



Pre-Application Reference:	PE/00665/16
Location:	90 NEW ROAD, RAINHAM (FORMER SOMERFIELD DEPOT SITE)
Ward:	SOUTH HORNCHURCH
Description:	PROPOSED RESIDENTIAL LED REDEVELOPMENT TO PROVIDE 695 DWELLINGS AND COMMERCIAL FLOORSPACE
Case Officer:	MARTIN KNOWLES

1 BACKGROUND

- 1.1 This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 1.2 The redevelopment of the site was previously granted planning permission in January 2015 following the approval of application P1813.11 by THE Regulatory Services Committee in April 2014. Permission was granted for 497 residential units within 18 apartment blocks and terraces of houses between 3 and 6 storeys in height. Although the permission has been preserved by implementation through the demolition of the existing building, it is extremely unlikely it would be built out as unit sizes do not conform to the standards now required as well as the applicant's wish to revisit the scale of development proposed.
- 1.3 The new scheme for the site has been worked up over the last 18 months and had therefore reached a relatively advanced stage prior to the establishment of Strategic Planning Committee (SPC). Nevertheless the applicants have

presented their scheme to the Havering Quality Review Panel in December and are now seeking the views of SPC before finalising plans for the scheme.

2 PROPOSAL AND LOCATION DETAILS

Proposal

2.1 The proposal is for a residential led redevelopment of the site which at this stage is envisaged to comprise the following:

- The construction of 695 residential units in buildings ranging from 3 to 14 storeys in height;
- On-site affordable housing totalling 35% on a habitable room basis (consisting of 34% affordable rent and 66% shared ownership provision)
- A range of dwelling sizes: 1Bed = 33.8%, 2Bed = 58.7% and 3Bed = 7.5%;
- 295sqm of office floorspace (Use Class B1)
- 612sqm of non-residential floorspace consisting of flexible retail/commercial floorspace (within Use Classes A1/A2/A3/A4);
- residential density of 197 dwellings per ha;
- 349 car parking spaces which equates to an overall parking ratio of 0.5 car parking spaces per dwelling;

Site and Surroundings

2.2 The site is located on the south side of New Road approximately 120m east of Marsh Way and 1.1km west of Dovers Corner (1.5km from Rainham Station). The site has an area of approximately 3.68 hectares and has recently been cleared having previously been occupied by a large warehouse building.

2.3 To the south, the site is bounded by the C2C Shoeburyness to Fenchurch Street railway line and the High Speed 1 railway. To the west lies the Beam Park site, where the Deputy Mayor of London has recently resolved to grant planning permission for development of 3000 dwellings (837 within Havering) as well as a railway station, schools, health centre and commercial development – the issue of planning permission is expected shortly following completion of a legal agreement. To the north west of the site is a scrap yard located adjacent to New Road. Commercial warehousing is located to the east.

- 2.4 The site generally slopes gently down north to south from New Road apart from the section immediately adjacent to New Road where the level difference is more steeply defined.
- 2.5 The northern side of New Road in this area is predominantly commercial in character with some residential development, beyond which lies the residential area of South Hornchurch. To the south of the site beyond the railway line is the Beam Reach 5 Business Park.
- 2.6 The site lies within the area covered by the Rainham and Beam Park Planning Framework. The site is within the London Riverside Opportunity Area identified in the London Plan and also within the Rainham and Beam Park Housing Zone designated by the Mayor of London.

Planning History

- 2.7 The following planning decisions are relevant to the application:

P1813.11 - Demolition of existing buildings and comprehensive development of the site comprising 170 sqm commercial floorspace within B1, retail and/or food and drink uses (A1, A2, A3, A4 & A5) and 497 no. 1, 2, 3, 4 and 5 bedroom residential units (C3) plus associated energy centre, car and cycle parking, landscape, public, communal and private amenity space. Approved

Adjoining site to the west at Beam Park

P1242.17 - Cross boundary hybrid planning application for the redevelopment of the site to include 3,000 residential units (50% affordable); two 3 form entry primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and estate management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works—Awaiting S106 following approval by Mayor of London.

