



Haverling

LONDON BOROUGH

STRATEGIC PLANNING COMMITTEE AGENDA

7.00 pm

Thursday
7 November 2019

Council Chamber -
Town Hall

Members 8: Quorum 4

COUNCILLORS:

Conservative Group
(4)

Dilip Patel (Chairman)
Timothy Ryan (Vice-Chair)
Ray Best
Maggie Themistocli

Residents' Group
(1)

Reg Whitney

**Upminster & Cranham
Residents' Group**
(1)

Linda Hawthorn

**Independent Residents
Group**
(1)

Graham Williamson

Labour Group
(1)

Keith Darvill

For information about the meeting please contact:

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To register to speak at the meeting please call 01708 433100
before Tuesday 5 November 2019

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

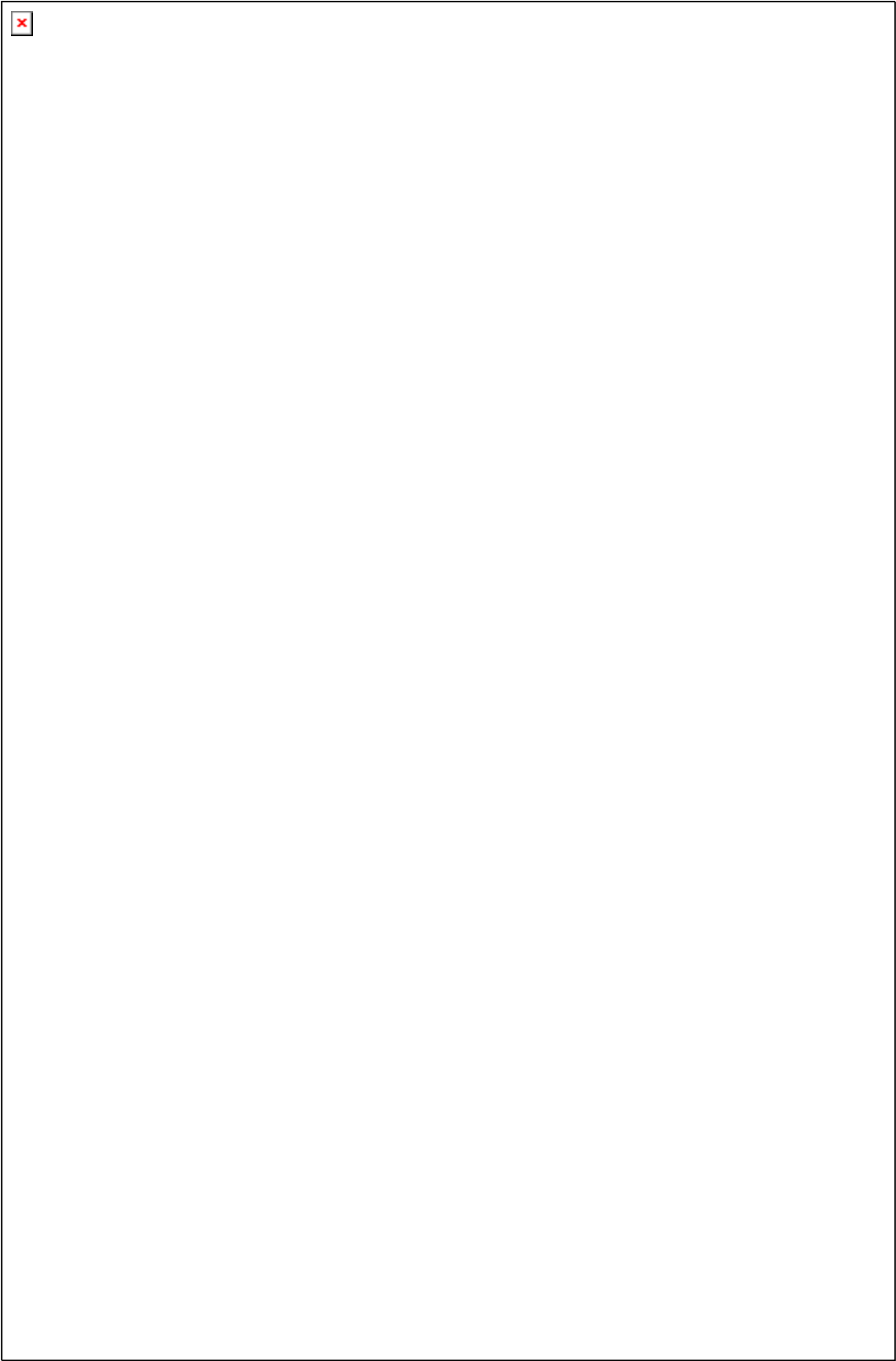
Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

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Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

These are the arrangements in case of fire or other events that might require the meeting room or building's evacuation. (Double doors at the entrance to the Council Chamber and door on the right hand corner (marked as an exit).

Proceed down main staircase, out the main entrance, turn left along front of building to side car park, turn left and proceed to the "Fire Assembly Point" at the corner of the rear car park. Await further instructions.

Development presentations

I would like to inform everyone that Councillors will receive presentations on proposed developments, generally when they are at the pre-application stage. This is to enable Members of the committee to view the development 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.

Applications for decision

I would like to remind members of the public that Councillors have to make decisions on planning applications strictly in accordance with planning principles.

I would also like to remind members of the public that the decisions may not always be popular, but they should respect the need for Councillors to take decisions that will stand up to external scrutiny or accountability.

Would everyone in the chamber note that they are not allowed to communicate with or pass messages to Councillors sitting on the Committee during the meeting.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 10 October 2019 and to authorise the Chairman to sign them.

5 APPLICATIONS FOR DECISION (Pages 5 - 8)

6 P1604.17 - 148/192 NEW ROAD, RAINHAM (Pages 9 - 36)

Report attached

7 P1125.19 - BEAM PARK, NEW ROAD, RAINHAM (Pages 37 - 48)

Report attached

8 ITEMS FOR INFORMATION (Pages 49 - 50)

9 QUARTERLY PLANNING PERFORMANCE UPDATE REPORT (Pages 51 - 56)

Report attached

Andrew Beesley
Head of Democratic Services

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
STRATEGIC PLANNING COMMITTEE
Council Chamber - Town Hall
10 October 2019 (7.00 - 9.30 pm)**

Present:

COUNCILLORS 8

Conservative Group Dilip Patel (Chairman), Timothy Ryan (Vice-Chair),
Ray Best and Maggie Themistocli

Residents' Group Reg Whitney

**Upminster & Cranham
Residents' Group** Linda Hawthorn

**Independent Residents
Group** Graham Williamson

Labour Group Keith Darvill

Councillors Ray Morgon, David Durant, Damian White, Ciaran White and Christine Smith were also present for parts of the meeting.

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

23 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

24 MINUTES

The minutes of the meeting held on 12 September 2019 were agreed as a correct record and signed by the Chairman.

- 25 **P1917.18 ST GEORGE'S HOSPITAL - DEMOLITION OF EXISTING BUILDINGS, CONVERSION OF THE FORMER ST GEORGE'S HOSPITAL ADMINISTRATIVE BUILDING AND THE ERECTION OF NEW BUILDINGS TO PROVIDE 162 RESIDENTIAL UNITS (CLASS C3) INCLUDING CAR PARKING, CYCLE PARKING, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE ALONG WITH THE REFURBISHMENT OF THE SUTTONS BUILDING FOR USE AS A HERITAGE CENTRE (CLASS D1)**

With its agreement Councillor Ray Morgon addressed the Committee.

The Committee considered the report and **RESOLVED** that **PLANNING PERMISSION BE GRANTED** subject to the conditions as set out in the report and subject to GLA referral at Stage 2 and completion of a Section 106 Agreement.

- 26 **P0751.19 - NEW PLYMOUTH AND NAPIER HOUSES, DUNEDIN ROAD, RAINHAM - DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE COMPRISING A NUMBER OF BUILDINGS RANGING BETWEEN 3-10 STOREYS, PROVIDING 197 RESIDENTIAL DWELLINGS (CLASS C3), PUBLIC AND PRIVATE OPEN SPACE, FORMATION OF NEW ACCESSES AND ALTERATIONS TO EXISTING ACCESSES, ASSOCIATED CAR AND CYCLE PARKING AND ASSOCIATED WORKS.**

With its agreement Councillor David Durant addressed the Committee.

The Committee considered the report and **RESOLVED** that **PLANNING PERMISSION BE GRANTED** subject to the conditions as set out in the report and subject to GLA referral at Stage 2 and completion of a Section 106 Agreement.

The vote for the resolution was carried by 5 votes to 1 with 2 abstentions.

Councillor Hawthorn voted against the resolution.

Councillors Whitney and Williamson abstained from voting.

- 27 **PE/00778/2019 - NEOPOST HOUSE, RONEO CORNER**

The Committee received a developer presentation from representatives of Galliard Homes.

The proposal before Members was for the erection of 4 new residential buildings adjacent to Neopost House; block A of 11 storey height on the frontage to Roneo Corner, blocks B, C and D of 5-7 storeys alongside Neopost House on its eastern side, close to the boundary with B&Q.

The 4 new blocks would comprise 100 new dwellings, of which 35% would be affordable. Neopost House itself had been granted Prior Approval for conversion to residential use and was currently being converted.

Vehicle access will be as at present from South Street and new pedestrian accesses from South Street and Roneo Corner are proposed.

Amenity space for the development would be created through the provision of communal gardens at ground floor, as well as private gardens/terraces and balconies. Parking was provided at ground floor level.

