



**REGULATORY
SERVICES
COMMITTEE**

REPORT

25 August 2011

Subject Heading:

P1070.11 – Land between Viking Way and Upminster Road South, Rainham

Construction of a new road linking Viking Way and Upminster Road South to enable the introduction of a one-way system through Rainham Village. Alterations of access arrangements to Tesco together with the reconfiguration of the store car park layout (Application received 14th July 2011)

Report Author and contact details:

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Policy context:

**Local Development Framework
London Plan
National Planning Policy**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to the construction of a new roadway including a shared pedestrian/cycle pathway on land between Viking Way and Upminster Road South. This application forms part of a wider project, which will enable the introduction of a one-way traffic management system through Rainham Village. This application stems from the Council's vision for the area, and is an integral part of the Rainham Compass strategy and Rainham Village Public Realm Masterplan. Members will recall that planning permission for the new road was granted in December 2010. This application varies from that previously approved in that the access arrangements to Tesco would be altered together with the reconfiguration of the store car park layout.

The planning issues are set out in the report below and include issues relating to the principle of the development, design and visual impact, impact on the town centre and Rainham Conservation Area, impact on residential amenity and highways matters. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions:

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Materials - Before any of the development hereby permitted is commenced, details of all materials to be used in the external construction of the new road and footways shall be submitted to and approved in writing by the

Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

4. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. External play area - Prior to the first use of the new roadway hereby approved, details of the proposed relocated external play area, including details of any play equipment and boundary fencing, shall be submitted to and agreed in writing by the Local Planning Authority. The play area shall then be provided in accordance with the agreed details within a period to be agreed and retained thereafter.

Reason: In order that the development provides access to good quality, well-designed, secure and stimulating play provision in accordance with Policy 3D.13 of the London Plan.

6. Hours of construction - No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

7. Wheel washing - Before the development hereby permitted is first commenced, details of wheel scrubbing/wash down facilities to prevent mud

being deposited onto the public highway during construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site throughout the course of construction works.

Reason: In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area.

8. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:
- a) parking of vehicles of site personnel and visitors;
 - b) storage of plant and materials;
 - c) dust management controls;
 - d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
 - e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
 - f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
 - g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
 - h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

9. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority (the Phase I Report having already been submitted to and approved in writing by the Local Planning Authority):
- a) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

- b) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise two parts:

Part A - Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

- c) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the LPA; and
- d) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'.

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

10. Stage 2 Road Safety Audit - Prior to the commencement of any works pursuant to this permission the applicant shall submit for the written approval of the Council a Stage 2 Road Safety Audit as set out in the technical standard HD19/03 Road Safety Audit as contained in the Design Manual for Roads and Bridges and any recommendations arising shall be reasonably dealt with. The findings of the Audit shall be implemented in accordance with the approved details prior to the opening of the Viking Way and associated works, or as otherwise allowed in the audit.

Reason: To ensure the interests of the travelling public and are maintained and to comply with Policies CP10, CP15, CP17 and DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

11. Stage 3 Road Safety Audit - Prior to the opening of the Viking Way extension pursuant to this permission, the applicant shall submit for the written approval of the Council a Stage 3 Road Safety Audit as set out in the technical standard HD19/03 Road Safety Audit as contained in the Design Manual for Roads and Bridges and any recommendations arising shall be reasonably dealt with. The findings of the Audit shall be implemented in accordance with the approved details prior to the opening of the road and associated works, or as otherwise allowed in the audit.

Reason: To ensure the interests of the travelling public and are maintained and to comply with Policies CP10, CP15, CP17 and DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

12. Stage 4 Road Safety Audit - At 12 and 36 months following opening of any route pursuant to this permission, the developer shall submit for the written approval of the Council a Stage 4 Road Safety Audit as set out in the technical standard HD19/03 Road Safety Audit as contained in the Design Manual for Roads and Bridges and any recommendations arising shall be reasonably dealt with.

Reason: To ensure the interests of the travelling public and are maintained and to comply with Policies CP10, CP15, CP17 and DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

13. Accordance with the Flood Risk Assessment - The development permitted by this planning permission shall only be carried out in accordance with the approved Drainage Plan and Flood Risk Assessment (FRA) Viking Way, Rainham, Flood Risk Assessment, Final, November 2010, Job No. JC90599A0, Revision 0 and the following mitigation measures detailed within this FRA: Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking the effects of climate change into account, so that it will not exceed the run-off from the undeveloped site and will not increase the risk of flooding elsewhere.

