



Haverling

LONDON BOROUGH

STRATEGIC PLANNING COMMITTEE AGENDA

7.00 pm

Thursday
25 June 2020

Virtual Meeting

Members 8: Quorum 3

COUNCILLORS:

Conservative Group
(4)

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

Residents' Group
(1)

Reg Whitney

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

Linda Hawthorn

**Independent Residents
Group**
(1)

Graham Williamson

Labour Group
(1)

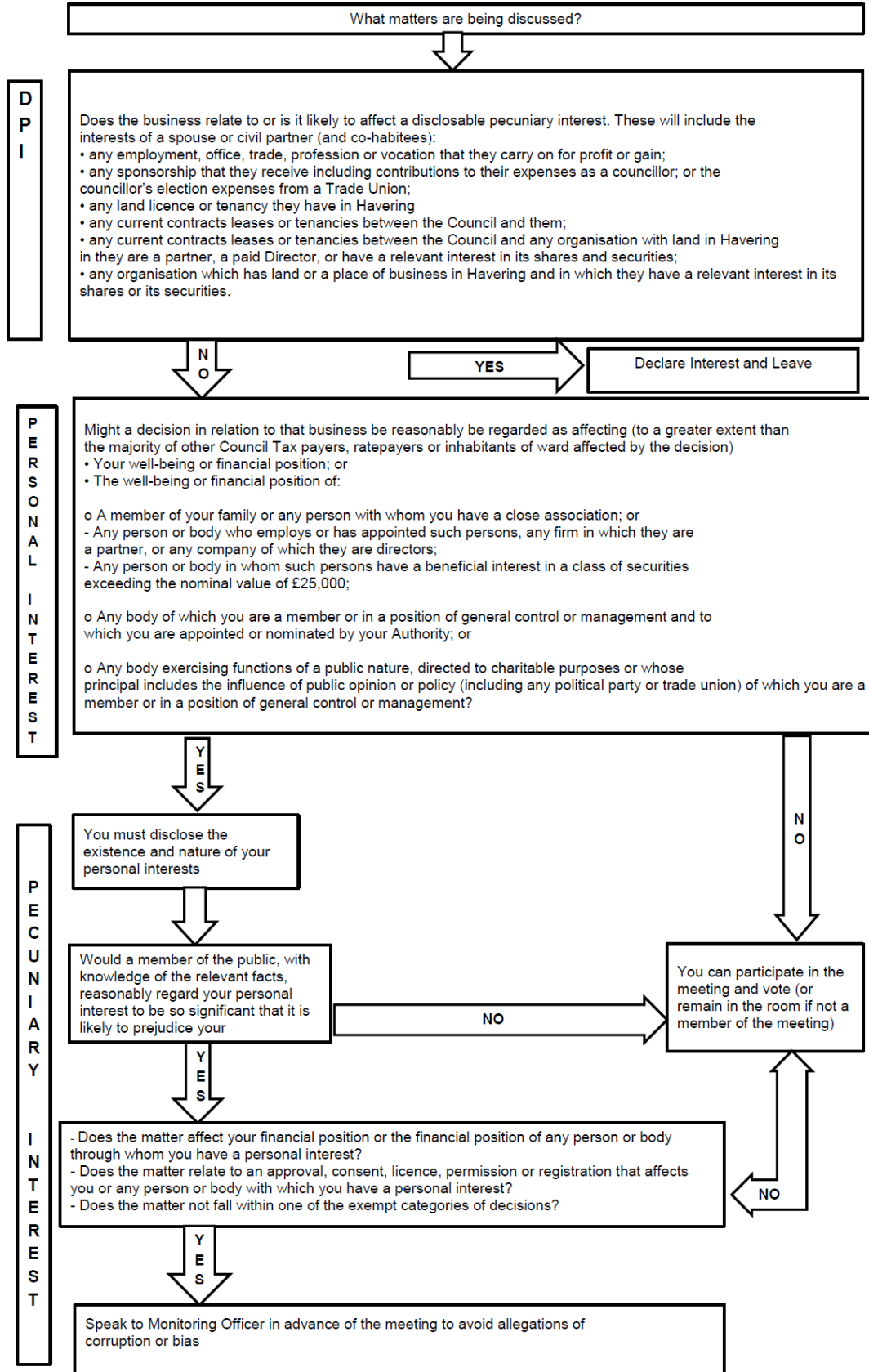
Keith Darvill

For information about the meeting please contact:

Taiwo Adeoye - 01708 433079
taiwo.adeoye@onesource.co.uk

To register to speak at the meeting please call 01708 433100
Before Tuesday 23 June 2020

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



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 PROTOCOL ON THE OPERATION OF PLANNING COMMITTEE MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS (Pages 1 - 6)

Protocol attached – to be noted by the Committee.

5 MINUTES (Pages 7 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 28 May 2020 and to authorise the Chairman to sign them.

6 APPLICATIONS FOR DECISION (Pages 9 - 12)

Report attached.

7 P1039.19 - 90 NEW ROAD , RAINHAM (Pages 13 - 54)

Report attached.

8 P1809.19 - SERENA COURT, SOLAR COURT & SUNRISE COURT, PARKHILL CLOSE AND SUNRISE AVENUE, RM12 4YT (Pages 55 - 90)

Report attached.

Andrew Beesley
Head of Democratic Services

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LONDON BOROUGH OF HAVERING

PROTOCOL ON THE OPERATION OF STRATEGIC PLANNING COMMITTEE MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS

1. Introduction

In accordance with the Local Authority and Police Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings (England and Wales) Regulations 2020, all Strategic Planning Committee hearings held during the Covid-19 restrictions will take place using a 'virtual' format. This document aims to give details on how the meetings will take place and establish some rules of procedure to ensure that all parties find the meetings productive.

2. Prior to the Hearing

Once the date for a meeting has been set, an electronic appointment will be sent to all relevant parties. This will include a link to access the virtual meeting as well as guidance on the use of the technology involved.

3. Format

For the duration of the Covid-19 restrictions period, all Strategic Planning Committee meetings will be delivered through conference call, using Zoom software. This can be accessed using a PC, laptop or mobile/landline telephone etc. and the instructions sent with meeting appointments will cover how to do this.

4. Structure of the Meeting

Although held in a virtual format, Strategic Planning Committee Meetings will follow the standard procedure with the following principal stages. Committee Members may ask questions of any party at any time. Questions are however, usually taken after each person has spoken.

- The Planning Officer presents their report (no time limit).
- Objectors to the application make their representations. Parties who are speaking should not repeat the information, which they have already given in writing in their representation. However, they will be able to expand on the written information given, provided the information remains relevant (5 minutes per registered objector).
- The applicant responds to the representations made (5 minutes).
- Any Councillor who has called in the application (5 minutes).

- Ward Councillors for the area affected by the application (5 minutes per Councillor).
- The Planning Officer responds to the issues raised, as appropriate (no time limit).
- The Strategic Planning Committee members will then debate the item.
- The Chairman will ask members of the Committee to indicate which way they wish to vote and the Clerk will then announce the decision of the Committee.

5. Technology Issues

An agenda setting out the items for the meeting will be issued in advance, to all parties in accordance with statutory timetables. This will include details of the applications together with all representations on the matter. The agenda will also be published on the Council's website – www.havering.gov.uk in the normal way.

All parties should be aware that the sheer volume of virtual meetings now taking place across the country has placed considerable strain upon broadband network infrastructure. As a result, Zoom meetings may experience intermittent faults whereby participants lose contact for short periods of time before reconnecting to the call. The guidance below explains how the meeting is to be conducted, including advice on what to do if participants cannot hear the speaker and etiquette of participants during the call.

Members and the public will be encouraged to use any Zoom video conferencing facilities provided by the Council to attend a meeting remotely. If this is not possible, attendance may be through an audio link or by other electronic means.

Remote access for members of the public and Members who are not attending to participate in the meeting, together with access for the Press, will be provided via a webcast of the meeting at www.havering.gov.uk.

If the Chairman is made aware that the meeting is not accessible to the public through remote means, due to any technological or other failure of provision, then the Chair shall temporarily adjourn the meeting immediately. If the provision of access through remote means cannot be restored within a reasonable period, then the remaining business will be considered at a time and date fixed by the Chairman. If he or she does not fix a date, the remaining business will be considered at the next scheduled ordinary meeting.

6. Management of Remote Meetings for Members

The Chairman will normally confirm at the outset and at any reconvening of a Strategic Planning Committee meeting that they can see and hear all participating Members. Any Member participating remotely should also confirm at the outset and at any reconvening of the meeting that they can see and hear the proceedings and the other participants.

The attendance of Members at the meeting will be recorded by the Democratic Services Officer. The normal quorum requirements for meetings as set out in the Council's Constitution will also apply to a remote meeting.

If a connection to a Member is lost during a meeting of the Strategic Planning Committee, the Chair will stop the meeting to enable the connection to be restored. If the connection cannot be restored within a reasonable time, the meeting will proceed, but the Member who was disconnected will not be able to vote on the matter under discussion, as they would not have heard all the facts.

7. Remote Attendance of the Public

Any member of the public participating in a meeting remotely in exercise of their right to speak at a Strategic Planning Committee or other meeting must meet the same criteria as members of the Committee (outlined above) in terms of being able to access and, where permitted, speak at the meeting. The use of video conferencing technology for the meeting will facilitate this and guidance on how to access the meeting remotely will be supplied by the clerk.

8. Etiquette at the meeting

For some participants, this will be their first virtual meeting. In order to make the hearing productive for everyone, the following rules must be adhered to and etiquette observed:

- The meeting will be presided over by the Chairman who will invite participants to speak individually at appropriate points. All other participants will have their microphones muted by the Clerk until invited by the Chairman to speak;
- If invited to contribute, participants should make their statement, then wait until invited to speak again if required;
- If it is possible, participants should find a quiet location to participate in the Zoom meeting where they will not be disturbed as background noise can affect participants.
- The person speaking should not be spoken over or interrupted and other participants will normally be muted whilst someone is speaking. If there are intermittent technological faults during the meeting then the speaker will repeat from the point where the disruption started. Whilst intermittent disruption is frustrating, it is important that all participants remain professional and courteous.

9. Meeting Procedures

Democratic Services Officers will facilitate the meeting. Their role will be to control conferencing technology employed for remote access and attendance and to administer the public and Member interaction, engagement and connections on the instruction of the Chairman.

The Council has put in place a technological solution that will enable Members participating in meetings remotely to indicate their wish to speak via this solution.

The Chairman will follow the rules set out in the Council's Constitution when determining who may speak, as well as the order and priority of speakers and the content and length of speeches in the normal way.

The Chairman, at the beginning of the meeting, will make reference to the protocol for Member and public participation and the rules of debate. The Chairman's ruling during the debate will be final.

Members are asked to adhere to the following etiquette during remote attendance of the meeting:

- Committee Members are asked to join the meeting no later than fifteen minutes before the start to allow themselves and Democratic Services Officers the opportunity to test the equipment.
- Any camera (video-feed) should show a non-descript background or, where possible, a virtual background and members should be careful to not allow exempt or confidential papers to be seen in the video-feed.
- Rather than raising one's hand or rising to be recognised or to speak, Members should avail themselves of the remote process for requesting to be heard and use the 'raise hand' function in the participants field.
- Only speak when invited to by the Chair.
- Only one person may speak at any one time.
- When referring to a specific report, agenda page, or slide, participants should mention the report, page number, or slide so that all members have a clear understanding of what is being discussed at all times

The Chairman will explain, at the relevant point of the meeting, the procedure for participation by registered public objectors, which will reflect the procedures outlined above. Members of the public must adhere to this procedure otherwise; they may be excluded from the meeting.

For voting, the Democratic Services Officer will ask Members to indicate their vote – either FOR, AGAINST or ABSTAIN, by a physical show of hands once debate on an application has concluded.

The Democratic Services Officer will clearly announce the result of the vote and the Chairman will then move on to the next agenda item.

Any Member participating in a remote meeting who declares a disclosable pecuniary interest, or other declarable interest, in any item of business that would normally require them to leave the room, must also leave the remote meeting. The Democratic Services Officer or meeting facilitator will confirm the departure and will also invite the relevant Member by link, email or telephone to re-join the meeting at the appropriate time, using the original meeting invitation.

10. After the Hearing - Public Access to Meeting Documentation following the meeting

Members of the public may access minutes, decision and other relevant documents through the Council's website. www.havering.gov.uk

For any further information on the meeting, please contact taiwo.adeoye@onesource.co.uk, tel: 01708 433079.

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**MINUTES OF A MEETING OF THE
STRATEGIC PLANNING COMMITTEE
Council Chamber, Town Hall, Main Road, Romford RM1 3BD
28 May 2020 (7.00 - 8.05 pm)**

Present:

COUNCILLORS 8

Conservative Group	Dilip Patel (Chairman), Timothy Ryan (Vice-Chair), Maggie Themistocli and +Nisha Patel
Residents' Group	Reg Whitney
Upminster & Cranham Residents' Group	Linda Hawthorn
Independent Residents Group	Graham Williamson
Labour Group	Keith Darvill

An apology for absence was received from Councillor Ray Best.

+Substitute member: Councillor Nisha Patel (for Ray Best).

All decisions were taken with no votes against.

55 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

**56 PROTOCOL ON THE OPERATION OF PLANNING COMMITTEE
MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS**

The Committee considered the report and **AGREED** its contents

57 MINUTES

The minutes of the meeting held on 27 February 2020 were agreed as a correct record and would be signed by the Chairman at a later date.

**58 P1609.19 - FORMER CAR PARK, LONDON ROAD, ROMFORD, RM7
9DU**

The application before Members was for planning permission for redevelopment of the vacant former car park site to provide residential development of 88 self-contained units of part 4, 5 and 6 stories. Includes provision of communal amenity areas, parking, landscaping and access arrangements.

In accordance with the public participation arrangements, the Committee was addressed by an objector with a response from the applicant representative.

The Committee considered the report and **RESOLVED** to **GRANT PLANNING PERMISSION** subject to the conditions as set out in the report and to the prior completion of a legal agreement to secure the following planning obligations:

- Affordable Housing 35% to be delivered with a tenure split of 64%:36% between social rent and shared ownership.
- Affordable housing rent levels secured/units to be secured.
- Job Brokerage x 3 roles or £3526 for each role in lieu to be indexed
- Traffic Management contribution of £8979 (£102 per unit) Indexed.
- Travel Plan (including the appointment of a Co-ordinator) submitted to be secured and monitoring fee of £5000
- Restriction on obtaining parking permits for occupiers – car free scheme pursuant to Section 16 Greater London Council (General Powers) Act 1974
- Controlled Parking Zone contribution to be determined dependent on extent of zone expansion required (contribution to be indexed).
- Carbon offset fund contribution in respect of shortfall of the residential units to achieve a 100% reduction in carbon dioxide emissions compared to Part L of the Building Regulations 2013, such sum calculated at sixty pounds (£60.00) per tonne that falls below the 100% threshold, for a period of 30 years, duly Indexed,
- 2x on street car club parking spaces.
- Reasonable legal fees for the drafting and negotiation of the deed whether or not it goes to completion
- Monitoring fee towards the Council costs of monitoring compliance with the deed £8640

That the Assistant Director of Planning is delegated authority to negotiate the legal agreement indicated above and that if not completed by the 23rd October 2020 the Assistant Director of Planning is delegated authority to refuse planning permission or extend the timeframe to grant approval.

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).

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 <p>Havering LONDON BOROUGH</p>	<p>Strategic Planning Committee 25 June 2020</p>
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Application Reference:	P1039.19
Location:	90 New Road, Rainham
Ward	South Hornchurch
Description:	Site wide groundworks and construction of 717 residential units (Use Class C3), 1,000sqm (flexible retail/commercial floor space (within Use Classes A1/A2/A3/A4), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping
Case Officer:	Ben Dixon
Reason for Report to Committee:	There was a factual error in the report to Members on 30th January 2020, which lead to an error in the approved Heads of Terms. Members' agreement is required in order to correct the Heads of Terms through a new resolution to grant an amended permission. The application is a Major proposal supported by an Environmental Statement, and is considered a significant development.