3 CONSULTATION

- 3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning application:
- Greater London Authority (Statutory Consultee)
 - Transport for London (Statutory Consultee)
 - Environment Agency
 - Historic England -Archaeology

- Thames Water
- Essex and Suffolk Water
- EDF Energy
- National Grid/Cadent – Gas
- LFEPA – Water
- Fire Brigade
- Natural England
- Essex Wildlife
- Metropolitan Police
- Network Rail

The following consultees have commented as part of the pre-application process:

- 3.2 Greater London Authority – generally support the proposal but subject to some detailed design and layout considerations. Need justification for affordable housing.

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the developer has undertaken 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 application that the committee must consider are:

- Principle of development
- Density, scale and site layout
- Quality of design
- Housing mix/affordable housing
- Parking
- Other issues

5.2 Principle of development

The site already benefits from implemented planning permission for residential development.

Policy CP1 expresses the need for a minimum of 535 new homes to be built in Havering each year through prioritising the development of brownfield land and ensuring it is used efficiently. The London Plan supersedes the above target and increases it to a minimum ten-year target for Havering (2015-2025) of 11,701 new homes or 1,170 new homes each year. The proposal for 695

units would represent a significant contribution (6%) to the ten year target. The Rainham and Beam Park Planning Framework seeks primarily residential development of this site. Development of the site to provide new residential units contributing to the housing zone can be considered to be acceptable in principle.

5.3 Density, Scale and Site Layout

London Plan Policy 3.4 requires development to optimise housing output for different locations taking account of local context and character, design principles and public transport capacity.

Compared to the permitted scheme on the site, there is proposed to be a 198 unit number uplift (497 to 695). Previously, the permitted scheme retained the access road along the front of the site parallel to New Road, but the proposed scheme now seeks to extinguish this right of way and increases the amount of land that can be built upon, which has partly contributed to the ability to deliver more units. At a density of 197 dwellings per hectare across the site, the density is more akin to the density guidelines specified in the RBBPF for the Beam Park part of the site (180-200 dwellings per hectare) with an expectation that density would reduce to a more suburban setting eastwards (80-100 dwellings per hectare). By way of comparison, the Beam Park development would have a density of 105 dwellings per hectare in phase 1 (closest to the station).

In terms of the heights of buildings proposed, these range in height from 3 to 14 storeys, with the highest buildings located toward the western and southern parts of the site. Along New Road, approaching from the east it is proposed to provide 3 blocks of 5 storeys, rising up to a 6 storey and 9 storey block. To the rear of the 5 storey blocks would be three storey townhouses with, south of these, three blocks ranging in height (westwards) from 5/7 storeys to 5/8 storeys to 5/9 storeys with 4 storey link blocks between. To the west of the site, adjacent to Beam Park (where a 16 storey building is proposed) would be the highest building a linked block of 10/11/14 storeys. The RBBPF suggests that heights of buildings on this site should be 4-6 storeys. However, there is recent departure from these heights on the Beam Park site where it was concluded that the site was capable of creating its own character – heights at Beam Park vary from 2 to 16 storeys with the greatest height concentrated around the proposed station square, but with blocks up to 7 storeys fronting New Road away from the main station area where New Road heights would be 8 storeys.

Given that the density of the proposed scheme and associated height of buildings would be a departure from guidance in RBPPF, the acceptability or

otherwise of the proposal would largely depend on the quality of the development in terms of the layout, spaces between buildings and individual design of buildings and these aspects would need to be carefully scrutinised should an application be forthcoming.

