



Havering

L O N D O N B O R O U G H

CABINET MEETING
19th JULY 2017

PROPOSED SUBMISSION HAVERING
LOCAL PLAN



Havering
LONDON BOROUGH



Havering Local Plan

2016 – 2031

Proposed Submission Version



Foreword

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1 Overview

1.1 What is the Local Plan?

- 1.1.1** This is the Local Plan for the London Borough of Havering which sets out the Council's ambitious vision and strategy for future growth and sustainable development over the next 15 years up to 2031. There is a need for new infrastructure, homes and jobs and Havering needs a spatial plan that will enable the borough to rise to these challenges and address each of these needs.
- 1.1.2** The Local Plan indicates the broad locations in Havering for future housing, employment, retail, leisure, transport, community services and other types of development. The policies in this Local Plan will help ensure that the needs of the borough over the next 15 years are sustainably met.
- 1.1.3** The Local Plan and Proposals Map together with the London Plan, the Joint Waste Development Plan Document (DPD) for the East London Waste Authority Boroughs and Havering's forthcoming Site Specific Allocations Local Plan will comprise the Development Plan for the borough and will be the primary basis against which planning applications are assessed.
- 1.1.4** In due course the Site Specific Allocations Local Plan will identify individual sites for specific uses that are intended to assist in delivering the priorities, objectives and strategy set out in this Local Plan.
- 1.1.5** The Local Plan has been prepared to be purposely focused and concise and to have a user friendly, accessible format. It is essential that the Plan is considered alongside the National Planning Policy Framework and the London Plan as it does not repeat policies that are already set out within these documents.
- 1.1.6** The policies within this Local Plan should be considered as a whole. Developments will be assessed against all applicable policies. Some policies apply only to specific geographical areas or particular types of development and this is set out clearly in the relevant policy and supporting text.
- 1.1.7** Further information on the context in which this Local Plan has been prepared and related policy documents are set out in Annexes 1 and 2.

1.2 Commenting on the Local Plan

How to make comments on the Local Plan

The Local Plan, all supporting documents and details of how to submit comments can be found at www.havering.gov.uk

Hard copies are also available for inspection at all public libraries in Havering.

At this stage in the plan-making process, comments should be made in a prescribed format and need to address whether the Local Plan has been made in accordance with legislative requirements and if the Local Plan is sound – that is:

- Is the Local Plan **positively prepared**? Is it based on a strategy that meets the borough's housing, employment and infrastructure requirements?
- Is the Local Plan **justified**? Are the proposed policies founded on a robust and credible evidence base? Do they represent the most appropriate strategy when considered against reasonable alternatives?
- Is the Local Plan **effective**? Are the proposed policies deliverable and flexible? Can the Council demonstrate how they will be monitored?
- Is the Local Plan **consistent with national policy**?

You can submit your comments:

- By email to developmentplanning@havering.gov.uk
- In writing to Development Planning, London Borough of Havering, Town Hall, Main Road, Romford, RM1 3BD

All comments should be submitted by **xx**.

Next steps

The representations received in response to the consultation will be submitted with the final submission version of the Local Plan, along with supporting documents, to the Secretary of State for Communities and Local Government. The Secretary of State will appoint a Planning Inspector to carry out an independent Examination in Public

Following the Examination, the Inspector will publish a report. If the report finds the Havering Local Plan to be “sound” the Council may formally adopt the Local Plan. Once adopted, it will supersede the policies currently contained in the Core Strategy and Development Control Policies Development Plan Document 2008 and the Romford Area Action Plan 2008.



2 Vision for Havering

2.1 Achieving Havering's corporate Vision

- 2.1.1** The Local Plan has an important role in contributing to the delivery of the Council's new dynamic vision which recognises that Havering is London's next big opportunity. Since February 2015, our vision has been to create a clean, safe and proud borough. Whilst these are key values to the people of Havering, our borough has so much more to offer, not just to our own residents but to the whole of London.

Havering Making a Greater London



Communities

making Havering



Places

making Havering



Opportunities

making Havering



Connections

making Havering



- 2.1.2** The Council's new vision '**Havering - Making a Greater London**' is about embracing the best of what Havering has to offer and how the borough can play an active role in the success of the whole of London. The new vision is focused around four cross-cutting priorities: **Communities, Places, Opportunities** and **Connections**:

- **Communities** - We want to help our residents to make positive lifestyle choices and ensure a good start for every child to reach their full potential. We will support families and communities to look after themselves and each other, with a particular emphasis on our most vulnerable residents.
- **Places** - We will work to achieve a clean, safe environment for all. This will be secured through working with residents to improve our award-winning parks and continuing to invest in our housing stock, ensuring decent, safe and high standard properties. Our residents will have access to vibrant culture and leisure facilities, as well as thriving town centres.
- **Opportunities** - We will provide first-class business opportunities by supporting the commercial development of companies within the borough, as well as being a hub for start-ups and expanding businesses. We will ensure sustainable economic growth that generates local wealth and opportunities, as well as securing investment in high-quality skills and careers.
- **Connections** - We want to capitalise on our location with fast and accessible transport links both within the borough and to central London, as well as making the most of national and international connections. Likewise, we will continue to make Havering a digitally-enabled borough that is connected to residents and businesses. Enhancing our connections will strengthen the borough's offer as a Greater London hub for business.



2.2 Havering in 15 years from now

- 2.2.1** It is an exciting time for Havering; the population is growing and becoming more diverse and the borough is an increasingly attractive part of London in which to live, develop and invest. We want to position Havering as one of London's most successful and attractive outer London boroughs. The vision for the Local Plan builds on the Council's overarching vision of **'Havering: Making a Greater London'** and provides a snapshot of what Havering will aspire to be like in 15 years from now.
- 2.2.2** By 2031, Havering will have seen significant levels of growth in the form of new infrastructure and high quality, well managed development. These developments will have further enhanced the borough as a highly desirable, attractive, safe and clean place to live and work, offering residents an excellent quality of life. Havering will be a place with integrated, sustainable communities in which residents are proud to live and where they have access to a range of high quality housing options, high standards of education, local and regional employment opportunities, community, leisure and cultural facilities, open space and a modern, reliable and effective transport system.
- 2.2.3** By 2031, significant progress will have been made, by working collaboratively with other stakeholders, towards the delivery of essential large scale infrastructure interventions. Gallows Corner roundabout will have been successfully remodelled providing further development opportunities, improved air quality, smoother traffic flows and enhanced road and pedestrian safety. Romford will have seen transformational changes to the road network, the western part of the ring road will have been tunnelled which will have enhanced the integration of surrounding residential communities with the town centre as well as improving traffic flow. A new, modern and efficient public transport connection between the North and South of the borough will be underway and will provide much needed connectivity.
- 2.2.4** Romford will have benefited from Crossrail and improved accessibility into Central London and beyond. The town's extensive residential and commercial development opportunities will have been realised and it will be thriving as the largest and most successful town centre within the borough and wider sub-region competing successfully with Stratford to the west and Lakeside and Bluewater to the east. As a key residential growth area Romford will offer high quality integrated town centre living and will be viewed as a place with a mixed and balanced community in which residents will wish to live and stay. There will be additional school places and a new health hub to serve both existing and new residents. The residential population will be supporting exciting new businesses and employment and entrepreneurial opportunities and Romford will be seen as an excellent place in which to do business. It will have built upon its historic character as a market town, with a successfully remodelled Market Place and a wide range of contemporary retail, service and leisure opportunities including an enhanced, and higher quality, restaurant and cultural offer.
- 
- 2.2.5** Rainham Employment Area in the south of the borough will have been successfully transformed and a new high quality and healthy residential neighbourhood will have been delivered. The new development will have its own identity and sense of place and be structured around a new railway station and vibrant local centre at Beam Park. Contemporary new development will have been integrated effectively with the historic Rainham village and surrounding residential neighbourhoods. The character of New Road will have been transformed from a traffic dominated corridor into an attractive urban street with enhanced public realm and a linear parkway with safe and convenient cycle and pedestrian routes. New and existing residents will be making full use of essential community infrastructure including a new primary school at Beam Park and new health and community facilities.
- 2.2.6** By 2031, the Council will have successfully progressed its ambitious house building and estate regeneration programme, providing new, high quality, contemporary homes on existing council owned housing estates. Havering residents will be benefiting from a greatly improved housing stock and wider range of housing options in well managed, attractive and safe developments that are integrated with the surrounding area.

2 Vision for Havering



- 2.2.7** The employment area to the south of Rainham and Beam Park will have retained its role as a strategically important industrial area and will have benefited from transformational new developments and an intensification of employment uses. The area will have an enhanced reputation as a destination for international and local businesses and for skills and employment opportunities. Businesses will have been attracted to locate their head office within the area. Poor quality buildings will have been replaced with modern premises of different sizes providing exciting opportunities for a range of businesses including small companies wishing to expand.
- 2.2.8** The borough's district centres at Hornchurch, Upminster, Rainham, Collier Row, Elm Park and Harold Hill will be thriving as the heart of their communities and will provide an enhanced mix of uses, a successful retail and leisure offer and convenient local services. Opportunities that arise for new high quality residential development within, and in close proximity, to the centres will have provided much needed new homes and the increased residential populations will have enhanced the vitality and economic viability of the centres.
- 2.2.9** By 2031, the cultural and creative industries will have a more prominent role in the borough's town centres, contributing to their diversity and appeal. Hornchurch will continue to be a sub-regionally important cultural centre anchored by the Queen's Theatre and Fairkytes Arts Centre. Romford will have a significantly enhanced and high quality cultural offer to meet the needs of the growing residential population.
- 2.2.10** Smaller local centres throughout the borough will have been enhanced through improvements to the street scene and quality of the environment. They will continue to be of importance to local communities, providing essential services in convenient locations.
- 2.2.11** Havering will enjoy a modern, first class, integrated system for getting people and goods around the borough. The transport system will provide choice and options to reduce the need to travel, offer opportunities for healthier lifestyles and improve the quality of life for all sections of the community, including those who are less mobile. This will provide a competitive advantage for local businesses and will be a major attraction for people moving into the borough. New development will be focused on those parts of the borough most accessible to public transport.
- 2.2.12** By 2019, Havering will be benefiting from the completion of Crossrail and the enhanced connections and increased capacity that this will provide. A new rail station at Beam Park will serve new residents and businesses in London Riverside by 2020. The borough will also see improved bus services and more routes and services into areas which are currently poorly provided for.
- 2.2.13** The borough's road network will continue to be maintained and enhanced, reflecting Havering's location as an outer London borough and the recognition that some residents will continue to use the private car for travel. Provision will also be made for walking and cycling, offering a choice of transport modes for residents and visitors.
- 2.2.14** Havering's residents and businesses will benefit from modern, high quality digital infrastructure enabling both economic and social connections to be made.





- 2.2.15** Havering schools and colleges will maintain and build upon their reputation for excellence. More Havering residents will have the opportunity to participate in further and higher education and lifelong learning, enabling them to improve their skills and qualifications, as well as extending their personal development at all stages of life. Additional early learning and school places on existing and new school sites will be available to meet the needs of the current and future population in Havering.
- 2.2.16** Health will continue be a key focus for the borough building on the strengthened role and responsibility that the Council has for public health. The overall health of residents will have improved and new developments will have increased opportunities for people to pursue healthier and more active lifestyles. There will be an enhanced range of appropriate care provision for the borough's growing elderly population including support for people to live healthily and safely at home whenever possible.
- 2.2.17** Havering's Green Belt, green and open spaces and heritage assets will continue to be valued and enhanced, recognising their contribution to Havering's character, the appeal of the borough as a place to live, work and visit and the health and well-being and overall quality of life for residents. Havering's existing green spaces will continue to offer an array of recreation and leisure opportunities and, by 2031, will be more attractive and usable, as well as more accessible to residents.
- 2.2.18** Development in Havering will use water and energy more efficiently and there will be less demand for natural resources. Opportunities for renewable energy will have been explored. Development will also be capable of dealing with the effects of climate change including heatwaves and flooding. Waste will be managed in the most sustainable way and utilised as a valuable resource.
- 2.2.19** Over the lifetime of the Plan the Council will seek to maintain an appropriate aggregate landbank needed to support construction whilst ensuring that the individual and cumulative impacts of extraction are minimised and that sites are restored at the earliest opportunity to a high standard.





3 Strategic Objectives

3.1 Overarching aims

3.1.1 Linked to the Council's emerging new dynamic vision, the Local Plan has four overarching aims:

1. To enable vibrant, inclusive, healthy and happy communities
2. To provide opportunities for businesses and local people to thrive
3. To create successful, high quality places where people choose to live, work and spend time
4. To enhance physical and digital connections between places, communities and opportunities

3.2 Objectives

3.2.1 To achieve these overarching aims and to tackle Havering's key issues (identified in Annex 3), the following strategic objectives have been identified for the Local Plan:

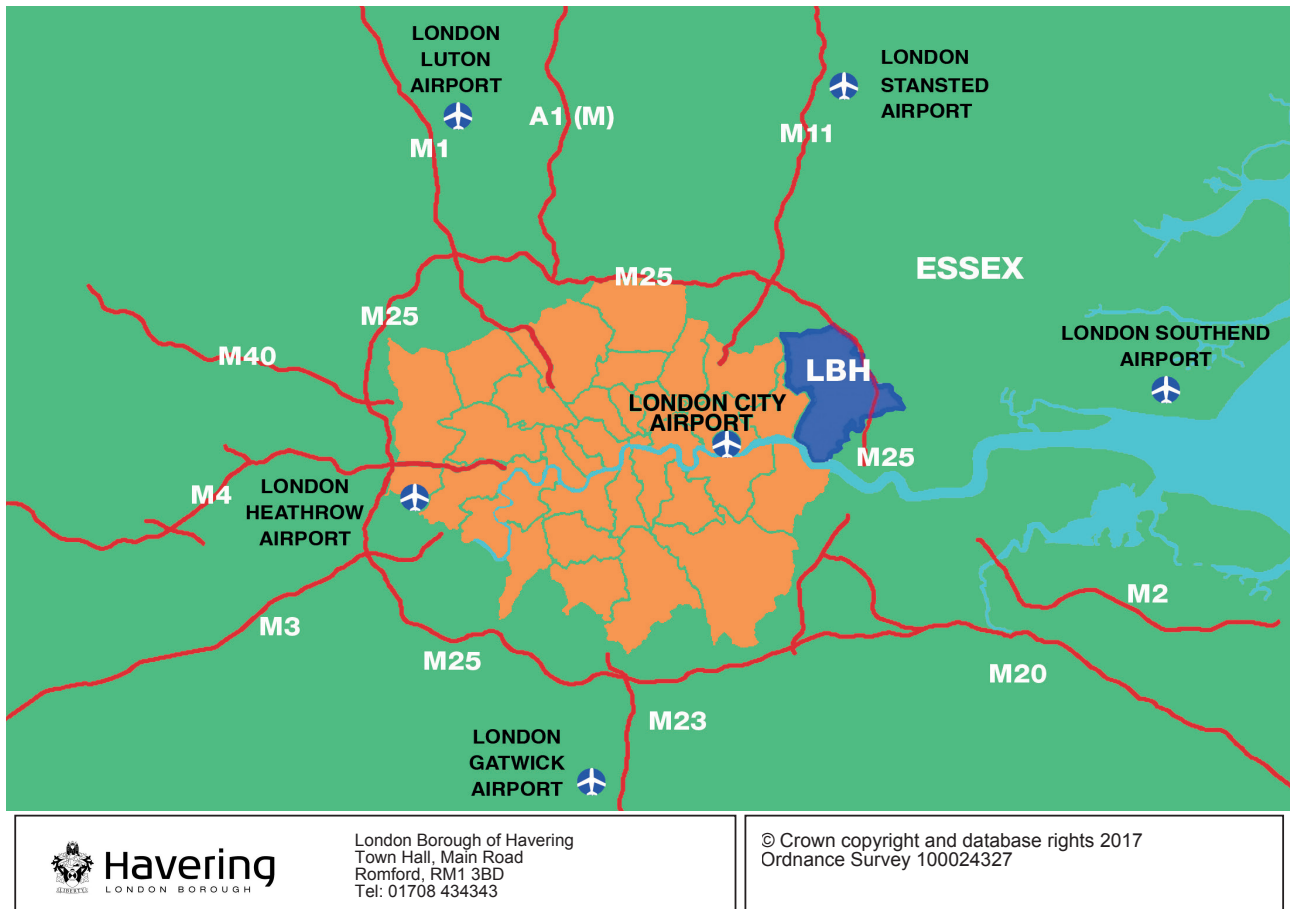
- i. Create high quality, safe neighbourhoods with cohesive and inclusive communities, where Havering residents want to live and settle;
- ii. Increase the supply of high quality housing in Havering by a minimum of 17,550 dwellings over the Plan period;
- iii. Ensure an appropriate mix of dwelling sizes and tenures to meet the needs of Havering's increasingly diverse population;
- iv. Deliver sustainable new communities in Rainham and Beam Park and Romford;
- v. Enable healthier lifestyles to improve the health and well-being of Havering's population and reduce health inequalities;
- vi. Enhance the vitality and viability of Havering's town centres and the diversity and quality of uses within them, enabling them to meet the needs of local communities;
- vii. Improve the cultural provision in Havering and protect and enhance existing cultural assets;
- viii. Ensure that the essential physical and social infrastructure is provided and existing infrastructure is enhanced to support the planned growth in Havering;
- ix. Support Havering's economic growth and the supply of high quality, modern and flexible business premises within the borough's town centres and designated industrial areas;
- x. Increase the quantity and variety of employment, training and learning opportunities for Havering residents;
- xi. Improve accessibility, connectivity and ease of movement to, from and within Havering;
- xii. Support sustainable transport options and make Havering a better place to cycle and walk around;
- xiii. Create, protect and enhance distinctive places, spaces and buildings in Havering that are of high architectural quality, are safe, well designed and respect the character of the local area;
- xiv. Proactively conserve, enhance, and ensure greater understanding of Havering's heritage assets, their settings and wider historic environment;
- xv. Increase the quality and accessibility of Havering's public open spaces and maintain and enhance biodiversity and geodiversity;
- xvi. Protect and enhance Havering's Green Belt;
- xvii. Facilitate the reuse, recycling and landfill diversion of waste in Havering;
- xviii. Improve and manage air quality, noise, land and light pollution throughout the borough, protecting and enhancing the levels of amenity that Havering residents currently experience;
- xix. Ensure that development in Havering minimises its energy use and is designed to adapt to, and reduce the effects of, climate change;
- xx. Improve water quality and protect water resources in Havering;
- xxi. Avoid, reduce and manage all forms of flood risk in Havering, and support the use of Sustainable Drainage Systems (SuDS);
- xxii. Promote the re-use of minerals and minimise adverse environmental impacts from extraction in Havering.

The strategic objectives set out above are not listed in order of priority. The links between the policies in this Plan and the objectives above are clearly shown in Annex 8.