1 BACKGROUND

- 1.1 This scheme was presented to this Committee on 30 January 2020 and the Committee resolved to grant permission, subject to S106 Agreement and Stage 2 Mayoral Referral. However, since the Committee's decision, it has come to light that there was a factual inaccuracy in the report to Committee with respect

to the percentage figure of affordable housing (by habitable room), which the development would deliver. This factual error resulted in an error in the Heads of Terms which were agreed by Committee, and consequently the approved Heads of Terms do not accurately align with the details of the approved development, as set out in the application drawings and documents.

- 1.2 The application is now being brought back to Committee to seek Members' agreement to correct the approved Heads of Terms, through a new resolution to grant an amended permission, with Heads of Terms that accurately reflect the details of the approved development, as set out in the application drawings and documents.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The Committee previously resolved to grant permission for this development subject to Heads of Terms to be secured by S106 Agreement. A factual error in the Head of Terms to secure affordable housing, that was approved by Committee, means that the Heads of Terms do not align with the details of the approved development. Consequently, the agreed Heads of Terms require amendment if they are to accurately align with the details of the approved development, as set out in the application drawings and documents.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT a new amended planning permission subject to conditions, to include key matters as set out below:
- 3.2 That the Assistant Head of Planning is delegated authority to negotiate any subsequent legal agreement including that:
- 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 £80,304.00 or such other figure as is approved by the Council: Indexed
 - c. Linear Park contribution sum of £221,452.50 or such other figure as approved by the Council: Indexed
 - d. Carbon offset contribution sum of £877,173.00 or such other figure as approved by the Council: Indexed
 - e. A Travel Plan to encourage the use of sustainable modes of transport, including a scheme for submission, implementation, monitoring and review, and setting up the car club with free/ discounted membership for residents.
 - f. Public access routes through the site to the Beam Park development and site to the east, including the over 12's play space; commuted sum to provide/ improve existing place space locally if the Beam Park play space is not delivered
 - g. Bus mitigation strategy contribution of £680,150.00, to be payable to Transport for London by collected by LBH
 - h. To provide training and recruitment scheme for the local workforce during construction period, in accordance with the provisions of Policy 22 of the Submission Havering Local Plan 2016 – 2031

- i. To provide affordable housing in accordance with a scheme of implementation so that the overall level of affordable housing (by habitable rooms) provided across the scheme does not at any time fall below 38.35%. The affordable housing to be minimum 40% London Affordable Rent with up to 60% intermediate
 - j. 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)
 - 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.
- 3.3 The application is subject to Stage II referral to the Mayor of London pursuant to the Mayor of London Order (2008)
- 3.4 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. Full application – commencement in 3-years
2. Accordance with plans
3. Details of Materials
4. Car club management
5. Limited number dwellings occupied until Beam Park Station available
6. Details of commercial units
7. Parking allocation and management plan
8. Details of site levels
9. Technical specification of the venting structures/ gratings
10. Play wall specification
11. Detailed podium and drainage strategy
12. Details of play equipment
13. Inclusive and accessible design
14. Biodiverse green roofs
15. Fall prevention/ structures above vehicular ramps
16. Vehicle ramp conditions
17. Hard and soft landscaping
18. Details of refuse and recycling storage
19. London City Airport birdstrike
20. Details of cycle storage

21. Hours of construction
22. Noise Insulation
23. Noise Insulation (specific)
24. Contamination – site investigation and remediation
25. Contamination – if contamination subsequently discovered
26. Electric charging points
27. Construction methodology
28. Construction Logistics and Deliveries/ Servicing Plan
29. Air Quality – construction machinery
30. Air Quality – demolition/construction dust control
31. Air Quality – internal air quality measures
32. Air Quality – low nitrogen oxide boilers
33. Details of boundary conditions
34. Details of surfacing materials
35. Car parking to be provided and retained
36. Pedestrian visibility splays
37. Vehicle access to be provided
38. Wheel washing facilities during construction
39. Details of drainage strategy, layout and SUDS
40. Details of secure by design
41. Secure by Design accreditation to be obtained
42. Water efficiency
43. Accessible dwellings
44. Archaeological investigation prior to commencement
45. Bat/bird boxes to be provided

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. Cycle access to basements
 6. Temporary use of the highway
 7. Surface water management
 8. Community safety
 9. Street naming/numbering
 10. Protected species
 11. Protected species – bats
 12. Crime and disorder
 13. Cadent Gas, Essex and Suffolk Water, Network Rail, and Thames Water comments
 14. Letter boxes
- 3.5 In terms of the Community Infrastructure Levy (CIL), the development will be liable to pay CIL when the development is built. In this regard, the London Mayoral CIL2 charging rate is £25 per sq. m. for all development, and the Havering CIL for this part of Rainham (introduced on the 01st September 2019) is £55 per sq. m for residential development.

4 MATERIAL PLANNING CONSIDERATIONS

- 4.1 The main planning issues raised by the application that the Committee must consider are set out in the original report and update report presented to Committee on 30th January 2020. These documents are appended to this report.
- 4.2 This scheme was presented to this Committee on 30 January 2020 and the Committee resolved to grant permission, subject to S106 Agreement and Stage 2 Mayoral Referral. However, since the Committee's decision, it has come to light that there was a factual inaccuracy in the report to Committee with respect to the percentage figure of affordable housing (by habitable room), which the development would deliver. This factual error resulted in an error in the Heads of Terms which were agreed by Committee, and consequently, the approved Heads of Terms do not accurately align with the details of the approved development, as set out in the application drawings and documents.
- 4.3 The application is now being brought back to Committee to seek Members' agreement to correct the approved Heads of Terms, through a new resolution to grant an amended permission, with Heads of Terms that accurately reflect the details of the approved development, as set out in the application drawings and documents.
- 4.4 The amount of affordable housing (by habitable room) that would be delivered by the scheme (as illustrated within the application drawings and documents) was incorrectly reported to the committee as 41%, when in fact the correct figure is 38.35%. Therefore, the relevant Head of Terms to secure the proposed level of affordable housing are proposed to be corrected to reflect the accurate figure of 38.35% for the affordable housing proposed.
- 4.4 An affordable housing provision of 38.35% (by habitable room) does not alter the overall conclusions of the original officer report in regard to affordable housing or any other consideration. There are no other changes to the scheme as previously approved by Committee subject to conditions and S106.

Conclusions

- 4.4 All other relevant policies and considerations have been taken into account. An amended planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION. The original report to committee and update report are appended to this report.

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Havering
LONDON BOROUGH

**Strategic Planning
Committee
30 January 2020**

Application Reference:	P1039.19
Location:	90 New Road, Rainham
Ward	South Hornchurch
Description:	Site wide groundworks and construction of 717 residential units (Use Class C3), 1,000sqm (flexible retail/commercial floor space (within Use Classes A1/A2/A3/A4), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping
Case Officer:	William Allwood
Reason for Report to Committee:	The application is a Major proposal supported by an Environmental Statement, and is considered a significant development.

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 redevelopment of this brownfield site.
- 1.2 The application is for the redevelopment of the former Somerfield Depot site to create a predominantly residential development providing 717 residential units, with 1,000sqm (flexible retail/commercial floor space (within Use Classes A1/A2/A3/A4), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping

- 1.3 The application is subject to Environmental Impact Assessment and has been submitted with an Environmental Statement.
- 1.4 The application is submitted as a full application, providing details of the layout, form, scale and the various uses across the proposed development. The proposed density is within policy range and the layout is considered to be satisfactory and capable of providing a high quality development.
- 1.5 The proposed height of the apartment blocks at up to 12 storeys is considered appropriate in context for this part of New Road, which is set to be transformed through the arrival of the station and nearby redevelopments of sites.
- 1.6 Members may recall considering the proposal as part of a pre-application developer presentation to the Strategic Planning Committee on the 10th January 2019. At that time, the height of the blocks ranged up to 14 storeys. Further, Members raised a number of issues for clarification, which are addressed in some detail as part of this Report.
- 1.7 Given the location of the site close to the proposed new Beam Park Station to the west of the site and applicable maximum parking standards, the level of parking proposed is considered acceptable.
- 1.8 A significant factor weighing in favour of the proposal is the 41% affordable housing (by habitable room) proposed, meeting the objectives of the Housing Zone, and current and future planning policy.
- 1.9 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 including that:
- 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 £80,304.00 or such other figure as is approved by the Council: Indexed
 - c. Linear Park contribution sum of £221,452.50 or such other figure as approved by the Council: Indexed
 - d. Carbon offset contribution sum of £877,173.00 or such other figure as approved by the Council: Indexed
 - e. A Travel Plan to encourage the use of sustainable modes of transport, including a scheme for submission, implementation, monitoring and review, and setting up the car club with free/ discounted membership for residents.
 - f. Public access routes through the site to the Beam Park development and site to the east, including the over 12's play space; commuted sum to provide/ improve existing place space locally if the Beam Park play space is not delivered
 - g. Bus mitigation strategy contribution of £680,150.00, to be payable to Transport for London by collected by LBH
 - h. To provide training and recruitment scheme for the local workforce during construction period, in accordance with the provisions of Policy 22 of the Submission Havering Local Plan 2016 - 2031
 - i. To provide affordable housing in accordance with a scheme of implementation so that the overall level of affordable housing (by habitable rooms) provided across the sites does not at any time fall below 41% overall. The affordable housing to be minimum 40% London Affordable Rent with up to 60% intermediate
 - j. 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)
- 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 application is subject to Stage II referral to the Mayor of London pursuant to the Mayor of London Order (2008)
- 2.4 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. Full application – commencement in 3-years
2. Accordance with plans
3. Details of Materials
4. Car club management
5. Limited number dwellings occupied until Beam Park Station available
6. Details of commercial units
7. Parking allocation and management plan
8. Details of site levels
9. Technical specification of the venting structures/ gratings
10. Play wall specification
11. Detailed podium and drainage strategy
12. Details of play equipment
13. Inclusive and accessible design
14. Biodiverse green roofs
15. Fall prevention/ structures above vehicular ramps
16. Vehicle ramp conditions
17. Hard and soft landscaping
18. Details of refuse and recycling storage
19. London City Airport birdstrike
20. Details of cycle storage
21. Hours of construction
22. Noise Insulation
23. Noise Insulation (specific)
24. Contamination – site investigation and remediation
25. Contamination – if contamination subsequently discovered
26. Electric charging points
27. Construction methodology
28. Construction Logistics and Deliveries/ Servicing Plan
29. Air Quality – construction machinery
30. Air Quality – demolition/construction dust control
31. Air Quality – internal air quality measures
32. Air Quality – low nitrogen oxide boilers
33. Details of boundary conditions
34. Details of surfacing materials
35. Car parking to be provided and retained
36. Pedestrian visibility splays
37. Vehicle access to be provided
38. Wheel washing facilities during construction
39. Details of drainage strategy, layout and SUDS

- 40. Details of secure by design
- 41. Secure by Design accreditation to be obtained
- 42. Water efficiency
- 43. Accessible dwellings
- 44. Archaeological investigation prior to commencement
- 45. Bat/bird boxes to be provided

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. Cycle access to basements
 - 6. Temporary use of the highway
 - 7. Surface water management
 - 8. Community safety
 - 9. Street naming/numbering
 - 10. Protected species
 - 11. Protected species – bats
 - 12. Crime and disorder
 - 13. Cadent Gas, Essex and Suffolk Water, Network Rail, and Thames Water comments
 - 14. Letter boxes
- 2.5 In terms of the Community Infrastructure Levy (CIL), the development will be liable to pay CIL when the development is built. In this regard, the London Mayoral CIL2 charging rate is £25 per sq. m. for all development, and the Havering CIL for this part of Rainham (introduced on the 01st September 2019) is £55 per sq. m for residential development.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application is submitted as a full application and is accompanied by an Environmental Impact Assessment. The development sought is a residential development of 717 residential units within 6 no. separate blocks, and 8no. short terraces of townhouses and maisonettes. The scheme also incorporates a small element of commercial floor space (913 sq. m), with 344 car parking spaces (including visitor, wheelchair accessible and Car Club spaces) and 34 motorcycle spaces, together with 1,251 long stay residential cycle spaces, 19 short stay residential visitor cycle spaces, 6 long stay commercial visitor spaces and 25 short stay commercial visitor spaces.
- 3.2 The proposed residential development mix would be as follows:

Unit Split	Number of Units	% Units
1 Bed 1 Person	38	5.3

1 Bed 2 Person	290	40.4
2 Bed 3 Person	33	4.6
2 Bed 4 Person	288	40.2
3 Bed 4 Person	4	0.6
3 Bed 5 Person	18	2.5
3 Bed 6 Person	46	6.4

Total	717	100
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Floorspace (m² GEA)

Commercial	913
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- 3.3 The scheme is primarily made up of flats; however, there are also 38 houses and 12 maisonettes. Of the entire development, just 9% is considered to be family sized units, which rises to 23% within the affordable tenure. The housing mix is considered appropriate, given the proximity to the train station. The houses and maisonettes are primarily proposed within the east of the site, which is considered appropriate given the distance from the new district centre and the train station.
- 3.4 The proposed scheme is comprised of 6 distinct blocks of flats and 8 short terraces of townhouses and maisonettes, with a lateral east-west link running through the site, named Central Avenue. Mansion-block-style buildings front New Road, with terraced houses behind these blocks, just north of the central avenue. South of the central avenue, it is proposed to create two blocks, a larger M-shaped block with podium gardens between the blocks, and a smaller but taller block, fronting the station square and the Beam Park development's Block K (approved at 16 storeys).
- 3.5 The land to the immediate west of block 1 is currently owned and occupied by RTS Motors as a scrapyards. Whilst the future redevelopment of the RTS site is not within the applicant's control, it is important to ensure that the scheme is designed to respond to both the present condition but also not prejudice any future redevelopment. Acknowledging this, the western facades of block 1, which front the RTS Motor site, are blank, and therefore the Local Planning Authority are satisfied that either the block could be amended later, should the applicant acquire the land, or would enable a standalone scheme to come forward on the plot.
- 3.6 In the southwest of the site, on the eastern side of the tallest element of the scheme, it is proposed to develop a public square, known as the Garden Square.

Site and Surroundings

- 3.7 The 3.3-hectare site lies south of New Road, north of the C2C railway line and was last used as a Somerfield Depot. Whilst the site is presently bound by industrial land uses to the east and west, it lies in an area undergoing significant change: the land to the immediate west is the Beam Park site, where, following

call in by the Deputy Mayor for Planning, Skills and Regeneration, planning permission for up to 3,000 homes and a new railway station was granted in February 2019 (LBH ref: P1242.17), and there are numerous residential planning permissions pending, or recently determined, along New Road.

- 3.8 The site generally slopes gently down north to south from New Road apart from the section immediately adjacent to New Road where the level difference is more steeply defined.
- 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 site has an extant planning permission, granted in 2015, for the redevelopment of the site for 170 sq. m of commercial floor space and 497 residential units (LPA reference P1813.11). The previous Mayor considered a report on the case on 27 August 2014. All of the homes were for private market sale and there were no affordable homes approved under the scheme. A Certificate of Lawfulness of Proposed Use or Development was issued by Havering Borough Council on 21 December 2017, confirming that the 2011 development has been lawfully implemented (LPA ref: E0026.17).

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 London City Airport – No objections, subject to conditions
- 4.4 Environment Agency – No objections, subject to informative
- 4.5 British Pipelines Agency - No objections
- 4.6 Network Rail – No objections, subject to conditions and informative
- 4.7 Essex & Suffolk Water – no objections, subject to Informative
- 4.8 Thames Water – Advice provided about surface water drainage and trade effluent; in relation to sewerage infrastructure capacity, there would not be an objection, subject to Informatives.