The main issues raised by Members for further consideration prior to submission of a planning application were:

Members raised the following issues:

- The developer was invited to give further consideration to the height of Block A and the scope to reduce that, noting that it had increased in height by three storeys when compared to the refused scheme
- In conjunction with the height point, the density of the scheme and bringing it down
- Further thought should be given to the overall numbers of family units
- The developer was invited to consider the north-facing orientation of some of the units and what amendments could be incorporated to ensure a quality living environment for future occupiers
- Whether there was an opportunity to enhance the River Rom
- A keenness to understand the sustainability credentials of the scheme

28 **PE/00508/18 - SERENA COURT, SOLAR COURT AND SUNRISE COURT, PARKHILL CLOSE AND SUNRISE AVENUE, HORNCHURCH - REDEVELOPMENT OF SERENA COURT, SOLAR COURT & SUNRISE COURT, TO PROVIDE 175 NEW RESIDENTIAL DWELLINGS.**

The Committee received a developer presentation from representatives of Wates Residential.

The proposal before Members included 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, resident's communal space, central communal courtyard (420sqm), 77% affordable housing, 10% disabled units, underground refuse storage, 91 parking spaces including 18 visitor spaces. There were also bike and scooter storage at ground floor. The development would be built over 3-10 storeys.

The main issues raised by members for further consideration prior to submission of a planning application were:

- Further detail was sought on the suggested developer contribution towards bus stop enhancement on Abbs Cross Lane. A bus shelter was specifically requested
- A detailed response to the points set out in paragraphs 1.3 and 1.4 of the report. Members were happy to have this in writing
- The Committee considered that a 'gated' approach to site security was the correct approach
- Whether there was scope to include some form of covered walkway between the blocks to provide shelter, subject to finding the right design solution
- The landscaping scheme should include pathways to encourage mobility and exercise
- A keenness not to have doorways opening straight on to footpaths

Members also raised the following issues which, whilst not directly relevant to the future planning application, they were keen to convey to the developer.

- A wish to understand the location of the lounge and the inclusion of a small kitchen for tea/coffee making
- Whether the quantum of guest accommodation was sufficient and a keenness to understand the market data that suggested one guest room was sufficient
- What the likely value of the service charge would be
- Was the lift sufficiently sized to enable an ambulance trolley to be fitted within it

Chairman

Applications for Decision

Introduction

1. In this part of the agenda are reports on strategic planning applications for determination by the committee.
2. Although the reports are set out in order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a specific application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Havering comprises the following documents:
 - London Plan March 2016
 - Core Strategy and Development Control Policies (2008)
 - Site Allocations (2008)
 - Romford Area Action Plan (2008)
 - Joint Waste Development Plan (2012)
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development

which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made based on the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.

Non-material considerations

11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - Building Regulations deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by Highways Legislation.
 - Environmental Health covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the Party Wall Act.
 - Covenants and private rights over land are enforced separately from planning and should not be considered.

Local financial considerations

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail.
13. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Public speaking and running order


14. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.
15. The items on this part of the agenda will run as follows:
 - a. Officer introduction of the development
 - b. Registered Objector(s) speaking slot (5 minutes)
 - c. Responding Applicant speaking slot (5 minutes)
 - d. Councillor(s) speaking slots (5 minutes)
 - e. Cabinet Member Speaking slot (5 minutes)
 - f. Officer presentation of the material planning considerations
 - g. Committee questions and debate
 - h. Committee decision

Late information

16. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

17. The Committee to take any decisions recommended in the attached report(s).

 Havering LONDON BOROUGH	Strategic Planning Committee 7 November 2019
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Application Reference:	P1604.17
Location:	148 - 192 New Road, Rainham
Ward	South Hornchurch
Description:	Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 239 units with ancillary car parking, landscaping and access
Case Officer:	William Allwood
Reason for Report to Committee:	The application is by or on behalf of a Joint Venture that includes the Council and is a significant development. The Local Planning Authority is considering the application in its capacity as local planning authority and without regard to the identify of the Applicant.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 The development of the site for residential is acceptable in principle with no policy objection to the loss of the current industrial uses.
- 1.2 The application is submitted in outline with all matters reserved for future approval. The density is within policy range and the layout is considered to be satisfactory and capable of providing a high quality development.
- 1.3 The proposed height at four, five and six storeys is considered appropriate for this part of New Road which is set to be transformed through the arrival of the station and nearby redevelopments of sites.
- 1.4 Members may recall considering the application as part of a consultation exercise held at Strategic Planning Committee on the 28th February 2019. At that time, the height of the blocks ranged from four to eight storeys. Further,

Members raised a number of issues for clarification, which are addressed in some detail as part of this Report.

- 1.5 Subject to details submitted at reserved matters stage, the impact on the residential amenity of existing occupiers would not be affected to an unacceptable degree.
- 1.6 Given the location of the site close to the proposed new Beam Park Station and applicable maximum parking standards, the level of parking proposed is considered acceptable.
- 1.7 A significant factor weighing in favour of the proposal is the 35% affordable housing proposed across the sites in control of the applicant, meeting the objectives of the Housing Zone, and current and future planning policy.
- 1.8 The recommended conditions would secure future policy compliance by the applicant at the site, and ensure any unacceptable development impacts are mitigated.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to conditions, to include key matters as set out below:
- 2.2 That the Assistant Head of Planning is delegated authority to negotiate any subsequent legal agreement required to secure compliance with Condition 38 below, including that:
 - All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
 - The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
 - Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.
- 2.3 The OBJECTION from the Environment Agency is resolved prior to the application being referred to the Mayor.
- 2.4 The application is subject to Stage II referral to the Mayor of London pursuant to the Mayor of London Order (2008)
- 2.5 That the Assistant Director of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters

Conditions

1. Outline – Reserved matters to be submitted
2. Outline – Time limit for details
3. Outline - Time limit for commencement
4. Details of materials if not submitted at reserved matters stage
5. Accordance with plans
6. Car club management
7. Parking allocation and management plan
8. Details of site levels if not submitted at reserved matters stage
9. Details of refuse and recycling storage
10. Details of cycle storage
11. Hours of construction
12. Noise Insulation
13. Noise Insulation (specific)
14. Noise – new plant
15. Contamination – site investigation and remediation
16. Contamination – if contamination subsequently discovered
17. Electric charging points
18. Construction methodology
19. Construction Logistics and Deliveries/ Servicing Plan
20. Air Quality – construction machinery
21. Air Quality – demolition/construction dust control
22. Air Quality – internal air quality measures
23. Air Quality – low nitrogen oxide boilers
24. Details of boundaries if not submitted at reserved matters stage
25. Details of surfacing materials if not submitted at reserved matters stage
26. Car parking to be provided and retained
27. Pedestrian visibility splays
28. Vehicle access to be provided
29. Wheel washing facilities during construction
30. Details of drainage strategy, layout and SUDS

31. Details of secure by design
32. Secure by Design accreditation to be obtained
33. Water efficiency
34. Accessible dwellings
35. Archaeological investigation prior to commencement
36. Bat/bird boxes to be provided
37. Fire Hydrant
38. To provide the following planning obligations before the commencement of development:
 - a. Pursuant to Section 16 of the Greater London Council (General Powers) Act 1974, restriction on parking permits
 - b. Controlled Parking Zone contribution sum of £26,768.00 or such other figure as is approved by the Council: Indexed
 - c. Linear Park contribution sum of £272,308.54 or such other figure as approved by the Council: Indexed
 - d. Carbon offset contribution sum of £244,200.00 or such other figure as approved by the Council: Indexed
 - e. Travel Plan monitoring – sum to be agreed
 - f. To provide affordable housing in accordance with a scheme of implementation for all New Road sites controlled by the developer that ensures that individual development sites are completed so that the overall level of affordable housing (by habitable rooms) provided across the sites does not at any time fall below 35% overall. The affordable housing to be minimum 40% affordable rent with up to 60% intermediate
 - g. Affordable Housing Review Mechanisms: early, mid and late stage reviews (any surplus shared 60:40 in favour of London Borough Havering) in accordance with the Mayor of London's Affordable Housing and Viability SPG (2017)

Informatives

1. Statement pursuant to Article 31 of the Development Management Procedure Order
 2. Fee for condition submissions
 3. Changes to public highway
 4. Highway legislation
 5. Temporary use of the highway
 6. Surface water management
 7. Community safety
 8. Street naming/numbering
 9. Protected species
 10. Protected species – bats
 11. Crime and disorder
 12. Cadent Gas, Essex and Suffolk Water, and Thames Water comments
 13. Letter boxes
- 2.6 In terms of the Community Infrastructure Levy (CIL), the development will be liable to pay CIL when the development is built, and as the liability is calculated at the Reserved Matters stage, there is no need to submit any CIL

forms with this outline planning application. In any event, the Local Planning Authority will still require contributions for controlled parking, linear park and carbon offset as part of a Legal Agreement. In this regard, the London Mayoral CIL charging rate is £25 per sq. m., and the Havering CIL for this part of Rainham (introduced on the 01st September 2019) is £55 per sq. m.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application is for outline permission with all matters reserved seeking approval for the principal of the development quantum with access, layout, appearance, landscaping and scale as reserved matters. The red line site area, as amended, measures 1.932 hectares.
- 3.2 The application as submitted was for the demolition of buildings and redevelopment of the site for residential use providing up to 187.No. units with ancillary car parking, landscaping and access. Subsequently, the outline proposals have been amended, and are now for the demolition of the existing buildings and redevelopment of the site comprising the erection of up to 6 storey blocks. The indicative mix proposed across the site, as amended, includes 58.No. of 1 bedroom, 2-person apartments, 24.No. of 2 bedroom, 3-person apartments, 78.No. of 2 bedroom, 4-person apartments and 79.No. 3 bedroom, 5-person apartments. A total of 239 units would now be provided.
- 3.3 The amended proposals have been subject to third party and statutory consultations, and this process expired on the 09th October 2019. Any further responses are therefore included within this Report.
- 3.4 The proposal also outlines 122.No. dedicated vehicular parking spaces for residents at a ratio of 0.51 spaces per unit. Secure cycle storage areas are to be provided within the apartment blocks and suggested that a minimum of 449.No secure resident cycle racks spaces and 6.No external visitor cycle parking spaces, will be provided together with internal refuse areas.
- 3.5 The principle vehicular access to the proposed site is centrally positioned towards the south west of the New Road frontage; emergency vehicular access, protected by demountable bollards, are positioned to the northwest and southeast of the New Road site frontage.
- 3.6 The application site lies within the Rainham and Beam Park Housing Zone, and is owned by private landowners. The applicant is a joint venture including the London Borough of Havering, although they do not own the land. The Council are seeking to undertake Compulsory Purchase Orders (“CPOs”) to help deliver the comprehensive redevelopment of the area which is key to delivering the forecasted rate of house building and quality of development identified in the adopted Rainham and Beam Park Planning Framework. The precursor to a CPO is often to have planning permission in place.