Reason: To prevent increased flooding by ensuring satisfactory storage and disposal of surface water from the site and to protect water quality.

14. Scheme to deal with risks associated with contamination - Prior to the commencement of development approved by this planning permission, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

(1) A preliminary risk assessment which has identified: - all previous use - potential contaminants associated with those use - a conceptual model of the site indicating sources, pathways and receptors - potentially unacceptable risks arising from contamination at the site.

(2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: The site is on a Secondary Aquifer (Taplow Gravels) in an area with urban and potentially contaminating historic activities. No preliminary risk assessment (PRA) has been submitted to assess risk to controlled waters. A PRA is required as per point 1 above to identify any potentially unacceptable risks arising from contamination at the site. The PRA should also consider if any aspects of the proposed development (e.g. deep foundations, drainage) will pose a risk of polluting the groundwater. Additional work as per points 2 to 4 above may be required depending on the outcomes of the PRA.

15. Submission of a verification report - Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: To confirm that any remediation (if required) is completed to an acceptable standard.

16. Discovery of additional contamination - If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that any contamination that is not identified during site investigation is dealt with appropriately if encountered.

17. No infiltration of surface water drainage - No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant

unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: Drainage or soakaways may mobilise and pollutants/contamination present into the groundwater.

INFORMATIVES

1. To aid the delivery of safer, stronger, sustainable development the services of the local Police Crime Prevention Design Advisor are available free of charge through Havering Development and Building Control or Romford Police. He is able to provide developers with impartial professional designing out crime advice, which takes account of local conditions and risks.
2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 432574 to commence the Submission/Licence Approval process.
3. The applicant is advised that the proposed landscaped bund between the new section of road and the Rainham Recreation Ground may require separate planning permission.
4. Reason for Approval:

The proposal is considered to be in accordance with Policy SSA14 of the LDF Site Specific Allocations Development Plan Document, Policies CP7, CP9, CP10, CP15, CP17, CP18, DC18, DC32, DC34, DC35, DC36, DC48, DC49, DC52, DC53, DC55, DC58, DC59, DC60, DC61, DC63, DC68 and DC70 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 2.8, 2.15, 5.12, 5.21, 6.2, 6.4, 6.7, 6.9, 6.10, 6.11, 6.12, 7.1, 7.3, 7.4, 7.5, 7.8, 7.18, 7.19 and 7.21 of the London Plan.

REPORT DETAIL

1. Site Description

- 1.2 The application site encompasses Viking Way, which currently operates as a two-way link between the roundabout junction of Bridge Road and Lamson Road and the Tesco's store. As well as the store, Viking Way also provides access to the Tesco petrol filling station to the south west of the roundabout and to the Royals Youth Centre to the south. Viking Way serves as the only vehicular access for shoppers into and out of the shared Council and Tesco

car park. The existing bus stop area to the northern side of Viking Way is included within the application site boundary.

- 1.2 The application site also includes a portion of the Rainham Recreation Ground which is located to the east of the Tesco store and to the north of Upminster Road South. Rainham Recreation Ground is a public parkland including footpaths and children's play area.
- 1.3 The application site is located within Rainham Village with the surrounding area comprising a variety of commercial and residential land uses. The northern side of Viking Way is presently dominated by the Tesco store and car park with the southern side being formed of the Tesco filling station, Royals Youth Centre and the rear of those buildings fronting Parkway and Upminster Road South.

2. Background Information

- 2.1 The London Borough of Havering and London Thames Gateway Development Corporation are working together to deliver key regeneration projects in Rainham. The Council has secured £1.6m from Transport for London and the London Development Agency to improve traffic management within Rainham Village. With its partners the Council has been working to introduce the Rainham Traffic Management Scheme. The Rainham Traffic Management Scheme involves the extension of Viking Way to Upminster Road South to enable the introduction of a one-way system through Rainham Village. The scheme also involves various works to the existing public highway using the Council's powers as Highway Authority. These works are focused upon Upminster Road South and include the widening of footways, the creation of additional on street parking and loading bays, together with the relocation of the existing bus stand adjacent to the War Memorial to within the forthcoming public transport interchange at Rainham Station.
- 2.2 This application stems from the Council's vision for the area, and is an integral part of the Rainham Compass strategy. This vision seeks to bring together ambitious goals and aspirations for Rainham as an important part of the Council's 20 year Living Ambition to improve quality of life across the whole borough. This application is also an integral part of a masterplan, which has been produced for Rainham Village.
- 2.3 Planning permission for the construction of the new roadway to link Viking Way with Upminster Road South was granted in December 2010. As Members may recall the proposed works involve some land owned by Tesco Stores. Following the grant of planning permission for the new road negotiations with Tesco have resulted in the proposed access and egress arrangements to the Tesco car park being re-planned. This change has also resulted in the need to reconfigure the Tesco car park and the Council owned pay and display car park. It is for this reason that a revised planning application has been made.