- 4.9 Metropolitan Police (Designing Out Crime) – Requested conditions regarding designing out crime
- 4.10 LBH, Environmental Protection (Noise and Vibration) – No objections, subject to necessary mitigation works
- 4.11 LBH, Environmental Protection (Contamination) – No objections, subject to conditions, remediation and necessary mitigation works
- 4.12 LBH, Environmental Protection (Air Quality) – To be reported
- 4.13 LBH Waste and Recycling – Advise that the proposals for refuse storage and collection are acceptable
- 4.14 LBH School Organisation – No objections, subject to appropriate CIL education contributions
- 4.15 LBH Flood & Rivers Management Officer – No objections in principal, subject to the internal roads/ open spaces/ subterranean infrastructure being managed by the applicant in perpetuity
- 4.16 LBH Emergency Planning Officer – strongly recommend the following measures to improve the resilience of the development:
- Flood risk assessment highlighting especially the surface water risk
 - Raising the level of the building by at least 300mm above local levels
 - Waterproof membrane in the ground floor
 - Waterproof plaster and waterproofing to ground floor
 - Electrics from the upstairs down and sockets high up off the ground floor where applicable
 - Non return valves on the sewerage pipes
 - Emergency escape plan for each individual property
 - Air brick covers where applicable
 - Movable flood barriers for entrances
- 4.17 Greater London Archaeological Advisory Service, Historic England – require pre-commencement planning conditions
- 4.18 London Fire Brigade – Confirm that it will be not be necessary to install any additional fire hydrants; the proposals are also acceptable in terms of fire precautionary arrangements
- 4.19 LBH Highways – No objections
- 4.20 Greater London Authority (GLA) – made the following observations:
- Principle of development: The residential-led redevelopment of the under-utilised, allocated site is strongly supported in principle.
 - Affordable housing: It is proposed to provide 41%affordable housing by habitable room, comprised of 40% London Affordable Rent and 60%

intermediate. Whilst the site was last in industrial use, it has an extant, implemented planning permission for 497 residential units, of which none are affordable. In this regard, it is considered that the 35% threshold for the Fast Track route is suitable and the affordable housing offer is strongly supported. The applicant must, however, confirm the intermediate products proposed.

- Design: The applicant should provide further details on the interfaces with the RTS motor's site and the Beam Park development site. Further refinement of the architecture is encouraged and the applicant should consider opportunities to better integrate the public square into the scheme.

- Energy: The applicant has broadly followed the energy hierarchy in the energy strategy; however, further information is required on all elements of the energy hierarchy to ensure compliance with London Plan and draft London Plan Policy. Further, the applicant should note that, in line with the draft London Plan, CHPs are not encouraged. Should it be evidenced that an off-site heat network is feasible then the applicants must investigate alternatives for the site

- Transport: The development is expected to generate a significant number of bus loads in the peak hours. As such, a payment of £680,150 is required towards bus capacity in the area, which is consistent with what other schemes in the area have been charged. Further information and justification is also required on the car parking design and provision as well as the interaction of the scheme and the proposed Beam Parkway works.

4.21 Transport for London (TfL) – advise that car parking, including at the outset for disabled people, should be reduced and a permit free agreement and CPZ contribution secured. Contributions towards the delivery of the Beam park scheme and bus capacity mitigation are also necessary. Grampian conditions are required to ensure that the new Beam park station is open before occupation and that better permeability and walking and cycling routes are delivered. Cycle parking, electric vehicle charging points details need to comply with the draft London Plan; A Delivery Servicing Plan, Construction Logistics Plan and Travel Plan should all be secured

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

5 LOCAL REPRESENTATION

5.1 A total of 836 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: 2 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 from adjoining land owner to the east:

- The proposed development by reason of its height, design, orientation and proximity to the eastern boundary of the site would seriously prejudice the satisfactory future residential development of the adjoining land to the east which is in their ownership
- It is considered that a development of this scale should be appropriately sited a sufficient distance from the common boundary to provide half the necessary separation distance between residential buildings of this height and orientation
- In addition, greater separation would assist in reducing the noise impact on the new residential development from the current commercial use of the adjoining site, particularly from HGV movements during the early hours of the morning and late in the evening

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. The Noise team have no objections to this full 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.

Objection received from a person of unknown address:

- Overdevelopment of the site due to number of dwellings and height of buildings
- Insufficient family sized units
- Insufficient car parking
- Out of keeping with Rainham Village and conservation area
- Insufficient infrastructure in areas including GP's, dentists and schools

Further, comments received from the Beam Park Partnership to the west:

- The Beam Park Partnership is delivering the consented Beam Park development which directly abuts the above development. We believe that the interface between the two adjacent schemes is critical to the success to the wider regeneration of the area. As such, we are actively collaborating with Clarion Housing Group to ensure a coordinated approach to the detailed public realm design, connecting the consented “Station Approach” to the proposed “Green Avenue”. We are committed to working with Clarion to ensure a comprehensive redevelopment
- We are supportive of the principle of development at 90 New Road, and welcomes proposals from the applicant that tie into the consented Beam park scheme, with the aim of producing a high-quality public realm linking 90 New Road to the Beam Park station and surrounding commercial units

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. Further, the application site is located within the London Riverside Opportunity Area Planning Framework Adopted September 2015 supports residential development. 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 10th January 2019. In this regard, the report will set out the individual comments made, followed by the response of the developers:

SPC Feedback 1

Assurances were sought regarding the build quality of the units

Developer Response 1

Clarion have worked with Hill (Large and Medium Housebuilder of the Year 2018) throughout the design process. Hill will be responsible for constructing the new homes proposed.

SPC Feedback 2

Detail is sought on why the extant scheme is being changed

Developer Response 2

Responding to funding for train station, approved Countryside and L&Q proposals for Beam Park, ensuring that the new homes comply with the Mayor's Housing Design Standards and help to meet increased strategic and local housing needs (including affordable)

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?

Developer Response 3

Site Allocation Policy SSA12 advocates residential led development of the Site. The Vision in the Rainham and Beam Park Planning Framework (January 2016) seeks to ensure that the regeneration area:

- Delivers much needed housing to meet local needs and the strategic needs of London;
- Results in a new green residential neighbourhood;
- Has an urban centre structured around the new train station and integrates with the surrounding residential neighbourhoods; and
- Creates a new community and place to live for;
 - a) Working families looking for homes in which to settle and grow;
 - b) Young professionals looking to buy their first home and benefit from the rapid links to the City; and
 - c) Rainham and South Hornchurch residents needing affordable homes and wishing to stay in the area
- The principle of residential development on the Site has also been established by the extant Planning Permission for the Site (LPA Ref: P1813.11 dated 28th January 2015). The Applicant is a Registered Provider and has redesigned the scheme to respond to the Beam Park scheme, whilst also maximising the amount of market and affordable housing that can be delivered on the Site.

SPC Feedback 4

Heights proposed and the justification for this relative to the Framework

Developer Response 4

As previously highlighted, we have worked with Officers to amend the design of the scheme and the maximum has been reduced from 14 to 12 storeys

SPC Feedback 5

The low amount of family housing relative to the Framework and what was achieved on the adjoining Beam park site

Developer Response 5

Policy 2.13 and 7.7 in the London Plan (2016) seek to optimise residential output and densities, particularly in areas benefitting from improvements in public transport accessibility

For clarity, the Rainham and Beam Park Planning Framework (January 2016) is not part of the Development Plan. It is a material consideration that has the same weight in the determination process as the other material considerations set out above. LBH has a track record of under delivering new market and affordable homes to address local and strategic housing needs. The proposed development would help the Council meet their minimum housing needs which would be in accordance with national, regional and local planning policy.

Therefore, we consider some departures from the non-statutory guidance within the Rainham and Beam Park Planning Framework (January 2016) are justified, particularly following the approval of the Beam Park development directly to the west of our Site and the approved urban context and character.

Policy 3.8 and 3.9 in the London Plan (2016) seeks to ensure that Londoners have access to a wide choice of homes that they can afford and which meet their requirements for homes of different sizes and types. The Mayor of London requires new developments to offer a mix of housing sizes and types.

The Mayor's Housing SPG (March 2016) acknowledges that local housing requirements should not be the single determinant of housing mix sought on individual developments. Boroughs should have regard to housing needs beyond their own boundaries when setting their affordable housing policies and determining planning applications.

The SPG highlights that "higher density development close to public transport facilities is especially suitable for one and two person households, particularly singles, couples and sharers, students and older people. Conversely, a lower proportion of family sized homes may be appropriate in town centres, as opportunities for play and other amenity spaces tend to be more constrained in these locations. Boroughs should consider applying local policies on unit size mix flexibly in town centre and edge of centre sites where there is good accessibility, recognising the particular suitability of these locations for 1 and 2 bedroom units."

Section 3.3 in the London Riverside OAPF (September 2015) states that "whilst low density family housing is common to London Riverside and will continue to form the large majority of new housing, a variety of housing typologies will be needed in order to achieve a mixed and balanced community. Higher densities, small units and other forms of housing including senior living and less traditional forms of affordable housing, have the potential to diversify the housing offer."

As highlighted below, the OAPF identifies the area around the new train station as a high density location.

Draft London Plan Policy H12 states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes.

LBH Core Strategy and Development Control (2008) Policy CP2 and DC2 aims to ensure that the sizes, types and tenures of new housing meet the need of new and existing households at local and sub-regional level. The sizes and types of new housing should be of a density and design that is related to a site's access to current and future public transport and are compatible with the prevailing character of the surrounding area.

SPC Feedback 6

Who would manage the affordable housing units? Is grant available?

Developer Response 6

Grant is available and has been secured to ensure that the maximum amount of affordable housing can be delivered. Clarion Housing Group will manage the scheme in perpetuity.

SPC Feedback 7

Details on the allocation policy for the affordable units are sought. Preference is for Havering residents first.

Developer Response 7

Clarion Housing Group will manage the Site in perpetuity and will work with LBH to allocate the affordable rent units in the future.

SPC Feedback 8

Sustainability credentials and environmental standards to be employed

Developer Response 8

A Sustainable Design & Construction Statement and Energy Assessment has been submitted in support of this application. The non-residential units have been designed to achieve BREEAM 'Very Good'. The proposed residential units would achieve zero carbon compliance based on the following measures:

- Building fabric enhancements;
- Combined heat and power plant;
- Air Source Heat Pumps; and
- Via a carbon offset payment.

The Energy Strategy targets as a minimum 35% reduction in CO2 emissions beyond Building Regulations 2013. The Proposed Development would achieve

a 35% reduction in CO2 emissions. However, to deliver zero carbon homes, the remaining carbon emissions would need to be covered by a carbon offset payment of £877,173.

The proposed development will also:

- minimise risks of pollution, effectively manage waste streams and maximise reuse and recycling;
- provide substantial green infrastructure therefore helping to reduce the urban heat island effect;
- promote ecology and biodiversity;
- encourage cycling and sustainable transport measures; and
- help to manage water at source.

The daylight and sunlight assessment submitted with the planning application demonstrates that overall 77% of the habitable rooms meet the BRE targets. There are some living, dining and kitchen spaces (LDK) that do not meet the 2% BRE target for kitchens but will still receive a good daylight level. 82% of LDKs across all proposed blocks will achieve ADF values of 1.5% or above. Whilst balconies are required to provide private amenity space, if they were omitted then the compliance rate would increase to 88%.

The daylight and sunlight assessment for surrounding properties within the Environmental Statement concludes that there are some isolated windows and rooms which will experience alterations to their levels of daylight and sunlight amenity which are, in percentage of baseline terms, moderate/major adverse in nature, the retained daylight and sunlight amenity levels to the majority these rooms will remain acceptable considering the intended urban environment for the development area.

It is considered that the Proposed Development would result in acceptable and sufficient levels of daylight and sunlight experienced by dwellings within the Proposed Development and dwellings surrounding the Proposed Development in accordance with the adopted Development Plan. The vast majority of windows assessed comply with the BRE Guidelines, however as acknowledged above the policy framework recognises the need for flexibility and the need to take account of site specific circumstances, whilst avoiding unacceptable harm but fully optimising housing potential on large sites.

With regards to overshadowing the effects of the Proposed Development are not material and there will be negligible impact on surrounding properties. In relation to overshadowing of the public spaces within the scheme, 5 out of the 7 spaces meet the BRE recommended 50% of 2 hours of sun on March 21st, with the other two spaces being slightly short of this standard at 45.4% and 46.6%. However, on June 21st, all spaces will comfortably achieve 2 hours of sun to over 50% of their areas.

A wind Microclimate assessment has been undertaken and is included within the submitted Environmental Statement. The assessment concludes that the ground level wind microclimate for the Development is expected to range from

acceptable for standing use through to strolling use, which are the required conditions for comfortable pedestrian thoroughfare use.

SPC Feedback 9

Waste disposal: the applicant is invited to approach that innovatively

Developer Response 9

Details of the proposed refuse collection strategy are outlined within the submitted design and access statement. In this regard, the refuse collection strategy has been designed in accordance with LBH's Waste Management Practice Planning Guidance. Refuse vehicle access to the site is provided from New Road. Refuse vehicles can stop within 10m of the entrance to most of communal refuse stores within the development. Where refuse stores are located more than 10m away from the road, refuse will be moved by management personnel to designated collection points. Access will be provided to the pedestrianised portion of the Central Avenue, by site management, to allow the refuse vehicle to collect from blocks 1 and 6 and turn around. Residents of houses will have a dedicated bin store at the front of the property. For commercial units, refuse is collected along the same route as residential however, the commercial businesses are responsible for any management relating to their refuse collection.

SPC Feedback 10

What opportunities are there to improve north-south connections on the back of the scheme?

Developer Response 10

We appreciate this is a strategic priority for the Council and contributions towards bus capacity Improvements are included within the proposed Heads of Terms.

SPC Feedback 11

Whether any parking space will be available for commuters and other station visitors

Developer Response 11

The submitted planning application includes some visitor car parking provision.

SPC Feedback 12

Need to understand the parking management strategy that will be used nearby to the station to prevent commuter parking if no commuter provision is made

Developer Response 12

A Controlled Parking Zone is proposed for the area surrounding the new train station to prevent commuter and visitor parking.

SPC Feedback 13

Further detail on estate management

Developer Response 13

Clarion Housing Group will manage the Site in perpetuity.

SPC Feedback 14

Design of the highway, how it works in practice to avoid vehicle and pedestrian conflict, particularly for those with a visual impairment

Developer Response 13

Details of the highway design are included within the submitted Transport Assessment.

Density/Site Layout

- 6.8 The proposal is to provide for the redevelopment of the site to provide 717 residential units and 913 sq. m of flexible retail/commercial floor space, as well as the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping, on a site of 3.53 hectares situated the south of New road, and north of the C2C railway line and was last used as a Somerfield Depot. The density of the site would be 203 dwellings per hectare. The site is an area with low-moderate accessibility with a PTAL of 2, which will improve to PTAL 3 following the delivery of the Beam Park Station. 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 Rainham and Beam Park Planning Framework suggest a density of between 100-120 dwellings per hectare.
- 6.9 The proposed density is higher than the GLA's guidance range and requires careful consideration. It should be recognised that when determining an application, density is only one of a number of considerations and the density matrix should not be applied mechanistically. Priority considerations would be on the quality and design of the scheme, the local context and the relationship with surrounding areas when determining whether a scheme is acceptable. It is considered that in this case 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 to the west. Officers are supportive

of the approach to developing this site with a maximum 12 storey building height, which develops a coherent strategy with adjoining sites along the south side of New Road, and the taller building at 16 storey to the west at Beam Park. The proposed scheme is comprised of 6 distinct blocks of flats and 8 short terraces of townhouses and maisonettes, with a lateral east-west link running through the site, named Central Avenue. Mansion-block-style buildings front New Road, with terraced houses behind these blocks, just north of the Central Avenue. South of the Central Avenue, it is proposed to create two blocks, a larger M-shaped block with podium gardens between the blocks, and a smaller but taller block, fronting the station square and the Beam Park development's Block K. In the southwest of the site, on the eastern side of the tallest element of the scheme, it is proposed to develop a public square, known as the Garden Square.