Site and Surroundings

- 3.7 The site is currently accessed from New Road to the north. The site contains buildings generally of two storeys in scale, and are characterised by a variety of commercial uses; there are also some residential properties within the site fronting onto New Road. To the northwest of the application site, opposite Betterton Road, contains two storey buildings (formerly dwellings), now used in association with commercial activities. There are also further commercial buildings to the southeast of the frontage; Rainham Steel is also located beyond the site boundary to the south, and to the north of the railway. Moving further along New Road to the southwest, there is a two storey building, perpendicular to New Road, with open tyre storage. Further to the southwest, a site contains “Rainham Sheds”, which includes a two-storey scale building set back from New Road, with open storage of timber gardens sheds with parking areas, together with a car and tyre centre, a hand car wash premises, residential dwellings, a scaffolding company, motor parts premises, a tool hire business, a signage company and car/ van rental business. The iconic Rainham Steel office building is situated to the south east of the application site.
- 3.8 The site is 1.91ha and is located on the north side of the New Road, between Walden Avenue to the west, and Askwith Road to the east. The site is broadly rectangular in shape and appears to be generally level. It is bounded to the east and west by commercial and residential development along New Road. The southern part of the site fronts onto New Road and extends for approximately 253m, containing a variety of boundary treatment.
- 3.9 The site is within the Rainham and Beam Park Housing Zone and within the area covered by the adopted Rainham and Beam Park Planning Framework. The site does not form part of a conservation area, and is not located within the immediate vicinity or setting of any listed buildings. Site constraints that are of material relevance with the works proposed include potentially contaminated land, Health and Safety Zone, Air Quality Management Area, Flood Zone 3 and area of potential archaeological significance.

Planning History

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

P1136.17 – Full application for a residential development of 48 units comprising a four storey block of 41 residential units (5no. x studios, 13no. x 1 bed, 20no. x 2 bed, 3no. x 3 bed) and 7no. terraced, 3-bedroom houses to the rear, associated plant rooms, car parking spaces, refuse and cycle storage following the demolition of the existing buildings. Planning permission refused. Appeal Withdrawn – Application Disposed Of.

4 CONSULTATION RESPONSE

- 4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 4.2 The following were consulted regarding the application:
- 4.3 Environment Agency – OBJECTION, for the following reasons:
- Incorrect method used for assessing the impact of climate change on fluvial flood risk
- 4.4 Essex & Suffolk Water – no objections, subject to Informatives
- 4.5 Thames Water – Advice provided about surface water drainage Thames Waters underground assets and Sewage Pumping Station; in relation to sewerage infrastructure capacity, there would not be an objection, subject to Informatives.
- 4.6 Metropolitan Police (Designing Out Crime) – Requested conditions regarding designing out crime
- 4.7 Environmental Protection (Noise) – No objections, subject to necessary mitigation works
- 4.8 Environmental Protection (Contamination) – No objections, subject to conditions, remediation and necessary mitigation works
- 4.9 Environmental Protection (Air Quality) – No objections, subject to necessary conditions
- 4.10 LBH Waste and Recycling – Advise that the proposals for refuse storage and collection are acceptable
- 4.11 LBH School Organisation – No objections, subject to appropriate CIL education contributions
- 4.12 LBH Flood & Rivers Management Officer – No objections in principal
- 4.13 Greater London Archaeological Advisory Service, Historic England – require pre-commencement planning conditions
- 4.14 London Fire Brigade – Confirm that it will be necessary to install one new fire hydrant
- 4.15 LBH Highways – No objections to the layout of the application site, and the proposed Transport Assessment, subject to conditions being included that deal with; i) pedestrian visibility splay, ii) highway agreement for vehicular access, and iii) vehicle cleansing during construction. In addition a S106

contribution is sought seeking funds for a Controlled Parking Zone (CPZ) in the area should it be required in the future. The amount sought is £26,768.00

4.16 Greater London Authority (GLA) – Originally made the following observations:

- Affordable Housing – a multi-site approach is proposed across nine sites along New Road. The applicant must commit to deliver 35% affordable housing; early implementation and late stage review mechanisms should also be secured
- Urban design – concerns raised over the design/ appearance/ residential quality/ car parking/definition of public and public spaces/routes
- Climate Change – advised that the final agreed energy strategy should be secured by the LPA, along with contributions towards off-site mitigation
- Transport - advise that parking provision should be reduced and cycle parking increased.

Further, the LPA met with the GLA on the 09th January 2019 to discuss proposed revisions to the scheme, and Officers of the GLA confirmed that they were generally satisfied with the changes to the scheme. Finally, GLA have been advised of the latest changes to the scheme, subject of the current submission.

4.17 National Grid (Cadent Gas) – Advise that there are gas pipelines and electricity overhead lines in the vicinity of the application site

4.18 Health and Safety Executive – Do not advise, on safety grounds, against the granting of planning permission

5 LOCAL REPRESENTATION

5.1 A total of 188 neighbouring residential and commercial properties were notified about the application and invited to comment. The application has been publicised by way of site notice displayed in the vicinity of the application site. The application has also been publicised in the local press.

5.2 The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 3 objections

Representations

5.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- The provision of residential development close to existing noisy industrial activities would lead to complaints from new residential occupiers
- Existing businesses should not have unreasonable restrictions put upon them because of the introduction of new residential use
- Business activities will be hugely effected as will employees families incomes
- Loss of their home; they do not wish to move

Officer Response

- The issue of existing industrial noise in proximity to the proposed residential development has been considered at length by the Environmental Protection (Noise) team of Havering Council. In response to this issue, the Parameter Layout Plans have been revised accordingly. The Noise team have no objections to this outline planning application, subject to the imposition of planning conditions
- In terms of the impact of the development upon existing residential and industrial occupiers, the redevelopment of this part of New Road is envisaged in terms of the status of the GLA Rainham and Beam Park Housing Zone in terms of unlocking the delivery of housing and affordable housing.
- It is anticipated that existing residential and industrial occupiers would be compensated as part of the Compulsory Purchase Order by negotiations; these arrangements would normally take place following the grant of outline planning permission
- The Housing Zone Strategy was subject an Equality Impact Assessment by the GLA under the provisions of section 149 of the Equalities Act 2010

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the application that the committee must consider are:

- Principle of Development
- SPC Feedback/ Design Response
- Density/Site Layout
- Design/Impact on Street/Garden Scene
- Impact on Amenity
- Highway/Parking
- Affordable Housing/Mix
- School Places and Other Contributions

Principal of Development

6.2 In terms of national planning policies, the National Planning Policy Framework 2019 (NPPF) sets out the overarching roles that the planning system ought to

play, including a set of core land-use planning principles that should underpin decision-taking, one of those principles being:

“Planning decisions should promote an effective use of land in meeting the need for homes.” Para 117

“Planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes.” Para 118

- 6.3 Policies within the London Plan seek to increase and optimise housing in London, in particular Policy 3.3 on ‘Increasing Housing Supply’ and Policy 3.4 on ‘Optimising Housing Potential’.
- 6.4 Policy CP1 of the LDF on ‘Housing Supply’ 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. Table 3.1 of 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. Policy 3 in the draft Havering Local Plan sets a target of delivering 17,550 homes over the 15 year plan period, with 3,000 homes in the Beam Park area. Ensuring an adequate housing supply to meet local and sub-regional housing need is important in making Havering a place where people want to live and where local people are able to stay and prosper.
- 6.5 The aspiration for a residential-led redevelopment of the Rainham and Beam Park area was established when the area was designated a Housing Zone by the GLA. Furthermore the production of the Planning Framework sought to re-affirm this and outlines potential parameters for development coming forward across the area with the aim of ensuring certain headline objectives are delivered. The ‘Rainham and Beam Park Planning Framework’ 2016 supports new residential developments at key sites, including along the A1306, and the Housing Zones in Rainham and Beam Park. Therefore the existing business uses are not protected by planning policy in this instance.
- 6.6 In view of the above, the Local Planning Authority raise no in principle objection to a residential-led development coming forward on this site forming part of a development of sites north and south of New Road, in accordance with the policies cited above.

Strategic Planning Committee (SPC) Feedback/ Design Response from Developer

- 6.7 Members of the SPC may recall providing feedback to the scheme at 49 – 87 New Road, Rainham at their meeting of the 28th February 2019. In this regard, the report will set out the individual comments made, followed by the response of the developers:

SPC Feedback 1

Detail/justification is sought on why there has been an increase in storey height and units numbers from the original submission. The value of comparison with Beam Park was queried. Consider the justification for heights carefully. Further exploration of the height was invited given the relationship with the properties to the rear

Developer Response 1

The existing and proposed building heights directly to the east and north are 4 storeys and this therefore drives the predominant proposed height of 4 storeys, which is as per the guidance of the Rainham and Beam Park Planning Framework.

The design intent of the masterplan is to bookend the site with 6 storey blocks, providing a focal point from Betterton Road, and also at the centre of the site overlooking the communal garden, optimising views out over the green.

The variations in height on each block will create a textured and articulated roofscape. This gives the streetscape a hierarchy and helps wayfinding by clearly defining the different blocks on the street. This will improve the architectural quality along New Road from the previous proposals which comprised 4 uniform, linear blocks each of 4 storeys. Marking the corners with taller elements of 6 creates a legible beginning and end to the site, helping establish a sense of destination and identity for the development.