In terms of layout, the proposal would establish an east-west route through the site linking Beam Park to the west and allowing continuation should sites to the east come forward. A large public open space is proposed as part of the development, located between blocks to the west of the site. Other smaller public open areas are provided as well as private amenity spaces for the proposed flats/houses. The proposal includes space at the north-western end to provide a large landscaped bus stopping area allowing access to the station – this would also depend upon using the current scrapyard site which the Council may compulsorily purchase.

5.4 Quality of Design

Officers have fed back comments on specific parts of the proposal which raise some concerns, particularly the appropriateness of the highest buildings proposed, the quality and likely usefulness of the open space, strength of the east-west route, lack of ground floor detail to understand entrances and refuse arrangements and the quality of elevational detail and finish. It would be expected that all these matters should be properly addressed in any future submission.

5.5 Housing Mix/Affordable Housing

Policy DC6 of the LDF and Policies 3.11 and 3.12 of the London Plan seek to maximise affordable housing in major development proposals and Policy DC2 has the objective of delivering 50% of new homes across the Borough as affordable. The Mayor of London Supplementary Planning Guidance “Homes for Londoners” (2017) sets out that where developments propose 35% or more of the development to be affordable at an agreed tenure split, then the viability of the development need not be tested, this is known as the “Fast Track Route”.

The previously approved scheme provided 0% affordable housing, based on the viability position at the time of decision. A legal agreement required that the viability be reassessed before any phase of the development was commenced.

The proposed scheme is proposing that 35% of the units be affordable with a tenure mix toward 66% shared ownership. As this tenure split does not meet

the Council's preferred mix reflecting a greater need for affordable rental units, a viability justification will need to be made.

In respect of housing mix, the proposed units are mainly 2 bedroom. This does not accord with the RBBPF which seeks a significant proportion of townhouses and the Council's own housing mix policies which seek a greater proportion of 3 bedroom units. A justification for a departure from this preferred mix would need to be made in this case.

5.6 Parking

The level of parking proposed is 0.5 spaces per dwelling. This compares with 0.44 spaces per unit on the Havering part of the Beam Park development. It would be expected that the larger units have parking with those units closest to the proposed station having less availability of parking, although precise details have not been provided. Controls over future residents obtaining parking permits and contributions to establishing CPZ's in the vicinity would be expected.

5.7 Additional issues

London Plan Policies along with Policies DC49 and DC50 of the Development Control Policies DPD requires all major and strategic developments to meet a high standard of sustainable design and construction. Most recently, Policy 5.2 of the London Plan requires residential buildings to be zero carbon. The applicant will be expected to adhere to this policy framework and the Mayor's energy hierarchy.

London Plan Policy 3.18 and LDF Policy DC28 support proposals to enhance the provision of educational facilities. All Local Authorities have a statutory duty to ensure that there are enough school places available in the borough to accommodate all children who live in the borough and might require one. Subject to any CIL being in place, a contribution per dwelling will be sought and would be secured by legal agreement.

Contributions may also be sought for public transport improvements, sport and recreation improvements, Beam Parkway improvements.

The site is within a flood zone and suitable mitigation measures would be expected to be incorporated into the proposal as well as sustainable urban drainage.

The site is close to existing major hazard high pressure gas pipelines. A risk assessment outlining mitigation necessary would be expected to be undertaken.

6 FINANCIAL AND OTHER MITIGATION

6.1 The proposal would attract the following section 106 contributions to mitigate the impact of the development:

- Carbon offset if not zero carbon
- Education contribution
- Public transport contribution
- Sport and recreation contribution
- Beam Parkway contribution
- CPZ contribution
- Employment and skills contribution

6.2 The proposal would attract Mayoral Community Infrastructure Levy contributions to mitigate the impact of the development, currently at a rate of £20 per sqm for all new floorspace. The Council have submitted their own CIL charging schedule for examination and payment may be required if adopted by the time the application is determined.

8 Conclusions

8.1 The development is still in the pre-application stage and additional work remains to be carried out on it. This presentation is intended to provide Members with an early opportunity to review and offer opinion on the direction of travel.