6.10 The proposed layout of the buildings and spaces seeks to create a coherent and connected grid that guides people towards the new local centre via the urban form and the hierarchy of routes across the site and wider Housing Zone. The proposed layout enables active frontages to be created across the development via the location of the non-residential uses and the domestic scale houses with front doors onto the streets coupled with the entrances to the flats. The layout and design of the Proposed Development has responded to the guidance within the London Riverside Opportunity Area Planning Framework (September 2015) and the Rainham and Beam Park Planning Framework (January 2016) by:

- Providing active frontages throughout the proposed neighbourhood;
- Creating a layout with a strategic east to west pedestrian and cycle way link and secondary north to south green links;
- Ensuring that the greatest height and scale of development is located within the new Beam Park Centre character area;
- Produce a high quality, active and vibrant environment and street level throughout the development that includes street trees, SuDS and children's play spaces; and
- Creates a new natural habitat along the southern edge of the Site.

6.11 The general layout plan of the proposed buildings would fall in accordance with Policy DC61 of the London Borough of Havering LDF 20087 and the LB of Havering Residential Design Supplementary Planning Document 2010. Further, these proposals are consistent with the implementation of Policies

Design/Impact on Street/Garden Scene.

- 6.12 Demolition of the buildings originally on the site has already taken place. None of the buildings that were demolished held any architectural or historical value, therefore no principle objection was raised to their demolition.
- 6.13 The height of the proposed development would range from 2 to 12 storeys high. The 12 storey building (Block 6) would be located next to the new train station, within the new local town centre and on the north eastern corner of the garden square. Whilst there are no conservation areas, listed buildings or strategic/local viewing corridors affecting the Site, the taller buildings proposed have been positioned along the southern edge of the Site next to the railway and are at least 100m from the nearest residential properties to the north of the Site.
- 6.14 The height onto New Road would predominantly be 6 storeys and broadly in accordance with the heights approved as part of the extant planning permission and other permissions along the northern side of New Road that have recently been approved. The 7/8 storey Block (Block 1) on the western edge of the proposed development would help to frame the primary access from New Road into the new local centre and Station Square within Beam Park Centre.
- 6.15 The proposed development has been designed to have 4 distinctive character areas with the following design features:

- Civic Centre

The Civic Centre is characterised with predominantly buff brick and bronze materials. This is aside from Block 06 Core A, which serves the Garden Square and Block 01 Core A, which serves as the entrance block to Station Approach. This area forms the culmination of the other three character areas, as well as relating to the Beam Park proposal, hence it includes a combination of balcony types and details.

- New Road Frontage

The Blocks along the front of New Road communicate with the opposing future proposals and residential areas. The three building are brown brick with bronze panelling, thick contrasting banding and semi-inset balconies. The mansion block aesthetic is accentuated through the detailing.

- Residential Core

The Houses are located in the centre of the site and contrast with the surrounding flat blocks, using light buff brick, limited detailing and grey-beige materiality. The character area aims to echo the existing residential streets to the North.

- Railway Edge

This area forms a barrier between the site and the railway, and is characterised with predominantly extruding balconies and buff brick flat blocks in increasing heights.

Quality Review Panel Comments

- 6.16 As part of the pre-application discussions, the proposals were presented to the London Borough of Havering's independent Quality Review Panel on the 10th December 2018, and set out below are the issues raised by the QRP and the developer response:

Overall approach

QRP Comment

Given the size and significance of the scheme, it should have been brought to review at an earlier stage.

Developer Response

The Quality Review Panel was formed in November 2018 and was subsequently not available prior to this review. The applicant had undertaken a number of pre-application meetings with the Council and the GLA prior to the QRP which covered urban design. It should also be noted that the applicant has held design workshops with officers following the QRP meeting to positively respond to the comments raised.

QRP Comment

There's a low provision of 3-bed, family units. The residential mix should be re-balanced.

Developer Response

3 Bed homes provision was circa 7.3% at the QRP meeting and we have subsequently increased this to 9.5%. Within the affordable rented tenure, where the demand is highest, 39.7% of the homes are 3 bed+. In keeping with the Housing Zone status of the area, the proximity of the new train station and the civic centre location and commitment to achieving the delivery of significant amounts of much-needed affordable housing, we consider that the mix of residential units will cater for working families, young professionals and deliver genuinely affordable homes. As covered elsewhere within the Committee Report, the scheme has a substantial viability deficit and the private mix and ability for the applicant to sell homes is helping to subsidise the proposed affordable housing provision.

Massing and development density

QRP Comment

The interface between the scheme and Beam Park to the west lacks clarity – when it is essential the two developments work together to frame a high quality Station Approach.

Developer Response

The proposals have been designed to work together and support Station Approach. They enclose the space and provide active uses at ground floor. Station Approach is made up of three different land ownerships. The design team have consulted with the other stake holders, Countryside Properties, LBH and TFL to help develop a unified approach and create a high-quality local centre where the Avenue, Station Square and Station Approach align. It is worth noting that Countryside are a Strategic Partner of Clarion and they have confirmed that they are collaborating with us on the design of Station Approach. Clarion have also agreed to purchase the RTS Motors Site to ensure the delivery of a seamless high-quality space leading to the new Beam Park Station. The Council's Urban Design Officer has also scrutinised the interface proposed between the two sites and is happy with the design proposals.

QRP Comment

The tall building adjacent to the station is problematic, because it's siting fractures the route between the development and the station, and it has an awkward relationship with a tall building of similar height in Beam Park.

Developer Response

We have proactively worked with Officers to reduce the maximum height from 14 to 12 storeys and repositioned the greatest massing on our scheme to enhance views and develop the relationship with the landmark building within Phase 1 of Beam Park. Acting together, they form a gateway to the Station. It also acts as an axis point for the three public spaces, Station Approach, Station Square and Garden Square. OFFICER COMMENT:- When presented to QRP, the proposal was for a 14 storey building situated adjacent to the 16 storey building proposed for the Beam Park site. Following the QRP, the applicant has repositioned the block, creating a wider approach to Station Approach, and reduced the height of the building by 2 storeys.

QRP Comment

A more consistent height along New Road could create a simpler and more coherent edge to the street.

Developer Response

We've made amendments to create a consistent height onto the majority of New Road. The buildings do rise in the Civic Centre to identify the entrance to Station Approach. The Council's Urban Design Officer has scrutinised the

height proposed onto New Road and is happy with the proposals.

Scheme Layout

QRP Comment

The character and function of the public space around the Station Approach is still unresolved.

Developer Response

We've worked with all parties involved to enhance Station Approach and create a high quality landscaped entrance to the local centre and station. We will continue to work with the Council, Countryside, GLA and TfL to ensure this is delivered. The buildings have been designed to positively address the public realm along Station Approach and provide activity at ground floor level. We have also agreed terms to purchase the Scrapyard Site to help create a seamless high quality entrance to the Station.

QRP Comment

A bus-turning point would be a disappointing and unconvincing entrance to a significant piece of townscape.

Developer Response

We have amended the design proposals and subsequently omitted the bus turning area.

QRP Comment

The location of the main public green space should be reviewed as it currently opens up to a view of the large industrial building across the railway lines.

Developer Response

The Garden Square has been located to complement Station Approach and Station Square. The other spaces are based around transport interchange and retail offerings while the Garden Square will offer a south facing green space intended for rest and play, significantly different to that on offer by the other two spaces. It is located on the Central Avenue within the densest portion of the site to allow the maximum number of residents to benefit from the public greenspace. Trees would screen views of the industrial building which is approximately 70m away on the other side of the railway line.

QRP Comment

The scheme lacks a clear hierarchy of streets and public space. In particular, the Central Avenue is not strong enough.

Developer Response

The proposals have been designed with a clear street hierarchy. The meandering landscape is designed to emphasis the pedestrian nature of the Central Avenue and create a series of differing green spaces that would act as events along its route.

QRP Comment

The connection between Central Avenue and the station is unclear and circuitous, being obstructed by the proposed 14 storey building.

Developer Response

The 14 storey building has been reduced to 12 storeys and the massing relocated to create a better interface with the Central Avenue, Station Approach and Station. In particular, Block 6 has been stepped back to open up Central Avenue as it meets Station Approach. These amendments were subject to workshops with planning and urban design officers prior to submission of the planning application.

QRP Comment

Pedestrian and cycle routes are fragmented, with many crossing points, with the potential to create conflict and hazards.

Developer Response

The proposals are designed to be pedestrian focused with vehicular routes degraded where possible. The Central Avenue has been redesigned with officers following the QRP to ensure pedestrians and cyclists are welcomed within the site. The western portion of the Central Avenue is pedestrianised to further welcome pedestrians into the site from the station.

QRP Comment

The alignment of the north-south streets do not appear to relate to existing streets to the north of New Road or to the buildings to the south of the central avenue.

Developer Response

The proposed connections onto New Road have been designed to work with the existing and proposed crossing points. They have come about following discussions with both TFL and LBH, and to take account of the Council's aspirations for Beam Parkway.

QRP Comment

Consider introducing more active non-residential uses at street level, including along Central Avenue.

Developer Response

The proposals have been designed to ensure that the ground floor uses activate the streets and public spaces they address. 1,000m² of commercial spaces are positioned around Station Approach and Central Avenue to help promote a vibrant Local Centre and encourage people into the development. These spaces are designated as use classes A1-A4 to provide flexibility and ensure the proposals complement the facilities included within the approved Beam Park. Block 6 has subsequently been redesigned since the QRP with active uses on the ground floor level to further extend commercial activity along the Central Avenue.

Architectural Expression

QRP Comment

The architecture is generic, repetitive and placeless, missing the opportunity to respond to the Havering context.

Developer Response

The proposals have been developed through discussions with planning and urban design officers to sit comfortably alongside the emerging Beam Park and the existing context to create a place that is firmly rooted in its surroundings. The identity of the proposals is further developed through four distinct character areas, each responding to their surrounding context to create architectural variety within the proposals. The result is a proposal that positively responds to the local context by creating a new characterful area that is well connected to its surroundings.

QRP Comment

The mansion blocks to which the current designs refer, are not a feature of Havering. Bring the specific character of the area into the proposal.

Developer Response

The mansion block is a successful form of flatted housing that the proposals draw upon for reference. Although the design references mansion blocks in its architectural character, the existing and forthcoming local character has also influenced the design and generated a response to the context while creating a specific architecture for Beam Park. A series of character areas aid variety and legibility within the proposals, responding to their location on the site. The Civic Centre is influenced by the adjacent Beam Park to help create a unified approach to the new local centre. The New Road Frontage and Residential core takes a more traditional form to address the existing houses to the north.

QRP Comment

The entrances to the blocks are not generous enough, particularly along the southern side of Central Avenue

Developer Response

The entrances have been developed through discussions with the Officers and subsequently increased in size where possible. They have been designed to be prominent and legible and are positioned to enable people to navigate and orientate themselves easily.

Landscaping

QRP Comment

The landscape design of the scheme presents an important opportunity to create a characterful place.

Developer Response

The landscape design has been substantially reviewed following the QRP and consists of a new Green Avenue, green interface onto New Road, new public spaces, play spaces, semi-private courtyards and gardens, as well as an ecology corridor along the southern boundary of the Site. These spaces will help to create a characterful new green neighbourhood.

QRP Comment

Producing sections through the site, extending beyond the boundaries, and physical models will be essential to explore and explain layout and massing

Developer Response

The design team will continue to develop drawings to best present the proposals in their context

Impact on Amenity

- 6.17 The distances to neighbouring properties all far exceed recommended minimum separation distances with the closest distance to north side of New Road. 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.
- 6.18 The proposed residential units have been designed to comply with the National Minimum Internal Space Standards and the Mayor of London's Housing Design Standards as set out in the Housing Supplementary Planning Guidance (March 2016). 90% of the proposed units comply with Building Regulation M4 (2) for accessible and adaptable dwellings, and 10% comply with Building Regulation M4 (3) for wheelchair user dwellings.
- 6.19 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. The main landscape character areas proposed are:

- The creation of a main central route (Central Avenue) that acts as the pedestrian artery, connects the entire development and directs the residents and users to the future station. The Avenue will include provision for seating, play and planting;
- Creation of a public destination point with the Garden Square;
- Creation of semi-private courtyards for residents use;
- North / South streets that link to New Road;
- An ecology corridor to the South defines the boundary to the train line. This will provide a strong ecological asset for biodiversity.

- 6.20 The application seeks to deliver a high quality public (Garden square, Plaza, Station Approach, the Avenue and Internal Roads) and semi-private (Podiums, Courtyards and the Mews) landscape spaces of varying scale and identity that punctuate the street scene and key movement routes. The primary access route through the site would be via the Green Avenue that runs from east to west between the proposed buildings, and circa 15% of the site would be provided as public realm or open space. The proposed landscape design creates 2,253 sq. m of playable space for under 5's and 5 -11 ages in the communal amenity spaces, exceeding the minimum requirement set out in the GLA play space calculator; the over 12's play spaces is located off-site to the west less than 5 minutes' walk away from the site within the Beam Park development. Details of effective and affordable landscape management and maintenance regime will be secured through planning condition. Further, 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.
- 6.21 From a noise and disturbance perspective, the applicant has submitted a Noise Assessment, Contamination and Air Quality reports 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 Public Protection Officers have reviewed the submitted reports and concluded that the scheme (subject to conditions imposed) would be compliant with Policy DC52 on Air Quality, Policy DC55 on Noise and CP15 on Contaminated Land, subject to the introduction of appropriate planning conditions.
- 6.22 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

- 6.23 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 1:0.47, resulting in 344 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 588 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.
- 6.24 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.
- 6.25 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.
- 6.26 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.
- 6.27 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.
- 6.28 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.
- 6.29 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. In addition, it is proposed to provide 20% of the spaces for charging for electric cars and a further 20% will be passive provision.

- 6.30 Accordingly, and on the basis of a robust car parking management strategy, the LPA are content with the provision of parking proposed considering the 344 spaces. This element from the proposal adheres to London Plan Policy 6.13 Parking, and Policy DC33 Car Parking of the LDF.
- 6.31 The applicant has submitted a Transport Assessment as part of this application and 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.
- 6.32 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.
- 6.33 The London Fire Brigade has raised no objection in principle.

Affordable Housing/Market Mix

- 6.34 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.
- 6.35 In this respect, the proposal is intended to provide 40.1% affordable housing across all sites that the applicant is looking to develop along New Road. Officers have sought a viability appraisal from the applicant which has been reviewed independently. The review concludes that the scheme, based on present day inputs, could not viably support a policy compliant affordable housing position; 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 Registered Provider) and its appetite to maximise the delivery of affordable housing in accordance with Local Plan and the Mayors policy aspirations to increase the delivery of affordable housing. The applicant has therefore redesigned the scheme, secured affordable housing grant, allocated internal subsidy towards the scheme and are willing to except sub market returns in order to increase the amount of affordable housing that can be delivered on the

site. 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.

6.36 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. The draft London Plan identifies an overall mix of 55% 1 bedroom units, 16% 2-bed, and 29% 3 bedrooms and over.

6.37 The London Borough of Havering Proposed Submission Local Plan 2016 – 2031 identifies the following market and affordable housing mix:

	1 bed	2 bed	3 bed	4+ bed
Market Housing	5%	15%	64%	16%
Affordable Housing	10%	40%	40%	10%

6.38 The proposal at 90 New Road, Rainham incorporates an indicative *overall* tenure mix of 45.7% 1 bed units, 44.8% 2 bed units, and 9.5% 3 bed units. In terms of the proposed private sale mix, the scheme identifies the following:

Private Sale Accommodation Mix		
Unit Size	No's	Percentage
1 bed 1 person	37	7.96%
1 bed 2 person	181	38.92%
2 bed 3 person	20	4.3%
2 bed 4 person	216	46.45%
3 bed 6 person	11	2.37%
Totals	465	100%

6.39 In terms of the proposed affordable housing mix and tenure, the scheme identifies the following:

	Affordable Rent	Shared Ownership
1 bed 1 person		1 (0.7%)
1 bed 2 person	47 (46.5%)	65 (41.1%)
2 bed 3 person		13 (8.6%)
2 bed 4 person	14 (13.9%)	58 (38.4%)
3 bed 4 person	4 (4%)	0
3 bed 4 person	11 (10.9%)	7 (4.6%)
3 bed 4 person	25(24.8%)	10 (6.6%)
Total	101 (100%)	151 (100%)

- 6.40 Whilst the provision of market 3-bedroom family accommodation does not align with the current and emerging Policy requirement, the following does weigh in favour when considering mix:
- High level of affordable provision (any increase in larger family market units would result in fall in affordable provision)
 - Nature of development close to a new district centre and station where a greater concentration of smaller units may be expected
 - Flood risk meaning that there is less scope for ground floor accommodation which is more suited to family accommodation
- 6.41 It is also important to identify that the previously approved planning application include 0% affordable housing provision (LPA ref; P1813.11), and this application has been lawfully implemented.

