

STRATEGIC PLANNING COMMITTEE SUPPLEMENTARY AGENDA


10 October 2019

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

**6A PE/00508/18 - SERENA COURT, SOLAR COURT AND SUNRISE COURT,
PARKHILL CLOSE AND SUNRISE AVENUE, HORNCHURCH (Pages 1 - 8)**

**Andrew Beesley
Head of Democratic Services**

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 Havering LONDON BOROUGH	Strategic Planning Committee 10 October 2019
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Pre-Application Reference:	PE/00508/18
Location:	Serena Court, Solar Court & Sunrise Court, Parkhill Close and Sunrise Avenue
Ward:	St Andrew's
Description:	Redevelopment of Serena Court, Solar Court & Sunrise Court, to provide 175 new residential dwellings.
Case Officer:	Nanayaa Ampoma

1 BACKGROUND

- 1.1 This item follows presentations to the Strategic Planning Committee (SPC) on the 8 November 2018, 6 December 2018 and 7 February 2019. The November 2018 presentation provided an overview of the joint venture partnership between Havering and Wates Residential as well as the identified sites for redevelopment. 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. Following this initial presentation more detailed proposals for the redevelopment of Serena Court, Solar Court & Sunrise Court were presented to members at the 6 December 2018 and 7 February 2019 SPC.
- 1.2 A summary of these comments are provided below.
- 1.3 In response to the 6 December 2018 presentation members made the following headline comments:
- Security of the site and whether it would become a gated community
 - Important that residents feel safe
 - Location of CCTV monitors
 - Quantum and ratio of car parking provision for residents and visitors

- Final car parking numbers should take into account limited frequency of bus routes
- Could a bus route be diverted to the site?
- The use of Dial-a-Ride
- Management of car parking within and beyond the site (next to the existing towers)
- Potential to remodel/widen the junction to improve access for road users
- Potential to factor in bus bays near to the junction
- Details of tenure and allocation policy. Priority should be given to Havering residents
- Manoeuvrability of individual units welcomed, make sure this is carried across to lifts and communal areas
- Suggested minimum age means that residents could still be working. How do you ensure that equity from property sale isn't 'banked' rather than being invested in a property within the development?
- Retirement age is 67. More detail is invited on the target client group and how the 'retirement community' concept works in practice
- Post meeting request: ensure that digital connectivity is built into the development

1.4 In response to the 8 February 2019 presentation members made the following headline comments:

- Security of mobility scooters and whether they can fit into the lift
- Charging points for scooters. Who funds that?
- Assurance is needed about the security of the site and how the scheme meets Designing out Crime advice.
- Manoeuvrability of the site for Dial-a-Ride.
- Opportunity to improve the public transport connectivity into the site. Important to explore given level of car parking provision.
- Bus lay-by opportunity. A joint effort is needed for public transport investments.
- Need to understand in more detail the relationship to Havering House.
- Detail sought regarding the management of the site during construction (both building activity and traffic associated).
- Need to include details of the Parking Management Strategy.
- Can large vehicles use the road easily enough as it is a narrow road?
- Environmental credential of the scheme.

1.5 Following these presentations the scheme has been developed further detail and has been returned to SPC to enable Members to make further comments. In particular, officers wish Members to consider the following areas:

- Whether CCTV would provide the level of security.
- The conflict between the objectives of providing a community building and the gated nature of the scheme.

- Whether the green square should be open at all times
- Whether sufficient bulk storage is being provided.
- Scale/height of development
- Orientation of buildings
- Housing Mix
- Amenity
- Car parking

1.6 For clarification, the pre-application proposals referred to in this report are not yet subject to any current application for planning permission. Therefore comments made in response to the developer's presentation are provisional, non-binding and are given without prejudice to the determination of any subsequent planning application. Any formal submission shall be subject to the normal planning legislation procedures.

2 PROPOSAL AND LOCATION DETAILS

Site and Surroundings

2.1 The site covers approximately 1 hectare and consists of single and two storey sheltered residential accommodation for the elderly (55 units, Council-owned), facing mainly west onto Parkhill Close and Sunrise Avenue. The eastern edge of the site backs onto residential gardens as does the southern edge, separated by a private road. Although the frontage on Parkhill Close and Sunrise Avenue is continuous for pedestrians, the roads are separated by bollards to prevent drive through.