4 Havering in the wider sub-region

Figure 1 Havering in the wider sub-region



- 4.0.1** Havering's Local Plan has been prepared in the context of growth and development within London and the wider south east region. The entire sub region is experiencing significant development pressure to meet the needs of the growing population.
- 4.0.2** In London, the Mayor is responsible for setting out the over arching development plan including the levels of growth for all of the London Boroughs through the London Plan. The Havering Local Plan is required to be in general conformity with this.
- 4.0.3** In preparing the Local Plan, the Council has worked with neighbouring authorities both in Essex and London to understand and address the cross boundary issues linked to the level of growth being planned for individually and as a wider sub-region.
- 4.0.4** The Council is committed to working with the Mayor of London, neighbouring London boroughs and authorities, Essex County Council and other partners on an ongoing basis to address development issues affecting London and the wider sub-region.
- 4.0.5** Further details on the context provided by the London Plan and the Duty to Co-operate are set out in Annexes 2 and 5.



5 Boroughwide Strategy for Growth

5.1 Spatial strategy

- 5.1.1** Havering's population is expected to grow to over 293,000 ⁽¹⁾ over the next 15 years. The Strategy underpinning the Local Plan seeks to ensure that there is the necessary growth in homes, jobs and critical infrastructure to support and sustain new and existing communities whilst also preserving and enhancing the borough's most valuable assets and maintaining its long established and strongly supported character and appearance as an outer London sub-urban borough.
- 5.1.2** The spatial strategy has been carefully prepared to reflect several important topics. Firstly, it takes account of the strategic context provided by the National Planning Policy Framework and the London Plan. It aims to translate the policy approaches applicable to Havering into planning policies that are both relevant and necessary. Secondly, it is the land-use planning tool whereby the Council will seek to translate the ambition of its overarching vision - 'Havering - Making a Greater London' into the places and communities that will endure well into the remainder of this century. Thirdly, at a time when the delivery of new homes is seen as critical to London's well being, it acknowledges the opportunity resulting from Havering having two key growth areas with Housing Zone status. The strategy is informed by the spatial portrait and key issues as set out in Annex 4 and is intended to deliver the vision and objectives as set out in Chapters 2 and 3. The strategy also takes account of environmental constraints, the finite availability of land for development and the need for the Council to balance different competing land uses and priorities in determining the most appropriate uses of land and forms of development.
- 5.1.3** The Council has developed its strategy to deliver 'good growth' in the right locations across Havering having regard to the potential of the individual areas identified for that growth and the importance of making sure it has a good fit with and integrates well with its surroundings. This growth will be dependent upon and facilitated by significant public transport investment and improvements. In line with national and Mayoral planning policy, development is to be directed to the most accessible and well connected areas in the borough where there are existing concentrations of supporting social and community infrastructure or where this can be delivered alongside, and supported by, new developments.
- 5.1.4** It follows from this that the Local Plan identifies two parts of Havering as the main areas for accommodating Havering's growth over the plan period. Consistent with national and Mayoral planning policy, these are focused in the borough's main town centre at Romford and the Rainham and Beam Park area which has been identified for several years as one of London's main brownfield development opportunities.
- 5.1.5** Romford is identified as a metropolitan centre in the London Plan and is the largest town centre in the borough. Romford has scope for development across a number of well located and well connected sites. The Local Plan recognises its potential for significant regeneration and intensification. Romford is already a key transport hub in Havering with more than 25 bus routes using the town centre. From 2019, it will benefit from improved rail services as a result of the arrival of Elizabeth line services through Crossrail. Its potential has been recognised by its designation as a Mayoral Housing Zone and the Local Plan will provide the means to assist in accelerating the delivery of new homes on a number of sites in and around the town centre. This plan also envisages business growth and an expanded leisure and cultural role for Romford. The next London Plan will re-affirm the role of Romford by designating it as an Opportunity Area in recognition of its potential to address an important part of Havering's growth potential.
- 5.1.6** Rainham and Beam Park is already identified within the London Riverside Opportunity Area which includes extensive land in both Havering and adjoining Barking and Dagenham. The London Riverside Opportunity Area Planning Framework (2015) identifies that the wider area has the capacity to provide 26,500 new homes and 16,000 new jobs across the two boroughs. In Havering, the focus will be on the intensification of industrial land in the Rainham Employment Area and the creation of new residential communities at Rainham and Beam Park. The scope for this is as a result of the provision of a new station at Beam Park and the opportunity to provide space for essential local services. Rainham and Beam Park was granted Housing Zone status by the Mayor of London in 2015 which will help accelerate residential development in the area.

1 GLA 2015 Round Population Projections - Long term trend



- 5.1.7** The strategy has taken account of the pressing need for new homes across London and in Havering. It aims to make a significant contribution towards this whilst reflecting the importance that the community in the borough places on Havering keeping and enhancing its well established character and supporting forms of development that are well suited to suburban outer London.
- 5.1.8** The strategy recognises that significant numbers of Havering residents travel out of the borough to work. Nevertheless, the Council places a very high priority on ensuring that Havering has a prosperous economy and the strategy is directed at protecting and enhancing employment across the borough. The scope for new jobs in the main growth areas is recognised and these will complement the new homes in these locations. At the same time, the strategy looks to protect existing industrial and employment land and to make sure that Havering provides a wide range of jobs in well connected locations.
- 5.1.9** Further growth will be accommodated from major regeneration of the Council's own housing estates. The Council is planning to build a significant number of new homes in one of the most ambitious local authority home building programmes in the country. The initial programme focuses on 12 sites across the borough delivering over 2,000 additional homes.
- 5.1.10** The borough's district centres are important providers of retail, leisure and essential services which meet the needs of local residents. The strategy is to maintain and enhance these centres and support the intensification of uses including residential development and business growth.
- 5.1.11** Havering is one of London's greenest boroughs with extensive open spaces and more than half of the borough designated as Metropolitan Green Belt as identified on the Proposals Map. The spatial strategy of the Local Plan is to optimise the use of brownfield land for meeting the demand for new homes and business growth and to provide continued protection for Havering's Green Belt and its most valuable open spaces.
- 5.1.12** Havering has a wealth of heritage assets that make a significant and important contribution to the quality and character of the borough, the spatial strategy seeks to preserve and enhance these assets whilst also enabling new development and growth to take place.
- 5.1.13** The spatial strategy of this Local Plan is based very clearly on improved transport infrastructure being secured to support the growth that is expected in Havering. Havering's transport infrastructure has remained largely unchanged for many years. It provides strong cross-borough connections (both road and rail) but journeys between the north and south of Havering are much less convenient because the transport infrastructure does not facilitate them. This adversely affects residents and businesses and must be addressed to support the growth envisaged in the Local Plan.
- 5.1.14** Successful delivery of the growth envisaged in the Local Plan will be dependent upon / facilitated by key strategic transport interventions including north-south linkages between Romford and Harold Hill and Rainham and Beam Park to improve connectivity between the main areas identified for new homes, jobs and business.
- 5.1.15** The Local Plan recognises that improvements to strategic transport linkages beyond Havering such as new river crossings across the Thames have the potential to impact on the borough. Havering will engage fully in discussions on these to ensure that opportunities are optimised and any adverse impacts mitigated.

Key features of the spatial strategy

Housing Growth

- Delivery of at least 17,550 high quality homes over the 15 year Plan period;
- Delivery of over 5,300 new homes in the Romford Strategic Development Area;
- Transformation of Rainham and Beam Park Strategic Development Area providing a new, well connected residential community of at least 3,000 homes served by Beam Park Station;
- Residential intensification of the borough's district centres, with proposed development compatible with their character, function and scale;
- Intensification and renewal of existing Council housing estates providing an improved housing stock and at least 700 additional homes across the borough, outside of the Strategic Development Areas.



Economic Growth

- Regeneration of Romford Town Centre, providing a more diverse and higher quality retail, leisure, cultural and employment offer;
- Directing an appropriate scale of retail, culture, service industries and office development to the boroughs network of town centres comprising of: Romford Metropolitan Centre, district centres at Collier Row, Elm Park, Harold Hill, Hornchurch, Rainham and Upminster and 75 local centres including a new local centre at Beam Park.
- Protection of the borough's Strategic Industrial Locations (SIL) (Rainham Employment Area, Harold Hill Industrial Area, King George Close Estate and Freightmaster Estate) for continued industrial use;
- Protection of the borough's Locally Significant Industrial Sites (LSIS) (Harold Wood, Hillman Close, the Seedbed Centre, Lyon Road and Crow Lane) for continued industrial and employment use;
- Intensification of the borough's designated industrial areas to optimise the use of the land and support transformational new developments which will and maximise the economic benefits for the borough.

Transport Infrastructure

- Improved public transport access to central London via Crossrail services at Romford, Gidea Park and Harold Wood and a new railway station at Beam Park on the Essex Thameside Line;
- Remodelling of Gallows Corner roundabout to increase safety, improve air quality and smooth motor vehicle traffic flows;
- Improved north-south links within the borough, connecting Rainham and Beam Park, Romford and Harold Hill;
- Remodelling of sections of the Romford Ring Road;
- Increased capacity at Junction 28 of the M25;
- Improvements to the A127 through the A127 Growth Corridor project;
- Working with Highways England to minimise the adverse impact on Havering and its residents of the Government's preferred option for a Lower Thames Crossing.

Social Infrastructure

- Delivery of an early years and schools expansion programme, which may include new provision, to increase the number of early years and school places for new and existing residents;
- New early years and school provision in the growth areas of Romford and Rainham and Beam Park;
- New health facilities at the former St George's Hospital Site, Romford Town Centre, Rainham and Beam Park and in the north-west of the borough;
- Improvements to the borough's existing leisure facilities and new facilities in Romford Town Centre and Rainham and Beam Park.

Havering's most valued assets

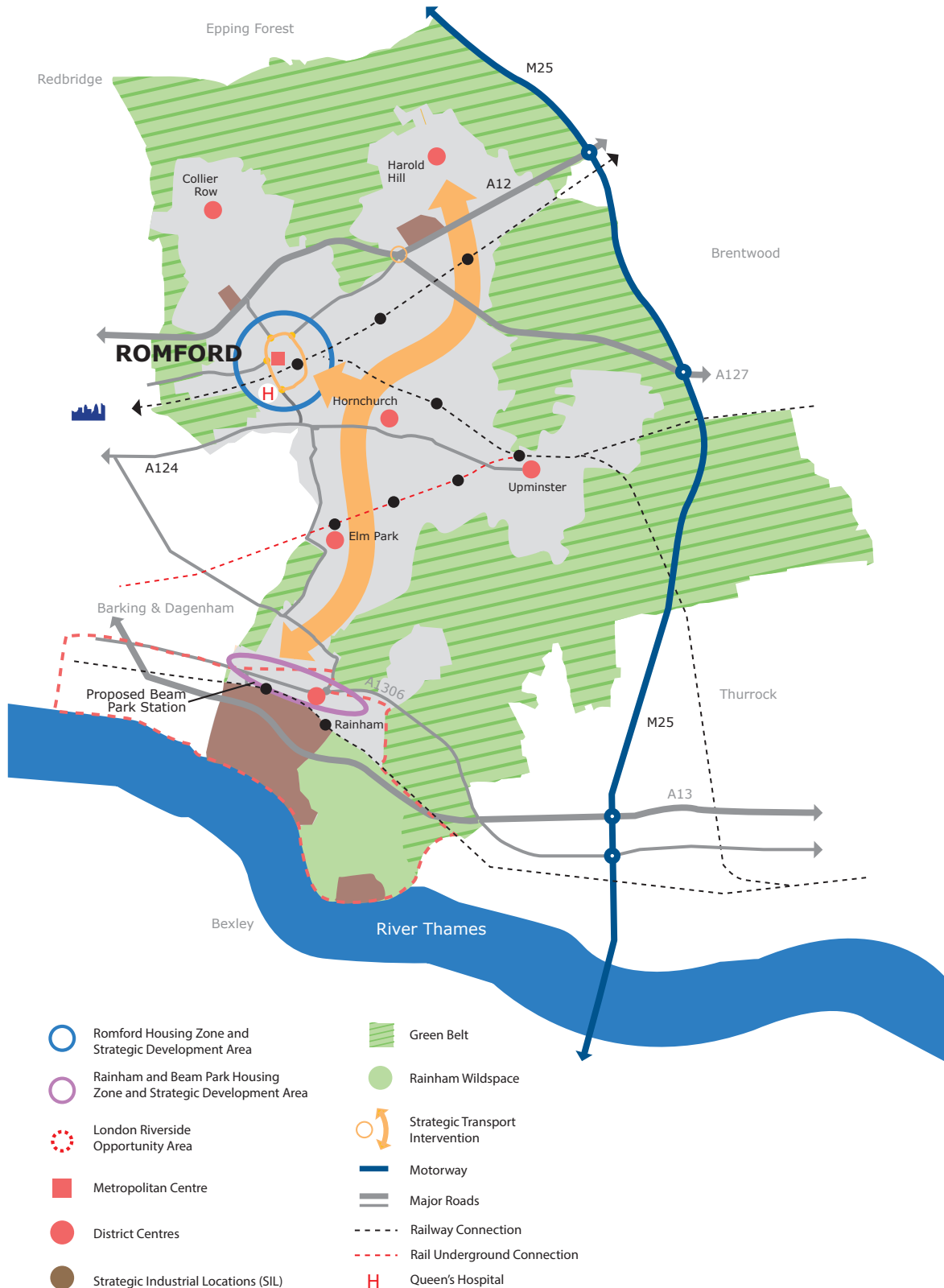
- Protecting and enhancing the Green Belt and the borough's open spaces;
- Preserving and enhancing the borough's rich heritage and historic environments.



5.2 Key Diagram

5.2.1 The Key Diagram illustrates the spatial strategy for Havering over the 2016 - 2031 lifetime of the Plan.

Figure 2 Key Diagram





6 Strategic Development Areas

6.1 Romford Strategic Development Area

- 6.1.1** Romford Strategic Development Area encompasses Havering's largest town centre and is one of Outer London's major growth and regeneration areas. The area offers exciting development and regeneration opportunities and over the next 15 years it will accommodate a significant level of housing and economic growth alongside new and enhanced supporting infrastructure. The Council will work with its partners to realise the opportunities in Romford and to ensure it retains its strategic role within Havering and north east London.
- 6.1.2** High quality, contemporary urban living will be integrated with a diverse and vibrant day-time and evening retail, leisure and cultural offer, modern office development and new employment opportunities. Improvements to transport and public realm will help ensure that Romford is a well connected and attractive place to live, work and visit. Growth and development in Romford should strengthen its role as a metropolitan centre and deliver a step-change in the quality of environment and buildings.

Policy 1

Romford Strategic Development Area

Residential Development

Over the plan period the Council will support the delivery of over 5,300 ⁽²⁾ new high quality homes in well managed residential and mixed use schemes that provide attractive places to live and which are well integrated with the existing community.

Commercial Development

To strengthen Romford's role as a metropolitan centre and to realise its potential as one of Outer London's largest and most successful town centres, the Council will support development proposals within the town centre boundary that:

- i. Reinforces South Street as the main shopping street and spine of activity in the town centre
- ii. Diversifies and improves the quality of the retail, cultural and leisure offer that contribute to the daytime and evening economies;
- iii. Provides new modern retail units or refurbishment of existing retail units;
- iv. Positively transforms the Market Place into a high quality civic space, accommodating a reconfigured, successful and vibrant market with a re-imagined public space and an enhanced retail and restaurant offer;
- v. Creates a vibrant mix of commercial uses adjacent to the station;
- vi. Accommodates mixed uses, with residential and commercial space provided above ground floor level where this does not prejudice the operation of the ground floor for retail and town centre activity;
- vii. Provides new, fit for purpose office development as part of mixed use schemes; and
- viii. Provides affordable office accommodation within or funded by new commercial and mixed use developments.

Connectivity

Romford is the most accessible and well connected area within the borough and has an important role as a transport hub. The Council will support proposals that further enhance connectivity and will:

- x. Continue to work with partners to secure significant improvements to Romford station;
- xi. Support the delivery of Crossrail services to Romford and improvements to the public realm in the vicinity of the station;
- xii. Support the delivery of a new east-west shared use link from the railway station across the River Rom to the existing and new residential areas to the west;

2 at least 4750 homes will be built over the first 10 years of the plan period



- xiii. Actively pursue opportunities with TfL and other partners to tunnel the western section of the ring road;
- xiv. Work with TfL to improve accessibility into Romford Town Centre for active travel users;
- xv. Work with the Barking Havering Redbridge University Hospital NHS Trust and TfL to improve links to Queens Hospital including increasing bus capacity at Queens interchange;
- xvi. Require developers seeking to develop land adjacent to the ring road to address its perception as a barrier for active travel including opportunities for its greening;
- xvii. Support development which improves the quality of the pedestrian environment, including the greening of the town centre with new street trees and planting and enhanced provision for pedestrians and cyclists.
- xviii. Require developers to improve active travel links between Romford Station, Waterloo Road and Bridge Close;
- xix. Support development proposals that better integrates The Brewery with South Street;
- xx. Require proposals for development along the River Rom to improve the quality and setting of the river and to provide continuous, safe and accessible links alongside the river to promote active travel and improve north-south connectivity; and
- xxi. Support development proposals that deliver an enhanced link between the Market Place, St Edward the Confessor Church, North Street and the Trinity Methodist Church, improving the quality of the pedestrian environment along Angel Way.

Social infrastructure

To support growth in the Romford Strategic Development Area and to assist in ensuring it is a successful place to live the Council will work with developers and service providers to ensure the delivery of:

- xviii. Romford Leisure Centre
- xix. New and enhanced public open spaces
- xx. A new health hub, including the sexual health services relocated from Queens Hospital;
- xxi. Additional school places in line with the Council's Commissioning Plan and Schools Expansion Programme over the Plan period;
- xxii. Additional primary school provision equivalent to 3 forms of entry (FE) in the first 5 years of the Plan and a further 6FE need for primary school places beyond the first five years.
- xxiii. A 5/6FE secondary school in the second phase of the Plan period (5-10 years);

Development proposals that generate a primary school child yield equivalent to one additional form of entry will be expected to provide adequate space on site for the provision of a school. The Council will only support proposals without this provision where it can be robustly demonstrated that existing or planned education provision can cater for the additional demand for school places.

Design and Heritage

The Council will require development in Romford town centre to be of high architectural and urban design quality. Development and uses must be appropriate to and will be expected to improve the function, appearance, and character of the town centre.

The Council will support proposals that:

- xxii. Create active streets with strong and well-articulated frontages to all existing and proposed pedestrian routes, particularly at ground floor level, avoiding blank facades and exposed service areas;
- xxiii. Incorporate generous floor to ceiling heights at ground floor level to provide for flexibility and adaptability over time and respond to the needs of different retailers;
- xxiv. Positively respond to the sensitive nature and urban fabric within the Conservation Area, views of St. Edward the Confessor Church and the historic crossroads where South Street, the High Street and the Market Place meet;
- xxv. Make a positive contribution towards public realm improvements in the Market Place;
- xxvi. Demonstrate how the proposed scheme responds to wider development opportunities, movement and environmental enhancements in the town centre;
- xxvii. Open up access to the River Rom and positively incorporates the river into the development scheme(s);



- xxviii. Optimises the design and location of development including the incorporation of resilience measures to address potential flood risk, where appropriate; and
- xxix. Respond to the local character and context and make a positive contribution to the skyline. Tall buildings may be acceptable in the vicinity of the station subject to high quality design and strong public realm propositions at ground level. Proposals for tall buildings within the Conservation Area and north of the railway line along south street are inappropriate. The heights of proposed new buildings in this area will need to respond positively to the historic context. Elsewhere in the town centre the height of proposed buildings should respond to local character and context, and make a positive contribution to the skyline in Romford town centre.