The points of height are narrow in profile and located on the north edge of the development to ensure that they will not adversely impact the new green spaces receiving an abundance of sunlight. The layout to the south incorporates large gaps between blocks, and the southerly blocks on the site are limited to 4 storeys to allow sunlight into the courtyard gardens.

The distances to neighbouring properties all far exceed recommended minimum separation distances with the closest distance to neighbouring residential windows being 33.5m.

The proposal has been designed to minimise overshadowing to neighbouring gardens in line with BRE best practice guidelines. So that no gardens are materially impacted by overshadowing from the proposal and all will continue to receive direct sunlight during the day. Further to this, the scheme has been designed to ensure that new green spaces receive an abundance of sunshine through the day, with breaks in the building form allowing sunlight through and between the buildings.

SPC Feedback 2

Whether a tunnel effect would be created along both sides of the A1306 given the heights approved/proposed

Developer Response 2

The separation distance between the buildings either side of New Road is 33.5M. Whilst London Borough of Havering planning policy does not dictate minimum separation distances, these are typically accepted to be 18-21m. The proposed 33.5m, therefore, greatly exceeds these minimum distances.

Adverse wind conditions are often caused by drastic variations in building height; this is not the case for New Road. The greater the area of the windward face, the greater the potential problem, because of the absence of shelter from similar buildings. In the case of RW4B and the immediate developments to the local area, no 'towers' are proposed immediately adjacent to the road.

SPC Feedback 3

Further detail is sought on how the scheme responds to the Rainham and Beam Park Planning Framework and where it is contrary, what the justification is for that? Particular reference was made to height and density

Developer Response 3

Site RW4B lies within the Beam Parkway character area of the Rainham and Beam Park Planning Framework. The following table sets out the masterplan principles that are applicable to the site and illustrates how the design proposals respond. Where the proposals are non-compliant, please refer to the response as noted in the justification column.

Development Principle	Masterplan Guidance	Design Proposal Compliance	Justification
Residential Density	60-80 dwellings / hectare	X	Refer to Response 1
Building Heights	4 storeys fronting onto New Road; 2-3 storey town houses to the rear	X	Refer to Response 1
Frontages	Street based urban development with continuous frontages; buildings to turn corners; a consistent building line along New Road (Beam Parkway) with main entrances facing this street	✓	

<p>Vehicular Access</p>	<p>Continuous internal east-west local street to connect the Beam Park Centre in the west with the Mudlands area in the east; East-west route to be connected with New Road via north-south connecting streets</p> <p>The following streets north of New Road need to be linked:</p> <ul style="list-style-type: none"> • Betterton Road • Phillip Road; <p>Lanes, residential courts and mews streets to apply single surface street design / Home Zone design principles to slow travel speeds and to support the social role of the street</p>	<p>✓</p>	
<p>Car Parking</p>	<p>Mix of undercroft parking under communal garden deck (apartment buildings) and on street parking;</p> <p>Maximum standards:</p> <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit. 	<p>✗</p> <p>✓</p>	<p>Refer to response 5</p>
<p>Public open space</p>	<p>Provide local green spaces; Green space to extend the landscape treatment on New Road (Beam Parkway); Provide adequate children's play facilities</p>	<p>✓</p>	

SPC Feedback 4

The applicant is invited to consider the context of the borough

Developer Response 4

As noted in Response 1, through design development careful consideration has been given to ensure that the proposals height and massing sits comfortably with the existing and emerging contexts and contributes to the success of place making through articulated and integrated design proposals.

Pockets of green space, defensible planting along New Road and clear pedestrian movement routes have been introduced into the proposals significantly increasing the quality of the environment at ground floor level (internally and externally), improving legibility and wayfinding, allowing for integration with the proposed linear park and contributing to place making. Amenity space across the site has increased from 1176sqm to 1634sqm.

The proposal seeks to optimise the delivery of new homes and harness the opportunity to create a new green neighbourhood. The large communal gardens will add to the garden community vision for the Borough, whilst the varied offering of dwelling sizes and tenures, including 35% affordable dwellings, will add to the mixed and sustainable community.

SPC Feedback 5

How is the applicant working through the potential tensions between growth in housing numbers and car ownership?

Developer Response 5

It is understood that the Council would be consulting on a CPZ in the vicinity of the proposed development sites. The applicant has therefore developed an approach to car parking provision and management on the assumption that the proposed developments will therefore need to be “self-sufficient” in respect of its car parking provision and it is envisaged that residents occupying the developments (save for blue badge holders) will not be eligible to apply for car parking permits within the CPZ.

The applicant will implement a car parking management strategy which will in the first instance seek to allocate car parking spaces proportionate to the tenure split on a percentage basis. How these car parking spaces are allocated to individual units will depend on the tenure. The applicant will hire a parking management company to enforce the parking on the estate.

10% of the car parking spaces will be wheelchair accessible. A common sense approach is used to allocate wheel chair car park spaces to adaptable properties.

Further, and in terms of Car Clubs, these are a mode of transport which compliments the public transport upgrades being proposed for the local area. Car clubs are attractive to buyers and tenants as their property comes with access to a car without the high purchase and running costs. In addition, car clubs contribute towards reducing congestion and encourage a sustainable and economical alternative to car ownership.

Finally, a key element to the success of the car parking management strategy is transparency up front so new residents can make an informed decision about the property they wish to buy/ rent. The applicant will therefore make it clear in any sales literature and through the Council's Choice Based Lettings Nominations:

1. There is a CPZ in operation in the area;
2. Residents occupying the developments (save for blue badge holders) will not be eligible to apply for car parking permits within the CPZ;
3. Those residents who do not acquire/ are allocated a car parking space will not be eligible to park on the estate; and ensure
4. The publication and marketing material on the Car Club network to be provided.
5. Car parking management will be enforced, the principles of which are as above and as set out within the Transport Assessment Revision.

SPC Feedback 6

What is the typical car club cost? Annual membership and per rental cost

Developer Response 6

The graph below look at the cost comparison between casual use car ownership and car club costs

	Car Club	Car Ownership
Cost of Car	Joining Fee £60 (Annually)	Purchasing Car £4,000 - £5,000
Insurance	Included in Joining Fee Excess £50	£1028 per year Excess £30
Petrol + Full 12 months service	Petrol Included for up to 60 miles per day Full service included	Petrol Approx. £400 (2,000 miles usage per year) Full service £100 - £150
MOT +	MOT and Breakdown	MOT £54.85

Breakdown Cover	Cover included	Breakdown Cover £108 (AA)
Residents Parking Permits	N/A	£35 for 12 months
Hourly/ Daily Rate	£6 - £7 per hour £52 - £65 per day	N/A
Total cost for 12 months	£1,428.80 (Average cost when using car for maximum of 4 hours per week)	£2,791.00 (Average cost per year over 5-years with the car purchase)

SPC Feedback 7

What is the consequence of this in terms of traffic flows and wider environmental impact? What are the traffic management proposals? What is the thinking on the transport strategy?

Developer Response 7

The Transport Strategy has been guided by following principles:

- To promote awareness of transport issues and the impact of traffic on the local environment;
- To show a commitment to improving traffic conditions within the local area;
- To influence the level of private car journeys to and from the site in order to reduce air pollution and the consumption of fossil fuels;
- To reduce the number of single occupancy trips to and from the site that would be predicted for the site without the implementation of the Travel Plan;
- To increase the proportion of journeys to and from the site by sustainable modes of transport such as walking, cycling and public transport;
- To promote walking and cycling as a health benefit to residents;
- To provide access to a range of facilities for work, education, health, leisure, recreation and shopping by means other than single occupancy vehicle;
- To reduce the perceived safety risk associated with the alternatives of walking and cycling;
- To promote greater participation in transport related projects throughout the area.

The resultant predicted traffic generations for the proposed residential development show a small increase over existing traffic flow conditions in the peak periods, but a significant reduction over the whole day. Consequently, there would be a reduced traffic flow impact overall if the proposed development receives a planning consent. The issue of overspill parking arising from the existing business would also be removed if the proposal were to receive consent adding to the overall beneficial impact.

The proposal now provides the levels of vehicle parking agreed with the GLA at 122 car spaces and 449 cycle spaces (6 visitor cycle spaces). The number

of disabled spaces and those with provision for electric charging are to the recommended percentages required by the GLA/TfL.

For service deliveries to the site there is a new concierge with parking/ service bay for loading/ unloading, where deliveries can't be received by an occupant. This can help reduce traffic movement around the site. Furthermore, refuse collection will take place from the side roads and / or service road that runs the length of the site with refuse collection vehicles able to enter and leave in forward gear from the proposed access points. Therefore, site can be serviced without detriment to current or future highway condition

SPC Feedback 8

What is the basis/applicants' justification for rigidly following the GLA comments?

Developer Response 8

Design proposals as presented to the SPC were developed in response to and in consideration of:

- Local housing land supply pressures;
- Viability pressures and the applicants desire to deliver 35% affordable housing across the 9 masterplan programme sites
- Place making and integration with the Linear Park proposals.

Through collaboration and consultation with the Havering Council's Planning Officers and the Principal Urban Design Officer at the GLA, comments were considered in response to these pressures and in the context of the existing and emerging environment. Comments were positively adopted where sensible, rational and appropriate for the local area balanced against the risk associated with an underdeveloped scheme which does not respond positively to the GLA's comments, potentially resulting in a GLA call-in of the application for its own determination.

Notwithstanding this, the design proposals for the site have evolved further since the presentation to SPC, to respond directly to the SPC's concerns on height especially, which have reduced by two storeys, with further design development as set out in Response 1.

SPC Feedback 9

Further detail is sought on the unit mix

Developer Response 9

The current proposal increases the total number of dwellings by 52 dwellings, however notably the percentage of 1 bedroom dwellings is reduced from 30% to 24% to support the aspirations of the masterplan to create a mixed and sustainable community.. The planning application is in outline, and as such

the mix shown is illustrative and has been developed to assess development impacts on matters such as traffic generation, public transport capacity, play requirements etc.