Drainage and Flood Risk

- 6.42 The proposal is for residential use within Flood Zone 2/3 as defined by the Environment Agency, and the National Planning Policy Framework 2019 therefore advises that the Exceptions Test is required in addition to the Sequential Test. In order for the proposal to be acceptable, it must be demonstrated that the development would provide wider sustainability benefits, and a site specific Flood Risk Assessment must demonstrate that the development will be safe for its lifetime, without increasing flood risk elsewhere.
- 6.43 In terms of the wider sustainability benefits, the ecology area to the south of the Site has been designed to flood and replicate a marshland habitat. This area will therefore be at 0.2mAOD and the adjoining car park floor levels will be set at 0.7mAOD along the southern edge and will be designed to flood safely and in a controlled manner for events greater than 1 in 20 years. Further, a combination system of attenuation tanks, permeable paving, green roofs, and vegetated drainage channels will provide appropriate surface water management across the proposed development that would return surface water runoff rates back to Greenfield levels.
- 6.44 In terms of the submitted Flood Risk Assessment, the Environment Agency have advised that they have no objections to the proposed development, subject to Informatives

Planning Obligations

- 6.45 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.

- 6.46 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.
- 6.47 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.
- 6.48 Since 1st September 2019 Education contributions have not been sought as Havering CIL would cover school places funding.
- 6.49 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 £ 221, 452.50. This is necessary to provide a satisfactory setting for the development rather than the stark wide New Road.
- 6.50 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 £80,304.00) 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.

Sustainability and Energy

- 6.51 To mitigate to climate change and minimise emissions of carbon dioxide, when considering planning applications the Mayor of London, in accordance with London Plan Policies 5.2 and 5.3, will assess the use of sustainable design and construction measures. Specifically, London Plan (2016) Policy 5.2 requires new residential buildings to achieve zero carbon standards by October 2016.
- 6.52 The proposal is accompanied by an Energy Statement. The reports outline an onsite reduction in carbon emissions by 35%, 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 £877, 173.00 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.

- 6.53 The non-residential units have been designed to achieve BREEAM 'Very Good', in accordance with LBH Core Strategy and Development Control Policy DC49. London Plan (2016) Policy 5.15 requires new residential development to be designed so that mains water consumption is less than 105 litres per day per head and the proposed development would also conform to this policy requirement.

Financial and Other Mitigation

- 6.54 The proposal would attract the following section 106 contributions:
- Sum of £221,452.50, or such other figure as is approved by the Council, towards provision of Linear Park in the vicinity of the site
 - Sum of £80,304.00 , or such other figure as is approved by the Council, towards CPZ in streets north of New Road
 - Sum of £877,173.00 or such other figure as is approved by the Council, towards the Council's Carbon Offset Fund
 - Sum of £680,150.00 or such other figure as is approved by the Council, towards the Bus Mitigation Strategy
- 6.55 The proposal would also attract Mayoral Community Infrastructure Levy (CIL) at an overall rate of £25 per sq. m (resulting in approx. £1,032,050.00) and the London Borough of Havering CIL contributions at £55 per sq. m (resulting in approx. £2,220,295.00) to mitigate the impact of the development.
- 6.56 There is no biodiversity interest in the site. Suitable conditions are recommended.
- 6.57 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.
- 6.58 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

- 6.59 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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Strategic Planning Committee

30 January 2020

P1039.19 90 New Road Rainham

Updates

<p>Paragraph 2.2 (page 11) and 6.54 (page 41)</p>
<p>Correction: Following recent amendments to the energy strategy, the carbon offset contribution is £391,523 and not £877,173 as stated.</p>
<p>Paragraph 3.1 (page 13), 3.2 (page 14) and 6.8 (page 26)</p>
<p>Correction: 913sqm of commercial floor space is the GIA figure not GEA. The quantum of commercial floor space based on GEA is 1,000sqm.</p>
<p>Paragraph 3.7 (page 14)</p>
<p>Correction: The Site area is 3.53 hectares.</p>
<p>Paragraph 4.20 (page 17)</p>
<p>Correction: The applicant has confirmed the intermediate product in London Shared Ownership and has replaced the proposed air source heat pumps.</p>
<p>Paragraph 6.7, Developer Response 8 (page 23) and Paragraph 6.52 (page 41)</p>
<p>Correction: Following comments from the GLA, the applicant has amended the proposed energy strategy and replaced the Combined heat and power plant with Air Source Heat Pumps to reflect the emerging policy position in the Intend to Publish Draft of the London Plan (December 2019). The proposed now achieves 71% on site CO2 reductions and therefore the carbon offset payment has reduced to from £877,173 to £391,523</p> <p>With regards to the Daylight and Sunlight Assessment, the applicant has improved the overall compliance rates as shown below:</p>

90 New Road ADF Comparison					
Standard ADF Assessment		Without Kitchens Assessment		Without Balconies Assessment	
Submitted Scheme %	Current Scheme %	Submitted Scheme %	Current Scheme %	Submitted Scheme %	Current Scheme %
77%	80%	82%	86%	88%	90%
Paragraph 6.38 (page 38)					
Correction: This should read as follows: The proposal at 90 New Road, Rainham incorporates a unit mix of 45.7% 1 bed units, 44.8% 2 bed units and 9.5% 3 bed units.					
Paragraph 6.47 (page 40)					
Additional considerations: The applicant has undertaken a socio-economic assessment as part of the submitted Environment Statement. Healthcare facility in Beam Park has capacity to support new patients. Existing primary schools in the vicinity are to be expanded to accommodate the planned future residential development and two new 3FE Primary Schools are also to be delivered through the Beam Park development to the west of the site, which will mitigate any adverse effects on primary education.					
Paragraph 6.56 (page 41)					
Comment: There are no biodiversity designations on the Site but the applicant is proposing an Ecology Corridor along the southern edge of the Site in accordance with the Rainham and Beam Park Planning Framework and extant planning permission.					
Additional Representation					
Late representations received from a Rainham resident and the following issues raised:					
<ul style="list-style-type: none"> • Havering are saturating Rainham with housing, and the area cannot cope • The local infrastructure cannot deal with additional housing demands i.e. medical services and public transport 					



Application Reference:	P1809.19
Location:	Serena Court, Solar Court & Sunrise Court, Parkhill Close and Sunrise Avenue, RM12 4YT
Ward:	St Andrew's
Description:	Demolition of existing buildings, construction of five buildings built over 3-10 storeys comprising 175 residential units including ancillary communal facility (Class C3), associated car & cycle parking, landscaping and other associated works.
Case Officer:	Nanayaa Ampoma
Reason for Report to Committee:	The application is of strategic importance and has been submitted in partnership with the London Borough of Havering. The Local Planning Authority is considering the application in its capacity as local planning authority and without regard to the identity of the Applicant.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 There are no in principle objections to the proposals and through the application of conditions and a legal agreement officers are able to secure a good level of design and the use of high quality materials. The application is supported by

the Greater London Authority (GLA) and the LBH's Regeneration and housing divisions as it would contribute to the housing demand in the Borough.

- 1.2 The approach to site layout, height and massing represents an acceptable approach given the location of the site. This initial scale and design was also reviewed by Members of the Strategic Planning Committee. A full suite of supporting technical information has been submitted which successfully demonstrates that neighbouring amenity would be adequately safeguarded. Policy compliant levels of internal floorspace, amenity space and cycle parking have also been incorporated into the scheme.
- 1.3 The development would make an important contribution to housing delivery within the Borough by securing 175 units with 134 affordable housing units. Although the proposed density would be greater than that set out in the Density Matrix, the overall quantum of development and associated density reflects national, regional and local level policy objectives that seek to encourage the most efficient use of land within accessible urban settings and the residential development would accord with the sustainable development directive provided by the NPPF (2019). This density is also supported by the Greater London Authority (GLA) for the development and the site.
- 1.4 The recommended conditions and Heads of Terms would secure future policy compliance by the applicant on the site and ensure any unacceptable development impacts are mitigated. Therefore officers consider that all matters have now been sufficiently addressed and the application is recommended for approval.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to:

Any direction by the London Mayor pursuant to the Mayor of London Order Legal Agreement pursuant to s106 of the Town and Country Planning Act 1990 and other enabling provisions, with the following Heads of Terms:

- Early and late Stage Viability Review Mechanisms attached.
- Affordable housing split 60:40 (units 80:54), Affordable housing tenure breakdown Affordable Rent (80 units), 76% affordable housing (134 units) and Shared Ownership (54 units),
- Affordable housing rent levels secured
- Shared ownership units maximum income £90,000
- Shared ownership annual housing cost no more than 40% of value
- Affordable housing breakdown and unit location
- 38% CO²
- Carbon offset fund contribution in respect of shortfall of the residential units to achieve a 100% reduction in carbon dioxide emissions compared to Part

L of the Building Regulations 2013, such sum calculated at sixty pounds (£60.00) per tonne that falls below the 100% threshold, for a period of 30 years, duly Indexed,

- Job Brokerage 4 per 10,000spm of development
- Travel Plan (including the appointment of a Co-ordinator)
- Highways contribution of up to £114,525 for carriageway works to Sunrise Avenue, footway improvements in the vicinity of the site and street light enhancement in the vicinity of the site.
- Reasonable legal fees for the drafting and negotiation of the deed whether or not it goes to completion
- S106 monitoring fee towards the Council costs of monitoring compliance with the deed

2.2 That the Assistant Director Planning is delegated authority to negotiate the legal agreement indicated above and that if not completed by the 31st December 2020 the Assistant Director of Planning is delegated authority to refuse planning permission or extend the timeframe to grant approval.

2.3 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. Time Limit
2. In Accordance With Approved Drawings
3. Material Samples (including entrance details, mortar, edge, canopies etc)
4. Hard and Soft Landscaping
5. Landscape Maintenance Strategy
6. Secured by Design
7. 90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable' and 10% Wheelchair Adaptable Dwellings
8. Window and Balcony Details
9. Updated Communal Area Plan
10. Access and Maintenance Strategy for lifts
11. Archaeology
12. Photovoltaic Panel Details
13. Brown/Green Roof Details
14. Boundary Treatments including defensible spaces.
15. Fire Strategy
16. Energy Statement Compliance
17. Air Quality Low Emissions Boilers
18. Air Quality Neutral
19. External Lighting Scheme
20. Noise Protection Buildings

- 21.Noise Protection Plant Machinery
- 22.Remediation Strategy
- 23.Non-Road Mobile Machinery
- 24.Surface Water Drainage Strategy
- 25.Ecology Appraisal
- 26.Biodiversity Method Statement
- 27.Biodiversity Enhancement Strategy
- 28.Final Sustainable Drainage Systems (SUDs)
- 29.Water efficiency
- 30.Levels
- 31.Car Parking Plan (EVCP, disabled spaces)
- 32.Car Parking Design and Management Plan
- 33.Vehicle Cleansing
- 34.Vehicle Access Prior to Occupation
- 35.Cycle Parking and Scooter Storage Area Details
- 36.Cycle Parking and Scooter Management Plan
- 37.Demolition and Logistics Plan
- 38.Construction Method/Management Statement
- 39.Delivery and Servicing Plan
- 40.Travel Plan
- 41.Construction Hours
- 42.Vehicle Cleansing
- 43.Refuse and Recycling Details (including Management and on site provision)
- 44.Removal of satellite dish PD

Informatives

1. Gas Grid
2. Changes to the public highway
3. Highway legislation
4. Temporary use of the public highway
5. Adoption of roads
6. Surface water management
7. Highway approval required
8. Secure by design
9. Street naming and numbering
10. Community Infrastructure Levy (CIL).
11. Planning obligations
12. NPPF positive and proactive
13. Thames Water Groundwater Risk Management Permit

3. SITE AND SURROUNDINGS

- 3.1 The application site covers an area of just over a hectare (1.08 hectares) and has a Public Transport Accessibility Level (PTAL) rating of 1B(Poor). The site falls under Flood Zone 1 (low risk of flooding area) of the Environment Agency Flood Map. However the site is within four minutes' walk of the Ravensborne River which feeds into the larger water body at Harrow Lodge Park which is within easy walking distance from the site.
- 3.2 The application site lays within equal distance of Hornchurch Station and Elm Park both being about 5 minutes by car and 20 minutes on foot. The existing site benefits from a cluster of 55 Council owned properties used as sheltered residential accommodation for the over 55s. These properties are primarily two storey at Sunrise Court and Serena Court, while Sunrise Lodge is a single storey property. Prior Approval (F0005.18) has already been granted for the demolition of all the buildings on site and formal demolition works have been completed as of November 2019.
- 3.3 The area around the site is predominately residential in nature. To the immediate north of the site is a car parking area, while to the east and south of the site are the rear gardens of the properties at Sunrise Avenue, Bethany Close and Abs Cross Lane. These are 1-2 storey houses. To the west of the site sites three tower blocks two of which are 13 stories (Uphavinger House/Overstrand House) and 1 of which is 14 storeys (Parkview).
- 3.4 The application area does not fall within a conservation area and there are no listed buildings on site and there are also no Tree Preservation Orders (TPO). However there are currently 47 trees on site ranging from Category B, C and U trees. There are no Category A trees. There are no statutory designations within the site itself i.e. there are no Scheduled Monuments, Areas of Outstanding Natural Beauty (AONBs), SSSI, National Parks, World Heritage Sites, Special Areas of Conservation, Special Protection Areas (SPAs) or Ramsar Sites.
- 3.5 The application has been brought forward as part of the joint venture partnership between Havering Council's Regeneration team and Wates Residential Development Group. The partnership aims to redevelop 12 Council owned sites across the Borough to deliver 3,000 homes over the next 10 years.

4 PROPOSAL

- 4.1 The application seeks planning permission for the demolition of the existing residential blocks at Solar Court, Serena Court and Sunrise Lodge on Sunrise Avenue. However it should be noted that the proposed demolition already benefited from permission under Prior Approval. The demolition would make

way for the redevelopment of the site to reprovide 175 residential units under Class C3. Five individual blocks build over 3-10 storeys are envisaged with a breakdown of these blocks being provided as follows:

Block	Storeys	No. of Units	Bike/Scooter Space
A	4-5	38	42/9
B	4-5	25	38/8
C	8-10	55	95/17
D	6-8	40	67/12
E	4-5	27	41/9

4.2 The existing site currently benefits from 55 residential units used for social housing for over 55s. Under the application, these residents would have a “right to return”. This also means that there would be a net increase of 120 units at the site when compared to the original number of units (55-175). The proposed development would continue to serve the over 55s and would include:

- A community building (ground floor Block C)
- 420sqm central communal green courtyard
- 76% affordable housing (60:40), (affordable rent>shared ownership)
- 10% of total units disabled access friendly
- 91 parking spaces including 18 visitor spaces, 10 Blue Badge spaces and 20% electrical vehicle spaces. Resulting parking ratio 0.52 per dwelling.
- A total of 296 cycle parking spaces or 55 scooter spaces can be accommodated.

4.3 The proposed affordable residential units would have an overall mix as follows:

Units Counted Across All Block Floors				
<i>Unit</i>	<i>Affordable Rent</i>	<i>Shared Ownership</i>	<i>Market</i>	<i>Total Number</i>
<i>1B2P</i>	80	35	22	137
<i>2B4P</i>	0	19	19	38
<i>Total</i>	80	54	41	175

4.4 Refuse and recycling are also proposed at ground floor via sustainable underground refuse storage (URS) facilities. URS’s are not able to store larger waste goods so storage for larger waste goods are provided in Block B entrance. This space would be shared for residents across all three Blocks.

