

Strategic Planning Committee

15th August 2019

Updates

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Updates

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For clarification, following the consideration of this application by the London Borough of Havering Strategic Planning Committee, the proposal will be referred to the Mayor of London for his final decision, known as a Stage 2 referral, under the provisions of the Mayor of London Order (2008).

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For clarification, the quoted Mayoral and Havering CIL figures are *indicative only*, and are not binding on the applicant or the Local Planning Authority at this stage. As advised, the CIL liability will be calculated at the Reserved Matters stage.

Additional Representation

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Transport for London (TfL) has provided additional comments in respect of this planning application. The majority of matters can be dealt with by way of planning conditions as set out, but would include the introduction of an additional condition in relation to Construction Logistics/ Deliveries and Servicing, thus:

No development shall take place until a Construction Logistics Plan, and a Deliveries and Servicing Plan are submitted and agreed in writing with the Local Planning Authority in consultation with Transport for London. The Construction Logistics Plan (CLP) shall aim to identify the cumulative impacts of construction traffic for the area in terms of likely additional trips and mitigation required. The CLP should show that construction vehicle movements would be optimised to avoid the am and pm traffic peaks and reduce highway impact on the Transport for London Road Network in the vicinity of the site. The Deliveries and Servicing Plan shall seek to proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak. The plans shall be implemented as approved.

Reason: - In the interests of highway safety and efficiency and to comply with policies CP10, DC32, DC37 and DC61 of the Adopted Development Plan Document (2008) and policies 2.8, 6.1, 6.3, 6.11 and 6.12 of the London Plan.

Further, TfL have provided some clarification on the cost of matters to be included within the planning obligation, including the bus capacity improvements. These figures are subject to discussions with the applicant, and it is anticipated that agreement will be reached in advance of the application being referred to the Mayor.

The additional information below was omitted from the report, covering the pre-application engagement with Members and is included for information.

PRE-APPLICATION FEEDBACK FROM STRATEGIC PLANNING COMMITTEE

The proposals were presented to Members at an early stage in the pre-application process on 16 August 2018. Members raised the following issues with commentary added as to how the matters have been addressed through the submitted application:

- Level of car parking provision.
The level of car parking has been agreed with officers, TfL and the GLA reflecting the poor public transport accessibility of the site. Measures including parking review, provision of shuttle bus and travel plan would be secured by way of S106 agreement.
- Building heights and what form these would take.
The maximum height of any building would be 23 metres. As the proposal is in outline with all matters reserved, the form of the development including the number and size of each building has not been established. Should buildings over a certain height be proposed, these would be subject to a separate design review.
- Ensure Conservation Park is protected.
The proposal is not considered to have a direct impact on the conservation park given that the site is already in industrial use. The proposal includes planting alongside the Conservation Park boundary and would deliver a more attractive visual appearance compared to existing. The proposal also includes a £350,000 contribution towards Conservation Park facilities.
- Use of Coldharbour Lane post completion of the landfill and ambitions for future leisure use on adjacent site. How would the development facilitate that?
The proposal includes provision for a route through to the jetty. Coldharbour Lane would remain as the main route for vehicles to the area and its maintenance is secured through existing agreements. The proposal includes a financial contribution to leisure facilities on the adjoining land.
- Use of soft landscaping including tree planting.
Extensive soft landscaping is proposed, full details of which would be in accordance with the design code and subject to reserved matters application(s). The scope for tree planting would be limited as RSPB consider that large trees may provide habitat for raptors affecting existing nesting birds.
- Public transport connections into the site/nearby area from Rainham Station Access to the site if future employees do not drive.
The proposal includes provision of a shuttle minibus from Rainham Station once a proportion of the development has been completed.
- Use of the jetty for connections, use the resource the river provides.
The proposal includes routes through the site for future connection to the jetty.
- Ensure consultation with RSPB.
The applicant has undertaken consultation with the RSPB and this has informed the landscaping principles outlined in the submitted Design Code. The RSPB were consulted on the application but no comments were received.
- External materials.
Materials would be detailed in any reserved matters application and would be expected to be in accordance with the approved design code.

- Opportunity to make development attractive.
It is considered that the illustrative material and design code demonstrated that a quality landscaped development with well-designed buildings can be achieved. Final details will be determined through reserved matters application.
- Opportunity to masterplan the development and beyond.
The application only covers land in the applicant's control. However, links to the wider area in terms of providing access to the jetty and attractive landscape to the riverside walk have been incorporated as part of the proposal.