Policies for specific opportunity sites in the Romford Strategic Development Area will be addressed in the Site Specific Allocations Local Plan.

- 6.1.3** The arrival of Crossrail in 2018/9 alongside the relative affordability of this area are key drivers of growth. They have already placed Romford firmly in the minds of investors and developers who are keen to realise its opportunities. The Mayor of London has already recognised this and in 2016 Romford was granted Housing Zone Status which will provide significant investment in order to accelerate the delivery of new homes. The area's significant growth potential is recognised through its anticipated designation by the Mayor of London as an Opportunity Area in the new London Plan. The Council aims to build on its positive relationship with the Mayor of London to further enhance Romford as a place to live and work and for businesses to invest.
- 6.1.4** There are a number of opportunity sites within the Romford Strategic Development Area which can accommodate housing growth. There is an increased demand for homes in east London, and with areas closer to central London becoming unaffordable to many, both demand and values will grow, especially with the arrival of Crossrail services.
- 6.1.5** Reflecting the significant opportunities that Romford offers and the importance of successfully integrating new schemes with existing developments and communities the Council is preparing a detailed Masterplan for Romford which will be taken forward as a Supplementary Planning Document.
- 6.1.6** The Havering Retail and Commercial Leisure Needs Assessment (2015) reports that whilst there is strong representation of multiple and independent retailers there is scope for the town centre to increase its market share of expenditure, some of which is currently leaking out of the borough to the Lakeside shopping centre in Thurrock. The retail offer within Romford needs to be upgraded to enable it to successfully compete with other centres and to retain its popularity as a comparison goods shopping destination, future-proofing the town centre and protecting its role and function as a metropolitan centre.
- 6.1.7** The Retail and Commercial Leisure Needs Assessment notes that demand is linked to the quality of provision. It recommends that new, larger-floorplan retail floorspace, involving the modernisation and amalgamation of existing retail premises, would attract additional retailers, particularly where this is provided in or close to the primary shopping area. Improvements to the quality of provision would also assist in diversifying the retail offer, helping to attract more middle and upper middle comparison goods retailers into the town centre.
- 6.1.8** South Street is integral to the fabric of the town but it includes many value retailers and small units. An improved retail offer here will cement and enhance Romford's currently strong trading position.
- 6.1.9** The Brewery forms an important part of the retail offer within Romford but it turns its back to the centre. Better integration between the two is required, including a coordinated public realm programme to strengthen east-west connections. Opportunities for new development around the Brewery that intensify existing uses here should also be explored
- 6.1.10** In addition to retail use, the Retail and Commercial Leisure Needs Assessment also considers the quality and provision of restaurant and café use (Use Classes A3 and A5). The study reports that the current provision is quite basic, serving a budget and youth market. There is a requirement across the borough for additional food and drink floorspace over the plan period, much of which should be directed towards Romford in the first instance, reflecting its role as a metropolitan centre. Diversification of the range and quality of restaurant use would bring wider benefits to the vitality and viability of the town centre.



- 6.1.11** The provision of existing A3 and A5 uses is mainly concentrated around The Brewery and South Street. The Market Place, with opportunities for outdoor seating and which The Retail and Commercial Leisure Needs Assessment states is 'not currently fulfilling its potential as a large public space', has potential to support additional A3 and A5 floorspace.
- 6.1.12** Market Place is one of Romford's greatest assets and has potential to provide a key civic space within the town centre. The emerging Romford Masterplan will set out proposals for the consolidation of the market allowing for the flexibility of the public realm. The Council will support a new cluster of cafés and restaurants around Market Place leading to longer dwell times and additional footfall in the north of the town centre.
- 6.1.13** There is a lack of green open space within the town centre. The only such space within the ring road is St. Edward the Confessor Church's churchyard. However, there are a number of nearby parks a short walk beyond the ring road; these include Lodge Farm Park (off Main Road), and Cotton Park (at Mark's Road). The Council will support development proposals that contribute to a greener Romford.
- 6.1.14** Investment at Romford railway station, linked to Crossrail, provides an opportunity for provision of taller buildings, making the most of excellent public transport accessibility and regeneration potential. Development should be of high quality design, co-ordinated and come forward as part of a planned cluster.
- 6.1.15** Proposed uses adjacent to the station should complement the wider mix of uses in the town centre, including new office space. The Council's Employment Land Review states that new, flexible space for smaller businesses is required, responding to changing economics. Provision of such space can be accommodated within refurbished buildings and new mixed-use development that also includes residential and ancillary support uses to help create an attractive and vibrant area.
- 6.1.16** The ring road creates a barrier to the town centre and an underwhelming entrance for visitors. The Council will continue to use its Transport for London (TfL) Local Implementation Plan funding programme and will also look to secure future funding opportunities (including TfL's Liveable Neighbourhoods programme) to design and deliver measures that support active travel and improve access into the town centre. Proposals for new development alongside the ring road should positively respond to the setting help overcome the barrier effect.
- 6.1.17** The River Rom, which runs north-south to the west of the town centre, is an under-utilised asset. The Council will work with the Environment Agency, land owners and developers to open up the river course as they bring development forward adjacent to the river. Consequently, the Council will require a co-ordinated approach to development that allows for a continuous pedestrian and cycle link to be provided along the River Rom. Provision of a new pedestrian and cycle link alongside the river will enhance the permeability of the town centre and provide for an attractive setting for living and active travel.
- 6.1.18** The Council is working closely with the Barking Havering Redbridge University Hospital NHS Trust (BHURT) on their emerging travel plan which will be monitored to ensure that progress is being made against targets for modal shift away from the car. There are currently 9 bus services (and a community bus) that access Queen's Hospital. Whilst this number of bus services accessing an outer London Hospital is very good, Queens has a very large catchment area and there continues to be pockets of the east London sub region that require at least two bus journeys in order to access Queens. Additionally, the Council will continue to work with agencies such as the Clinical Commissioning Group and BHURT to explore the scope for services to be provided within the wider community to reduce the need for people to travel to Queen's.
- 6.1.19** There is also a need to increase bus access here to provide people with an alternative to using private vehicles as parking spaces at the Hospital are at a premium. Work is currently being progressed on a detailed design of Queen's Hospital bus interchange where an additional bus stop is proposed to increase bus capacity and allow more bus routes to stop at Queen's Hospital.
- 6.1.20** The Council remains committed to working with its partners to secure significant improvements to Romford station to ensure that it provides an appropriate facility for rail users and is a safe, attractive and convenient place for rail journeys to, and from, Romford. Through TfL's Crossrail Complementary Measures programme, the Council is delivering public realm improvements around the vicinity of Romford station to better integrate the station into its surroundings and to improve accessibility between the busy bus interchange south of Romford Station and the station entrances.

6 Strategic Development Areas



- 6.1.21** The land immediately adjacent to the River Rom and Black's Brook is predominantly located within fluvial Flood Zone 2 with small areas designated as Flood Zone 3b. To address flood risk development should consider the guidance in the Strategic Flood Risk Assessment: Annex A - Growth Areas Review and follow the requirements of Policy 32.
- 6.1.22** Education provision is particularly challenging in Romford. Existing schools within the area are already at full capacity and whilst the Council's school expansion programme will assist in meeting future demand, this will not offer sufficient capacity over the Plan period. In order to meet the need for primary school places in the Romford area over the next five years an additional 3FE will be needed. 1FE is likely to be delivered through expansion of an existing school. A new 2FE school will be needed. There is a further 6FE need for primary school places beyond the first five years. This will need to be delivered through new schools. A 6/8FE secondary school is required in the second phase of the Plan period (5-10 years). The Council will seek to identify sites suitable for additional education provision through the Romford Masterplan and Site Specific Allocations Local Plan.
- 6.1.23** Due to the particular challenges in Romford and in advance of the delivery of the Site Specific Allocations Local Plan, the Council will require all development proposals that generate a primary school child yield equivalent to one additional form of entry to provide adequate space on site for the provision of a school or robustly demonstrate how this need will be accommodated through other developments.
- 6.1.24** When estimating the number of children that a new housing development will generate, and that will require a school place (yield), Havering takes account of the number of houses and flats that are suitable to accommodate children. Student and elderly accommodation are excluded. The primary school yield from qualifying homes is thirty pupils per one hundred homes (0.3 per dwelling). For secondary schools (including post 16 education or sixth form places) the yield is 20 pupils per 100 qualifying homes (0.2 per dwelling).
- 6.1.25** 210 primary aged pupils represent one form of entry, across seven year groups, and this number is likely to be generated by approximately 700 new homes. However, this is dependant on the type and size of homes proposed and consequently sites delivering under 700 units may still generate a child yield that equates to one form of entry. Each proposal will be considered on a case by case basis.
- 6.1.26** Growth and change in the town centre must be accompanied by improvements to the quality of the public realm. The Council's Retail and Leisure Report identifies that there is significant scope to improve the appearance of the shopping streets in the town centre, that there is a lack of open space, trees and planting in the town centre, and that the ring road acts as a barrier to movement. An enhanced public realm will provide a pleasant and safe experience to encourage visitors to spend more time and money in the centre, and will support high quality development and other investment.
- 6.1.27** Most pedestrian movement in Romford now operates in an east-west direction, between the three shopping centres. Some of these routes suffer from blank facades and terminate at the ring road where crossings are neither pedestrian nor cycle friendly. Some of these crossings are currently provided by way of subways. The ring road in particular creates a barrier to the town centre and an underwhelming entrance for visitors. The Council will look to improve these routes. Proposed developments adjacent to these crossings will be expected to contribute to their improvement. Development should also seek to open up blank facades with new active frontages and entrances.
- 6.1.28** South Street is the main pedestrian area and acts as the north south spine through the town, connecting residential areas with the station, main retail area and historic cross roads with the High Street and the Market Place. However the quality of the public realm along this route is tired and in need of improvement. The Market Place is the main public space in the town centre, but is currently undermined through extensive provision of surface car parking which could be rationalised to enhance the quality, usability and enjoyment of this space.
- 6.1.29** The railway station is an important arrival point into the town centre where the quality of the public realm should be improved, with enhanced links to the town centre and new development creating active, overlooked and well-proportioned streets and spaces. This should include reconsideration of the current bus station and routes to and from this which currently undermine the pedestrian environment.



Havering
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Romford Strategic Development Area

- Strategic Development Area Boundary
- Romford Town Centre
- ★ Conservation Area
- H Queen's Hospital
- 🏊 New Leisure Centre
- 🚉 Romford Station
- 🏠 Existing school sites
- 🌳 Green Belt
- 🌳 Parks and Open Space
- 🏠 Market Place
- 🌳 Civic Quarter
- 🚦 Strategic Transport Intervention
- ➡ A12
- ➡ Main Road Links
- ➡ New Pedestrian & Cycle Link
- 🚆 Rail Connections
- 🌊 River
- 🌊 Culverted River

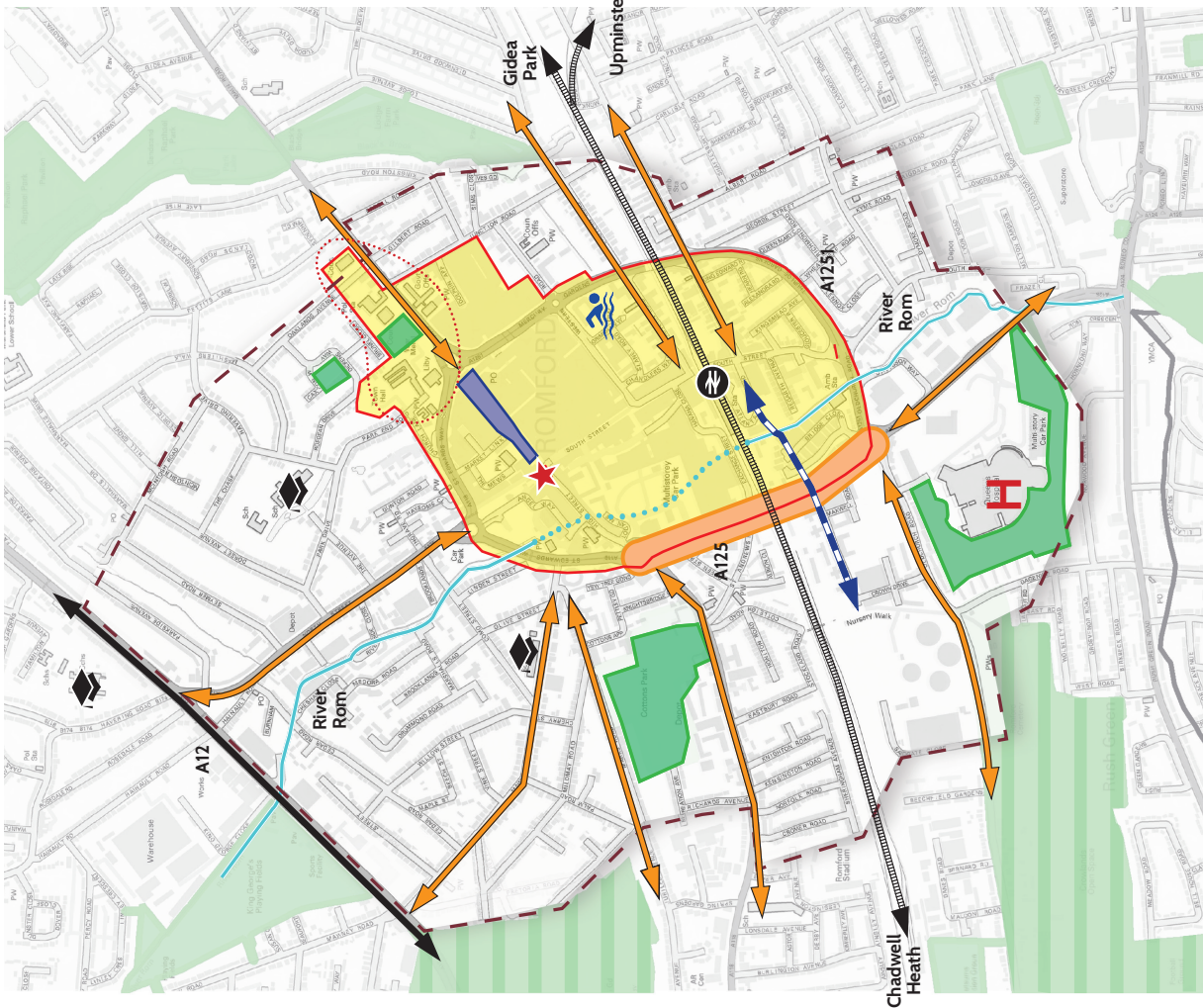


Figure 3 Romford Strategic Development Area

6 Strategic Development Areas



6.2 Rainham and Beam Park Strategic Development Area

- 6.2.1** Rainham and Beam Park Strategic Development Area is a major growth and regeneration area and provides the opportunity to establish an exciting new residential neighbourhood linked to the delivery of a new railway station on the existing Essex Thameside line at Beam Park.
- 6.2.2** The area falls within the London Riverside Opportunity Area, identified in the London Plan as having the capacity to provide a significant number of new homes and jobs. In June 2015, following a successful bidding process, Rainham and Beam Park was identified as one of the GLA's Housing Zones which is providing much needed investment to help secure and accelerate the delivery of new homes by overcoming barriers to development and supporting the provision of social and physical infrastructure in the area to create attractive new places to live.

Policy 2

Rainham and Beam Park Strategic Development Area

Residential Development

The Council will support the delivery of over 3,000 new high quality homes in attractive, well managed residential schemes which are well integrated with their surroundings. Development will be delivered on a series of connected sites to the south of New Road extending from the River Beam in the west to Dovers Corner/Bridge Road in the east, together with sites to the north of New Road which are currently occupied by incompatible uses. The Council will also support the redevelopment of undesignated sites in Rainham District Centre and wider Strategic Development Area.

Commercial Development

A new local centre adjoining Beam Park Station will be delivered providing between 3,500 and 4,000 sq m of floor space through the provision of new modern retail and commercial units.

The Council will support development that creates a vibrant mix of active ground floor uses with apartment blocks above within the Beam Park Local Centre.

New development will be required to incorporate generous floor to ceiling heights of 3.75m at ground floors of buildings in Beam Park Centre, and 3m at ground floors of buildings along New Road to provide for flexibility and adaptability for conversion into commercial spaces in the future.

Connectivity

New development in the Rainham and Beam Park Strategic Development Area has the opportunity to establish a new green neighbourhood that links the existing settlements of South Hornchurch and Orchard Village with Rainham Village. It will also enable the transformation of New Road (the A1306) from a traffic dominated corridor into an attractive high quality green street that provides an appropriate setting from a new and expanded residential community.

To support growth in the Rainham and Beam Park Strategic Development Area, the Council will work in partnership with the Mayor of London, developers and transport providers and other agencies to deliver:

- i. Beam Park Station on the Essex Thameside Line;
- ii. A transformational project along the A1306 (Beam Parkway) between Dovers Corner and the Marsh Way junction creating an attractive, high quality green street consisting of links to facilitate active travel along this corridor, "pocket parks" and crossing points, to improve permeability of the A1306;
- iii. Significant improvements to public transport services including bus connections to / from Beam Park Station and Rainham Employment Area and to / from Romford including Queens Hospital;
- iv. A continuous east-west active travel connection between Rainham Village, Beam Park Station and the Rainham Employment Area;
- v. Bus connections to Beam Park Station and bus links to Romford and Queen's Hospital;
- vi. Improved bus connections to and from Rainham Employment Area;



- vii. A link across Rainham Creek to support east west movements and to enable buses to access the Rainham Employment Area; and
- viii. A new, integrated network of shared use routes connecting neighbourhoods, local facilities and open spaces.

Supporting Infrastructure

To support growth in the Rainham and Beam Park Strategic Development Area, the Council will work with developers and service providers to ensure the delivery of:

- ix. Expansion of existing primary schools in line with the Council's Commissioning Plan;
- x. A new three form entry primary school at Beam Park;
- xi. Additional secondary school places through expansion of existing schools in the later part of the plan period;
- xii. Expansion of the Rainham Campus of Havering College;
- xiii. Improved sport and leisure facilities; and
- xiv. Provision of a new health centre.