4.5 At present a mix of four bricks are to be used with metal details of bronze to balconies and the main entrances. In terms of material finish, the final pallet is to be agree via condition.

4.6 Green and brown roofs are also proposed at the roof level of all the blocks.

5 PLANNING HISTORY

5.1 The following planning decisions are relevant to the application:

- **F0005.18:** Prior Approval for Demolition of buildings on Site. - ***Prior Approval Not Required, April 2019***
- **Z0005.18:** EIA Screening Opinion. - ***Screening Opinion issued, July 2018***

6 STATUTORY CONSULTATION RESPONSE

6.1 A summary of consultation response are detailed below:

- ***National Grid:*** No objection.
- ***Historic England (GLASS):*** The archaeology details submitted fail to provide a comprehensive assessment of the historic environment of the location or fully consider the sites prehistoric value. Therefore a precommencement condition is required to ensure that the required works are undertaken correctly.
- ***Transport for London:*** 296 cycles paces meet the required London plan minimum. However the proposed cycle arrangements for Blocks A, B, C and E do not comply with policy. Each Block should have access to Sheffield stands. No objection. Further comments to follow. It is required that the development make provision for 18 disabled parking spaces in total for future uses not 14. This will be required to be demonstrated within the Parking Design and management Plan to be secured by condition. Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan to be secured via condition.
- ***Greater London Authority (Stage 1):*** The proposals are supported in principle but currently fail to comply with the London Plan or the emerging London Plan. The proposed housing mix although fails the normal mix criteria is strongly supported in this case owing to the proposed end users. There is no objection on design or amenity. In addition the below should be secured under SS106:
 - Early implementation and late stage review mechanisms should be secured for the affordable housing units.

- Annual housing cost (including servicing charges, rent and any interest payments) should be secured as no greater than 40% of the housing cost.
 - Overheating checklist and dynamic heating analysis is acceptable.
 - Proposed housing mix strongly supported given the current and proposed end users.
 - The scheme would make a positive contribution to the future choice (quality and accessibility) of specialist housing.
 - Design acceptable and residential quality being high.
 - The emerging London Plan policies place less importance on density but rather encourages a design lead approach. Therefore in this instance the density of 165 is acceptable.
 - 38% CO2 acceptable.
 - The approach to urban greening has been maximized within the proposed development
 - A Fire Strategy should be secured
 - A Travel Plan
 - Therefore the development is acceptable subject to further details conditions and a Draft S106 agreement.
- **Environment Agency:** No objection
 - **Thames Water:** No objection subject to Ground Water Risk Permit informative and pilling condition.
 - **Natural England:** No comment.
 - **Place Services (Ecology):** No objection subject to conditions.
 - **NATS Safeguarding:** No safeguarding objection.
 - **London Fire Brigade:** No objection. No further fire hydrants required.
 - **London Fire and Emergency Planning Authority:** No objection subject to compliance with following requirements:-
 - Firefighting lift installed in blocks;
 - Wet rising main to be provided in the firefighting shaft (within 18 metres of appliance parking position);
 - Sprinkler system to be installed in accordance with BS9251:2005; dry raising main in south east stairwell (inlet within 18 metre of appliance).
 - **Metropolitan Police Secure by Design Officer:** No objection subject to the attachment of secured by design conditions and informative.

- **LBH Environmental Health (Land Contamination, noise, air quality):** No objection subject to conditions governing contaminated land, air quality neutral, residential boilers, non-road mobile machinery, noise and sound insulation.
- **LBH Highways:** No objection subject to conditions governing works to the public footpath, highways works and vehicle cleansing.
- **LBH Children's Services:** No comment.
- **LBH Refuse Officer:** No objection. URS guidance is currently being developed.
- **LBH Flood Officer:** No objection. The proposed Flood Risk Assessment and Strategy is acceptable.
- **Anglian Water:** No comment as the site is outside the Anglian Water area.

7 COMMUNITY ENGAGEMENT

- 7.1 In accordance with planning legislation, the developer has consulted the local community on these proposals as part of the pre-application process.
- 7.2 An initial meeting for residents to meet with the developer was held on 23rd May 2018. Followed by public engagement events on the 14th June and 25 September 2018. The events were advertised to 1290 addresses all within 500 metres of the site. These were attended by 27 members of the community and 21 written feedback responses was also received. The events were also attended by local Ward Councillors.

8 PREAPPLICATION DISCUSSIONS

Quality Review Panel (QRP) Comments

- 8.1 The application was presented to the QRP for comments on the 6th July 2018, and 19th November 2018. Final comments received from the panel were as follows:
- The panel believes that the lack of clarity around the intended residents is hampering the design work. A better understanding of the market for housing of this kind is essential, and the panel urges the design team to consult with established providers in this market to achieve this.

- The panel feels that the team should design in greater adaptability, particularly of internal spaces, so that the scheme can change with the needs of ageing residents, which will be very different at 80 than at 55.
- The panel welcomes the improvements made to the central public space, but feels that it is still somewhat amorphous. Given that it is the focal point of the community, more work needs to be done to refine it further, strengthening and defining the spatial hierarchy, making it less gardenesque and more 'civic' in character.
- The panel feels that the architectural character of the scheme does not yet fully respond to its context, but this could be achieved through greater attention to the detailing: the local character is reflected more in small, quirky features than in large buildings and grand statements.
- The panel feels that the layout is greatly improved, and in particular approves of the orientation of the blocks backing onto the houses on Abbs Cross Lane.
- However, it suggests exploration of how the terraced blocks could be articulated, to respond better to the context of semi-detached houses.
- The layout of the front three blocks could be refined, with further thought about their orientation in relation to the road, existing towers, and views out towards Harrow Lodge Park.
- The panel also feels that the design team should consider the potential to use three uniform blocks here, to simplify the scheme and to respond to the existing towers.
- The panel recognises that the high provision of car parking spaces is necessary but feels that, the scheme is still dominated by it.
- The panel would like to see more work done to create a distinction between the car parking and the roadway and to soften its visual impact, given that it is overlooked by many of the units. This could be achieved by using pergolas and augmenting the planting envisaged.
- It is also not clear how electric vehicle charging points will affect the space, which forms much of the public realm around the scheme and the panel feels that this should be addressed explicitly.
- Greater consideration should be given to the approach to the scheme, since arrival is currently diffused by the presence of extensive car-parking, making orientation difficult.
- The quality and distinctiveness of entrances, will also be important to support natural wayfinding. The entrance to the north pavilion block could in particular be made grander to signal the arrival point at the scheme as a whole.
- The panel has some concerns about the privacy of ground floor units surrounding the central space, which could feel very exposed without additional visual shielding. In particular, the panel has concerns about the lack of screening between the car park and the affordable units.

- The panel feels that the scheme's energy strategy should be revisited in the light of the requirements of the new London Plan. It will be important to future-proof the scheme in relation to energy, anticipating the likely move away from gas as a fuel source.
- The design team should focus on the comfort of residents, particularly with regard to the potential of overheating. For example, there is a balance to be struck between inset balconies, which provide for sheltered outside space and projecting balconies that provide greater shading.
- The panel feels that the internal communal space is important and is now better located, but greater clarity is required over its function and management.

Strategic planning comments (6th December 2018, 8th February 2019 and 10th October 2019)

8.2 A summary of comments received by the Committee on the 6th December 2018 were as follows:

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

8.3 Comments received from Members on the 8th February 2019 presentation were as follows:

- Security of mobility scooters and whether they can fit into the lift

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

8.4 Following these presentations and Members comments, the scheme has amended in response as follows:

SPC Comments	Applicant Response
Further detail was sought on the suggested developer contribution towards bus stop enhancement on Abbs Cross Lane. A bus shelter was specifically requested.	There are two sets of bus stops close to the site, one by Sunrise Avenue (to the south) and another by Parkhill Close (to the north). The bus stops near Sunrise Avenue already have bus shelters. We have considered whether bus shelters could be provided to near Parkhill Close, however, the pavement isn't wide enough to accommodate them. We have reviewed the 'Accessible Bus Stop Design Guidance which indicates that all bus stops comply with the standards with 30m bus cages and appropriate kerb heights provided.
The Committee considered that a 'gated' approach to site security was the correct approach.	All the entrance routes into the site will be 'gated' providing a sense of enclosure and privacy as well as limiting car access. Pedestrian access will be possible for all visitors.
Whether there was scope to include some form of covered walkway between the blocks to provide shelter, subject to finding the right design solution.	We have investigated the travel distances to the Community Centre from each block and identified locations for covered structures for use during inclement weather. We did consider

	<p>whether a covered walkway would be appropriate, however, we felt this may not complement the open and green landscaping approach to the central garden. This would have also required significant on-going maintenance which would have to be passed onto residents. The paths have been designed with less mobile persons in mind and will provide suitable grip and gradients for wet weather. There will also be facilities for coats and umbrellas within the Community Centre.</p>
<p>The landscaping scheme should include pathways to encourage mobility and exercise.</p>	<p>The submitted landscaping masterplan (DWG No. 8096-SSS-XX-XX-DR-L-9111) sets out the proposed landscape design with the inclusion of pathways across the site. The proposed pathways allow the residents and visitors to have easy and comfortable access from a building to another but also to have access to various amenity spaces through the scheme. All paths have 1800mm minimum width to allow the passage of two wheelchairs and all angles are curved for better comfort.</p>
<p>Members expressed a desire not to have doorways opening straight on to footpaths.</p>	<p>The building entrances and doorways have been designed to create accessible and coherent access points into the residential blocks. Blocks B, C and D all have specific access paths leading to the doorways while Blocks A and E have set back entrances so as not to open directly onto the adjacent footpaths.</p>
<p>Members requested details regarding the location of the lounge and the inclusion of a small kitchen for tea/coffee making.</p>	<p>Revised communal layout is with Havering to review. Final layout to be agreed at a later date.</p>
<p>Whether the quantum of guest accommodation was sufficient and a keenness to understand the market data</p>	<p>We reviewed the provision of guest suites across schemes of a similar</p>

that suggested one guest room was sufficient.	nature, with most schemes providing one guest suite per site.
What the likely value of the service charge would be.	We have given due consideration to service charges and have been working with a service charge consultant to ensure a cost efficient solution for residents, whilst providing a well maintained and managed scheme. The details of the service charges are still under review.
Was the lift sufficiently sized to enable an ambulance trolley to be fitted within it.	We have 2 lifts per building. One is an 8-person lift, the other is a larger 13 person lift which is 2.1m deep by 900mm wide. This is intended to be large enough for a stretcher, the exact specification will be developed later in the design process.

9 LOCAL REPRESENTATION

9.1 The application was advertised via a Press Notice and Site Notice displayed at the site for 21 days.

9.2 A formal neighbour consultation was also undertaken with 250 neighbouring properties being notified of the application and invited to comment. Comments have been received from 3 neighbours

9.3 The following local groups/societies made representations:

- None.

9.4 The following Councillor(s) made representations:

- None.

9.5 The following neighbour representations were received:

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

- 9.6 A summary of neighbour comments 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 height of the proposed block would create a jungle feel compared to what was previously beautiful park area.
- Would block views from the property at Overstrand House
- The block should be no more than five storeys.
- Would the properties at 18, 20 and 24 Sunrise Avenue continue to have access to their properties from the rear? As the plans currently show a barrier. We use our garages/car ports/workshops for deliveries. We would like the current access arrangement to remain.
- Development would lead to loss of light to the property at 4 Bethany Close.

Support

- None.

Officer Response: The above comments are addressed within the Design, Amenity sections of this report. However it should be noted that comments received from the neighbour at Bethany Close were discussed with the neighbour. The main concern was that there would be some loss of privacy and increased overlooking to this neighbour. However discussions with the developer and a review of the plans demonstrated that there would be no windows from habitable rooms looking towards this property and in addition, any windows would that looked to these properties were for walkways and these would also be around 20 metres distance from the site to the neighbouring windows. These comments were relayed to the neighbour who was comforted by the details.

The submitted plans show that the existing access to 24 Sunrise Avenue would continue. There is no rear access currently to number 20, whilst there is a garage to the rear of number 18. The submitted plans access road would still be accessible to the rear of these properties, so access may still be possible, but the issue of right of access is a private matter rather than a planning consideration.

Non-material representations

- 9.7 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.

- Illustrative material submitted with the application is limited and was the same as during the consultation.
- The whole planning process has been appalling. Representatives from the Council were unable to answer straightforward questions.

Officer notes: Unfortunately, no property address was submitted with this consultation response so officers are unable to fully respond to the comments. However it is unclear who the Council representatives were as they were not from the planning department. Whilst further illustrative materials would have been useful, the application is valid owing to the plans submitted. Therefore officers must make a decision on this.

Procedural issues

9.8 No procedural issues were raised in representations.

10 MATERIAL PLANNING CONSIDERATIONS

10.1 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

10.2 The principle to redevelop the site has already been established by virtue of the current use which is also residential. Therefore the development would comply with the Council's current policy framework. Permission for the demolition of the development has also been given under Prior Approval (see permission F0005.18). The area around the site is mixed use in character with a number of residential streets nearby. Therefore, the proposed use would complement other uses within the local vicinity. As such, subject to the compliance of all relevant policies the development is acceptable in principle.

- 10.3 In addition, policy CP1 of the adopted Core Strategy aims to meet a minimum housing supply of 535 within Havering by prioritising the development of brownfield land and ensuring these are uses as efficiently as possible. Also resisting the loss of any housing. To this end, the development would be in compliance with the aims and objectives of this policy.

Design

Scale, massing and streetscene

- 10.4 The NPPF 2019 attaches great importance to the design of the built environment. Paragraph 124 states *‘The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’*
- 10.5 Policies 7.4 and 7.6 of the London Plan state that new development should be complementary to the established local character and that architecture should make a positive contribution and have a design which is appropriate to its context. Policy 7.7 states that tall building should be limited to sites close to good public transport links and relate well to the scale and character of surrounding buildings, improve the legibility of an areas, have a positive relationship with the street and not adversely affect local character.
- 10.6 Policy DC61 of the Core Strategy and Development Control Policies Development Plan Document states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.
- 10.7 The development proposes a total of 5 Blocks A-E. Three of these Blocks (B, C and D) have their front facing the main road of Sunrise Avenue, while the reaming two (A and E) are further back in the development sharing a boundary with the rear of the properties at Abbs Cross Lane. A quick breakdown of the storeys are provided below:

Block	Storeys	No. of Units
A	4-5	28
B	4-5	25
C	8-10	55
D	6-8	40
E	4-5	27

- 10.8 The application site is located in the predominantly residential area and these surround the site. There are three purpose built 12-13 storey blocks to the west of the site and two storey residential properties with their gardens boarding the site. The application site proposes 5 blocks or between 4-10 storeys. These storey heights reflect the existing context of the site in that the higher buildings

proposed relate to the existing context of the taller buildings adjacent with the height reducing closest to the lower buildings to the rear of the site

- 10.9 The proposed composition massing is considered acceptable by officers due to the scale of buildings directly adjoining the site. The spacing between blocks and proposed large central green space are all considered acceptable design features. The scale and general arrangement of the site has also been reviewed by the Quality Review Panel and GLA officers who have all commented that it is broadly acceptable. Therefore the distribution of height and massing throughout the five blocks is considered well balanced and the separation between the apartment blocks is considered to be suitable.
- 10.10 The proposed communal facilities would be within the ground floor of central building (C) facing the main access road and would represent the main entrance into the site. Here a different design approach is adopted through use of different materials to the other proposed buildings. At present, illustrative indications of materials have been provided in elevation forms with the exact materials and finishes to be agreed. The development would be a gated community in that entry to the communal courtyard area would be controlled by low railings and gates. This was supported by Members when initially presented at developer's presentation of the Strategic Planning Committee. Green and brown roofs with insert PV panels are also proposed at roof levels of all the buildings. Overhung balconies are proposed in the upper floors of all the blocks while at ground floor private communal space is provided to some units via small outdoor gardens.
- 10.11 In terms of materials, the original application provided images of the proposed yellow and red bricks as well as the proposed metalwork. The overall proposed material pallet is considered acceptable for the location. However officers have some concerns regarding the proposed mix of colours and finishes. The applicant has stated that the choice of bricks was informed by their wish to highlight the fact that the lower ground floor of Block C was for a different use. However officers felt that the use of the redbrick seemed out of place, unnecessary and detracted from the overall material composition. As a result the final brick and material details are to be agreed via condition.
- 10.12 There has been a number comment objecting to height of the development on the grounds that it would create a jungle feel and that blocks should be no more than 5 stores. However it is undeniable that there are three 12-13 storey apartment blocks at Uphaving House, Overstrand House and Parkview House. These are immediately adjacent to the site and therefore do form part of the context of the site. As such, officer consider that the development is modest in its scale with its highest block being 10 storeys.