Current Proposal

FLATS	1bed/ 2 person	2bed/ 3 person	3bed/ 4 person	3bed/ 5person	TOTAL
NUMBER	58	24	78	79	239
	24%	10%	33%	33%	100%

Previous Proposal (June 2017)

FLATS	1bed/ 2 person	2bed/ 3 person	3bed/ 4 person	3bed/ 5person	TOTAL
NUMBER	56	0	58	73	187
	30%	0%	31%	39%	100%

SPC Feedback 10

Sustainability credentials and environmental standards to be employed

Developer Response 10

The energy strategy for RW4B has been developed in line with the energy policies of the London Plan and Havering Core Strategy.

The Rainham & Beam Park Regeneration Framework area has been identified by the GLA as a target cluster for the deployment of a district heating network in the London Riverside Opportunity Area. Should connection be made to the wider heat network it has been estimated to reduce regulated CO2 emissions under the SAP2012 carbon factor and annual carbon savings are estimated to increase to 43.5%.

The following measures will be introduced to ensure the development achieves these performance levels.

Be Lean

- Specify levels of insulation beyond Building Regulation requirements
- High air tightness levels
- Efficient lighting
- Energy saving controls for space conditioning and lighting

Be Clean

- Air Source Heat Pumps

- Potential future connection to wider District Heating Network
- Be Green
- PV panels on rooftops

SPC Feedback 11

Modern methods of refuse and recycling storage are encouraged

Developer Response 11

The refuse and recycling strategy has been developed in line with the Havering “Waste Management Practice Planning Guidance For Architects and Developers”

All bin stores are internal to ensure that refuse is not left visible in the public realm.

A vehicle access route is included at the rear of the proposal to ensure collection occurs from off-street locations.

All bins located within 30m of an external door.

Storage areas will be hard-floored and well lit.

2m minimum width of access threshold to the compound to allow for removal and return of containers whilst servicing.

Layout is such that any one container may be removed without the need to move any other with at least 150mm clearance space between the containers.

Adequate ventilation will be provided within the compound.

Underground Refuse Systems (URS) were considered during the design development of the proposal, however, after discussion with the Havering Refuse team, it was noted that turning circle requirements for the URS are greater as the vehicles are wider which would result in a loss of car parking spaces, and thus it was felt not to be an appropriate strategy for this site.

SPC Feedback 12

Assurances are sought regarding design quality

Developer Response 12

The applicant is committed to ensuring the proposal delivers a high quality development, both in terms of meeting the requirements of local and regional planning policy, notably Part 2 of the Draft London Housing SPG, and ensuring that new homes are desirable and marketable commercial products.

The application will include a design code to set clear guidance to the developer and designer of the reserved matters application regarding all design parameters which influence design quality.

SPC Feedback 13

Specifically in relation to the Framework and the location of the site, why have the houses been removed from the scheme?

Developer Response 13

The site layout for the June 2017 planning application included houses to the south of the site. This was problematic as it created a number of private gardens directly adjacent to the Rainham Steel goods yard, which is a source of noise pollution identified as a greater concern/ issue for Rainham Steel and potential occupiers post-submission, and further, it created a private boundary condition with a potential future development site, prejudicing the potential future layout of the neighbouring site.

The revised design includes a landscape buffer and vehicle route on the site's southern boundary to create a significant separation between the residential buildings and the industrial land, which reduces the noise level at the location of the closest building facade.

The majority of the proposed communal gardens are screened from the noise source by flatted blocks to improve the usability of the amenity spaces. The placement of this vehicle route will also not prejudice the future development potential of the land to the south, if this has to come forward as a site for residential use.

Density/Site Layout

- 6.8 The development proposal is to provide 239.No residential units on a site area of 1.932ha (10, 932m²), which equates to a density of 124 units per ha (382 hr/ha). The site is an area with low-moderate accessibility with a PTAL of 2. Policy SSA12 of the LDF specifies a density range of 30-150 units per hectare; the London Plan density matrix suggests a density of 45-170 units per hectare in an urban context with a PTAL of 2-3 (suggesting higher densities within 800m of a district centre or a mix of different uses). The Adopted Rainham and Beam Park Planning Framework suggest a density of between 100-120 dwellings per hectare.
- 6.9 Although this is higher than the GLA's guidance range, the increase responds directly to the GLA's comments that there is scope to increase the quantum of development. Further, there is a justification for a high density development due to its location within the Opportunity Area and close proximity to the Beam Park Centre and new station. The Local Planning Authority is in agreement with this approach, both in terms of maintaining a maximum 6 storey building height, which develops a coherent strategy with adjoining sites along the north side of New Road, and the taller buildings to the west at Beam Park.
- 6.10 Based on the building footprint and the building height indicated on the proposed parameter plans, the proposed apartment blocks would achieve heights of between 4 and 6 storeys. A six storey datum has been established across the site; however, and as advised, lower points of 4 and 5 storeys are introduced in the centre of the site. This is appropriate due to the varying

context to the north and south of the site and the taller elements also create a profile for the buildings facing New Road. These points of height further respond to the proposed developments by Clarion and Countryside on the south side of New Road. Having reviewed the plot widths and their depths, the particularly wide nature of New Road and the existing heights of buildings and dwellings on the neighbouring sites, Officers consider the height proposed to be appropriate for the site in the context of a changing character to the area as outlined in the Framework and would not be considered unacceptable.

- 6.11 As shown in the illustrative details, the majority of dwellings are double or triple aspect and all dwellings have private communal amenity space in the form of terraces or balconies, and where possible positioned to be south facing or overlook the communal gardens. It is considered that the indicative siting and orientation responds positively to the character of the area. The general layout plan of the building would fall in accordance with Policy DC61 of the LDF and the LB of Havering Residential Design Supplementary Planning Document 2010.

Design/Impact on Street/Garden Scene.

- 6.12 The proposal would involve the demolition of all buildings on the site, some of which are in a derelict condition. None of the buildings are considered to hold any architectural or historical value, therefore no principle objection raised to their demolition.
- 6.13 Scale is a reserved matter. From the submitted Design and Access Statement and indicative plans it is indicated that the proposed apartment blocks fronting New Road would not be greater than six storeys in height to the edges of the development, in order to “book-end” the development. It is considered that would present a development at a height which does not detract from the current character of the street scene, both old, new and those proposed for the area (as shown from the submitted illustrative masterplan on proposed heights). It is considered that the footprint and siting of the building together with its dedicated parking areas would be acceptable on their planning merits.
- 6.14 Appearance is also reserved matter. From the submitted Design and Access Statement, the agent has drawn attention to the proposed building design and has indicated that one of the main materials will be either red stock or buff/white facing brick, with some rendered elements. A condition would be applied to the grant of any permission requiring details of material use for reason of visual amenity.
- 6.15 Landscaping is a reserved matter; it is considered that the proposal can achieve an acceptable level and quality of hard and soft landscaping given the proposed layout. A condition would be applied to the grant of any permission requiring details of landscaping.

Impact on Amenity

- 6.16 The distances to neighbouring properties all far exceed recommended minimum separation distances with the closest distance to neighbouring residential windows being 35.5m. The nearest windows to the east, south and west are all to non-residential uses. This indicates that there will be no impact on the privacy of existing residences. The layouts of the flats and the distances between the blocks within the development have been designed to maximise on privacy and avoid overlooking issues.
- 6.17 Officers have further reviewed the external space provided with the proposed development, and the revised plans show both private and communal amenity space for its occupants which appear to be sufficient and in accordance with the Residential Design Supplementary Planning Document Policy PG20 on Housing Design, Amenity and Privacy in the Rainham and Beam Park Planning Framework.
- 6.18 From a noise and disturbance perspective, the applicant has submitted a Noise Assessment and Air Quality report which reaffirms that both residents from within and outside the proposal would not be affected by unacceptable levels of noise or air pollution arising from the development. The Councils Environmental Health officers have reviewed the submitted report and concluded that the scheme (subject to conditions imposed) would be compliant with Policy DC52 on Air Quality and Policy DC55 on Noise, subject to the introduction of appropriate planning conditions.
- 6.19 The proposed communal amenity space would be designed to be private, attractive, functional and safe. The indicative details of boundary treatments, seating, trees, planting, lighting, paving and footpaths are acceptable; the proposed landscape design creates 1634sqm of playable space in the communal amenity spaces, exceeding the minimum requirement set out in the GLA play space calculator. Details of effective and affordable landscape management and maintenance regime are yet to be provided and would be assessed as part of any reserved matter submission. Notwithstanding this, and from a crime design perspective, the proposal would present a layout that offers good natural surveillance to all public and private open space areas. The proposal would accord Policy 3.5 of the London Plan on Quality and Design of Housing Developments and Policy 7.1 on Lifetime neighbourhoods and Policy 7.3 on Designing Out Crime, as well as Policy DC63 of the LDF on Delivering Safer Places.
- 6.20 The LPA have reviewed the proposed waste storage areas catering the apartments, which have been set to be serviced via New Road and the internal service road. As it stands, there are no overriding concerns with this arrangement as scheme demonstrates a convenient, safe and accessible solution to waste collection in keeping to guidance within Policy DC40 of the LDF on Waste Recycling.