Design and Heritage

To ensure the successful transformation of the area, the Council will support development proposals which:

- xv. Adopt an integrated and comprehensive approach without prejudice to the achievement of the wider vision for the area as set out in paragraph 2.2.5;
- xvi. Provide a layout that facilitates a coherent urban structure across the area as a whole and demonstrates that the layout achieves a coherent structure both in its own right, and in terms of its facilitation of future phases;
- xvii. Better link the existing settlements of South Hornchurch and Orchard Village with Rainham Village, and transforms New Road (the A1306) from a traffic dominated corridor into an attractive high quality green urban street commensurate with the adjoining new residential neighbourhoods;
- xviii. Overcome the barrier presented by the river and the industrial sites and brings significant enhancement of the wider area as an attractive place;
- xix. Respond positively to the context within Rainham Village strengthening and enhancing the character of this historic village;
- xx. Orientate buildings with their front and main entrance towards streets and open spaces to provide overlooking and natural surveillance and to help to create a place with a strong sense of place that is safe and welcoming;
- xxi. Have buildings designed at street corners that 'turn the corner' and address both street spaces;
- xxii. Provide a good sense of enclosure to streets and public spaces with buildings positioned along consistent building lines;
- xxiii. Avoid adverse effects on the nearby Ingrebourne Marshes SSSI and Inner Thames Marshes SSSI and seeks to achieve enhancements to these sites, where possible; and
- xxiv. Optimise the design and location of development including the incorporation of resilience measures to address potential flood risk and explores opening up culverts, where appropriate.

Policies for specific opportunity sites in the Rainham and Beam Park Strategic Development Area will be addressed in the Site Specific Allocations Local Plan.

6.2.3 The transformation of the Rainham and Beam Park area into a successful residential neighbourhood can only be achieved if the area is dealt with comprehensively with developers contributing in a positive and proactive manner in finding solutions to ensure that the wider vision for the area is not prejudiced by any single development phase. Sites along New Road will be expected to be brought forward in a comprehensive manner avoiding 'piecemeal' development.

6.2.4 Residential development in Rainham and Beam Park will largely be focused on under-used industrial and employment land along the A1306 with the new railway station at Beam Park as a catalyst for development.

6 Strategic Development Areas



- 6.2.5** There are a number of development opportunities within public and private ownership. The GLA are an important landowner in the area and are bringing forward the Beam Park site for residential and mixed use development with Persimmon and L&Q.
- 6.2.6** The Council is actively acquiring land along the A1306 corridor and will be procuring a development partner to bring forward these sites in joint venture partnership with Mercury Land Holdings. Outline planning applications are currently being brought forward for these sites.
- 6.2.7** The A1306 corridor (New Road) is currently in employment and industrial uses. Fronting the northern side of New Road are a mix of residential properties intermingled with car repair shops and car sales areas many of which are unsightly. Employment sites to the south of New Road are mixed but several are vacant and under-used.
- 6.2.8** The Havering Employment Land Review (2015) recommends a change away from industrial employment uses in this area (totalling 15.4ha) to assist in meeting the housing and wider regeneration needs of the borough. The release of the industrial elements will also allow the boundaries of the Rainham SIL to the south to be consolidated, helping maintain the integrity of that industrial employment designation while helping to maintain residential amenity in the Rainham and Beam Park area.
- 6.2.9** The Employment Land review recommended the retention of the Rainham Steel office building. The site is of a good quality and is compatible with the housing development that will take place in the area. However, in the long term if Rainham Steel were to relocate from this location, the Council would not wish to retain the site for industrial use due to its prominent location and close proximity to the new residential development. The Council will seek a residential redevelopment in this scenario.
- 6.2.10** To support the increased residential population at Rainham and Beam Park, a new local centre will be established at Beam Park Station. The Beam Park Local Centre will provide local shops and services in walking distance of both the western part of the development area and the existing residential areas to the north. The local centre will offer apartment living in its upper floors and will be focused around a new gateway space outside the station and a new street link with new road that provides high quality public realm.
- 6.2.11** Rainham is a locally important district centre and includes a supermarket, local shops, cafes and historic pubs, a rail station and a new library. The district centre will continue to have this role and also serve new residents in the eastern part of the A1306 development.
- 6.2.12** For a number of years, Havering has been lobbying for a new station to be built at Beam Park to support the projected number of homes and jobs expected to be created in the London Riverside area. Beam Park station will provide direct access to Central London and is expected to open by 2020.
- 6.2.13** To support development planned south of the A1306 it is important that the A1306 is not perceived as a barrier for pedestrians and other road users. The Council has been allocated funding from TfL's Major Scheme budget to develop a detailed design for improvements along the A1306 to improve the local environment and encourage the use of active travel.
- 6.2.14** New Road will be transformed into the Beam Parkway - a green street that is well defined and enclosed by residential buildings. It will form the main spine of the area, connecting the wider area with the two centres at Beam Park and in Rainham Village. A network of streets will provide permeability and connect the development areas internally and across New Road with existing streets to the north.
- 6.2.15** Currently employees wishing to access the Rainham Employment area can only do so directly by car, with the nearest bus services terminating at CEME (174) or going to Rainham Village (103, 372). The Council is working with TfL London Buses who are undertaking a London Riverside study which is looking at the bus network needs in response to planned development in the London Riverside area. The Council will continue to support this work as it develops.
- 6.2.16** Additional school places will be needed to meet the needs of the new residential population in the Strategic Development Area. The need for primary school places will be met through the expansion of existing schools and a new three form entry free school on the Beam Park development site. The need for secondary school places will be met through the expansion of existing secondary schools.

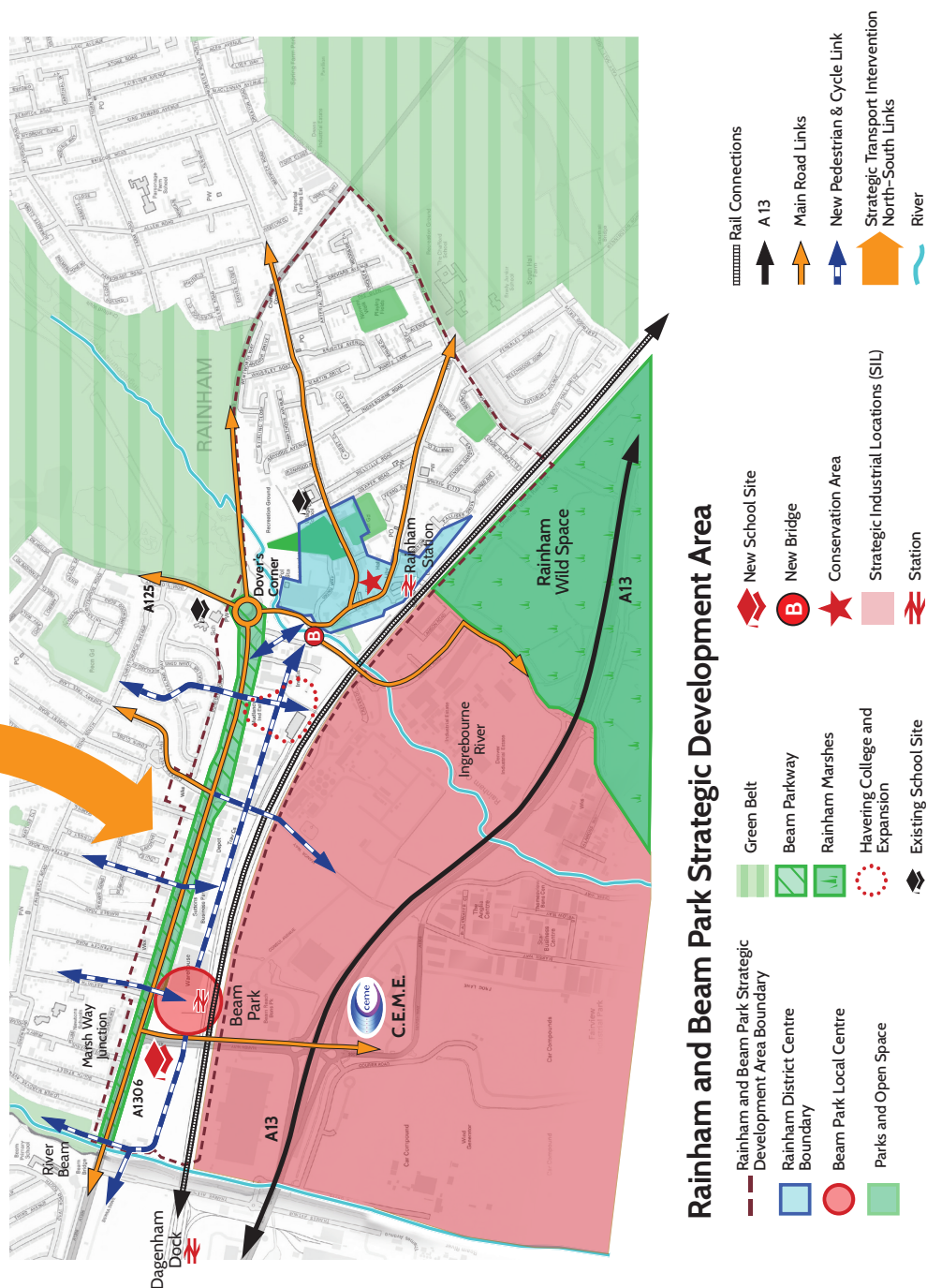


- 6.2.17** Havering College operates the Rainham Campus Construction Centre. The college plans to expand their existing facilities to enhance the range of courses on offer.
- 6.2.18** There is a need to provide access to health care provision for new residents. The NHS and Clinical Commissioning Group have identified that a new health centre will be needed. A site will be identified through the Site Specific Allocations Local Plan.
- 6.2.19** The southern section of the Rainham and Beam Park Strategic Development Area is located within fluvial Flood Zones 3a and 2 with areas designated as Flood Zone 3b adjacent to the River Beam and Ingrebourne. To address flood risk, developers should consider the guidance in the Strategic Flood Risk Assessment: Annex A - Growth Areas Review and follow the requirements of Policy 32.



Figure 4 Rainham and Beam Park Strategic Development Area

Having
Making a Greater London





7 Successful Places to Live

7.1 Housing supply

Policy 3

Housing supply

Ensuring an adequate supply of high quality housing in Havering is essential in ensuring that the borough is a place where people want to live and where residents are able to stay and prosper. The Council will take a pro-active approach to increasing the amount housing within the borough and will encourage the effective and efficient use of land by reusing previously developed land.

Over the full 15 year Plan period at least 17,550 new homes will be built in Havering. This will include the delivery of at least:

- i. 5,300 homes on large sites in the Romford Strategic Development Area;
- ii. 3,000 homes on large sites in the Rainham and Beam Park Strategic Development Area;
- iii. 700 homes through the intensification and renewal of existing Council housing estates outside of the Strategic Development Areas;
- iv. 400 homes on two large previously developed sites within the Green Belt; and
- v. 2,790 homes on small sites across the borough.

The delivery of new homes will also be achieved by:

- i. Promoting mixed use development in town centres and designated out of town centre locations;
- ii. Prioritising all non-designated land for housing when it becomes available;
- iii. Supporting appropriate development of infill, under-utilised and vacant sites in the borough's sub-urban areas;
- iv. Resisting the net loss of residential development;
- v. Supporting initiatives to bring back empty residential properties into use;
- vi. Supporting self-build initiatives; and
- vii. Seeking to optimise residential output and densities consistent with the density matrix set out in the London Plan.

- 7.1.1** London and the South East are experiencing significant development pressures and there is a need to increase the supply of housing to meet the demands of the growing population. The NPPF requires local planning authorities to identify and meet their full objectively assessed needs for housing.
- 7.1.2** Havering forms part of the London-wide housing market area with all of the other London boroughs. The Mayor of London, through the preparation of the 2015 London Plan sought to identify both the need for new housing and the potential supply across London. The GLA's Strategic Housing Market Assessment (SHMA) 2013 identifies a need for a minimum of 490,000 new homes in London between 2015-2026 (or 49,000 new homes per annum). In comparison, the GLA Strategic Housing Land Availability Assessment 2013 found that London has capacity for at least 420,000 additional homes or 42,000 per annum.
- 7.1.3** Based on this evidence, the London Plan sets out average annual minimum housing supply targets for each borough until 2025. For Havering, the target is a minimum of 11,701 new homes over the period 2015-2025. The London Plan states that the annual average (1,170) should be rolled forward for the remainder of the Plan period.
- 7.1.4** As a result of the cumulative deficit of identified housing supply across the Capital, the London Plan states that boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. Boroughs are expected to draw on the housing benchmarks in developing their housing targets, augmented where possible with extra housing capacity to close the gap between identified housing need and supply in line with the requirement of the NPPF. In line with the

7 Successful Places to Live



requirements of the London Plan the Council will seek to deliver the minimum target set in the Plan. Over the 15 year lifetime of this Local Plan Havering's minimum housing target is therefore 17,550 as reflected in Policy 3.

- 7.1.5** At a sub-regional level, Havering forms part of the Outer North East London Housing Market Area with the London Boroughs of Barking and Dagenham and Redbridge. The Council has worked with these authorities to prepare a sub-regional SHMA. A subsequent update has been prepared for Havering taking into account updated GLA household projections ⁽³⁾ The 2016 SHMA Update for Havering indicates that Havering's full Objectively Assessed Need is for 30,052 new homes over the period 2011-2033 or 1,366 homes per annum.
- 7.1.6** Through the Local Plan process, the Council has sought to identify all sources of potential housing supply and identify sustainable development sites in order to close the gap between the housing target set in the London Plan and its objectively assessed need requirement. With two Strategic Development Areas in Romford and in Rainham and Beam Park (both with Housing Zone status), an ambitious estates regeneration programme for its own homes, the establishment of the Council's own housing company, opportunities across a range of well located brownfield sites and working pro-actively and collaboratively with developers to bring forward sites in private ownership, Havering is making every effort to increase housing supply and deliver the homes that are needed in regard to both quantity and quality.
- 7.1.7** Over the first 10 years of the Plan period (2016-2026), the Council has identified capacity to deliver at least 11,917 new homes in addition to bringing 260 existing vacant units back into use (see Table 1). This exceeds the minimum 10 year target set out in the London Plan but falls short of meeting the objectively assessed need identified through the Outer North East London SHMA. The Council recognises that Havering's objectively assessed housing need is higher than its identified sources of housing capacity. Policy 3, therefore, sets out a positive and proactive approach to housing development to increase the supply over the plan period. As part of managing the overall approach to housing growth in Havering, the Council adopts a general presumption in favour of housing to meet the identified housing need in the borough, and prioritises housing use on all non-allocated land when it becomes available.
- 7.1.8** Through the Duty to-Co operate, the GLA have confirmed that London forms one housing market area and unmet housing need is being addressed at the London wide level, with all boroughs seeking to identify additional capacity over and above the level identified in the current London Plan.
- 7.1.9** The NPPF requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the Plan Period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the Plan Period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.
- 7.1.10** A significant proportion of new housing development will be delivered in the two Strategic Development Areas and predominantly on large sites within these. Work is already underway in Havering to bring these sites forward and whilst construction will start within the first five years of the Plan, completion is more likely to be towards the end of this period and into the second phase. The Council is making every effort to bring forward these sites as quickly as possible in order to boost housing supply and meet the short term need for housing.
- 7.1.11** Full details of the Council's land supply and the approach to delivery housing over a 10 year period is set out within the Housing Position Statement supporting this Local Plan. This also includes an action plan addressing the initiatives underway to increase housing supply.
- 7.1.12** As part of its strategy, the Council has looked at the scope for the Green Belt to provide land for new homes. It has undertaken a review against the functions of the Green Belt as set out in the NPPF. The Council is satisfied that all of the Green Belt in Havering fulfils its purpose and that having regard to the significant opportunities for new homes to come forward in Havering's built up area, there is

3 GLA 2015 Round Household Projections - Long Term Trends



no planning justification for releasing land from the Green Belt. Opportunities do exist on previously developed sites within the Green Belt at St George's Hospital in Hornchurch and Quarles Campus in Harold Hill.

- 7.1.13** In seeking to meet its objectively assessed housing need the Council explored and tested a number of alternative development strategies in its Sustainability Appraisal (SA) Report. The SA report demonstrates that the development strategy chosen by the Council is the most sustainable approach.
- 7.1.14** The Council supports self-build initiatives in order to give local residents the opportunity to design, build and own their homes. Since May 2016, the Council has published a register for individuals and groups to express an interest in acquiring self-build and custom build plots in Havering. The Council will continue to monitor this register to gather up to date evidence of the level of interest for these types of homes and accordingly seek to make provision for meeting this need within the Site Specific Allocations Local Plan.
- 7.1.15** Development densities should reflect the density matrix in the London Plan. However, the Council recognises that when determining an application, density is only one of a number of considerations. The density matrix should not be applied mechanistically. The Council will place a high priority on the quality and design of the scheme, the local context and the relationship with surrounding areas when determining whether a scheme is acceptable and will always aim at optimising residential output and densities consistent with the London Plan for different types of location within the borough through encouraging higher densities of housing development in places with good levels of public transport accessibility.

Table 1 Housing Supply 2016-2026

Source of Supply	Net additional homes	Net additional homes	Total 10 year supply
	0-5 years	5-10 years	
Large sites within the Romford Strategic Development Area ⁽¹⁾	1,361	3,409	4,770
Large sites within the Rainham and Beam Park Strategic Development Area*	951	2,071	3,022
LBH Estate Regeneration Schemes (outside of the Strategic Development Areas)	-55	370	315
Large sites outside of the Strategic Development Areas*	1,758	192	1,950
Small Sites	930	930	1,860
Vacant units returning to use	130	130	260
TOTAL	5,075	7,102	12,177

1. *including sites with planning permission

7.2 Affordable Housing

Policy 4

Affordable housing

Havering residents should have access to high quality, affordable new homes and the Council will seek to maximise affordable housing provision from development proposals. All developments of more than 10 dwellings or residential developments with a site area of more than 1,000 sq m are required to provide at least 35% affordable housing based on habitable rooms.

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Proposals which do not meet the 35% threshold, or require public subsidy to do so, will be required to submit a detailed viability assessment. The Council will also apply a review mechanism in order to ensure that the maximum affordable housing contributions is secured if viability improves over time.

Proposals that meet or exceed the 35% threshold without public subsidy are not required to submit viability information. Such applications will be subject to an early review mechanism, but this will only be triggered if an agreed level of progress is not made within two years of permission being granted.

The Council will strongly resist proposals brought forward that do not meet the requirements of affordable housing in circumstances where the viability of the scheme has been compromised by unreasonably high acquisition or design costs.

Development proposals will be required to deliver a tenure mix of 70% social/affordable rent and 30% intermediate provision.

The Council's priority is for affordable housing to be provided on-site. Where it can be robustly demonstrated to the Council's satisfaction that this is not possible, or appropriate, it may be acceptable to make off-site provision. In these circumstances the developer will be required to identify and secure a donor site. Only when it can be demonstrated to the Council's satisfaction that a site cannot be identified will a cash in lieu payment to the Council be considered.