- 10.13 A comprehensive green landscape with a good level of quality is proposed and illustrated in supporting material submitted with the application. The detailed design of these elements would be secured via condition.
- 10.14 The applicant makes provisions for sustainable modes of energy with the installation of Photovoltaic Panels (PV) on the roof of all three blocks. These would sit atop of brown and green roofs to further enhance biodiversity. Details for these will be secured by condition.
- 10.15 Overall, the development would contribute positively to the surrounding area and would enhance the area visually subject to securing high quality finish through the details required by condition. It would also make more efficient use of brownfield site while meeting a direct need for housing for the over 55s community who wish to live their lives as independently as possible. A Management Strategy for the shared facilities would also be secured via condition to ensure the day to day experiences of residents are further protected.

Quality of residential accommodation

- 10.16 Policy 3.5 of the London Plan states that new residential units should provide the highest quality internal environments for their future residents by meeting minimum floor areas in accordance with the Government's technical housing standards set out in Table 3.3. These requirements are also further elaborated within the Mayor's London Housing SPG (Technical housing standards - nationally described space standards). Together these form the pivotal backbone for the quality of any future residential accommodation. The SPD details specific space standards for communal areas, storage, bathroom spaces and corridors width.
- 10.17 All units comply with the London Plan and the National Technical Housing Standards in terms of overall size, storage, communal space and bathroom size. Therefore it is considered that all units are of an acceptable quality.

Amenity Space

- 10.18 Havering's Residential Design SPD does not prescribe minimum space standards for private amenity space stating that the fundamental design considerations for amenity space should be quality and usability. However balconies should be incorporated into all developments and should, as a minimum, be 1.5 metres in depth to allow adequate space for a table and chairs and should be secure. The London Plan requires that at least 5sqm of private amenity space is provided to any residential unit of up to 3 bedrooms with an additional metre being added for addition bedrooms.

10.19 The application proposes 400sqm of private amenity space through private terraces and balconies which all meet the LBH's depth requirements. The terraces are provided for the ground floor flats while all upper storey units benefit from balconies. In addition, a total of 720sqm of communal amenity space is also proposed through the ground floor central green area. This is slightly less than the required 875sqm under the London Plan. However subject to conditions ensuring quality and given the provision of the community facilities also, this is considered suitable.

Sunlight and Daylight to Proposed Units/Existing Dwellings

10.20. The applicant has provided an internal and external daylight assessment against the Building Research Establishment (BRE) guidelines for the lower parts of the blocks, measuring the average daylight factor (ADF) within living rooms to understand the amount of daylight afforded to these spaces. An ADF of 5% is recommended for a well day lit space, 2% for partly lit, below 2% the room will likely be dull and require electric lighting. As a minimum of 1.5% ADF for living rooms is recommended. The development proposed 175 units. Sixty-one of these units would be dual aspect units. An assessment of the impact of daylight and sunlight to the existing neighbouring properties has also been submitted. The assessment considers the likely levels of sunlight, daylight and views of the sky for possible future residents as well as the possible loss of light to existing occupiers.

10.21 It demonstrates that overall (when adjusted in keeping with the guidance), all amenity spaces would comply with the BRE standards. 156 of the 389 (82%) rooms tested would fully comply with BRE standards on sunlight. The assessment also demonstrated that of the 389 rooms 311 would comply with BRE guidance on daylight. In some cases where rooms did not comply this was owing to the position of an overhanging balcony which is not usual for these forms of urban developments. However, where the rooms failed there was still good visibility to the sky of at least 50% of the units or the rooms were not primary living spaces such as bedrooms or living rooms. There are no single aspect north facing units. Overall these units are considered to be of a generous size and are therefore suitable. The overall outlook and light levels to all these units are considered acceptable. Therefore it is considered that the development is acceptable in this regard.

10.22 Consideration has also been given to the impact on sunlight and daylight to be experienced by any existing neighbours once the development has been built. For this the most effected properties were reviewed. These were:

- 1-6 Bethany Close (east of development)
- 10-24 Sunrise Avenue (south of the development)
- Parkview House (13 storey block, west of development)

- Uphaving House (12 storey block, west of development)
- Overstrand House (12 storey block, west of development)

10.23 At Bethany Close, these properties would be around 20 metres away from the development. Two of the properties numbers 5 and 6 would fully comply with the required BRE guidance for daylight amenity while the properties at numbers 1, 2, 3 and 4 would be marginally affected. All units would experience the required level of sunlight and did not require further testing aside of one window at number 1 Bethany Close. However testing demonstrated that this window would comply also.

10.24 At Sunrise Avenue, seven of the eight properties fully complied with the BRE guidance on daylight. At number 24 two windows believed to be for a bedroom would receive marginal loss of daylight at a reduction of 0.7%. This margin is in keeping with policy. Two bedroom windows tested at the ground floor of number 22 would fail to fully comply with BRE guidance daylight. However this slight reduction is acceptable under the guidance because under the BRE directions greater importance on daylight is placed on living rooms rather than bedrooms which are seen to be used less throughout the actual day time. These properties would not experience any significant loss of sunlight.

10.25 At Overstrand House and Parkview, all windows would continue to receive similar levels of daylight and sunlight with no significant loss.

10.26 At Uphaving House tests demonstrated that the majority of windows would comply with eth BRE standards on daylight and sunlight. However, six windows believed to be for kitchens would experience at least 63% of their previous levels. This has been reviewed by officers and the slight reduction has been accepted owing to the likely rooms.

10.27 In light if the above it is considered that the development is acceptable on sunlight and daylight measures both to neighbours and the future occupiers of the development.

Access/Disabled Units

10.28 Policy 3.8 of the London Plan states that 10% of new units within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing, wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations as follows:

Part M4(2)

- *90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable'*

Part M4(3)

- 10% of the dwellings shall be designed to be Category 3 'Wheelchair user dwellings'

- 10.29 Details submitted with the application demonstrate that the development would meet the 90% requirements. In addition, the applicant has accepted a condition to ensure that the development would be in full compliance with the provision of M4(2). As such, the relevant condition will be applied.
- 10.30 Details submitted with the application also demonstrate that the development would provide 10% wheelchair adoptable units. Therefore the development would also comply with the provision of M4(3).

Secured by Design

- 10.31 In terms of national planning policy, paragraphs 91-95 of the National Planning Policy Framework (2012) emphasise that planning policies and decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. In doing so planning policy should emphasise safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
- 10.32 The above strategic approach is further supplemented under Policy 7.3 of the London Plan which encompasses measures to designing out crime to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In local plan policy terms, policies CP17 and DC63 are consistent with these national and regional planning guidance. The SPD on Designing Safer Places (2010), forms part of Havering's Local Development Framework and ensures adequate safety of users and occupiers by setting out clear advice and guidance on how these objectives may be achieved and is therefore material to decisions on planning applications.
- 10.33 In keeping with these policies officers have consulted the Metropolitan Police's Designing Out Crime team to review the submitted application. They have commented that the application is acceptable subject to conditions stipulating that prior to the commencement of development the applicant shall be required to make a full and detailed application for the Secured by Design award scheme and thereafter adhere to the agreed details following approval. These conditions will be attached.

Density

- 10.34 The development proposes to provide 175 residential units on a site area of 1.08ha which equates to a density of 162 units per ha. The site is an area with low to poor accessibility with a PTAL of 1b. Policy DC2 of the LDF specifies a density range of 50-80 units per hectare; the London Plan suggests a density range of between 35 and 95 dwellings per hectare depending upon the setting in terms of location.
- 10.35 However the density matrix does not represent a hard rule but rather a guidance to development. The high density need not represent an area of conflict on policy grounds. The Greater London Authority has issued guidance that whilst the London Plan Density Matrix provides direction on how site potential can be reached, density should not be applied mechanistically and without due consideration to other factors. Councils should take into account aspects such as the local context, design, transport capacity and social infrastructure. In addition, the GLA have been consulted and have commented that given the site location and opportunities at the site the proposed density is appropriate for the site. The emerging London Plan also places greater importance on a design lead approach rather than reliance on density to determine the acceptability of any scheme.
- 10.36 In addition, policy CP1 states that the Council will prioritise the efficient development of brownfield land to help meet the Boroughs housing targets. While policy CP2 states that sustainable communities should be encouraged by “ensuring that the required sizes and types of new housing are of a density and design that is related to a site’s access to current and future public transport and are compatible”. Officers are mindful of this need to design and build for the future of the Borough. TfL and the Council’s highways teams have all commented that the increase to the existing density is acceptable when consideration is given to the proposed end users. The proposal represents a more rationalised use of the site and meet the accommodation needs of over 55s. The development proposals have been considered by an independent design panel and the GLA who have both considered that the density is suitable for the site.
- 10.37 In light of the above, the proposed density is considered acceptable.

Housing Mix

- 10.38 The NPPF (2018) seeks to steer development to deliver a wider choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Policy 3.8 of the London Plan encourages new developments offer in a range of housing mix choices. The above policy stance is to allow Londoners a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

10.39 Policy DC2 sets out an indicative mix for market housing of 24% 1 bedroom units, 41% 2 bedroom units, and 34% 3 bedroom units. DC6 states that in determining the mix of affordable housing, regard should be paid to the latest Housing Needs Survey. The Council's Housing Strategy (2014) which was informed by an extensive Housing Needs and Demands Assessment (2012) suggested that 75% of the rented provision should be one or two bedroom accommodation and 25% three or four bedrooms and for intermediate options, a recommended split of 40:40:20 for one, two and three bedroom accommodation.

10.40 The current application proposes a total of 175 residential units with a division of 78% one beds and 22% 2 beds. This mix results in no 3 bedroom family sized units and therefore fails to fully comply with the policy mix requirements. However the development has been specifically designed to meet the needs of over 55 years olds' who are mostly retired and are looking for somewhere to settle within a designed community. For this group, it is not considered that there is likely to be a need for family units. In addition, the proposed development has been designed to reprovided what is existing on site where there is no demand for family units. Therefore it is not considered that family units would be required in the circumstances of this particular development. Therefore the proposed mix is considered acceptable

Affordable Housing

10.41 Currently, the Council has an aspiration to achieve 50% of all new homes built as affordable and seeks a split of 70:30 in favour of social rented (policy DC6). London Plan Policy 3.11 states that affordable housing provision should be maximised, ensuring an average of 17,000 more affordable homes within London over the course of the Plan period. Policy 3.13 emphasises that Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes. Policy 3.12 sets out that "negotiations on sites should take account of their individual circumstances including development viability and in support of this, the London Plan requires a tenure split of 60:40 in favour of affordable rented.

10.42 The Mayor of London's Supplementary Planning Guidance, Homes for Londoners (2017), states that it is essential that an appropriate balance is struck between the delivery of affordable housing and overall housing development. Under its "Fast Track Route" policy, it is required that development land in public ownership or public use should be expected to deliver at least 50 percent affordable housing without a grant in order to benefit from the Fast Track Route.

10.43 The preferred tenure split as set out under policy CP2 of the London Borough of Havering’s Local Development Framework (2008) is for 70% of affordable housing to be delivered as social/affordable rent and 30% as intermediate, to include London Living Rent and Shared Ownership.

10.44 The existing residential units on site total 55 units of which all are social housing. The proposed development would result in 76% affordable housing (126 units) with a split of 40% Shared Ownership and 60% Affordable rent. If the site did not already have social housing provision, this provision exceeds the minimum affordable housing units to be secured under such schemes – see further commentary below.

Housing option	Unit number	Percentage of total
Private	41	23%
Shared Ownership	54	30.9%
Affordable Rent	80	45.7%
Total	175	100%

Total unit breakdown

Tenure	Unit number	Percentage of total
Social Rent	55	41%
Affordable Rent	25	19%
Shared Ownership	54	40%
Total	134	100%

Total Affordable Housing breakdown

10.45 As the development is a Council lead scheme, there is a mandate for the developer to reprovide the existing 55 units as a minimum. In addition to these, the development further provides 120 units. Given the proposed end users and the likely residents it is considered that this mix is suitable as family units would not be required. The development provides 76% affordable which is supported by officers and the GLA. An early and late stage review mechanism would be secured by S106 as requested by the GLA. Therefore officers consider that the normal affordable housing mix can be overlooked against the benefits of the proposed scheme.

10.46 For the reasons outlined above officers are satisfied that the development accords with key policy objectives in relation to affordable housing provision. These provisions will also be secured via S106 planning obligations.

Impact on Neighbouring Amenity

10.47 The Residential Design SPD states that new development should be designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss and dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be

granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing properties.

10.48 The proposed development is bounded by the properties at:

- 1-6 Bethany Close (east of development) *over 20 metres away*
- 10-24 Sunrise Avenue (south of the development) *over 20 metres away*
- Abbs Cross Lane *34 metres away*
- Parkview House (13 storey block, west of development) *11 metres away*
- Uphaving House (12 storey block, west of development) *32 metres away*
- Overstrand House (12 storey block, west of development) *28 metres away*

10.49 However there is a road between the proposed development and those properties at Parkview, Uphaving and Overstrand House. Also, those properties at Sunrise Avenue. All these properties are at least eleven metres away. Nevertheless, Parkhill Close would be the closest block at 11 metres away from the site. Here Block D (the closest Block from the development to Parkhill Close) has been angled away so that the proposed windows would not result in inter-looking between the block and the existing windows at Parkhill Close. Thereby reducing any likely loss of privacy or increased overlooking.

10.50 The proposed block would share a boundary with those properties at Abbs Cross Lane and Sunrise Avenue. Therefore aside of sunlight daylight considerations already discussed above, these are the most likely properties to be affected by the development.

10.51 In relation to the properties at Abbs Cross Lane, the development proposes terraces from Block A looking towards the rear gardens and elevation of these properties at the first, second and third floor of the five storey Block. Views from these floors would be restricted by large trees within the gardens of these properties. However, on the fourth floor, there are no residential windows looking towards these properties. In addition, it should be noted that the rear elevation of the properties at Abbs Cross would be over 30 metres away from the nearest Block (A). Officers consider that this is sufficient distance to safeguard the existing amenity of these residents.

10.52 At Bethany Close Block E would look to the rear of these properties. Careful consideration during the design stage was given to any loss of privacy or increased overlooking that might be experienced from the development to these neighbours. Neighbour comments were received from an existing occupier on the grounds that the development appears to be proposing a number of windows looking directly into the gardens of this cul-de-sac. The properties at Bethany Close would be around 20 metres away. While the rear elevation windows from this Block would look towards these neighbours, all the

upper floor windows would not be to habitable rooms but rather shared walkways. Therefore there is unlikely to be consistent overlooking as a result of the development. These comments have been relayed to the affected neighbour who has accepted them.

- 10.53 The applicant has submitted a sunlight and daylight study looking at the likely impact on the development on nearby residents. This is discussed in greater detail above, however concluded that there would be no significant loss of outlook, sunlight, daylight or overshadowing to any existing residents. In light of this, officers consider that the proposed sunlight and daylight impacts are acceptable.
- 10.54 Neighbour comments have also been received from a resident of Sunrise Avenue requesting confirmation that access from the rear of their site would continue. The submitted plans demonstrate that there would be parking spaces and a road between. The applicant has confirmed that access via the rear would still be possible as suggested by the plans.
- 10.55 Subject to the above, it is considered that the impact of the development in terms of neighbouring residential amenity impact would not be significant in terms of loss of daylight, outlook, overshadowing or loss of privacy. Therefore the development is acceptable on amenity grounds.