Highway/Parking

- 6.21 The application site within an area with PTAL of 2 (low-moderate accessibility). The total quantum of car parking has reduced to a ratio of 1:0.51, resulting in 122 car parking spaces, with consideration given to the site proximity to the new Beam Park railway station; 10% of the car parking spaces will be wheelchair accessible, which is in accordance with the provisions of London Plan. The Planning Framework also expects the delivery of car sharing or car club provision. The maximum standards suggested in the Rainham and Beam Park Planning Framework (which is based on the London Plan) for a development of this indicative mix would be 349 spaces. Notwithstanding this, the LPA has to be mindful that the site would be located close to the proposed Beam Park station and accessibility levels would consequently increase. The LPA are also mindful that this submission is an application for outline planning permission and the residential mix is potentially subject to change at reserved matters stage.
- 6.22 It is understood that the Council is seeking to implement a CPZ in the vicinity of the proposed development sites. The applicant has therefore developed an approach to car parking provision and management on the assumption that the proposed developments will need to be “self-sufficient” in respect of its car parking provision and it is envisaged that residents occupying the developments (save for blue badge holders) will not be eligible to apply for car parking permits within the CPZ.
- 6.23 In terms of the allocation of car parking spaces, the applicant will implement a car parking management strategy which will in the first instance seek to allocate car parking spaces proportionate to the tenure split on a percentage basis.
- 6.24 In terms of affordable rent units, car parking spaces allocated to affordable units will be located in the proximity of these units and be specifically allocated for use by this tenure. These car parking spaces will however not be attached to a specific property to allow flexibility over the life of the development. The Registered Providers Housing officer will allocate car parking spaces to individual families housed within the affordable units according to need. These spaces can also be swapped if needed by prior agreement with the Housing Officer.
- 6.25 As a general rule, the car parking spaces provided for shared ownership and private sale tenures will be allocated to 3 bed units first and cascaded down. In some circumstances, car parking may be allocated to specific 1 or 2 bedroom units based on sales consultant advice. Units will be sold together with a specific car parking space (exclusive right to use) and the allocated space confirmed in the corresponding unit lease.
- 6.26 This approach facilitates management as well as provides transparency or the buyers at the outset. If someone sells their flat and they had a car parking space it will be included in the sale of the unit.
- 6.27 Further, and as advised, the applicant is seeking to encourage the provision of a car club. Car clubs are a mode of transport which compliments the public

transport upgrades being proposed for the local area. Car clubs are attractive to buyers and tenants as their property comes with access to a car without the high purchase and running costs. In addition, car clubs contribute towards reducing congestion and encourage a sustainable and economical alternative to car ownership. The applicant proposes to provide each new household forming part of the development with 1 year free membership plus £50 driving credit.

- 6.28 Accordingly, and on the basis of a robust car parking management strategy, the LPA are content with the provision of parking proposed considering the 122 spaces would allow the applicant at reserved matters to finalise a car parking management plan. This element from the proposal adheres to London Plan Policy 6.13 Parking, and Policy DC33 Car Parking of the LDF.
- 6.29 The applicant has submitted a Transport Assessment as part of this application which predicts that the traffic generated from the proposed residential development would have a negligible increase over existing traffic conditions, in peak periods, but a significant reduction over the whole day. The Highways Authority have reviewed the document and consider the development acceptable from a highway perspective and unlikely to give rise to undue highway safety or efficiency implications in accordance with Policy DC32 The Road Network of the LDF.
- 6.30 The Councils Highways Engineer has further reviewed all other highways related matters such as access and parking and raises no objections subject to the imposition of conditions (covering pedestrian visibility, vehicle access and vehicle cleansing during construction), financial contribution to Controlled Parking Zone and limitation on future occupiers from obtaining any permits in any future zone.
- 6.31 The London Fire Brigade has raised no objection in principle.

Affordable Housing/Mix

- 6.32 Policy DC6 of the LDF and Policies 3.9, 3.11 and 3.12 of the London Plan seek to maximise affordable housing in major development proposals. The Mayor of London Supplementary Planning Guidance “Homes for Londoners” 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 – in effect it is accepted that 35% or more is the maximum that can be achieved.
- 6.33 In this respect, the proposal is intended to provide 35% affordable housing across all sites that the applicant is looking to develop along New Road. This could mean less provided on this site if other sites, as part of the joint venture Council strategy, are developed prior to this provided more. Due to this and other development proposals coming forward from other applicants with low or zero, affordable housing, officers have sought a viability appraisal from the applicant which has been reviewed. The review concludes that the scheme, based on present day inputs, could not viably support 35% affordable

housing, but that it could support circa 20% affordable units. In this case however, the developer is willing to deliver a greater level of affordable housing that can viably be justified based upon its unique nature as an applicant (a joint venture) and its appetite for and ability to spread risk across a portfolio of sites. In this respect, affordable housing provision is being maximised, meeting the objectives of existing policy and future policy in the submitted local plan and draft London Plan as well as the stated ambitions of the Housing Zones and therefore weighs in favour of the proposal.

- 6.34 Policy DC2 of the LDF on Housing Mix and Density specifies an indicative mix for market housing, this being 24% 1 bed units, 41% 2 bedroom units, and 34% 3 bed units. The Rainham and Beam Park Planning Framework 2016 indicates that 50% of the homes should be 1 and 2 bed units, with 50% 3-bedroom and over. Finally, the draft London Plan identifies an overall mix of 55% 1 bedroom units, 16% 2-bed, and 29% 3 bedroom and over.
- 6.35 The proposal incorporates an indicative *overall* tenure mix of 24% 1 bed units, 43% 2 bed units, and 33% 3 bed units. The proposed mix is and closely aligned with the above policy guidance, Officers are content that the mix on offer falls in accordance with policy.

School Places and Other Contributions

- 6.36 Policy DC72 of the LDF emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 6.37 Policy DC29 states that the Council will seek payments from developers required to meet the educational need generated by the residential development. Policy 2 of the submitted Local Plan seeks to ensure the delivery of expansion of existing primary schools.
- 6.38 Evidence clearly shows a shortage of school places in the Borough - (London Borough of Havering Commissioning Plan for Education Provision 2015/16-2019/20). The Commissioning report identifies that there is no spare capacity to accommodate demand for secondary, primary and early year's school places generated by new development. The cost of mitigating new development in respect to all education provision is £8,672 (2013 figure from Technical Appendix to S106 SPD). On that basis, it is necessary to require contributions to mitigate the impact of additional dwellings in the Borough. It is considered that, in this case, £4500 towards education projects required as a result of increased demand for school places is reasonable when compared to the need arising as a result of the development. A contribution of £1,264,500.00 would therefore normally be appropriate for school place provision.

- 6.39 As previously advised, the Education contribution would be not sought should the planning permission as Havering CIL would cover school places funding.
- 6.40 The Rainham and Beam Park Planning Framework seeks to deliver a new Beam Parkway linear park along the A1306 including in front of this site and seeks developer contributions for those areas in front of development sites. The plans are well advanced and costings worked out – based on the frontage of the development site to New Road, the contribution required for this particular site would be £ 272,308.54. This is necessary to provide a satisfactory setting for the development rather than the stark wide New Road.
- 6.41 Policy DC32 of the LDF seeks to ensure that development does not have an adverse impact on the functioning of the road network. Policy DC33 seeks satisfactory provision of off street parking for developments. Policy DC2 requires that parking permits be restricted in certain circumstances for occupiers of new residential developments. In this case, the arrival of a station and new residential development would likely impact on on-street parking pressure in existing residential streets off New Road. It would therefore be appropriate to introduce a CPZ in the streets off New Road. A contribution of £112 per unit (total £26,768.00) is sought, plus an obligation through the Greater London Council (General Powers) Act 1974 to prevent future occupants of the development from obtaining parking permits.
- 6.42 From a sustainability perspective, the proposal is accompanied by an Energy Statement. The reports outline an onsite reduction in carbon emissions by 37.1%, to include a photovoltaic strategy, which aims to further reduce CO2 emissions across the entire site. In assessing the baseline energy demand and carbon dioxide emissions for the site, a financial contribution of £244,200.00 has been calculated as carbon emissions offset contribution in lieu of on-site carbon reduction measures. The development proposal, subject to contributions being sought would comply with Policy 5.2 of the London Plan.
- 6.43 In respect of all the above contributions, there may be scope to negotiate the overall total figure required if this application were to be one of several sites coming forward from the same developer at the same time – therefore the recommended sums would be subject to subsequent review and approval.
- 6.44 In this case, the applicant currently has no interest in the site. As such, it is unlikely that the current owners of the site would be willing to enter into a legal agreement (which is the usual method for securing planning obligations) as they have no role in the present application.
- 6.45 The NPPG states that in exceptional circumstances a negatively worded condition requiring a planning obligation or other agreement to be entered into before development can commence may be appropriate in the case of more complex and strategically important development where there is clear evidence that the delivery of the development would otherwise be at serious risk. It is considered that this application and its context as part of a large multi-site strategic development presents justifiable basis to impose a

negatively worded condition which would require an s.106 obligation to be provided before the commencement of development.

Financial and Other Mitigation

- 6.46 The proposal would attract the following section 106 contributions, to be secured through a negatively worded planning condition to mitigate the impact of the development:
- Sum of £178,853.58 , or such other figure as is approved by the Council, towards provision of Linear Park in the vicinity of the site
 - Sum of £26,768.00, or such other figure as is approved by the Council, towards CPZ in streets north of New Road
 - Sum of £244,200.00, or such other figure as is approved by the Council, towards the Council's Carbon Offset Fund
- 6.46 The proposal would attract Mayoral Community Infrastructure Levy (CIL) and from the 01st September 2019, the London Borough of Havering CIL contributions to mitigate the impact of the development. As this is an Outline application, CIL would be assessed and applied when a reserved matters application is submitted.

Other Planning Issues

- 6.47 There is potential that the existing buildings may provide habitat for protected species. Otherwise there is no biodiversity interest in the site. Suitable conditions are recommended.
- 6.48 As advised within the Consultee Responses section of the Report, there are Cadent Gas and Thames Water assets within proximity of the site; relevant Informatives would address this issue.
- 6.49 Due to the previous industrial uses on part of the site, the land is likely to be contaminated. There is also an identified hazard with regards to pipelines at or near the site. Suitable planning conditions are recommended to ensure remediation of the site.

Conclusions

- 6.50 All other relevant policies and considerations have been taken into account. Planning permission should be granted subject to the conditions outlined above for the reasons set out above. The details of the decision are set out in the **RECOMMENDATION**.