- 7.2.1** The Council is committed to securing the highest level of affordable housing contribution as the rise in average house prices in comparison to average income levels has made market housing unaffordable for many Havering residents.
- 7.2.2** The Outer North East London SHMA estimates that of the 30,052 new homes needed in Havering over the period 2011-2033, 35% (10,520) of these are required to be affordable. The Council, therefore, considers it appropriate to seek at least 35% affordable housing from new developments. This is also consistent with the London Plan and the Mayor's Draft Affordable Housing and Viability Supplementary Planning Guidance (2016).
- 7.2.3** The Council has undertaken a Local Plan Viability Assessment to help inform the borough's affordable housing target. The Assessment found that in most cases, schemes can accommodate between 25% and 50% affordable housing with higher density flatted developments only likely to be able to achieve between 25% and 35% in the highest value locations.
- 7.2.4** Development proposals that meet or exceed the 35% threshold without public subsidy, provide affordable housing on site, meet the specified tenure mix and all other requirements and obligations are not required to submit viability information. However, these applications will be subject to an early review mechanism which will be triggered if an agreed level of progress is not made within two years of permission being granted. The level of progress will be agreed with the applicant on a site by site basis.
- 7.2.5** The Council supports a transparent approach to viability in line with the Mayor's Draft Affordable Housing and Viability Supplementary Planning Guidance (2016). Applicants will be required to pay for an independent viability assessment by a third party where requested by the Council. The Council will use review mechanisms to ensure that new development delivers the appropriate amount of affordable housing as viability improves.
- 7.2.6** Developers should engage at a very early stage with Registered Providers of affordable housing to discuss the delivery of the affordable element of the proposal. A Registered Provider should be identified before making a planning application. The affordable offer and any grant funding should be factored into any financial viability assessment.
- 7.2.7** Where a development proposal is considered to under-develop a site, the Council will consider negotiating an increase in the number of dwellings, and thus affordable housing provision, or consider refusing the application. The Council has established that development sites of more than 1000 sq m are potentially able to be configured to deliver more than 10 residential and, therefore, contribute to affordable housing provision.



- 7.2.8** The Outer North East London SHMA identified two categories of need; those who can afford affordable housing for rent with housing benefit support and those who can afford affordable housing without housing benefit support and therefore require intermediate housing. In summary, the SHMA concludes that the vast majority of households in Havering can only afford social housing if they receive housing benefit. In light of these findings, the Council will seek a 70:30 tenure split between affordable rented and intermediate products.
- 7.2.9** There are a range of affordable and intermediate housing products on offer including Social Rent, London Affordable Rent, Affordable Rent, London Living Rent, Shared Ownership and Starter Homes. Havering's approach is to encourage a mix of affordable housing tenures. The Council will set out the preferred split between specific affordable products within Havering's emerging Housing Strategy.
- 7.2.10** In line with national and regional planning policy, affordable housing should, in the first instance, be delivered on-site. Off-site provision may be considered in exceptional circumstances as set out in the Mayor of London's Housing Supplementary Planning Guidance (2016). Where commuted sum payments are proposed by the applicant without the Council's agreement, for example, because there have been no pre-application discussions, the onus will be on the applicant to robustly justify to the Council why off-site provision or a commuted payment should be accepted.
- 7.2.11** In all circumstances where provision other than on-site is being considered, applicants will be required to draw on robust evidence to provide a statement that demonstrates;
- why affordable housing cannot be provided on-site, or
 - in those cases where on-site provision is possible but does not result in the best housing outcome, how and why identified housing needs would be more effectively met off-site compared to on-site.
- 7.2.12** Details of the Council's financial model for calculating the value of a commuted sum will be provided in a Supplementary Planning Document.

7.3 Housing mix

Policy 5

Housing mix

The Council will support development proposals that provide a mix of dwelling types, sizes and tenures. All housing schemes should include a proportion of family sized homes and reflect the recommended housing mix identified in Table 2.

When considering the mix of dwelling sizes appropriate for a particular development proposal, the Council will have regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities. In all cases, the Council will require developers to demonstrate how they have sought to maximise the proportion of family units through the design of the scheme.

Where proposals are seeking to provide retirement, sheltered or extra care housing, the Council recognises that there may be a need for greater flexibility with regard the mix of units to be provided within developments, particularly in achieving the provision of 3 bedroom units.

Table 2 Housing Mix

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

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- 7.3.1** There is a diverse population in Havering, with an equally diverse range of housing needs and requirements. Havering's residents require a mix of housing types at different stages in their lives and depending on their individual circumstances. It is important that there is a range of housing so that individuals or households can choose to pass through all phases of life living within the same neighbourhood, leading to improved community cohesion.
- 7.3.2** The key findings of the Outer North East London SHMA in relation to size mix show that over the Plan Period there is a significant need for three bed affordable and market properties. For market housing the Council will seek a size mix in line with the findings of the SHMA (as set out in Table 2).
- 7.3.3** In relation to affordable housing, the Council has considered evidence from both the SHMA and the current housing register. The combined evidence demonstrates that the Council's priority through the Local Plan should be for 2 and 3 bed properties with 1 bed properties less of a priority. The Council's preference is that 2 bed 4 person properties should be prioritised over 2 bed 3 person units as they offer greater flexibility of accommodation.
- 7.3.4** The Council does recognise that the high level of demand for three bed properties will be challenging and that it may not be possible to meet the recommended housing mix on all sites. Some sites, for example, may be more appropriate for families with children, particularly sites with safe access to amenity and play space. However, it is essential that the supply of family housing is stepped up to maintain an adequate stock of housing suitable for occupation as family dwellings. The Council will expect developers to demonstrate how they have sought to maximise the provision of family housing within their schemes. In flatted schemes, developers should be creative with their approaches to providing family accommodation and should demonstrate how they have considered the provision of family units such as duplexes at ground floor level. Where the recommended level of three bed properties cannot be achieved, the priority will be to provide two bed rather than one bed properties.
- 7.3.5** Proposals containing family housing (in this case units with 3 bedrooms or more) in excess of the above guidelines will be supported, provided that there are not high existing levels of family housing in an area, or there is a demonstrable need for such family housing in an area. There will be greater flexibility on the requirement for family units for proposals for retirement, sheltered or extra care housing. Justification for the dwelling mix proposed in development schemes is required, if differing from the mix set out in Table 2.
- 7.3.6** The preferred dwelling mix will be subject to periodic amendments based on up-to-date Council assessments of needs across the borough. Any amendments to this preferred mix will be published on the Council's website or contained within a Supplementary Planning Document, as appropriate.

7.4 Specialist accommodation

Policy 6

Specialist accommodation

The provision of appropriate housing to meet the specialist needs of local people will be supported where it can be robustly demonstrated that:

- i. There is an identified need within the borough;
- ii. The site has access to essential services and shops by walking and cycling;
- iii. The site is well served by public transport;
- iv. The proposal contributes to a mixed, balanced and inclusive community;
- v. The site is suitable for the intended occupiers in terms of the standard of facilities, the level of independence, and the provision of support and/or care;
- vi. An appropriate level of amenity space is provided to meet the needs of the intended occupants taking account of the need for an attractive outlook;
- vii. Consideration has been given to all possible future needs and the development can be easily adapted to meet the needs of future occupants;
- viii. The proposal does not have any adverse impacts on the surrounding area and will not be likely to give rise to significantly greater levels of noise and disturbance to occupiers of nearby residential properties;



- ix. The proposal meets the parking requirements set out in Policy 24 and it will not have an unacceptable impact on parking conditions and traffic congestion in the area; and
- x. Adequate provision for visitor and carer parking facilities is provided and where appropriate, provision is made for the safe and convenient storage of wheelchairs and mobility scooters.

The Council will encourage common areas to be provided to allow occupants a space where they can socialise and interact with others and the design takes into account the facilities and needs of the occupants.

The loss of existing specialist accommodation which meets the identified specific needs will be resisted unless it can be demonstrated that:

- xi. The accommodation is no longer needed and the new accommodation will instead meet another identified prioritised local need; or
- xii. The existing accommodation will be adequately re-provided to an equivalent or better standard on-site or elsewhere within the borough.

- 7.4.1** Specialist accommodation is that which has been specifically designed and built to meet the needs of the elderly, disabled, young or vulnerable adults.
- 7.4.2** Havering has a large and growing population of older people. In fact, Havering has the largest percentage of older people of all the London boroughs. There is a need to ensure that there is appropriate provision of specialist accommodation across the borough to meet this need including providing appropriate accommodation for those individuals suffering from Dementia.
- 7.4.3** Havering has just under 2,000 specialist housing units for older people across all tenures – including social housing, retirement accommodation, assisted living schemes and extra care housing. This does not include general needs housing that the Council has designated for older people. Over 60% of these specialist housing units are social housing, the vast majority of this being the Council's own sheltered housing accommodation (approximately 800 units).
- 7.4.4** Today, older people's housing needs and choices are very different from previous generations. Changes in life expectancy, income levels and social expectations of life after retirement have all contributed to a re-imagining of housing options for older people, with an emphasis on independence, choice and enablement.
- 7.4.5** In 2015, the Council undertook a review of the need for specialist older people's housing within the borough. This review looked at both the current and projected need for housing for older people and the specific types of specialist accommodation required. The Review found that:
- There is a current and projected surplus of affordable Sheltered Housing Schemes in Havering and this is projected to continue even with the projected growth in the number of older people living in Havering.
 - There is a current and projected deficit in sheltered /retirement housing for lease and sale within Havering
 - There is a current and projected deficit in enhanced and extra care housing and specialist housing for people with dementia across all housing tenures. The review acknowledged that the majority of older people will want to remain in their current homes for as long as possible but that there is a need to ensure that there is the quantity, quality and type of specialist housing available for older people when their current home is no longer suitable due to physical and/or mental frailty or affordability.
- 7.4.6** These findings are in line with the indicative annual benchmark for the provision of additional specialist older persons accommodation which is set out in the London Plan. In Havering, a need for 185 additional units per year has been identified of which 135 should be for private sale and 50 for intermediate sale. No need was identified for affordable rent products due to the current surplus.
- 7.4.7** To meet the needs of Havering's population, and as part of the Council's estate regeneration programme, the Council is proposing to close four sheltered housing schemes and redevelop three others. Three of the four sites that are closing will be regenerated to provide high quality general needs housing and one will provide high quality general needs flats for residents over the age of 55. Of the three sheltered schemes for redevelopment, two will become Older People's Villages offering

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a range of housing options designed to support a variety of needs within a community setting. One sheltered scheme will become an Extra Care scheme offering residents the benefit of additional support to meet increasing needs.

- 7.4.8** In addition, there will be considerable financial investment focused on the remaining twelve sheltered schemes over the next two years. This will enable the Council to improve facilities and services within sheltered schemes, which will support the needs of older people and encourage our residents to remain as independent as possible for as long as possible so improving their quality of life and reducing the financial burdens on local health and social care services.
- 7.4.9** There is a need for both specialist and long term housing solutions to be found for people with a learning disability, mental health conditions, substance misuse and older looked after children within Havering. Work is underway to identify the demand for supported housing as part of the Council's housing development programme work.
- 7.4.10** For residents with a special educational need and disability who have reached 16, the Council is developing an integrated post-16 strategy that will include identifying housing needs and setting out suitable housing options. This will include the development of further supported living schemes and work to ensure that existing housing options are identified, such as the ground floor flats or bungalows that enable individuals to live independently (with appropriate support) in the community.
- 7.4.11** All development proposals for specialist accommodation should meet an identified and up to date local need. It is important that any new provision reflects the requirements of the local community in terms of the type, location and design of accommodation.
- 7.4.12** Specialist housing should be located in areas that have good public transport connections and have access to essential services by walking and cycling. This will enable residents to integrate into the local community and avoid social isolation.
- 7.4.13** Careful consideration should be given to the design of specialist accommodation to ensure that it is tailored to the needs of the intended occupants and that it is easily adaptable for future occupants who may have different needs. Residents should have access to high quality and usable outdoor amenity space. In circumstances where the intended occupants are unlikely to use outdoor space, it will still be important for an attractive outlook to be provided which should incorporate soft landscaping.

7.5 Residential design and amenity

Policy 7

Residential design and amenity

Residential development should be of a high design quality that is inclusive and provides an attractive, safe and accessible living environment for new residents whilst ensuring that the amenity and quality of life of existing and future residents is not adversely impacted.

To protect the amenity of existing and future residents the Council will support developments that do not result in:

- i. Unacceptable overlooking or loss of privacy or outlook;
- ii. Unacceptable loss of daylight and sunlight; and
- iii. Unacceptable levels of noise, vibration and disturbance.

To ensure a high quality living environment for residents of new developments, the Council will support residential developments that:

- iv. Meet the National Space Standards and the London Plan requirement for floor to ceiling heights;
- v. Adhere to the London Plan policies in regards to 'Lifetime Homes Standards' and 'Lifetime Neighbourhoods';
- vi. Are sited and designed to maximise daylight and sunlight;
- vii. Incorporate an appropriate level of high quality, usable amenity space that is designed to be multi-functional and offer a range of leisure and recreation opportunities;



- viii. Provide both balconies and communal amenity space in flatted schemes; and
- ix. Provide dual aspect accommodation unless exceptional circumstances are demonstrated;

In any development affordable and market housing will be expected to have the same external appearance and equivalent amenity in relation to views, daylight, noise and proximity to open space.

New developments should promote independent living by utilising designs which can allow for alterations to be made in the future. The Council will require 90% of new build housing to meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings', with the remaining 10 percent meeting Building Regulation requirement M4(3) 'Wheelchair User Dwellings'.

The Council will support and encourage proposals which provide adaptations enabling residents to live independently and safely in their own homes.

- 7.5.1** All residents should feel at ease within their home. If people feel safe and comfortable in their homes then they are more likely to be positive about their surroundings and this can help ensure that they will wish to live and stay in an area and mix with their neighbours to create mixed, inclusive and integrated communities. Careful, high quality design is therefore required to ensure that new and existing residents have a good quality of life. Adequate privacy, amenity space, comfort and security are important design issues that contribute to the health and wellbeing of residents. Securing these benefits can help community cohesion and encourage people to put down roots and invest in an area.
- 7.5.2** The positioning and orientation of properties, including their windows and balconies, must be carefully considered to ensure that adequate privacy is maintained for everyone. In particular, habitable rooms and areas of private gardens close to dwellings should not be excessively overlooked by windows or balconies. Screening can reduce overlooking in these instances. All habitable rooms should contain at least one main window with an adequate outlook where nearby walls or buildings do not appear overbearing or unduly dominant. Loss of outlook arises from development taking place in close proximity to existing development and introducing or significantly increasing a sense of enclosure.
- 7.5.3** Developments will be expected to deliver 'lifetime' homes and 'lifetime' neighbourhoods reflecting the six principles relating to access, services and amenities, built and natural environments, social network and well-being, and housing. By developing homes which are adaptable to change based on the needs of residents, it will facilitate greater pride and sense of community.
- 7.5.4** The Council will expect the impact of development proposals to be assessed following the methodology set out in the most recent version of Building Research Establishment's (BRE) "Site layout planning for daylight and sunlight: A guide to good practice". Depending on the scale of the development a Daylight and Sunlight Report may be required to fully assess the impacts.
- 7.5.5** Amenity space provides many benefits in terms of opportunities for recreation and leisure, and enhancing quality of life through improved health, reduced stress levels, child development through play spaces and interaction with the natural environment.
- 7.5.6** The fundamental design considerations for amenity space are its quality and usability. The size, shape and slope of amenity space is key to its usability. Awkwardly shaped, narrow and very steeply sloping amenity spaces should be avoided. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment.
- 7.5.7** The design and provision of private amenity space is particularly important in flatted schemes. Balconies should be incorporated into all flatted developments and should, as a minimum, be 1.5 metres in depth and in line with the Mayor's Housing SPG. Ground floor dwellings in flatted schemes can provide direct access to a private garden space leading to a private communal space beyond. Communal amenity space will be expected on all flatted schemes and may be appropriate on some large housing schemes. Communal amenity space should be designed to be private, attractive, functional and safe. Its quality and management should encourage a sense of ownership and pride.
- 7.5.8** Where it is not possible or appropriate to provide private gardens and communal amenity space, roof gardens will normally be acceptable alternatives provided they do not result in overlooking which reduces the privacy of neighbouring residents or other occupiers within the development.

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- 7.5.9** Proximity to public open space will be considered when assessing the adequacy of provision of private amenity space only where design and layout is of sufficient high quality and contributions are made through s106 for enhancements to existing open space.
- 7.5.10** In areas where restaurants, pubs, bars, and night clubs are already established prior to the development of new residential developments in the same area, developers are to include the Deed of Easement of Noise as part of the sales agreement.

7.6 Houses in multiple occupation

Policy 8

Houses in Multiple Occupation

The Council recognises that Houses in Multiple Occupation (HMOs) can make a valuable contribution to the private rented sector by catering for the housing needs of specific groups. This needs to be balanced with the potential harm that can arise from such development if they are not subject to control. The Council will support applications for HMOs where it can be demonstrated that:

- i. The overall size of the original property to be converted is not less than 120 sq m;
- ii. The proposal does not result in more than 10% of properties in one street becoming HMOs (including existing lawful HMOs) or more than two adjacent properties becoming HMOs, thereby undermining the principle of mixed communities;
- iii. The proposal does not have an adverse impact on the surrounding area and will not be likely to give rise to significantly greater levels of noise and disturbance to occupiers of nearby residential properties than would a single family dwelling of equivalent size;
- iv. The proposal meets Havering's parking requirements and it will not have an unacceptable impact on parking conditions and traffic congestion in the area;
- v. Adequate, secure and well screened refuse storage is provided within the curtilage of the site and is accessible by all residents;
- vi. The property contains communal space, including either a dining or living area, large enough for all the dwelling's occupants to use simultaneously; and
- vii. The proposal meets the requirements of the East London HMO guidance.

- 7.6.1** In 2015, the Council introduced two Article 4 Directions that removed permitted development rights to convert properties to Houses in Multiple Occupation. Evidence suggests a trend towards conversion of smaller dwellings to form HMOs including semi-detached and terraced houses, particularly within Brooklands, Romford Town, Heaton and Gooshays wards. Direction Art4/1/2015 requires planning permission for the formation of an HMO from any existing residential property type encompassing detached, semi-detached and terrace houses and flats anywhere within these wards. Direction Art4/2/2015 introduces the requirement for planning permission to be obtained for the formation of an HMO from any existing semidetached or terraced house or flat anywhere within the remainder of the borough. The change of use from a detached house to a HMO (use class C4) is not covered by the second Article 4 Direction.
- 7.6.2** The threshold of 10% HMOs per street has been applied in order to ensure there are mixed communities in the borough. The limit aims to prevent the concentration of HMOs in certain roads and certain areas within these roads and to ensure an even distribution of HMOs across the borough. The 10% threshold will be applied to each named street, using Havering's HMO licencing register as a record of existing lawful HMOs in the borough.
- 7.6.3** The Council's policies seek to deliver appropriate residential conversions whilst maintaining a supply of family housing; this policy is in line with the strategic housing need of the borough. The Outer North East London SHMA identified a need for three bedroom properties in the borough, meaning the conversion of small family homes to HMOs would have a particularly negative impact on the supply of family housing. In order to protect family housing, properties must be at least 120sq m in order for a conversion to an HMO to be considered acceptable.
- 7.6.4** All HMOs will also be expected to comply with the East London HMO guidance which has been adopted by the Council and sets out quality and minimum living space standards.



