevant to these proposals

### **3 CONSULTATION**

3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning applications:

- Thames Water
- Network Rail (Statutory Consultee)
- Environment Agency
- Greater London Authority (Statutory Consultee)
- Havering PCT
- Fire Brigade
- National Grid – Gas/Electricity
- Historic England (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Natural England
- National Air Traffic Services

### **4 COMMUNITY ENGAGEMENT**

4.1 In accordance with planning legislation, the developer has begun consultation with the local community on these proposals as part of the pre-application process.

### **5 MATERIAL PLANNING CONSIDERATIONS**

5.1 The main planning issues raised by the proposal that the committee must consider when detailed proposals come forward are:

- Principle of development
- Density, Scale and Site Layout
- Design Quality
- Parking and Highway Issues
- Housing Mix/Affordable Housing
- Impact on Neighbouring Amenity

#### **5.2 Additional Issues**

A number of other matters will need to be addressed as part of the pre-application process. Securing a policy compliant response to these issues will be fundamental to the success of the schemes as they develop in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision

- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation

In all respects the redevelopment of Napier House and New Plymouth House will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

The Committee will have a further opportunity to review the proposals when the applicant returns to present more developed proposals in due course.

### **Financial and Other Mitigation**

- 5.3 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.
- 5.4 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

### **Conclusions**

- 5.5 The proposals are still in the pre-application stage and additional design work will be undertaken following this presentation to committee. Once the scheme is developed in further detail the proposal will be presented again to the Strategic Planning Committee for further comment.