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 <p>Havering LONDON BOROUGH</p>	<p>Strategic Planning Committee 7 November 2019</p>
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Application Reference:	P1125.19
Location:	Beam Park, Former Ford Assembly Plant Site, Dagenham and Rainham
Ward:	South Hornchurch
Description:	Variation of conditions 5 (Approved Plans) 7 (Phasing Plan) and 33 (Landscaping) of planning permission P1242.17 (GLA Ref: GLA/2933a/05) to allow amendments to the site area located within the London Borough of Barking and Dagenham. No changes are proposed within London Borough of Havering's site area.
Case Officer:	Nanayaa Ampoma
Reason for Report to Committee:	The application is of strategic importance and falls within both the London Borough of Barking and Havering boundaries.

1. BACKGROUND

- 1.1 The application site is south of the Borough within the South Hornchurch Ward. It does not fall within a conservation area and there are no listed buildings on or adjoining the site.
- 1.2 The application refers to a site that straddles both the London Borough of Havering and the London Borough of Barking and Dagenham with a single planning permission issued by the GLA covering the site. Therefore it is required that the applicant seeks permission for any works under S73 from both Boroughs. The development has already been considered by the London

Borough of Barking and Dagenham's Planning Committee who have approved the current amendments. The application is now presented to the Strategic Planning Committee.

- 1.3 The original hybrid application under planning reference P12452.17 was subject to a resolution to refuse planning permission by the Regulatory Services Committee on March 15th 2018. However, the application was later called-in and formally determined by the Greater London Authority in February 2019. The current application aims to increase the number of residential units within part of a particular phase (Phase 2B) and make changes to the landscaping layout originally approved under the hybrid permission. However it is important to note that all the proposed changes fall within the LBBDD's area. Therefore in regards to the policy framework at Havering there are no changes to the proposals to assess.
- 1.4 It should also be noted that there is a current Reserved Matters application for the details pertaining to Phase 2A of the Outline permission. This is currently pending consideration by the GLA in consultation with both the LBH and LBBDD.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The proposed amendments do not fall within the boundary of the LBH and therefore are not subject to the Council's current policy framework. There would be no change to the scheme as it relates to the LBH.
- 2.2 Plans to be updated are merely required to bring the scheme in line with the proposed changes in LBBDD.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission subject to a Deed of Variation to the original S106 and subject to any direction from the Mayor of London.
- 3.2 That the Assistant Director Planning is delegated authority to negotiate the deed of variation to the legal agreement indicated above and that if not completed by the 10th April 2020 the Assistant Director of Planning is delegated authority to refuse planning permission or extend the timeframe to grant approval.
- 3.3 That the Assistant Director Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Reserved Matters to be Submitted
2. Timing of Reserved Matters Submission
3. Timing of Reserved Matters Commencement
4. Approved Plans
5. Approval of Reserved Matters
6. Phasing Plan
7. Partial Discharge
8. Approval of Materials
9. Access to Phases
10. Accessibility and Management Plan - Residential
11. Accessibility and Management Plan- Non-Residential
12. Accessibility of Public Realm
13. Car and cycle park management plan
14. Occupier Cycle Parking
15. Visitor Cycle Parking
16. Travel Plan
17. Site Levels
18. Compliance with Design Code
19. Secure by Design
20. Accessibility and Adaptability
21. Provision of Amenity Space
22. Refuse Storage and Segregation for Recycling
23. Carbon Reduction- Residential
24. Carbon Reduction- Non-Residential
25. BREEAM
26. Energy compliance
27. Photovoltaic panels – Energy hierarchy
28. Energy Efficiency
29. Overheating – Phases 2 - 8
30. Overheating – Phase 1
31. Ecology and Landscape Management Plan
32. Landscaping, public realm, play space and boundary treatments
33. Living Roofs
34. Nesting Birds and Bat Roosts
35. Protection of Trees
36. Vegetation Clearance
37. Examination of Trees for Bats
38. Air Quality Assessment
39. Boiler and Combined Heat Power
40. Noise and Vibration (A3 or A4 use)
41. Kitchen Ventilation Equipment
42. Noise Assessment
43. Noise from Commercial Units
44. Noise from School
45. Noise from Entertainment
46. Hours of Operation- Non-Residential
47. Hours of Operation- Outdoor Sports
48. Community use of schools
49. Lighting Strategy- Phase 2 River Beam Interface

50. Flood Risk
51. River Beam Buffer Zone
52. Sustainable Urban Drainage
53. Drainage Strategy
54. Drainage Maintenance
55. Piling Method Statement
56. Non-Road Mobile Plant and Machinery (“NRMM”)
57. Oil Interceptors
58. Contamination Remediation Scheme (enabling works)
59. Remediation Scheme (enabling)
60. Unexpected Contamination
61. Borehole Management
62. Construction Environmental Management Plan
63. Demolition and Construction Hours
64. Piling Vibration
65. Written Scheme of Investigation
66. Foundation Design
67. Permitted Development
68. Satellite Dishes
69. Fire Safety
70. Bird Hazard Management Plan
71. Outline Delivery and servicing plan for residential uses
72. Outline- Delivery and servicing plan non-residential uses
73. Daylight\sunlight
74. Glare
75. Cranes
76. Family Housing
77. Parking
78. Timing of Station
79. Phase 1 - Delivery and servicing plan for residential uses
80. Phase 1 - Delivery and servicing plan for non-residential uses
81. Phase 1 energy strategy
82. Lighting Strategy- Ball Court
83. Bus loop implementation
84. Bus loop
85. Phase 1 - Station square support uses
86. Phase 1 – Maintenance of Station square support uses

Informatives

1. Planning obligations
2. Phases planning permission
3. Street naming and numbering
4. Thames Water
5. Lighting
6. Environmental Health – Gas
7. Written scheme of investigation
8. London Fire Bridge
9. High Speed 1

10. Contaminated land
11. Refuse
12. Deemed discharge
13. Precommencement conditions
14. Highway legislation
15. Temporary use of the public highway
16. Adoption of roads
17. Surface water management
18. Highway approval required
19. Secure by design
20. Community Infrastructure Levy (CIL)
21. NPPF positive and proactive

- 3.4 That the Committee confirms that it has had special regard to the desirability of preserving the settings of listed buildings and features of special architectural or historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. SITE AND SURROUNDINGS

- 4.1 The application site covers a large site in Rainham that falls between LBH and LBBD.

5 PROPOSAL

- 5.1 The application seeks planning permission for a Minor Material Amendment to the original Beam Park development that covers both the London Borough of Barking (LBBD) and the London Borough Havering (LBH) sites. No changes are proposed in the part of the site that falls within the LBH. Within LBBD, the following changes are proposed:

- Changes to development zones in the form of either an increase in footprint, reconfiguration or relocation of the zones;
- Division of Phase 2 into sub Phases 2A and 2B and slight reconfiguration to the overall Phase 2 area;
- Ground floor non-residential uses relocated to new plots; Increase in building heights;
- Uplift in 198 residential units;
- Alterations to street roads, footpaths and tertiary routes including aligning relevant roads and footpaths to LBBD adoptable standards;
- Minor changes to hardscape/softscape strategy to align with changes to development zones/location of buildings;
- Children's playspace areas increased/reconfigured in Central Park;

- Amendment to wording of condition number 33 to secure completion/planting of the approved landscaping scheme following practical completion of the relevant phase of the development and not following practical completion of Phase 1 as originally approved in the outline consent.

5.2 If approved an amendment to conditions 5 and 7 will be required to take account of the new parameter plans as well as rewording to Condition 33. A S73 application also allows for relevant changes to be made to any existing conditions, if considered appropriate. A Deed of Variation to the current S106 agreement to replace the original permission reference with the current S73 reference will also be required.

6 PLANNING HISTORY

6.1 The following planning decisions are relevant to the application:

- **P0290.18:** Cross boundary planning application for enabling works of Phase 2 of the wider Beam Park site to prepare it for development, including clearing of on-site structures, addressing contamination, importation and positioning of crushed material on site for up to 24 months (preventing future settlement), localised piling and installation of band drainage. **Committee Approval with conditions, August 2018**
- **P1242.17:** Cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and 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 (UPDATED AUGUST 2018) – **Approved subject to S106 and conditions, February 2019 (GLA Ref: GLA/2933a/05)(LBBB ref: 17/01307/OUT).**

7 STATUTORY CONSULTATION RESPONSE

7.1 A summary of consultation response are detailed below:

- **Transport for London:** No objections.
- **Greater London Authority (Stage 1):** No Objection.

- **Environment Agency:** No objection
- **Thames Water:** No comment.
- **Health and Safety Executive:** *The developer should contact the pipeline operators*
- **Anglian Water:** no comments
- **Historic England (Archaeological):** The proposals are unlikely to have a significant effect on heritage assets of archaeological interest.
- **Natural England:** No comment.
- **NATS Safeguarding:** No safeguarding objection.
- **London Fire Brigade:** No objection.
- **LBH Waste and Recycling:** No objection
- **Metropolitan Policer Secure by Design Officer:** No objection.
- **LBH Flood & Water Management:** No comment.
- **LBH Environmental Health:** No comment.
- **LBH Highways:** No objection.
- **LBH Children's Services:** As there will be no increase to units there are no objections.

8 LOCAL REPRESENTATION

- 8.1 The application was advertised via a Press Notice and Site Notice displayed at the site for 21 days.
- 8.2 A formal neighbour consultation was also undertaken with over 800 neighbouring properties being notified of the application and invited to comment. Comments have been received from 21 neighbours
- 8.3 The following local groups/societies made representations:

- None.

8.4 The following Councillor(s) made representations:

- None.

8.5 The following neighbour representations were received:

- 1 objectors
- 0 comments.
- No petitions have been received.

8.6 A summary of this neighbour comment is given as follows (as only material comments can be considered as part of the application assessment, these comments have been divided into “material” and “non-material” comments):

Material Representations

Objections

- The LBH together with the GLA should refuse permission for higher tower blocks as they result in greater density and loss of light. They also create more social and environmental problems.