3. Description of Proposal

- 3.1 This application seeks full planning permission for the construction of a one-way road, incorporating a footway to the southern side and a shared pedestrian/cycle pathway to the northern side, linking Viking Way with Upminster Road South. The application also seeks permission for a new road junction on Viking Way to provide access into the Tesco store car park together with the reconfiguration of the Tesco store car park and the existing council owned car park. The proposal also includes the reconfiguration of the bus stop area to the north side of Viking Way, adjacent to the southern flank of the Tesco store.
- 3.2 The proposal would see Viking Way extended east of the entrance to Tesco and the existing public car park to join up with Upminster Road South east of Rainham Village. The new section of road would be one-way in an eastbound direction and require land-take from the existing public car park and the Rainham Recreation Ground. The existing public car park would be retained and reconfigured. A new priority junction with dedicated left turn lane into Tesco would be provided and the existing public car park access relocated to allow for the better distribution of parking spaces within it. The Council's existing parks maintenance car park currently accessed from Upminster Road South would be removed as part of this proposal and the land returned to landscaping. A new vehicular access for parks vehicles to enter Rainham Recreation Ground would be provided from the new section of Viking Way. It is proposed that the carriageway width of the Viking Way extension would be 4 metres. A 2 metre wide footway is proposed to the south side and 3 metre wide shared pedestrian\cycle facility to the north side. At the point where the new section of Viking Way meets with Upminster Road South a new build-out junction is proposed with Upminster Road South becoming one-way through the Village in a westbound direction.
- 3.3 The existing bus stop adjacent to the southern flank wall of the Tesco store would also be altered as a result of this proposal with the road widened and the central island increased in size. Bus shelter facilities would be re-provided in this location although these do not specifically require planning permission and do not form part of this application.

4. Relevant History

- 4.1 P1514.10 - Construction of a new road linking Viking Way with Upminster Road South to enable the introduction of a one way system through Rainham Village – Approved 17th December 2010

5. Consultations/Representations

- 5.1 The application has been advertised and neighbour notification letters sent to 184 local addresses with no letters of representation being received.
- 5.2 The Borough Crime Prevention Design Advisor considers that the proposal does not present any material crime prevention issues.

- 5.3 The London Fire Brigade are satisfied with the proposal in respect of access for fire appliances and the provision of water.
- 5.4 Thames Water raises no objection to the proposals.
- 5.5 The Environment Agency raises no objection to the proposals subject to conditions.
- 5.6 English Heritage advises that no archaeological mitigation strategy is required as little undisturbed ground would be affected by the proposal.
- 5.7 The Council's StreetCare Service raises no objections to the proposals and has provided the following comments:
- The Highway Authority has considered the loss of car parking from within the existing public car park and has concluded that there will be no detrimental impact on the Public Highway.
 - The additional loading and car parking on Upminster Road South are welcomed as they would provide much needed facilities for local shops.
 - The Highway Authority has no objection to the alignment of the extension of Viking Way and its connections with the public highway and Tesco store.
 - The Highway Authority has no objection to the principle of the new alignment and one way working of Upminster Road South, and concludes that the detail will be established through the statutory process required by the implementation of new Traffic Regulation Orders.