Environmental Issues

- 10.56 The Environmental Health Officer has raised no objections in relation to any historical contaminated land issues, air pollution or noise. The Environment Agency has also been consulted and has confirmed that there are no objections to the proposals by way of environmental matters.
- 10.57 A Contaminated Land study was undertaken with details submitted under the application. This concluded that contamination levels at the site and any associated risk levels were considered “Moderate” to “Low”. It should also be noted that the site is brownfield land and currently benefits from residential use. However the Council’s Environmental Health Officer has commented that the report does identify the presence of some contaminants in the soil. Therefore some remediation and contamination works would be required to secure the site for future use. These will be secured via conditions.
- 10.58 The proposed development is located within an area of poor air quality which suffers from high concentrations of nitrogen dioxide. Therefore it has been designated as an Air Quality Management Area (AQMA). To safeguard against additional unnecessary impacts to air quality, conditions are recommended to mitigate future impacts during the construction and operational phases of the development, including details to protect the internal air quality of the buildings as well as a requirement for ultra-low carbon dioxide boilers.

10.59 The Environmental Health Noise officer has reviewed the Noise report submitted which states that given the location of the site there is unlikely to be significant noise generated that may be represented greater harm to neighbouring residents. Therefore subject to conditions governing future machinery use the proposed development would be acceptable on noise grounds. These conditions have been attached.

Parking and Highways Issues

10.60 Policies CP9, CP10 and DC32 require that proposals for new development assess their impact on the functioning of the road hierarchy. The overriding objective is to encourage sustainable travel and reduce reliance on cars by improving public transport, prioritising the needs of cyclists and pedestrians and managing car parking. A Transport Assessment has been submitted with the planning application as is required for all major planning applications.

10.61 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. In this instance the application site is located within an area with a Public Transport Accessibility Level (PTAL) rating 1b (Poorest) where 6b (Excellent) is the highest. The application proposes 91 off street parking spaces throughout the development. The application site has a low PTAL of 1b. However there is no CPZ in the area. There are also some local buses with stops along Abbs Cross Lane. However the nearest stations at Hornchurch and Elm Park are 20 minutes' walk away. A comparative table of existing parking in the area is provided below:

Vehicle Parking

Type	Existing No.	Proposed No.
Cars	8	91
Disabled	0	10
Cycle/scooter	0	296/55
Visitor	0	18
Drop of bays	0	2

10.62 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. Car parking would be provided at ground floor predominately to the north and south of the site. These provisions have been reviewed by officers with the Highways team and TfL and are considered sufficient to meet the needs of the end users. However, 20% passive and 20% active electrical charging points in line with the London Plan are required and will be secured via condition.

- 10.63 Cycle parking is proposed for 296 bicycles. Given the proposed end users consideration has also been given to the possible use of the cycle parking space for mobility scooters also. At present, it appears that cycle parking units would be 95% double stacked. These can be cumbersome and require significant strength to use. Given the proposed end users it is not considered suitable that the majority of these units are stackable. TfL have also commented that at least 20% cycle spaces be Sheffield stands. It is considered that there is sufficient space within the buildings and around the site to accommodate suitable cycle and mobility scooter provision, therefore a condition will be attached to agree the cycle provision.
- 10.64 No neighbour comments or objections have been received on the grounds that the proposed development would lead to increased parking pressures within the vicinity.
- 11.65 Transport for London have been consulted and have raised no objections subject to a greater number of Sheffield cycle spaces. The Greater London Authority has also commented in its Stage 1 comments that the proposed cycle storage amount and car parking facilities are of an acceptable level. Although clarification is required on the visitor spaces. The applicant has provided a Travel Plan with the application which is welcomed. A condition will be attached to require the appointment of a Travel Plan Co-ordinator prior to occupation with the aim of encourage sustainable methods of transport for occupiers and visitors. The Travel Plan will also be required by condition and be reviewed annually for a period of five years following occupancy.
- 11.66 The Highways Officer has requested highways contributions for improvements required and related to the increase in residents in this particular location. These would need to be directly related to the development and it has been stated that the following are required: carriageway works to Sunrise Avenue (£64,525), footway improvements in the vicinity of the site (£35,000) and street light enhancement in the vicinity of the site (£15,000). Therefore a contribution of up to £114,525 is recommended. The Local Highway Authority has raised no objection subject to the applicant entering into a Legal Agreement to secure these sums. Subject to the completion of this agreement and the attached planning conditions, the proposal would be acceptable in highway terms and it is not considered that the proposed development would result in parking or highway safety issues. The legal agreement would also be consistent with the other residential developments within this area.
- 10.67 The application proposes an Underground Refuse System (URS) around the perimeter of the buildings, outside the gated communal area. This system is in keeping with the London Borough of Havering's future aspirations for sustainable methods for refuse in the Borough. The refuse containers will have

capacity for 5000L and there will be 12 at the edges of the site. In addition, for large goods there will be a refuse storage area at Block B. However given the proposed end users officers are concerned that some residents may find it difficult to carry their refuse the proposed distances out of their buildings.

- 10.68 Therefore, officers have requested that some refuse facilities are provided inside the compound also for those unable to make the walk. This will be secured via condition for the submission of the Management Plan. This will ensure the details for how this will be managed are brought forward for review by officers. Lastly, a Construction Management Plan condition is recommended to be attached to ensure neighbouring amenity is safeguarded and the highway network is not prejudiced.

Sustainability

- 10.69 In recognising the importance of climate change and the need to meet energy and sustainability targets, as well as the Council's statutory duty to contribute towards the sustainability objectives set out within the Greater London Authority Act (2007), Policy 5.2 of the London Plan requires all major developments to meet targets for carbon dioxide emissions. This is targeted the eventual aim of zero carbon for all residential buildings from 2016 and zero carbon non-domestic buildings from 2019. The policy requires all major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 10.70 The Mayor of London's SPG on *Housing* (2016) applies a zero carbon standard to new residential development, and defines zero carbon homes as homes forming part of major development applications where the residential element of the application achieves at least a 35 percent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site. Furthermore, the Mayor of London's SPG on Sustainable Design and Construction (2014) provides guidance on topics such as energy efficient design; meeting carbon dioxide reduction targets; decentralised energy; how to off-set carbon dioxide where the targets set out in the London Plan are not met.
- 10.71 In terms of the Local Plan policy DC50 (Renewable Energy), there is a need for major developments to include a formal energy assessment showing how the development has sought to ensure that energy consumption and carbon dioxide emissions are minimized applying the principles of the energy hierarchy set out in the London Plan.
- 10.72 A sustainability Energy Report has been submitted and reviewed by officers. This has been undertaken to satisfy the following requirements:

- To demonstrate how the development shall reduce the carbon emissions by at least 35% over a similar gas heating system in relationship to Building Regulations Part L1A 2013 as required by the London Plan.
- 10.73 The approach to sustainable development is to improve the energy efficiency of the building beyond the requirements of Building Regulations. This follows the most recognised method of achieving sustainability through the energy hierarchy:
- Energy conservation – changing wasteful behaviour to reduce demand.
 - Energy efficiency – using technology to reduce energy losses and eliminate energy waste.
 - Exploitation of renewable, sustainable resources.
 - Exploitation of non-sustainable resources using CO₂ emissions reduction technologies.
 - Exploitation of conventional resources as we do now.
- 10.74 To demonstrate viability the appraisal highlights that at this stage a 38% carbon reduction can be achieved on average across the whole development through the improvements to fabric efficiency, energy reduction, 337 Photovoltaic panels, an air source pump, a brown and green roof and other renewable energy. The GLA have commented that the applicant's approach is acceptable and compliant with policy. The remaining regulated carbon dioxide emission reductions should be met through a Section 106 contribution to the Council's offset fund in order to meet the zero carbon target. In light of this, officers will secure the remaining 62% by S106 off site contributions charged at £60 per tonne.
- 10.75 Policy 5.3 of the London Plan seeks that developers utilise the highest standards of sustainable design and construction to be achieved to improve the environmental performance of new developments. Guidance of how to meet the requirements as presented from the above policy is further discussed within SPD Sustainable Design Construction (2009). This encourages developers to consider measures beyond the policy minimum and centred around development ratings, material choice, energy and water consumption. Policy 5.9 of the London Plan emphasises that major development proposals should reduce potential overheating and reliance on air conditioning systems
- 10.76 The development incorporates a large sustainable green/brown roof that would be inset with the PV panels at roof level. This would mitigate water runoff and sewer overflow by absorbing and filtering water that would normally be directed to gutters, increasing volume during wet weather. The green roof will also add to a greener air flow in the location by removing air particulates and producing oxygen.

10.77 In recognising the need to protect and conserve water supplies and resources a series of measure and guidance has been provided under Policy 5.15 on of the London Plan where it stresses that planning decisions should seek development to minimise the use of mains water by incorporating water saving measures and equipment and designing residential development so that mains water consumption would meet a target of 105 litres or less per person per day. This is supplemented under Standard 37 from the Mayor of London's SPG on *Housing* 2016, the target set out in this standard is in line with the lower optional maximum water consumption requirement which is set out in Part G of the Building Regulations from October 2015.

10.78 Policy DC51 highlights the need for applicants, as a minimum, to incorporate a high standard of water efficiency which can include greywater and rainwater recycling to help reduce water consumption. Therefore a condition will be attached to ensure the 105 litre target is maintained.

Flooding and Drainage

10.79 Guidance under the NPPF seeks to safely manage residual risk including by emergency planning and give priority to the use of sustainable drainage systems.

10.80 In order to address current and future flood issues and minimise risks in a sustainable and cost effective way Policy 5.12 of the London Plan emphasises that new developments must comply with the flood risk assessment and management requirements and will be required to pass the Exceptions Test addressing flood resilient design and emergency planning as set out within the NPPF and the associated technical Guidance on flood risk over the lifetime of the development. Furthermore, Policy 5.13 of the London Plan stresses that development should utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

10.81 In terms of local planning policies, policy DC48 emphasises that development must be located, designed and laid out to ensure that the risk of death or injury to the public and damage from flooding is minimised whilst not increasing the risk of flooding elsewhere and ensuring that residual risks are safely managed. The policy highlights that the use of SUDS must be considered. Further guidance of how to meet the requirements as presented in the Core Strategy is supplemented under LBH's SPD on '*Sustainable Design Construction*' 2009 which encourages developers to consider measures beyond the policy minimum and centred on Flood risk.

- 10.82 Policy DC51 seeks to promote development which has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems. Whilst policy CP15 (Environmental Management Quality) seeks to reduce environmental impact and to address causes of and to mitigate the effects of climate change, construction and new development to reduce and manage fluvial, tidal and surface water and all other forms of flood risk through spatial planning, implementation of emergency and other strategic plans and development control policies; whilst having a sustainable water supply and drainage infrastructure.
- 10.83 The application site is located approximately 90 metres away from the nearest river. In terms of flooding, the site falls under Flood Zone 1. The Council's drainage and flood officer has been consulted as well as the Environment Agency. The drainage officer has confirmed that the submitted details are acceptable subject to conditions while the Environment Agency Officer has stated that given the distance of the site from the nearest river and its flood status, there are no objections. Therefore subject to conditions the proposal is acceptable.
- 10.84 Foul water will discharge via a dedicated below ground sewer network and connected into the existing public sewer system. Surface water is also proposed to be discharged into existing sewers. Policy 5.13 of the London Plan states that developments should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and applicants should aim for greenfield run-off rates. The applicant makes provision for SUDs through the use of and brown green roofs as well as large areas for attenuation. Final details would be secured via condition.

Community Infrastructure Levy

- 10.85 The Mayor has established a CIL charging schedule with a recent amendment that came into force from 1st April 2019. The amendment increases the CIL contribution by £5 per square metre to £25. The proposed development would be liable for this charge. The development would result in 15,354 square metres. Therefore a mayoral levy of £383,850 is applicable, subject to any relief for social housing.
- 10.86 The London Borough of Havering's CIL was adopted in September 2019. As the proposed floor area for the development is 15,354sqm and the CIL charging schedule applies a charge of £125 per sqm to any development in Zone A (any development north of the A1306). Therefore the applicable levy is £1,919,250 but this would be subject to relief for social housing.

FINANCIAL AND OTHER MITIGATION

- 11.1 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.
- 11.2 From a sustainability perspective, the proposal is accompanied by a Sustainability Statement and Energy Statement. The reports outline an onsite reduction in carbon emissions by 38%, to include a photovoltaic strategy which aims to further reduce CO2 emissions across the entire site. As the requirements are for 100% reduction, this would result in a shortfall of 68%. Therefore the Mayors calculation of a financial contribution of £60 per tonne in lieu of on-site carbon reduction measures is applicable. In the event of an approval and in compliance with the hereby attached conditions a final sum will be calculated. The mechanism for this will be secured via a S106 legal agreement in accordance with Policy 5.2 of the London Plan.
- 11.3 In light of the above and discussions in other parts of this report the proposal would attract some necessary section 106 provisions to mitigate the impact of the development on the wider infrastructure within the Borough.

HOUSING DELIVERY TEST

- 12.1 On 13 February 2020 the Government published the 2019 Housing Delivery Test (HDT) results. The results show that within Havering 33% of the number of homes required were delivered over the three year period of 2016-17 to 2018-19. The NPPF (paragraph 11d) states that where the delivery of housing was substantially below (less than 75%) the housing requirement over the previous three years, the policies which are most important for determining the application are considered out of date. This means that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This is commonly referred to as the “tilted balance” in favour of sustainable development and is a significant relevant material consideration in the determination of the planning application.
- 12.2 The proposed development would contribute to boosting housing supply and delivery and this weighs in favour of the development. The assessment of the planning application has not identified significant harm nor conflict with development plan policies and where there is some harm/conflict identified it is considered that these do not outweigh the benefits of the proposal. It is therefore considered that in this case, the proposal does benefit from the presumption in favour of sustainable development set out in paragraph 11 d) of the NPPF.

EQUALITIES AND DIVERSITY

- 13.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 13.2 For the purposes of this obligation the term “protected characteristic” includes:- age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 13.3 The existing site is used for the housing of over 55s. Therefore this group would be disproportionately disadvantaged by the scheme. As such age under the protected characteristic list would be relevant to the development. However the proposed development comes forward with full details provided. Therefore officers have been able to make a complete assessment.
- 13.4 The development proposes to reprovide all the existing elderly resident units on site (55) and all existing tenants would have a right to return once the development is completed. In fact, the development specifically focuses on the improvement of existing housing for the over 55 age group by resulting in a secure gated provision for the over 55s community. Wheelchair access into the units and step-free pedestrian access is also proposed. Therefore officers consider that there would be no communities falling under the list of “protected characteristics” that would be significantly or unduly harmed by the proposals.
- 13.5 Therefore in recommending the application for approval, officers have had regard to the requirements of the aforementioned section and Act and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.
- 13.6 In light of the above, the proposals are considered to be in accordance with national regional and local policy by establishing an inclusive design and providing an environment which is accessible to all.

CONCLUSIONS

- 14.1 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.
- 14.2 The preliminary proposals for the site were subject to consideration by the Quality Review Panel and Strategic Planning Committee and comments made in these forums have had some input into the development. The proposal would not adversely affect the amenities of existing neighbouring residential properties. It would provide for much needed quality housing to meet the demand for over 55s, including 134 affordable units, all with a good standard of accommodation including space standards, outlook, privacy and access to daylight and sunlight. Due consideration has also been given to any impact on equalities and diversity.
- 14.3 As conditioned, the proposal would not compromise the character of the locality or any nearby historic environments or buildings. It accords with the relevant development plan policies and conforms to the design principles and parameters established by the Council's policies and the London Plan.
- 14.4 The design of the development is considered appropriate for its location, which also provides for a good level of variety and legibility in the built form. The materials, layout and buildings relate well to the surrounding area resulting in a development that would be aesthetically pleasing subject to conditions securing detailed material elements of suitable quality.
- 14.5 In light of the above, the application is **RECOMMENDED FOR APPROVAL** in accordance with the resolutions and subject to the attached conditions and completion of a legal agreement.