7.7 Conversions and subdivisions

Policy 9

Conversions and subdivisions

Proposals for conversion to residential use and subdivision of existing residential properties to self contained homes in Havering will be supported where it can be demonstrated that:

- i. There is no conflict with surrounding uses;
- ii. The existing house being subdivided has no less than 120 sq m of original floor space, including internal circulation, and the subdivision would provide a minimum of one family unit of 3 or more bedrooms;
- iii. The new family unit is preferably on the ground floor with direct access to private, good quality, usable amenity space;
- iv. The living areas of new properties do not abut the bedrooms of adjoining properties;
- v. Safe, secure and convenient access is provided to each unit from the street; and
- vi. The parking standards set out in Policy 24 are met.

- 7.7.1** Subdivision of existing houses and conversion of commercial floor space have been important sources of additional housing in Havering, particularly for smaller households. The Council acknowledges that there is a shortage of housing and the need to consistently increase the supply of high quality housing to meet the needs of residents. However, given that the Outer North East London Strategic Housing Market Assessment (SHMA) reports a pressing need for family homes of 3 bedrooms or more for both affordable and market housing, this policy sets out the criteria whereby conversion and subdivision schemes will contribute to the supply of priority family accommodation in Havering.
- 7.7.2** The threshold of 120 sq m for the subdivision of houses has been set to enable the retention of smaller dwellings for smaller households of single persons and young couples on moderate income, while permitting houses with greater floor space to be subdivided to provide a range of dwelling sizes and types. The subdivision of existing small houses consisting of floor space below 120 sq m into two smaller units will therefore not be supported.
- 7.7.3** All new development of either conversion or subdivision will be required to provide at least one 3b4p family unit with a minimum of 74 sq m of floor space, and a 1b1p or 1b2p flat with a floor space range of 37 - 50 sq m. This is consistent with standards set out by the Department for Communities and Local Government in its 'Technical housing standards - nationally described space standard' (2015). It has been established that conversion or subdivision schemes with a floor space of 120sq m can accommodate the retention of a family unit alongside the provision of an additional unit which meet the minimum space standards. The family unit should be on the ground floor with access to private, good quality, usable amenity space. The threshold of 120 sq m for the subdivision of houses has been set to enable the retention of smaller dwellings for smaller households of single persons and young couples on moderate income, while permitting houses with greater floor space to be subdivided to provide a range of dwelling sizes and types. The subdivision of existing houses consisting of floor space below 120 sq m into two smaller units will therefore not be supported.
- 7.7.4** In the particular circumstances of subdividing a heritage asset, the Council recognises that a different dwelling mix may be required to enable development in order to retain distinctive townscape character, and the historic layout of the property. As such, flexibility will be applied in such instances.
- 7.7.5** Subdivisions of basements should be carried out taking account of policies relating to Policies 7 and 31.
- 7.7.6** Proposals for conversions and subdivisions should also comply with other relevant requirements in the Local Plan, such as those relating to the provision of amenity space, privacy, daylight, parking and access, and refuse and recycling storage and collection as provided by the Residential design and amenity, Parking provision and design and waste management policies (Policies 7, 24 and 35 respectively).



7.8 Garden and backland development

Policy 10

Garden and backland development

Proposals for residential development on garden and backland sites in Havering will be supported when they:

- i. Ensure good access and, where possible, retain existing through routes;
- ii. Retain and provide adequate amenity space for existing and new dwellings;
- iii. Do not have a significant adverse impact on the amenity of existing and new occupants;
- iv. Do not prejudice the future development of neighbouring sites; and
- v. The subdivision of plots and garden development will not be supported within the Hall Lane and Emerson Park Character Areas as designated on the Proposals Map, unless it can be robustly demonstrated that the proposal would not have an adverse impact on the character of the area and that the proposed plot sizes are consistent with the size, setting and arrangement of properties in the surrounding area.

- 7.8.1** Much of the borough is sub-urban, characterised by spaciouly set up neighbourhoods with large private gardens. Intensification of these areas by development on gardens or backland may provide valuable sources for housing. Development of such sites can be difficult as there are often a number of constraints. They require sensitive development and high quality design to ensure that the character of the area and the quality of life of existing and future residents is maintained. Particular care needs to be taken with proposals involving areas with a well-established character such as Emerson Park and Hall Lane.
- 7.8.2** This policy must be read in conjunction with Policy 7 Residential design and amenity and Policy 26 Urban design as sufficient privacy and amenity space for existing and new properties and the character and appearance are particular considerations for garden and backland development.
- 7.8.3** Private gardens also provide, besides important amenity and privacy roles, important ecological, drainage and flood mitigation functions. As a form of green infrastructure, these functions should be considered when any loss of garden land is proposed in line with Policy 29 Green infrastructure.
- 7.8.4** Land suitable for backland development may be in multiple ownerships. This may mean that not every parcel will come forward at the same time. Proposals must, therefore, demonstrate that the proposed development is of an acceptable size and that undeveloped parcels would not be landlocked or prejudiced. A comprehensive scheme removes the need for multiple entrances to small unconnected parcels which collectively may have a negative impact on highway safety and visual amenity.
- 7.8.5** The application will need to demonstrate that consideration has been given to all the land that has potential for development including land outside the ownership/control of the applicant. The layout must demonstrate how the additional land can be developed and that its future development will not be prejudiced. The access will need to be of a standard suitable to serve a comprehensive development with provision within the layout to extend the access to serve all the additional land. Applications which are for piecemeal development or do not satisfactorily demonstrate how a comprehensive development can be achieved will not be acceptable.
- 7.8.6** Emerson Park is one of the most mature and successful residential districts in the borough. It has a distinctive character and is typified by large, well maintained single family detached dwellings set within spacious plots with mature landscaping.
- 7.8.7** The Hall Lane area of Upminster is occupied mostly by established large detached and semi-detached dwellings, set in large gardens with considerable tree and shrub planting. The area's character derives primarily from the long and well landscaped rear gardens whose size and good tree cover create unusual spaciousness which is extensive and uninterrupted.



- 7.8.8** The Council has operated policies aimed at preserving the spacious character of these areas for around forty years. This has helped to maintain their special character and retain a critical stock of large good, quality family and executive homes which have contributed to the diversity of homes available within the borough. The Council will review the existing Supplementary Planning Documents for these area and will publish updated guidance to assist those bringing forward developments in these areas.

7.9 Gypsy and Traveller accommodation

Policy 11

Gypsy and Traveller accommodation

The Council will meet the identified current and future accommodation needs of Gypsies and Travellers and Travelling Showpeople in Havering by:

- i. Formalising seven existing private sites providing a maximum of 33 pitches for Gypsies and Travellers. These sites are identified on the Proposals Map and the maximum number of pitches that will be permitted on each site is identified in paragraph 7.9.2; and
- ii. Retaining and protecting the existing Travelling Showpeople plot at Fair Oaks, St Marys Lane.

Proposals brought forward for permanent Gypsy and Traveller pitches on the sites identified on the Proposals Map will be required to demonstrate:

- iii. A suitable layout of the site;
- iv. That the site has essential services such as water, power, sewerage, drainage and waste disposal;
- v. High quality boundary treatment and landscaping of the site; and
- vi. The removal of ancillary equipment and structures not part of the residential accommodation.

Development of any additional permanent or temporary Gypsy and Traveller pitches must meet an up to date and evidenced need and will be determined in accordance with the National Planning Policy for Traveller Sites. Proposals must also satisfy the criteria below in addition to criteria iii-vi above:

- vii. The site has safe and convenient access to the highway and public transport services;
- viii. There is provision within the site for parking, turning and servicing;
- ix. The site has reasonable access to local services and community facilities such as healthcare, schools and shops;
- x. The proposal would not result in significant adverse impacts on the amenity of occupiers of neighbouring sites;
- xi. The proposal would not result in significant adverse impacts on the visual amenity of the local area; and
- xii. Sites at risk of flooding should be subject to the sequential and exception tests.

- 7.9.1** The Havering Gypsy and Traveller Accommodation Assessment (GTAA) 2017 provides a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpersons accommodation in the borough up to 2031. The Assessment identifies a need for 33 additional pitches for the Gypsy and Traveller households who meet the planning definition as set out in the National Planning Policy for Traveller Sites. Of the 33 pitches needed, 26 pitches are required within the first 5 year period of the Plan (2016 – 2021), and the remaining 7 pitches in the latter part of the plan period. No additional need has been identified for plots for Travelling Showpeople over the 15 year plan period (2016-2031).

- 7.9.2** The GTAA demonstrates that all gypsy and traveller families living in the borough currently occupy private sites within the Green Belt. There are no public sites within the borough. The biggest constraint when trying to identify suitable land to meet the need for Gypsy and Traveller pitches in Havering is the Green Belt.

7 Successful Places to Live



- 7.9.3** In accordance with National Planning Policy Gypsy and Traveller pitches are inappropriate development in the Green Belt and can only be permitted in very special circumstances. However, the Council has not been able to identify any suitable and deliverable land within the built-up area that could be used for the Gypsy and Traveller accommodation.
- 7.9.4** Policy 11 therefore seeks to meet the need identified in the GTAA through the allocation and intensification of sites within the Green Belt.
- 7.9.5** The sites are identified on the Proposals Map and are listed below. In order to provide firm controls and prevent further intensification, a maximum number of pitches will be permitted on each site as set out below:
- Tyas Stud Farm rear of Latchford Farm - maximum of 5 pitches
 - Vinegar Hill - maximum of 4 pitches
 - Hogbar Farm West - maximum of 3 pitches
 - Ashlea View, Tomkyns Lane Lane - maximum of 2 pitches
 - Benskins Lane - maximum of 10 pitches
 - Fairhill Rise - maximum of 2 pitches
 - Hogbar Farm East - maximum of 4 pitches
 - Lower Bedfords Road - maximum of 1 pitches
 - The Caravan Park, Putwell Bridge - maximum of 2 pitches
- 7.9.6** The sites are all currently in Gypsy and Traveller use and they have all been identified within the GTAA as contributing to the overall need for pitches in line with the definition of Gypsies and Travellers in the Planning Policy for Traveller sites 2012. The maximum number of pitches on each site takes into account the need arising from each site as identified in the GTAA and an understanding of what facilities and space a pitch typically requires. Further details are set out in the Gypsy and Traveller Position Statement that supports this Local Plan.
- 7.9.7** The GTAA also identified need for up to 29 additional pitches for “unknown households”, that is, households whose travelling status was not able to be determined through the assessment. These households either refused to be interviewed, or were not on site at the time of fieldwork. It is not possible to identify sites to meet an unknown need.
- 7.9.8** Where further sites are proposed the Council will ensure that they are required to meet legitimate additional borough. When considering applications for Gypsy and Traveller sites and Travelling Showpersons plots, the Council will take into account the policy criteria outlined in Policy 11 in addition to the requirements of National Policy.
- 7.9.9** In general, proposals for Gypsy and Traveller sites and Travelling Showpersons plots are inappropriate development in the Green Belt and any additional sites will only be approved when very special circumstances have been demonstrated in line with National Policy.



8 Thriving Communities

8.1 Healthy communities

Policy 12

Healthy communities

The Council will support development in Havering that provides opportunities for healthy lifestyles, contribute to the creation of healthier communities and helps reduce health inequalities.

The Council will seek to maximise the potential health gains from development proposals and ensure that any negative impacts are mitigated. All major development proposals must be supported by a Health Impact Assessment (HIA) to demonstrate that full consideration has been given to health and wellbeing.

The Local Plan will promote health and wellbeing by:

- i. Directing new development to well connected locations to enable active travel (refer to Policy 3);
- ii. Promoting well designed and safe places (refer to Policy 26);
- iii. Promoting the diversification of uses within town centres and managing uses that can have a negative health impacts such as betting shops and fast food takeaways (refer to Policy 13);
- iv. Supporting the delivery of essential community services (refer to Policies 16 and 17);
- v. Providing and protecting open space, leisure and recreation facilities (refer to Policy 18);
- vi. Supporting measures to promote walking and cycling (refer to Policy 23);
- vii. Supporting the provision of multifunctional green infrastructure (refer to Policy 29);
- viii. Seeking environmental improvements, minimising exposure to pollutants and improving air quality (refer to Policies 33 and 34); and
- ix. Avoiding contributing to factors that affect climate change, and contribute to prevention measures that mitigate against the effects of climate change (refer to Policies 32 and 36).

Developers are required to consider wider local/regional primary care and other health strategies, as appropriate, to take into account how any developments can contribute to the aims and objectives of those strategies.

- 8.1.1** The population of the borough is anticipated to grow and change over the Plan Period. There is an urgency to improve health and wellbeing for the local population and decrease health inequalities. The Local Plan has the potential to decrease health inequalities in the borough and plan for healthy communities. The Council recognises that health and wellbeing is influenced by the impact of the built and natural environment and the interplay between the environment and social conditions. It is important to design places that encourage social interaction and promote health lifestyles, for example by designing out environments that can contribute to obesity and that provide opportunities for crime and antisocial behaviour.
- 8.1.2** It is important that the health and well-being of a buildings occupants is considered and appropriate measures taken to prevent sick building syndrome. Therefore, all new developments - residential, business, commercial, and industrial - need to comply with the Building Regulations and the Chartered Institute of Building Services Engineers (CIBSE) Guide on building control systems.
- 8.1.3** The Council has undertaken a Health Impact Assessment for the Local Plan to make sure that policies optimise the health outputs of new development (see Annex 5).
- 8.1.4** To ensure that health and wellbeing is given full consideration in the future development of the borough a Health Impact Assessment should be undertaken by developers for all major developments. HIAs can help to identify aspects of development that can be enhanced to achieve the greatest health gains and where there is a need to mitigate for any potential negative impacts. Developers should use the Council's Health Impact Assessment template when undertaking their assessments.

8.2 Town centre development

Policy 13

Town centre development

The Council will seek to enhance the vitality and vibrancy of Havering's town centres, maintaining their important role for local communities.

Applications for new main town centre uses will be subject to the sequential test as defined in the NPPF. An impact assessment will be required for retail, leisure and office developments over 200 sq m in edge or out of centre locations. Preference will be given for edge of centre and out of centre developments to be located on existing out of centre sites as designated on the Proposals Map and/or in accessible locations that are well connected to town centres.

The Council will support development proposals within town centres that:

- i. Are appropriate to the scale and function of the town centre's position within the Town Centre Network (see Map 1 'Havering Town Centre Hierachy');
- ii. Does not harm the town centre's vitality and viability;
- iii. Promotes a wider retail offer and choice to consumers;
- iv. Enhances and diversifies the borough's hotel offer;
- v. Provides high quality shop front design and signage that enhances the character and appearance of the town centre;
- vi. Provides active frontages at ground floor level, supports street activity and generates pedestrian movement; and
- vii. Makes effective use of upper floors.

The Council will not support proposals for single use retail developments which do not optimise the development potential of the site within, on the edge or outside of town centres

To achieve a balanced mix of uses, the Council will support the change of use from A1 and A2 uses in addition to the above criteria, where development:

- viii. Complements the other shopping uses within the town centre;
- ix. Does not reduce the proportion of frontage in A1 and A2 use to less than 60% in primary frontages;
- x. Has no significant adverse impact on surrounding amenity (including cumulative impact) in terms of anti-social behaviour, noise, odour, waste management, highways and parking; and
- xi. Prevents the overconcentration of non-A1 or A2 uses by:
 - a. Within primary frontages, maintaining a minimum of 3 units in alternative use between A5 uses and not increasing the proportion of A5 uses to be greater than 10%;
 - b. Within secondary frontages and local centres, preventing the clustering of more than 2 A5 uses adjacent to each other, with individuals or groups separated by a minimum of 3 units in alternative use; and
 - c. Within primary frontages, secondary frontages and local centres, allowing betting shops and pay day loan shops to comprise a maximum of 5% or 1 unit, whichever is the greater, while maintaining a minimum of 3 units in alternative use between these uses.

8.2.1 The vitality and viability of the borough's town centres is under pressure due to changing shopping patterns and competition of shopping locations outside of the borough. Policy 13 manages the uses within town centres to make sure they remain competitive and meet the needs of Havering's growing local communities.

8.2.2 The Havering Retail and Commercial Leisure Needs Assessment (2015) identified a quantitative need for the borough for comparison goods of up to 49,500sqm, for convenience goods of up to 13,200 sq m and for commercial leisure floorspace (A3, A4 and A5 uses) of up to 21,000sqm gross by 2031.

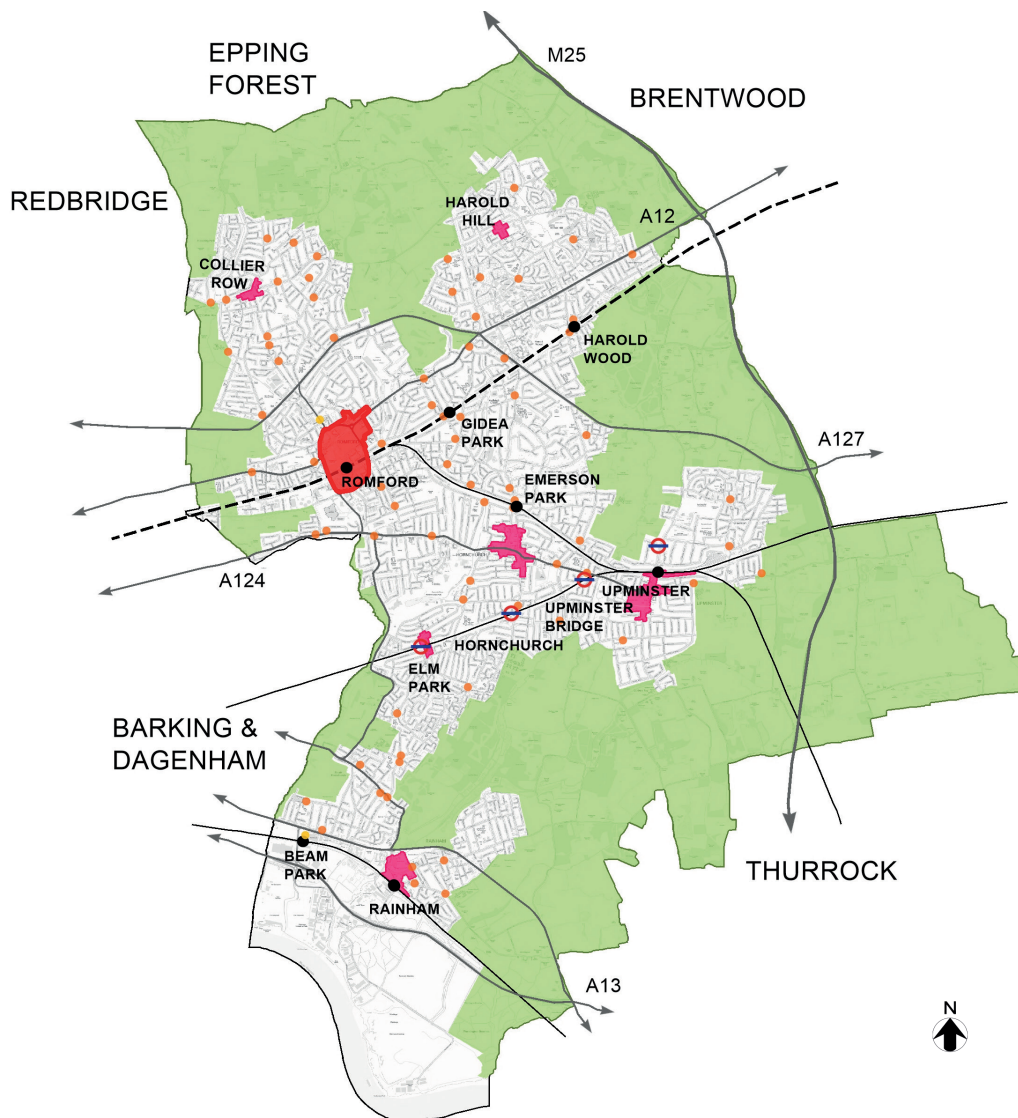


The largest proportion of the retail and commercial leisure development will be accommodated within Romford Metropolitan Town Centre, and the remainder spread across the district centres where further scope for development and enhancement has been identified.