6. Relevant Policies

6.1 LDF Core Strategy Development Plan Document

CP7 – Recreation and leisure
CP9 – Reducing the need to travel
CP10 – Sustainable transport
CP15 – Environmental management
CP17 – Design
CP18 – Heritage

6.2 LDF Development Control Policies Development Plan Document

DC18 – Protection of public open space, recreation and sports facilities
DC32 – The road network
DC34 – Walking
DC35 – Cycling
DC36 – Servicing
DC48 – Flood risk
DC49 – Sustainable design and construction
DC52 – Air quality

DC53 – Contaminated land
DC55 – Noise
DC58 – Biodiversity and geodiversity
DC60 – Trees and woodland
DC61 – Urban design
DC62 – Access
DC63 – Delivering safer places
DC68 – Conservation Areas
DC70 - Archaeology and Ancient Monuments

6.3 LDF Site Specific Allocations Development Plan Document

SSA14 - Rainham traffic management system

6.4 LDF Supplementary Planning Documents

Sustainable Design and Construction
Protecting and Enhancing the Borough's Biodiversity
Protection of trees during Development
Heritage

6.5 London Plan

2.8 – Outer London transport
2.15 – Town centres
5.12 – Flood risk management
5.21 – Contaminated land
6.2 – Providing public transport capacity and safeguarding land for transport
6.4 – Enhancing London's transport connectivity
6.7 – Better streets and surface transport
6.9 – Cycling
6.10 – Walking
6.11 – Smoothing traffic flow and tackling congestion
6.12 – Road network capacity
7.1 – Building London's neighbourhoods and communities
7.3 – Designing out crime
7.4 – Local character
7.5 – Public realm
7.8 – Heritage assets and archaeology
7.18 – Protecting local open space and addressing local deficiency
7.19 – Biodiversity and access to nature
7.21 – Trees and woodland

London Plan SPG 'Accessible London'
London Plan SPG 'Land for Transport Functions'
London Plan SPG 'Sustainable Design and Construction'

6.6 Government Guidance

Planning Policy Statement 1 – Delivering Sustainable Development
Planning Policy Statement 4 – Planning for Sustainable Economic Growth

Planning Policy Statement 5 – Planning for the Historic Environment
Planning Policy Statement 9 - Biodiversity and Geological Conservation
Planning Policy Guidance Note 13 – Transport
Planning Policy Statement 25 – Development and Flood Risk

7. Staff Comments

7.1 The issues arising from this application are: the principle of the development, design and visual impact, impact on the town centre and Rainham Conservation Area, impact on residential amenity and highways matters.

7.2 Principle of Development

7.2.1 As part of the adoption process of the Local Development Framework a number of sites have been identified which the Council considers are necessary in order to deliver the vision, objectives and policies of the Core Strategy. Within the Site Specific Allocation Development Plan Document (DPD) Policy SSA14 identifies sections of Bridge Road, Viking Way, Bridge Road, Upminster Road South and a portion of land through the Rainham Recreation Ground for the purposes of implementing the Traffic Management Scheme. Policy SSA14 advises that in order to improve traffic management through Rainham a new traffic management system will be introduced. Staff are of the view that the proposal would accord with the objectives of Policy SSA14 in that the proposed new roadway between Viking Way and Upminster Road South would enable the introduction of the aforementioned one-way system.

7.2.3 The proposed extension of Viking Way would pass through the Rainham Recreation Ground to link with Upminster Road South. The routing of the roadway would follow a different route to that envisaged when the Site Specific Allocation DPD was written. The plan included in the Site Specific Allocation DPD indicates that the new road would be routed further north eating into a greater portion of the existing open space. The proposal would see the new road follow a straighter and more southerly course through the recreation ground.

7.2.4 In terms of the loss of open space approximately 800 square metres would be lost by the construction of the proposed road. This equates to approximately 5% of the total area of Rainham Recreation Ground. This figure remains unchanged from the previous application. Although the proposed road would follow a different route to that indicated in the Site Specific Allocation DPD, staff consider that the loss of open space would be comparable to that which would have been lost by the road following its originally intended route. Policy DC18 outlines that the Council will seek the retention and enhancement of all public open space. In this case the loss of open space is considered to be acceptable having regard to the provisions of Policy SSA14, which in turn will enable the Council to fulfil the core objectives of the Local Development Framework. Members may also wish to give weight to the fact that this proposal would enable the implementation

of the wider Traffic Management Scheme and the associated benefits this would bring to the quality of the environment within Rainham Village.

7.2.5 Having regard to the above, staff are of the view that this application is consistent with the objectives of Policy SSA14 and would assist in meeting wider regeneration objectives for Rainham.