2.2 The site lies opposite (to the north and west) three residential blocks of between 12 and 13 storeys in height surrounded by parking and landscaping. Two of the blocks are served to the south from Sunrise Avenue, the other to the north from Parkhill Close. An allotment is on the western side Parkhill Close, to the north of the subject site. Harrow Lodge Park is prominent in the views west from the site which contributes to this locations character, otherwise the area is predominantly residential. The nearest bus stops are located approximately 10 minutes walk away on Abbs Cross Lane. The PTAL rating for the area is 1b. There are quite significant level changes on the site

Proposal

2.3 The proposals include the demolition of all existing buildings and the redevelopment of the site to provide a five-block residential lead scheme including the provision of 175 residential units to serve the over 55s, residents communal space, central communal courtyard (420sqm), 77% affordable housing, 10% disabled units, underground refuse storage, 91 parking spaces

including 18 visitor spaces. There are also bike and scooter storage at ground floor. The development would be built over 3-10 storeys

Planning History

2.4 No relevant planning history.

3 CONSULTATION

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

- Greater London Authority (Statutory Consultee)
- Historic England – Archaeology (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Environment Agency
- Fire Brigade
- Natural England
- National Grid – Gas/Electricity
- National Air Traffic Services
- Thames Water
- MET Designing Out Crime Officer
- LBH Highways and Transport
- LBH Waste and Refuse Officer

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 considerations are:

- Density, Design and gated community
- Access
- Amenity
- Environment
- Parking and Highway Issues

Density and Design

5.2 The development presents the Council's development vehicle with an opportunity to contribute towards the provision of the type of housing needed in the Borough and its aging population. Its success would help garner support for other Council partnerships schemes in the Borough. Therefore it is important that it makes a positive contribution to the local community.

- 5.3 At present there are currently 55 units on the site. The redevelopment would allow for the better rational of the site for the provision of 175 units which represents a significant increase. There are taller buildings of 12 and 13 storeys nearby and so the proposed scale may be considered to be suitable subject to clear thought has being given to the detailed design element of the scheme and to ensure that any scale does not overwhelm the existing character of the area.
- 5.4 Careful consideration also needs to be given to the pedestrian experience of the site. The proposal at present is for a gated development with gates providing access to the communal areas and the front entrances to some of the blocks. The applicant has stated that this provision has been provided to help address “perceived fear”. The applicant has indicated that the gates could be open during the day. There is a general concern that gated developments are not suitable and could create a polarising environment in which members of the community feel excluded and suggests that occupiers of the site need to be protected from existing residents or that existing residents need to be protected from future residents. The proposal includes a large green space between the buildings and as a focus of the communal area and the gated nature could be considered to be excluding the wider community.
- 5.5 Whilst keeping gates open would be more acceptable, it does introduce further management requirements on the development and the gates themselves (including vehicle barriers) may not be in the best in terms of visual amenity.
- 5.6 In all respects the redevelopment of Serena Court, Solar Court & Sunrise Court, Parkhill Close and Sunrise Avenue will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

Access

- 5.7 The application proposes 22% disabled units. Given the proposed end users a greater number would have been considered suitable. However the applicant has stated that although 22% of units would be built ready for disabled use, the majority of the units would be much larger than required ready to be converted to disabled units where required. Further details of this would be required.

Amenity

- 5.8 Given the extent and location of the site and the early state of the development it does not appear that the development would have a

detrimental impact on the amenity of existing neighbours. However a more detailed and formal assessment would be made once further details regarding the exact height, orientation and layout of the scheme is known.

- 5.9 In addition, no details regarding sunlight and daylight have been submitted for review at this stage.
- 5.10 The development looks to make provision for a good level of amenity for the proposed occupiers privately and on a communal basis.

Environment

- 5.11 No assessments of environmental impact or energy efficiency were provided with the pre-application enquiry. An energy statement needs to be submitted with the application to demonstrate that the proposal can achieve London Plan requirements for carbon reduction (zero carbon emissions for all residential buildings constructed after 2016). In accordance with policy, a financial contribution for carbon offsetting might be sought to address any shortfall in achieving those targets.

Parking

- 5.12 The application proposes 91 off street parking spaces throughout the development. The application site has a low PTAL of 1B. There are local buses nearby. However the nearest station is Hornchurch Station which is 20mins walk away. Subject to a full parking survey and justification in terms of likely parking demand from the development, the level of parking for an over 55's development may be considered suitable.
- 5.13 The application proposed a number of spaces for the parking of mobility scooters at each building.

Affordable housing

- 5.14 The application makes provision for 77% affordable which is in excess of the policy requirement for 50% affordable on public sites.

Financial and Other Mitigation

- 6.1 The proposal would likely attract the following section 106 contributions to mitigate the impact of the development:
- Highway improvement contribution
 - CPZ review
 - Transport contributions (towards management of on street URS)
 - Carbon offset contributions

- Restriction on parking permits

6.2 The Havering Community Infrastructure Levy (CIL) has been adopted as of the 1 September 2019. Therefore the development is likely to be CIL liable for both the Mayoral and LB Havering as there are no exemptions under this legislation for such schemes. As such subject to the resulting floor space, the following charges would be applicable:

- Mayoral CIL would be applied at a rate of £25 per square metre
- LB Havering CIL would be applied at a rate of £125 per square metre, should it be implemented

Conclusions

7.1 The proposals are still in the pre-application stage and additional design work will be undertaken following this final pre-application presentation to committee. Once the scheme is fully developed a detailed planning application for full planning permission will be submitted. This will be presented to the Strategic Planning Committee for consideration in due course.

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