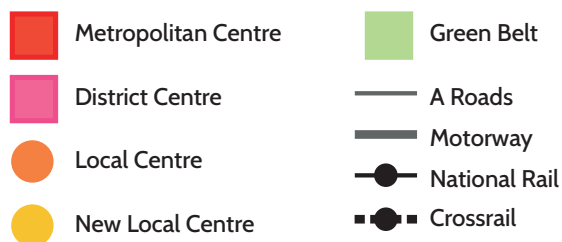
- 8.2.3** Impact assessments should demonstrate the impact on the existing, planned and committed investment in centres and on town centre vitality and viability. The PPG sets out what issues should be considered in establishing a local threshold for impact assessments. A key consideration is the viability and vitality of town centres. The Havering Retail & Commercial Leisure Needs Assessment (2015) sets out the performance of the metropolitan and district centres in Havering. It notes that the vitality and viability between town centres differs. Elm Park and Collier Row are vulnerable, as being at risk from removal from the London Plan district centre level. Protection from out of centre developments that could draw significant amounts of footfall is therefore recommended by the study. Although overall performing well, the other district and metropolitan centres are subject to the over proliferation of non-retail uses and have a number of vacancies in prominent locations. The vitality and viability of these town centres could therefore also be adversely impacted by out of centre development.
- 8.2.4** Another consideration is the impact on planned assessment in town centres. Significant investment has been planned in the Romford and Rainham and Beam Park SDAs. The former includes Romford Metropolitan Centre and the latter includes Rainham District Centre and the new Beam Park Local Centre. To make sure that proposals out of town centres do not affect the vitality and viability of existing town centres, and make sure future investments are optimised, the setting of a significantly lower locally specific threshold for impact assessments than that specified in the NPPF is justified. With regards to the average size of retail premises in town centres district centres in Havering are made up mostly of small shops, with the average floor space being below 200 sq m. In Romford the average floor space is generally higher, although this varies between frontages. The threshold for impact assessments for edge and out of town centre development is therefore set at 200 sq m in the Local Plan.
- 8.2.5** The borough's town centres provide important opportunities for social interaction, and community life, and as good places to live. In this regard, the Council will seek to assure their vibrancy through promoting and supporting the diversification of uses and the development of uses that remedy deficiencies within the town centres. However, in promoting diversification of development and uses, the Council is concerned to ensure that the retail function of town centres is not undermined. In promoting diversity acceptable upper floor uses would include residential, office and leisure uses. Residential development at the ground floor level in town centres will not be supported. In terms of shop front design, laminated glass and internal security grills are preferred above external shutters.
- 8.2.6** The Council has designated primary and secondary frontages within its metropolitan centre and six district centres. These are shown on the Proposals Map with a schedule of properties within these frontages listed in A.6 'Town Centres'. The borough's metropolitan and district centres are considered to be the borough's primary shopping areas.
- 8.2.7** Within primary frontages, the Council will seek to increase the amount of retail floorspace, resist the loss of shops and prevent the clustering of certain uses where this would harm the town centre's primary shopping function, character and appearance. Use Class A1 should be the principal and most dominant land use as this contains the most important shopping facilities, those which attract the greatest number of customers and those which contribute most to the vitality and viability of the respective centres. Due to the Permitted Development rights regarding the change of use from A1 to A2 uses it is justified to set a combined percentage for A1 and A2 uses. This is established at 60% to allow town centres to further diversify while maintaining the primary shopping function at a reasonable level.
- 8.2.8** In secondary frontages and local centres, the Council will seek to maintain a majority of retail uses. However, a wider mix of uses will be promoted, especially those non-retail uses that provide services which complement shopping facilities. Such uses provide active frontages, support street activity and generate a similar level of pedestrian movement to a retail use, and are open during the day (retail hours).
- 8.2.9** The overconcentration of particular uses can impact negatively on the amenity of adjacent uses and adversely affect the vitality and viability of the town centre. Policy 13, therefore, seeks to provide a balanced mix of uses within the town centres while preserving the primary shopping function of frontages. Therefore, restrictions for A5 uses (hot food take-aways), betting shops and pay day loan shops are included.

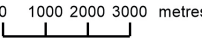


Map 1 Havering Town Centre Hierarchy



Town Centre Hierarchy



  	Scale: 1:85000 Date: 02 May 2017 
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8.3 Eating and drinking

Policy 14

Eating and drinking

The Council supports the diversification of Havering's town centres and recognises the importance of eating and drinking establishments in creating attractive places where people enjoy spending their leisure time.

When considering planning applications for restaurant, pubs, and micro-brewery uses the Council will give consideration to the following factors:

- i. The contribution the proposal will make to the diversification of town centre uses and the attractiveness of the centre as a whole;
- ii. The impact on the amenity of adjoining or adjacent residential accommodation and non-residential uses, arising from cooking smells, noise disturbance and anti-social behaviour;
- iii. The cumulative environmental impact of the use on the locality considering the number, capacity and location of such uses already existing in the adjacent area; and
- iv. The possible impact of the design and location of the building on the site, exterior dining space (if applicable), and car parking on amenity and the free flow of traffic and highway safety.

Applicants will also be required to submit management plans detailing how the operation of their proposals will be managed in ways that do not exacerbate potential adverse impacts.

- 8.3.1** The Council recognises that restaurants and drinking establishments are an important part of Havering's local economy in providing jobs and business opportunities as well as opportunities for entertainment and socialising for residents, workers and visitors. These uses can, nevertheless, cause considerable pedestrian and vehicular activity which is likely to be greater than a retail use. This conflict can be made worse where there is a concentration of these uses within a locality. The main purpose of this policy is to control both the operation and location of restaurant uses so as to minimise their adverse impacts.
- 8.3.2** In determining whether a proposal would have adverse impact on amenity, the Council will take into account the proposed opening and closing hours, the proximity to residential and other sensitive land uses, the number, location and capacity of such uses already existing in the immediate area and the likelihood of noise and disturbance to nearby or adjacent residents, particularly at the weekend and late at night. Late closing uses should generally be located in the town centres and near places of entertainment.
- 8.3.3** In addition, where cooking smells and fumes will be created, the Council will require the installation of ventilation and fume extraction equipment. If this would be detrimental to visual amenity then planning permission may be refused. Where there is residential accommodation on upper floors, the Council will normally require ducting to discharge above eaves levels and the provision of adequate soundproofing. The Council will require submission with the planning application of the full details of ventilation and fume extraction equipment showing location of the flue and motor, dimensions, colour/material, model and noise levels. It will also require details of the refuse containment facilities.
- 8.3.4** In some areas the protection of residential amenities will demand more restricted opening hours and, where appropriate, the Council will impose these as conditions on planning permissions. Applicants are reminded that there may be licencing requirements for the uses supported by this policy.
- 8.3.5** In considering applications for outdoor sitting areas on pavements, the Council will take into account the impact of the use on local amenity and highway safety and will only support applications where the table and chairs are removable and are contained within a barrier/defensible space that is also removable.
- 8.3.6** It must be noted that as a general principle, the Council seeks to encourage well managed and operated restaurants and drinking establishments in its town centres and other appropriate locations, and to prevent any concentrations of such uses that would harm the attractiveness of Havering's town



centres or amenity of adjoining or adjacent residential occupiers and non-residential uses. To this end, applicants will be required to submit management plans detailing how the operation of their proposals will be managed in ways that do not exacerbate potential adverse impacts.

8.4 Culture and creativity

Policy 15

Culture and creativity

The Council is committed to sustaining and enhancing Havering's cultural offer and creating inclusive and diverse communities by:

- i. Safeguarding the borough's existing diverse range of creative arts, cultural and performance spaces, professional sporting and entertainment facilities and their related facilities, and refusing to grant planning permission to development proposals that will result in their loss unless replacement facilities of equivalent or greater quality and quantity are provided on site or within the vicinity which meets the needs of the local community or particular groups, or it has been demonstrated that there is no demand for another similar use on site;
- ii. Supporting development which enhances and diversifies the cultural offer within the borough's metropolitan centre of Romford, and the six district centres of Hornchurch, Collier Row, Harold Hill, Upminster, Elm Park and Rainham to contribute more effectively to their regeneration and town centre renewal;
- iii. Permitting temporary use of vacant commercial buildings, and cleared sites for performance and creative work where they contribute positively to the regeneration, vitality and character of the area;
- iv. Requiring provision of arts and cultural facilities in major mixed use developments;
- v. Encouraging a diverse range of evening and night time activities including expanding opening hours of existing daytime facilities such as shops, cafés, medical facilities, libraries and theatres to integrate leisure and other uses to promote and sustain customer cross over;
- vi. Seeking contributions from developments that result in additional need for cultural and leisure facilities to enhance existing facilities or provide new facilities;
- vii. Ensuring that development proposals are designed to be inclusive;
- viii. Working proactively with operators, landowners, stakeholders to maximise the positive impacts and mitigate the negative impacts of art, cultural and leisure activities; and
- ix. Supporting planned improvement to existing arts, cultural and performance spaces, including creative work and related facilities.

8.4.1 Culture (defined as the attitudes, customs, and beliefs distinguishing one group or area from another) is expressed through fashion, art, theatre, history and so on. Culture plays a valuable role in place shaping with cultural developments creating a sense of place and belonging within the community. Such developments include theatres, art spaces, museums, galleries, libraries, and work spaces for creative industries.

8.4.2 The Council recognises the important contributions the cultural and creative sectors including entertainment facilities and related services play in its economic and social success. The Council is keen to sustain these contributions by supporting developments which enhance and diversify the existing offer and by guarding against the unnecessary loss of valued existing social, recreational and cultural facilities without their re-provision on site or elsewhere within the locality with a facility of equivalent or greater quality and quantity. The Council will encourage increased provision of new facilities especially in areas of defined need.

8.4.3 As a metropolitan centre, Romford has the opportunity to be the cultural heart of the borough. It already benefits from facilities such as the Havering Museum, Brookside Theatre, a Market Place and a selection of bars, restaurants, cinemas and night clubs. It is identified, and widely recognised by the London Plan, as a regional centre with strategic clusters of night time activity. Hornchurch is another important cultural centre of more than local importance in the borough with the Queens Theatre, the Fairkytes Arts Centre and other ancillary uses.

8.4.4 The Havering Arts Strategy (2013 to 2015) identifies a number of improvements to ensure the borough continues to offer high quality cultural facilities to its increasing population. These include:



- A new high quality visual arts exhibition space at Fairkytes Arts Centre;
- Rehearsal space and a café area at Queen's theatre; and
- On-going repair and maintenance of the Havering Museum.

- 8.4.5** The Council supports these improvement schemes and will encourage a diverse range of evening and night time activities to complement and support their success and expansion. Applications for eating and drinking establishments should have regard to Policy 14.
- 8.4.6** New cultural development should be appropriate in scale and type to the town centre it is located in, enhancing the current cultural offer and reflecting the diverse needs of Havering's changing population. Proposals must also comply with Policy 16.
- 8.4.7** Evening and night time economy uses, such as cafés, restaurants and evening entertainment, will specifically be supported in the town centres of Romford, Hornchurch, Collier Row, Harold Hill, Upminster, Elm Park and Rainham when they complement and diversify the existing offer and contribute more effectively to their regeneration and town centre renewal. Policy 13 controls the uses in town centres. The Mayor's upcoming Night-Time Economy Supplementary Planning Guidance will provide additional context for the enhancement of evening and night time activities.
- 8.4.8** Proposals within the Romford area should also adhere to Policy 1 to ensure developments meet the needs of the area while encouraging cultural and community-led activities. Proposals which include a cultural element that allow for the engagement of the local community give the opportunity to revitalise the area, create a sense of place, and allow local creative talent to be showcased.
- 8.4.9** Temporary use of vacant commercial units for cultural displays and creative uses will be supported. By allowing the space to be occupied during the transition from one commercial offer to another will maintain footfall within the area and has the potential to promote local talent.
- 8.4.10** All applications must be designed to be inclusive and ensure the safety and well-being of the community are not adversely affected. Applicants are encouraged to refer to the Secured by Design document and if necessary to consult with the crime prevention officer.
- 8.4.11** The Council will work in partnership with a range of partners (retailers, landowners, security agencies, health and transport services) to develop innovative approaches to managing and mitigating adverse impacts arising from clusters of these uses having regard to the safety or security of residents, workers and visitors to the town centres.
- 8.4.12** Applicants are reminded that there may be licencing requirements for the uses supported by this policy.
- 8.4.13** Where new development will result in additional need for cultural and leisure facilities the Council will seek developer contributions to enhance existing cultural, leisure and recreation facilities in the locality including for their maintenance and management.

8.5 Social infrastructure

Policy 16

Social infrastructure

The Council will work with infrastructure providers to support the provision of essential new services and improvement of existing facilities in Havering alongside residential development. The Council will make sure that new and existing residents will have access to a range of social infrastructure facilities by:

- Supporting proposals for new and extended social infrastructure provided they:
 - Are accessible by public transport and active travel;
 - Are located within the community that they are intended to serve and incorporate an inclusive design;
 - Make use of an innovative delivery of social infrastructure;
 - Do not adversely impact on residential character and amenity;
 - Ensure highway safety, especially in regards to pedestrians and cyclists;



- f. Explore the possibility to co-locate with complimentary services; and
 - g. Are provided in multi-use, flexible, adaptable and 'healthy' buildings.
- ii. Requiring major developments to provide new social infrastructure facilities as part of mixed-use developments where feasible, where a deficiency is identified through the Council's Infrastructure Delivery Plan (IDP).

Stakeholders will be encouraged to consider funding arrangements for on-going maintenance costs.

Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision will not be permitted.

The suitability of redundant social infrastructure premises for accommodating other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments will be considered by the Council.

The Council will protect existing burial space provision as designated on the Proposals Map to meet the need for burial space over the Plan period.

Social infrastructure covers a variety of health, community, cultural, sports and leisure facilities. It encompasses burial spaces, places of worship, health and education facilities, social care facilities, nurseries, theatres, sports pitches, swimming pools, and many other uses that provide a social function.

- 8.5.1** The Council will work with its partners to ensure facilities and services for local communities are provided in new developments. The Council's Infrastructure Delivery Plan (IDP) sets out the future requirements for a variety of infrastructure types and identifies projects that match the Council's priorities. Section 14 Delivery and implementation provides more detail on how the Council aims to fund and deliver the infrastructure it needs to support development over the plan period.
- 8.5.2** Town centres and the borough's Strategic Development Areas are the preferred location for new social infrastructure as the increased and changing population in these areas trigger the need for additional facilities. However, this cannot always be achieved as provision in some facilities lend themselves to be located in existing residential areas. It should be demonstrated that adverse impacts are appropriately mitigated where facilities generate movement and potentially affect the residential character and amenity of the area,
- 8.5.3** In line with the London Plan new social infrastructure is expected to be accessible for all, and to extend the use to serve the wider community. This should encourage community participation and inclusion, and result in the effective use of land and buildings. It also helps to meet the growing demand for facilities, and is for example applicable to facilities on educational sites.
- 8.5.4** Following recommendations of the Indoor Sport and Leisure Facility Strategy (2016), where relevant, Community Use Agreements (CUA) will be secured to ensure dual use through s106 planning obligations. The development and implementation of CUAs can help support well-managed and safe community access to facilities on educational sites. As well as widening access to facilities and providing clarity on their use CUAs can help to enhance links between educational establishments and sports clubs.
- 8.5.5** New social infrastructure facilities are expected to be co-located with complimentary services, wherever possible, because this could improve the viability of particular services. It is recognised that there is potential to deliver social infrastructure facilities as part of mixed-use developments with residential or commercial uses. However, the co-location with other social infrastructure facilities should be prioritised to meet local needs.
- 8.5.6** Sites currently used by social infrastructure facilities may come under pressure for redevelopment. The consolidation and modernisation of community facilities in accessible locations where multi-functional facilities can meet the needs of a range of users will be considered. The Council will, however, not permit proposals which would result in a loss of social infrastructure in an area of defined need for that type of social infrastructure without a convincing demonstration by the developer that an equivalent re-provision (in terms of size, usefulness, attractiveness, safety and quality) has been made. This process, as well as the disposal of surplus or redundant assets will need to be managed to ensure that critical uses are not lost from the local area.



- 8.5.7** The future demand for burial space in the borough has been identified through the Council's Infrastructure Delivery Plan. Sufficient supply of multi-faith/interdenominational plots has been identified for the full Local Plan period. With regards to demands for burials meeting specific Muslim requirements arising from the wider North East London, including Havering, sufficient capacity has been identified until around 2028. The Council will only support applications for burial space which meet an unmet need.

8.6 Education

Policy 17

Education

The Council seeks to safeguard existing education provision within Havering. Proposals which result in the net loss of education facilities will be resisted unless it can be robustly demonstrated that there is no current or future need.

Development proposals for childcare facilities, primary and secondary schools and further or higher education facilities will be supported where it can be demonstrated that the proposal:

- i. Contributes to the delivery the Council's agreed Commissioning Plan for Education Provision and the Schools Expansion Programme;
- ii. Is located within the community it is intended to serve and is accessible by public transport, walking and cycling;
- iii. Is of a high quality design and provides a safe environment; and
- iv. Provides, private, secure and safe outdoor amenity and playing space in line with Government building guidelines, which is located away from busy roads.

Proposals with innovative and flexible design solutions and the shared use of open space and sports facilities will be considered favourably where it enables the delivery of a new school in an area of identified need.

Proposals for educational uses in the Green Belt, including the expansion of existing schools may be considered as very special circumstances where it can be robustly demonstrated that there are no suitable alternative sites within the appropriate education planning area and there is a demonstrable need for additional school places.

Where a new school is proposed, the Council will require facilities for early years provision to be included on site where there is an identified local need.

Development proposals for nurseries will also be expected to demonstrate that:

- v. They meet the floorspace requirements as set out in the statutory framework for the early years foundation stage;
- vi. Drop offs and pick ups can be catered for safely on site; and
- vii. There is no significant adverse impact on the amenity of existing residents.