7.3 Design/Impact on Street scene

7.3.1 Policy DC61 advises that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area. The proposed roadway and associated works would be undertaken as part of the wider Traffic Management System. In designing the extension of Viking Way the applicant has sought to play down the presence of the roadway as much as possible, while maintaining a safe pedestrian and vehicular environment. The visual impact of the roadway would be reduced by the use of high quality materials and landscaping. Public realm enhancements are planned for the new length of Viking Way and along Upminster Road South, using the Council's highway powers, which will be commensurate with the recommendations of the Rainham Village Public Realm Masterplan. At this stage the exact materials to be used in the construction of the footways is still under consideration. Staff are of the view that the proposed roadway and associated works, to form the new priority junction and enlarged bus stop area, would have an acceptable impact on the street scene. In the event that Members are minded to grant planning permission staff recommend that planning conditions are imposed to require the submission of a final landscaping scheme and details of surfacing materials.

7.3.2 The section of new roadway forming the extension of Viking Way would be adopted by the Council as public highway and as such the road would be lit using conventional street columns. The lighting columns do not specifically require planning permission as they would be installed using the Council's highway powers.

7.4 Heritage Implications

7.4.1 Policy DC68 states that the character of Conservation Areas will be preserved or enhanced. Despite significant modern development surrounding Rainham Village, the Conservation Area retains a village character. The application site falls outside of the Conservation Area and staff are of the view that the proposals would not have an adverse effect on its special character and appearance. The proposed extension of Viking Way would enable the introduction of a one-way traffic management system through the village. With vehicular traffic in an eastbound direction being redirected via Viking Way the amount of traffic passing through the village centre would substantially decrease. Staff are of the view that the removal of some of the traffic from the centre of village has the potential to improve the quality of the historic environment and enhance the character of the Conservation Area. Although not part of this planning application the proposed related highway works to Upminster Road South would

significantly improve the quality of the public realm. Staff therefore consider that the impact of the proposed development meets the test of preserving the character of the Rainham Conservation Area. In this respect it is not therefore considered that there is a conflict with the provisions of Policy DC68 or PPS 5.

7.4.2 The desk based cultural heritage assessment submitted in support of this application concludes that the site has a low potential for the survival of archaeological features dating from the Palaeolithic period to the post Medieval period. Furthermore based upon available evidence, the development of the site is assessed to have a low potential for unknown archaeological remains. English Heritage advises that no archaeological mitigation strategy is required as little undisturbed ground would be affected by the proposal.

7.5 Impact on Amenity

7.5.1 The proposed works to the existing bus stop in Viking Way and the creation of a new priority junction with Tesco would not in staff's view have a harmful impact upon amenity.

7.5.2 To the rear of nos. 1 to 16 Parkway the existing portion of Viking Way and the existing public car park would be reconfigured to provide a new priority junction with Tesco, space for the extension of Viking Way and a new public car park. The proposed works in this location would be fairly minor given that the majority of the site is already hard surfaced. The proposal would result in the loss of some landscaping features from within the application site to the rear of nos. 1 to 12 Parkway. Notwithstanding this staff are of the view that the proposed works would not be harmful to visual amenity.

7.5.3 The proposed extension of Viking Way would pass through Rainham Recreation Ground to the south of which is a terrace of residential dwellings fronting onto Upminster Road South (nos. 55 to 73). The outlook from the rear of these properties would clearly change as a result of this proposal. Notwithstanding this the proposed road would be separated from the rear boundary of these properties by between 9 and 23 metres. In addition to this the existing established landscaping to the rear boundary of these properties within the recreation ground would be retained thus providing a degree of screening.

7.5.4 The proposal would see the existing eastbound traffic from Upminster Road South being directed along Viking Way. The proposal would therefore introduce additional traffic and consequently noise along Viking Way. In respect of the impact this would have on adjoining residential properties fronting Parkway and Upminster Road South staff are of the view the overall level of noise in the locality would not increase as a result of this proposal. The existing portion of Viking Way is already subject to a large number of vehicle movements to and from the Tesco store and filling station which both open 24 hours a day Monday to Saturday. It is acknowledged that the proposal would result in additional noise to the rear of nos. 55 to 73 Upminster Road South as these properties presently back onto the Rainham

Recreation Ground. These properties are however already subject to traffic noise from the existing two way traffic which runs along Upminster Road South. This proposal would affectively shift vehicular noise from the front of these properties only to be both to the front and rear. The site is located within a town centre where a certain amount of activity is to be expected. In view of the above staff are of the view that the impact in terms of potential noise disturbance would be acceptable. The relationship between the proposed road and these neighbouring properties remains unchanged from the previous application.