Support

- None.

Officer Response: No changes are being made to the extant permission within Havering.

Non-material representations

8.7 Below is a summary of comments received from neighbours that do not represent material planning considerations for the determination of the application. This is because they fall outside of the remit of planning. This includes the marketing of properties, purchases of the properties, neighbour disputes and the value of properties.

- None.

Procedural issues

8.8 No procedural issues were raised in representations.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning considerations are considered to be as follows:

- Principle of Development
- Design
- Housing Mix
- Affordable Housing
- Impact on Neighbouring Amenity
- Environment Issues
- Parking and Highways Issues
- Sustainability
- Flooding and Drainage
- Community Infrastructure Levy

Principle of Development

- 9.2 The principle of development has already been established under permission P1242.17.

Design

- 9.3 Within Havering, there are no changes proposed to the layout, building elevations or materials under this section 73 application. Therefore no further design comments are required.

Housing Mix

- 9.4 Within Havering there is no change compared to the original permission.

Affordable Housing

- 9.5 No change to this provision. It remains 54% in Phase 1 and 50% for Phases 2-8.

Impact on Neighbouring Amenity

- 9.6 As there is no change to the development in Havering the original amenity assessment remains unchanged as approved.

Environmental Issues

- 9.7 As there will be no changes within Havering to the original permission, there are no new environmental health issues and no further comments from any statutory bodies.

Parking and Highways Issues

- 9.8 There is no change within Havering compared to the original permission.
- 9.9 Under the original scheme, on completion of Phase 1 the PTAL will be raised around the new Beam Park Station. The development shall provide up to 1,314 (ratio of 0.55) parking spaces for phase 2 to 8; accessible parking bays and electric vehicle charging point bays to be secured under conditions and reserved matters. Cycle parking to be secured under conditions and reserved matters.

Sustainability

- 9.10 No change to original permission.

Flooding and Drainage

- 9.11 No change to original permission.

Community Infrastructure Levy (CIL)

- 9.12 There would be no change to the Mayoral CIL due within Havering.
- 9.13 The London Borough of Havering's CIL was adopted in September 2019. This would not be applied in relation to this application as there is no change in the amount of floorspace proposed in the Havering part of the site.

FINANCIAL AND OTHER MITIGATION

- 9.14 Policy DC72 of the LDF emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 9.15 In light of the above and discussions in other parts of this report the proposal would attract the requirement to undertake a Deed of Variation to amend the relevant application reference number to ensure the obligations were carried forward to the new permission.

CONCLUSIONS

- 9.16 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Mayor's London Plan and the Development Plan, as well as other relevant guidance and material considerations, have been carefully examined and taken into account by the Local Planning Authority in their assessment of this application.
- 9.17 The original application was approved by the GLA having called in the application. No change is proposed to any elements as it relates to the London Borough of Havering. Therefore the application is merely required to bring the scheme in line with the London Borough of Barking and Dagenham. In keeping with this a Deed of Variation is also required for the same reason. There are no changes to unit numbers, layouts, landscaping, affordable housing, housing mix, parking or other details.

9.18 Subject to the Deed of Variation the amendment is acceptable and would accord with all relevant development plan policies, design principles and parameters established by the original permission.

9.19 In light of the above, the application is **RECOMMENDED FOR APPROVAL** in accordance with the resolutions and subject to the amended legal agreement.

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Items for Information

Introduction

1. This part of the agenda is for the Committee to receive reports and other items for information purposes only.
2. The items on this part of the agenda will not normally be debated and any questions of clarification need to be agreed with the chair.
3. The following information and advice only applies to reports in this part of the agenda.

Public speaking

4. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" parts of the agenda. Therefore, reports on this part of the agenda do not attract public speaking rights.


Late information

5. Any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Update Report.

Recommendation

6. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented for information only.

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 Havering LONDON BOROUGH	Strategic Planning Committee 7 November 2019
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Subject: Quarterly Planning Performance Update Report

Report Author: Simon Thelwell, Head of Strategic Development

1 BACKGROUND

- 1.1 This quarterly report produces a summary of performance on planning applications/appeals and planning enforcement for the previous quarter, July to September 2019.
- 1.2 Details of any planning appeal decisions in the quarter where committee resolved to refuse planning permission contrary to officer recommendation are also given.
- 1.3 The Government has set performance targets for Local Planning Authorities, both in terms of speed of decision and quality of decision. Failure to meet the targets set could result in the Council being designated with applicants for planning permission being able to choose not to use the Council for determining the application

2 RECOMMENDATION

That the report be noted.

3 QUALITY OF PLANNING DECISIONS

- 3.1 In accordance with the published government standards, quality performance with regard to Major (10 or more residential units proposed or 1000+ sq m new floorspace or site area greater than 0.5 hectares), County Matter (proposals involving minerals extraction or waste development) and Non-Major applications are assessed separately. If more than 10% of the total decisions in each category over the stated period were allowed on appeal, the threshold for designation would be exceeded. Due to the fact that 10% of the number of non-major decisions made exceeds the total number of appeals,

there is no chance of designation so the performance against the non-major target will not be published in this report, although it will still be monitored by officers.

3.2 On 29 November 2018, MHCLG announced that there would be two periods assessed for purposes of designation:

- decisions between 1 April 2016 and 31 March 2018, with subsequent appeal decisions to December 2018

- decisions between 1 April 2017 and 31 March 2019, with subsequent appeal decisions to December 2019.

3.3 The first period (2016-18) has passed with the Council not at risk of designation for this period.

3.4 With regard to the period of decisions between 1 April 2017 and 31 March 2019, with subsequent appeal decisions to December 2019, all outstanding appeals have been determined, with the final figure at 6.7% appeals allowed for major applications and 0% for county matter applications. Therefore the Council is not at risk of designation for this period.

3.5 Although there has been no confirmation from MHCLG, it is reasonable to assume that the designation criteria will continue for the next two year rolling period which would cover all decisions for the period April 2018 to March 2020. The current figures for this are:

Total number of planning decisions over period (to date): 55

Number of appeals allowed: 2

% of appeals allowed: 3.6%

Appeals still to be determined: 0

Refusals which could still be appealed: 3

County Matter Applications:

Total number of planning decisions over period (to date): 7

Number of appeals allowed: 0

% of appeals allowed: 0%

Appeals still to be determined: 0

3.6 Due to the low number of decisions that we take that are majors or county matters, any adverse appeal decision can have a significant effect on the figure. Consequently, it is considered that at this time there is a risk of designation. The figure will continue to be carefully monitored.

3.7 As part of the quarterly monitoring, it is considered useful to provide details of the performance of appeals generally and summarise any appeal decisions received where either the Regulatory Services Committee/Strategic Planning

Committee/Planning Committee resolved to refuse planning permission contrary to officer recommendation. This is provided in the table below.

Appeal Decisions Jul-Sep 2019				
Total Number of Appeal Decisions - 34				
Appeals Allowed - 11				
Appeals Dismissed - 23				
% Appeals Allowed - 32%				
Appeal Decisions where Committee Decision Contrary to Officer Recommendation				
Total Number of Appeal Decisions - 1 (details below)				
Appeals Allowed - 1				
Appeals Dismissed - 0				
% Appeals Allowed - 100%				
Appeal Decisions Jul-Sep 2019 Decision by Committee Contrary to Officer Recommendation				
Date of Committee	Application Details	Summary Reason for Refusal	Appeal Decision	Summary of Inspectors Findings
Strategic Planning Committee 11 Oct 18	P0048.18 112-116 South Street, Romford	Failure to integrate with non-designated heritage asset. Due to height and lack of tall buildings nearby, would fail to respect the character of the town centre	Appeal allowed	The proposal would have less than substantial harm on the non-designated asset. However the design is of good quality and the provision of suitable town centre facility outweighs the harm. This part of the town centre is varied and a taller building would not look out of character.

4 SPEED OF PLANNING DECISIONS

- 4.1 In accordance with the published government standards, speed of decision applies to all major and non-major development applications, with the threshold for designation set as follows:

Speed of Major Development (and County Matters) – 60% of decisions within timescale (13 or 16 weeks or such longer time agreed with the applicant)

Speed of Non-Major Development - 70% of decisions within timescale (8 weeks or such longer time agreed with the applicant)

4.2 On 29 November 2018 MHCLG announced that there would be two periods assessed for the purposes of designation:

- Decisions made between October 2016 and September 2018
- Decisions made between October 2017 and September 2019

4.3 For the period October 2016 to September 2018, performance was above the stated thresholds and there is no risk of designation.

4.4 For the period October 2017 to September 2019, the following performance has been achieved:

Major Development – 88% in time

County Matter – 100% in time

Non-Major Decisions - 90% in time

4.5 Based on the above performance, the Council is not at risk of designation due to speed of decision. The figure for future periods will continue to be monitored.

5 PLANNING ENFORCEMENT

5.1 There are no designation criteria for planning enforcement. For the purposes of this report, it is considered useful to summarise the enforcement activity in the preceding quarter. This information is provided below:

Jul – Sep 2019	
Number of Enforcement Complaints Received: 282	
Number of Enforcement Complaints Closed: 196	
Number of Enforcement Notices Issued: 13	
Enforcement Notices Issued in Quarter	
Address	Subject of Notice
42 Dymoke Road, Hornchurch	Unauthorised use for vehicle servicing and repairs
Sunnyside Farm, Risebridge Chase, Romford	Change of use of barn to dwelling.
11 Nelmes Way, Hornchurch	Unauthorised fence

Land North of Willoughby Drive, Rainham	Unauthorised use for waste transfer, unauthorised hardstanding.
Rear of 206 Victoria Road, Romford	Unauthorised canopy and car repairs.
1A Chase Cross Road, Romford	Unauthorised change of use to residential
Tara, Southend Arterial Road, Romford	Breach of conditions re parking, amenity space and landscaping.

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