7.6 Highways Implications

- 7.6.1 Upminster Road South is presently the main route through Rainham Village. It joins Bridge Road and Broadway in the west just south of the Viking Way roundabout with residential areas to the east. The primary purpose of the proposed Viking Way extension is to provide access for traffic wishing to travel in an eastbound direction from Bridge Road to Upminster Road South, which in turn allows for the introduction of one-way working on Upminster Road South.
- 7.6.2 Through the introduction of one-way working to Upminster Road South the volume of traffic entering Viking Way from Bridge Road would increase due to the reallocation of traffic that previously travelled eastbound on Upminster Road South. It is estimated that between 50% and 60% of the total weekday traffic on Upminster Road South travels in an eastbound direction, and on the weekends the volume is closer to 70%. As this traffic would be redirected to Viking Way it would result in a considerable traffic volume reduction in this section of Upminster Road South.
- 7.6.3 Staff are of the view that the proposed improvements to the layout and operation of Viking Way and Upminster Road South would assist in easing the movement of all road users through the area, simplifying usage and increasing visibility. In order to counteract any detrimental effects of the increased traffic on Viking Way, raised tables are proposed to encourage pedestrians to cross in the most appropriate and safe locations, increase the awareness of drivers and to reduce traffic speeds. In addition to the raised tables, the geometry of the Viking Way extension has been planned in such a manner that would contribute to calming traffic speeds along it.
- 7.6.4 The proposal would assist in improving pedestrian access to and from the Tesco store with the creation of new footways to either side of the proposed road. The existing zebra crossing at the entrance to the Tesco would be retained. A shared use pathway would be provided to the northern side of the Viking Way extension which staff consider would improve conditions for cycling. The proposed redirection of eastbound car and bus traffic to Viking Way would in turn enable pedestrian access and cycling conditions through Rainham Village to be improved. Although not forming part of this planning application footway improvements are proposed in the form of additional crossing points, footway widening and the pedestrianisation of the existing slip road at the junction of Upminster Road South and the Broadway.

- 7.6.5 The Council's Highway Engineers are satisfied with the proposals in respect of pedestrian and highway safety subject to planning conditions requiring the new road to be subject to the full road safety audit procedure. Staff are of the view that the proposed roadway is fully consistent with Policy DC32 in that it would improve public transport accessibility, contribute to regeneration objectives and have net environmental benefits. The proposed extension of Viking Way would also enable conditions to be improved for walking and cycling, which meets with the objectives of the Local Development Framework and the provisions of London Plan policies 6.9 and 6.10.
- 7.6.6 The proposed introduction of the Rainham Traffic Management System would enable in the re-routing of buses on routes 165 and 287. Those buses travelling in an eastbound direction would be re-routed via Viking Way and over the new portion of road to Upminster Road South. Those buses travelling in a westbound direction would continue to travel along Upminster Road South. At the present time buses travelling along Upminster Road South can be delayed by traffic congestion caused by illegal parking. Staff are of the view that the proposed extension of Viking Way would improve the flow of buses through the village and potentially enable faster journey times to be completed.
- 7.6.7 In order to facilitate the routing of buses on routes 165 and 284 via Viking Way this application proposes the alteration of the existing bus stop on the northern side of Viking Way adjacent to the Tesco store. The proposal would see the existing carriageway serving the bus stop widened and the central island area enlarged. Although not specifically requiring planning permission waiting shelters would be re-provided in consultation with London Buses. Staff are of the view that this proposal would improve conditions for buses which would meet the objectives of London Plan Policy 6.2.
- 7.6.8 The proposal would see the reconfiguration of the existing Tesco car park together with the reconfiguration of the existing Council owned public car park. The reconfiguration of the Tesco car park would involve the existing centrally located access road (which runs through the centre of the car park) relocated to the eastern side of the Tesco site. The proposed reconfiguration of the car park would enable an increase in parking bays to be facilitated from 839 existing to 855. The existing Council owned public car park, which is located in the south east corner of the Tesco site would be reconfigured as a result of this proposal. This car park presently holds 54 cars and would be reduced in size to hold 32 cars. At the present time this car park is underutilised and as such staff are of the view that a reduction in the number of spaces available would not be harmful. As a result of the highway works being undertaken forward separately from this planning application 14 additional parking bays are to be provided along Upminster Road South which would help to mitigate against the loss of parking.

7.7 Biodiversity

- 7.7.1 The proposed extension of Viking Way and associated works would result in the loss of some amenity grassland, trees and shrubbery. The areas of landscaping which would be removed are however judged to be of low ecological value. A tree survey submitted in support of this application gives a detailed account of the health of each tree within the application site. The document explains that in order for the new roadway to be successfully developed a number of trees need to be removed. The majority of the trees, which would be affected by the proposal, were provided as part of the development of the site by Tesco and as such are predominantly young trees. None of the trees which would be affected are judged to be of sufficient quality to justify protection by a tree preservation order.
- 7.7.2 The proposed loss of some of the existing trees on the site would reduce the habitat value of the site. In granting planning permission previously Members acknowledged this but gave weight to the wider benefits of the proposals in terms of improving traffic management through the village and accessibility for pedestrians and cyclists. The proposals would provide an opportunity for the replacement of some trees and landscaping and it is recommended that details of this is secured via planning condition.

7.8 Flood Risk and Drainage

- 7.8.1 The application site is situated within flood zones 1, 2 and 3a (Tidal) and zone 2 (Fluvial) as identified in Havering's Strategic Flood Risk Assessment. A site specific Flood Risk Assessment has therefore been submitted in support of this application. Government guidance contained within PPS25 requires that a risk based sequential test is applied at all stages of the planning process with the aim of steering new development to areas with the lowest possibility of flooding. Given the nature of the proposal the roadway can only reasonably be located in the location proposed and as such the sequential test is considered to be satisfied. The Environment Agency has been consulted on this application and raise no objection to the proposal subject to conditions.
- 7.8.2 Policy DC48 requires that sustainable urban drainage systems are considered as part of development proposals. The proposed development includes an increase in the total amount of impermeable area therefore the application proposes measures to mitigate against potential increased flood risk. A sustainable drainage system in the form of soakaways is proposed, which would seek to mimic the existing site drainage by draining runoff into the ground. Runoff from a small portion of the existing hardstanding is also proposed to drain into the soakaway providing betterment compared to the existing condition for runoff into the existing piped drainage system. Staff are of the view that the proposal complies with the requirements of Policy DC48 in respect of sustainable drainage and flood risk.

7.9 Other matters

- 7.9.1 Members will be aware that sustainability is high on the Council's agenda as part of its growing commitment to the wider 'green' agenda. Staff are of the view that this proposal would contribute to the Council's aspirations for sustainable transport in the Borough by reducing congestion within Rainham Village and enabling faster journey times for local buses.
- 7.9.2 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect.
- 7.9.3 The proposed extension of Viking Way would necessitate the relocation of the existing children's play area within the Rainham Recreation Ground. It is proposed that the play area be relocated approximately 10 metres further north of its current location. At this stage the exact siting and nature of the play area has not been decided although it is likely that the existing equipment will be reused. In view of this a planning condition is recommended to require the submission of the final details. In order to reduce potential conflict with the proposed road the relocated play area would be enclosed by fencing. It is also proposed that a bund is constructed between the road and the recreation ground although the bund is not being specifically applied for as part of this application.
- 7.9.4 The proposal has the potential to result in some disruption, particularly to vehicular traffic, during construction of the new junction with Tesco and the extension of Viking Way. The applicant has advised that they will seek to keep such disruption to a minimum by providing a temporary access to the Tesco car park through the layby previously used for recycling drop-off on Viking Way. The movement of vehicles through the Tesco car park would continue in a similar manner to the existing arrangements. Deliveries to Tesco should not be affected given that there is a separate access from Bridge Road for this purpose. Staff raise no objections to the temporary access and are of the view that this would be sufficient to ensure that Tesco is able to operate successfully whilst the proposed works are undertaken.

8. Conclusion

- 8.1 In conclusion, there is no objection in principle to the proposals having regard to Policy SSA15. The proposal is considered to be acceptable in terms of design and would not have an adverse impact on the Rainham Conservation Area. Staff are of the view that the proposal would contribute to improved traffic management through Rainham Village and assist in delivering the Council's vision for the borough as set out in the Local Development Framework. The loss of open space and impact of the proposal on neighbouring properties is judged to be acceptable. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

This application is considered on its own merits and independently from the Council's interest as applicant and partial owner of the site. A deed of variation to an existing legal agreement completed at the time the Tesco store was approved will be required.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity. The proposed development would improve accessibility through Rainham Village for all members of the local community.

BACKGROUND PAPERS

Application form, plans and supporting statements received on 14th July 2011.