- 8.6.1** The Council is committed to ensuring that there is a good school within reach of every child in the borough. The Council's Commissioning Plan provides the strategic framework to achieve this and brings together key data and planning in terms of the provision of pupil places from the early years stage through to post-16, inclusive of special schools and Alternative Learning provision. The Council's expansion programme details the proposals putting forward to deliver much-needed extra early years, primary, secondary and SEN places.

- 8.6.2** The number of primary age pupils in Havering schools is expected to increase significantly from 21,074 in 2015/16 to 28,889 by 2025/26, and the number of secondary age pupils from 14,584 to 19,766 over the same period. These represent increases in demand for school places of 7,815 at primary level and 5,182 at secondary level over the period.



- 8.6.3** Current data for Havering suggests that an expected rise in the participation rate to full participation of 16 and 17 year-olds from 2015 will, to a large degree, be cancelled out by a fall in numbers of young people aged 16-18 in the next few years. However, in the longer term, the number of 16 and 17 year olds in Havering is projected to increase from 9,043 in 2016/17 to 10,318 in 2023/24. There is a range of options for pupils in this age group including sixth forms, colleges, and apprenticeships. Numbers on roll at Havering College of Further and Higher Education and Havering Sixth Form College are projected to increase by around 200 and 240 over this period, respectively.
- 8.6.4** These figures are the emerging position. The school roll projections are updated on an annual basis. The latest figures can be viewed in the Council's approved Commissioning Plan for Education Provision⁽⁴⁾.
- 8.6.5** New primary school provision will be required in Rainham and Beam Park and in Romford to meet the expected level of housing growth (refer to Chapter 6). Outside of these areas demand is expected to be accommodated through current provision and the expansion of existing schools. The Council will continue to monitor the quantum of residential development that comes forward outside of the two key growth areas and will consider the cumulative impact of development on the need for additional school places. Where the cumulative impact indicates that additional provision will be needed this will be set out in the Council's Commissioning Plan which is updated annually. There may be some areas of Havering where if further major housing is brought forward, there will be no available options to expand existing schools. As such, school place demand arising from such developments will need to be met through new school provision that will require a site to enable delivery.
- 8.6.6** The Department for Education gives area guidelines for mainstream schools. In certain locations, particularly urban town centres, these guidelines can be difficult to achieve. Innovative design solutions should be considered in order to provide a school that sufficiently serves its pupils. These could include use of roofs for outdoor space, co-location with other uses, and shared use of facilities, including parks, sports pitches and Multi-Use-Games-Areas (MUGAs), particularly when located close by.
- 8.6.7** A number of Havering's schools are located within the Green Belt. In accordance with the NPPF, the construction of new buildings should be regarded as inappropriate in Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The Council consider that very special circumstances may exist where there is a demonstrable need for school places and it can be robustly demonstrated that there are no other suitable non Green Belt sites. Such proposals will be considered on a case by case basis.
- 8.6.8** Access to adequate, affordable and high quality childcare (pre-school and school age) provision can play a key role in children's development. Where it enables increased parental employment rates of low income households, it may also help to reduce income inequalities. In Havering, the predicted 19% increase in population of 0-14 year olds between 2016 and 2026 means that additional childcare places need to be found. The Childcare Act 2006 places a duty on local authorities to ensure that there are enough childcare places to enable parents to work or train, and also to ensure that there are sufficient funded early education places for all three and four-year olds within the local authority area. In Havering the demand for funded 2, 3 & 4 year old places is predicted to increase from 5,900 in 2015/16 to 6,800 in 2025/26.
- 8.6.9** Childcare facilities should be safe, accessible for all, and provide both indoor and outdoor learning opportunities. There has been an increase in Havering in planning applications for nurseries in residential areas. Although these proposals can contribute towards meeting a local need, it is important that residential amenity and highway safety are preserved. As nurseries generate significant traffic during peak hours, proposals will be expected to provide sufficient car-parking including pick-up and drop-off points on-site. The conversion of a detached dwellings is typically more suitable than the conversion of a semi detached property, as both the traffic and amenity impact on surrounding dwellings is more likely to be acceptable. The type of dwelling and relation to neighbouring dwellings will therefore be considered in determining proposals involving nurseries. From September 2017,

4 <https://www3.havering.gov.uk/Pages/Services/School-organisation-place-planning.aspx>

working families will be entitled to up to 30 hours of childcare per week for 3 and 4 year olds, subject to the eligibility criteria for the additional free entitlement. There is already a need for additional Early Years places; with the additional hours being available this could see a further increase in demand.



8.7 Open space, sports and recreation

Policy 18

Open space, sports and recreation

The Council seeks to ensure that all residents of Havering have access to high quality open space, sports and recreation facilities. To achieve this, the Council will:

- i. Continue to protect the borough's designated open spaces and existing sports and recreation facilities from development unless it can be demonstrated that:
 - a. Replacement provision of equivalent or better quantity and quality will be made in a suitable location; or
 - b. The development is for alternative sports and recreational provision and the need for this clearly outweighs the loss.
- ii. Support proposals that improve the quality of and access to, existing open space, sports and recreation facilities;
- iii. Promote the multi-functional and community use of existing and proposed spaces including schools, private sports facilities, playing pitches and supporting facilities through Community Use Agreements;
- iv. Support proposals for new multi-functional open space, sports and recreation facilities that address areas of deficiency;
- v. Support proposals to bring lapsed or disused playing fields back into use;
- vi. Require developments to provide children's play and informal recreation space on-site in line with the London Plan;
- vii. Support development proposals that include communal growing space as part of the amenity provision on site;
- viii. Seek to ensure that adequate management and maintenance arrangements are in place from the outset; and
- ix. Support improvements to the borough's sports and recreation facilities including:
 - a. The replacement of Hornchurch Leisure Centre;
 - b. The refurbishment of Chafford Sports complex;
 - c. Expansion of Central Park Leisure Centre;
 - d. Enhanced facilities and a wider range of uses of Bretons Outdoor Recreation Centre;
 - e. New provision within the Rainham and Beam Park Strategic Development Area; and
 - f. The provision of new 3G Artificial Grass Pitches (AGPs) and improvements to existing ones within the borough.

Where sufficient provision cannot be made on-site the Council will seek developer contributions to remedy deficiencies in quantity, quality, safety, usability and access to open space, sports and recreation facilities across the Borough.

8.7.1 Havering's extensive range of open spaces, leisure and sports facilities are highly valued by residents and make a significant contribution to their health and well being and overall quality of life. Access to good quality open space and sports facilities promotes healthy lifestyles by providing opportunities for relaxation, physical activity, social interaction and play. Open space and outdoor sports pitches can also play an important role in reducing the impacts of climate change, flooding and poor air quality. They also contribute to Havering's green and open character.

8.7.2 In applying Policy 18, open space will encompass parks and gardens, natural and semi natural green spaces, amenity space, children's play areas, allotments and cemeteries, churchyards and other burial grounds. Leisure and sports facilities encompass indoor sports halls, swimming pools, fitness centres, outdoor sports pitches, tennis courts and bowling greens.



- 8.7.3** Havering's Open Space Assessment and Standards Paper (2016) assesses the current quantity, quality and distribution of open space within Havering and considers the demand for future provision to meet the needs of Havering's growing population. The study covers 177 sites totalling 1,283 ha. There is generally a good coverage of parks, gardens, natural and semi natural spaces and amenity greenspaces across the borough. It is acknowledged that there are some areas of deficiency, although deficiency in one type of open space is often met by another type of open space. The priority is, therefore, to protect current provision and support improvements in quality and accessibility.
- 8.7.4** New residential and mixed use developments provide opportunities to incorporate new amenity greenspace and parks within the built up area and this will further enhance current provision. Natural and semi natural spaces are typically found on the edge of the urban areas in Havering and the inclusion of natural and semi-natural features as part of new developments will enhance existing provision.
- 8.7.5** Allotment provision in Havering does not meet the suggested standard of 0.25 hectares per 1,000 population from the National Society of Allotment and Leisure Gardeners (NSALG). There is also a high level of demand with waiting lists for plots across the borough. It is, therefore, important to safeguard and enhance existing allotment plots in order to meet current and future demand. The Council is supportive of innovative ways of providing food growing and gardening opportunities, particularly through community gardens and dedicated growing spaces within in new developments.
- 8.7.6** Play facilities that are safe and stimulating are essential for a child's well-being, health and future development. Whilst Havering has a good amount of, and generally good quality provision of, open space for children and young people it is important that opportunities to increase provision and quality are taken. Residential and mixed use proposals should incorporate or contribute to new play space based on the child yield expected from the development in accordance with the requirements of the London Plan and the associated Play and Informal recreation Supplementary Planning Document.
- 8.7.7** Havering's Outdoor Playing Pitch Assessment and Strategy (2016) assesses the current quantity, quality and distribution of outdoor sports facilities within the borough and considers the demand for future provision. The study covers outdoor football, rugby, cricket, artificial grass and softball pitches, outdoor tennis courts and bowling greens. The assessment identifies some current and future shortfalls in provision and recommends therefore, that all currently used sports pitches should be protected and their quality improved where appropriate. Shortfalls in provision can also be met by bringing back into use lapsed or disused playing field sites that formerly accommodated playing pitches. School sites are a key provider of outdoor sports facilities and the Council will seek to maximise the shared community use of these assets.
- 8.7.8** It is essential that Havering has modern and fit for purpose indoor sports facilities and the Council is actively seeking to upgrade the current provision. Havering's Indoor Sport and Leisure Facilities Assessment and Strategy (2016) found that investment is needed in both community and school sports facilities. Provision will be significantly enhanced by the new Romford Leisure Centre, replacement of Hornchurch Leisure Centre, refurbishment of Chafford Sports Complex and improved facilities at Bretons Outdoor Recreation Centre.
- 8.7.9** The quality of open space, sports and recreation facilities is closely linked to their on going management and maintenance. Applicants will be required to demonstrate that adequate arrangements have been made for future management and maintenance of facilities, for example, by means of commuted sum payments to the Council. This applies whether responsibility remains with the developer or is transferred to a private management company or the Council.
- 8.7.10** Where no on-site provision can be made, the Council will seek developer contributions to remedy deficiencies in the quantity, quality, safety, useability and access to open space, leisure and recreation facilities across the borough including for their maintenance and management.



9 Opportunities to Prosper

9.1 Business growth

Policy 19

Business growth

The Council is committed to building a strong and prosperous economy in Havering and will encourage and promote business growth by:

- i. Protecting designated Strategic Industrial Locations for industrial uses as set out in the London Plan;
- ii. Protecting designated Locally Significant Industrial Sites for B1 (b) (c), B2 and B8 uses;
- iii. Directing office development to Romford Metropolitan Centre and the borough's district centres as part of mixed-use developments;
- iv. Requiring large scale residential proposals within Romford Town Centre to incorporate high quality flexible business space, subject to viability;
- v. Supporting the development of high quality affordable and flexible business spaces of varied unit sizes to meet the needs of small and medium sized enterprises (SMEs) and start-up businesses (see Policy 21);
- vi. Supporting development proposals that improve the physical appearance, attractiveness and competitiveness of employment areas;
- vii. Supporting the sustainable growth and expansion of business and enterprise in rural areas;
- viii. Supporting the development of a hotel within, or in close proximity, to the Rainham Employment Area to support business growth and opportunities in this area; and
- ix. Supporting the London Riverside and the emerging Romford Town Centre Business Improvement Districts.

The borough's Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs) are shown on the Proposals Map.

Waste uses will be assessed in accordance with the Joint Waste Development Plan Document.

- 9.1.1** The Council is committed to building a strong and prosperous economy in Havering, supporting sustainable business growth and expansion and being 'business friendly'. To achieve this, it will create an environment that attracts and retains businesses through safeguarding designated employment areas and through encouraging and promoting the supply of high quality, well designed, flexible business spaces of varied types, unit sizes and cost to ensure the availability of sufficient and suitable land and floorspace to meet varied business needs within the borough.
- 9.1.2** Further, the Council will work with the Mayor of London and other stakeholders to designate and develop the proposed Strategic Outer London Development Centre (SOLDC) in Havering, as set out in the London Plan for its strategically significant logistics activities.
- 9.1.3** Havering is identified by the London Plan as a location suitable to be designated and developed as a Strategic Outer London Development Centre (SOLDC) as it has strategic significant growth potential in logistics activities of greater than sub-regional importance. Strategic Outer London Development Centres (SOLDC) are business locations with specialist strengths which potentially or already function above the sub-regional level and generate growth significantly above the long term outer London trend. These locations are proposed to be designated and developed as SOLDCs by the Mayor as set out in the London Plan Policy 2.16. These centres are intended to complement the network of town centres rather than compete with them, being identified on the basis of their distinctive function or scale. Havering will work with the Mayor of London and other stakeholders to identify, develop and promote SOLDC within it to realise its potential in logistics activities.
- 9.1.4** Strategic Industrial Locations (SILs) are locations identified by the Mayor of London, following assessment of future demand, as London's main reservoir of industrial land. They are identified as vital for providing capacity for activities such as logistics, waste management, utilities, land for transport, and industrial 'services to support the service sector', and they are accorded strategic protection by



the Mayor of London and London boroughs. The Locally Strategic Industrial Sites (LSISs) are sites identified by the Council as vital for local industrial functions, including availability of low rent accommodation, which support a range of local employment.

- 9.1.5** The Havering Employment Land Review (ELR) (2015) found that there is a gross demand for 350 ha of industrial land (B2 and B8) in Havering over the Local Plan period up to 2031/2. It notes that the vast majority of the existing Strategic Industrial Locations (SILs) are located away from residential areas with direct access to the strategic road network. The Locally Significant Industrial Sites (LSISs) are well functioning industrial employment areas with an on-going demand for space to service industrial and logistical occupiers. They are areas that remain the most suitable locations for accommodating Havering's industrial and warehousing demand. The Review also recommends the designation of Freightmaster Estate in Rainham as a Strategic Industrial Location.
- 9.1.6** The ELR advises that 19.5 hectares of industrial land previously designated for its local significance can be released from industrial employment uses. The land recommend for release comprises 2.7 ha at Crow Lane (Romford gas works), 15.4 ha at Rainham West and 1.4ha at Bridge Close, Romford. The de-designation of these sites will facilitate the delivery of new residential developments and make a significant contribution towards meeting the borough's housing need. Safeguarding SILs and the remaining LSISs will ensure that there is sufficient capacity to meet projected demand for industrial land in the borough going forward over the plan period.
- 9.1.7** The London Riverside SIL Employment Area is a thriving commercial area with a variety of businesses and occupiers including the Centre for Engineering and Mechanical Excellence (CEME) which is a centre for research, business support, skills and education. Within the SIL, there is a successful and active Business Improvement District which represents existing businesses and works with the Council and Greater London Authority to attract investment. Current development across the wider SIL includes the construction of 334,000 sq.ft. of new commercial space at SEGRO Park.
- 9.1.8** The high quality of the environment within designated industrial areas is an essential component of the attractiveness and competitiveness of these areas. By their nature some industrial uses may legitimately generate noise and odour or require open storage of materials. It is important that these uses are able to operate without undue adverse impact on other 'cleaner' industrial uses. The Council does, however, recognise that environmental improvements are required in specific parts of the borough's industrial areas to ensure that valuable businesses are attracted to and retained within Havering.
- 9.1.9** Salamons Way in the Rainham Employment Area has a number of existing premises that are in good condition and well maintained. However, the majority of buildings are in a poor condition and the general appearance of the area is exacerbated by the nature of some activities. With large areas of open storage land, the utilisation of land is inefficient. The highway is unadopted, and in poor condition. The Council will support redevelopment of all or part of the area to facilitate a modern business area with good environmental standards and an enhanced image.
- 9.1.10** Regarding office development, the ELR's forecast demand assessment identified a net additional demand of up to 17,132 sq m of B1 floorspace over the plan period across Havering. The report assessed Havering as standing to benefit from office occupiers seeking better value office accommodation as office rents rise closer to the centre of London and land availability reduces as employment land comes under pressure from higher value residential uses. The London Office Policy Review (2012) underlines this and recommends that office development in Romford Town Centre is delivered as part of mixed-use schemes led by other uses.
- 9.1.11** Romford Town Centre is identified as the preferred location for office and business space (e.g. Studios, workshops, and office) development. It is anticipated that new public transport investment such as Crossrail which passes through Romford and the consequent demand to be stimulated from potential outmigration of businesses from central London looking for lower office rents in accessible locations will likely result in an uplift in demand for offices in Romford. Development in the former Office Quarter and elsewhere in Romford Town Centre should explore opportunities to provide high quality flexible and smaller size studios, workshops and office workspace units as part of mixed-use schemes to accommodate the needs of smaller and medium sized businesses. This could be provided above shops, as part of a mixed use regeneration scheme or in existing office space when there is capacity. Mixed use schemes with active ground floor uses in district centres will also be supported.



- 9.1.12** In further demonstrating its commitment to being business friendly, the Council will support the sustainable growth and expansion of businesses and enterprises in the rural area, subject to proposals meeting the NPPF Green Belt policy requirements, by encouraging well designed new buildings and promoting the development and diversification of agricultural and other land-based rural business and by promoting the retention and development of local services and community facilities in villages, such as local shops, sports venue, meeting places, public houses and places of worship.

9.2 Loss of industrial land

Policy 20

Loss of industrial land

The Council will only support the loss of non-designated industrial land and floorspace in Havering where it can be demonstrated that:

- i. The change of use from industrial employment uses will not lower the industrial capacity of the borough below that necessary to meet projected demand over the planning period as estimated by the most up to date Havering Employment Land Review;
- ii. The existing employment land use causes unacceptable detrimental effects, that cannot be mitigated, on the amenity of nearby residential areas; and
- iii. There is no market interest in the site following one year of continuous active marketing.

- 9.2.1** Non-designated industrial land and floorspace comprises land and floor space last used for employment use or land and floorspace which is currently in employment use but does not lie within the area identified and safeguarded as a Strategic Industrial Location (SIL) or a Locally Significant Industrial Site (LSIS).
- 9.2.2** The underlying purpose of Policy 20 is to protect and where possible enhance the employment potential of the existing non safeguarded employment land and floorspace. The policy provides some flexibility which aims to recognise individual site characteristics and allow some very limited loss of employment land and floor space where significant unacceptable detrimental effects on amenity of nearby residential uses and no market interest are clearly demonstrated. The policy thrust is therefore to ensure that not too much industrial land and floorspace is released as this could hinder the long term economic prospects of the borough.
- 9.2.3** As already noted in Policy 19 on Business Growth, the Havering Employment Land Review (ELR) (2015) identified 19.5 hectares of land to be released from designated industrial employment use to enable wider regeneration benefits. The ELR further advised that an additional 4 to 5 hectares of employment land could be released from other non-designated sites over the Plan Period, making the overall amount of employment land to be released not greater than 24 hectares. To allow for a loss bigger than the recommended 24 hectares benchmark would undermine Havering's economic development objectives. Companies seeking to expand or start a business in Havering in the future may not have sufficient land or business premises to do so. There are approximately 50 hectares of non-designated industrial sites remaining in the borough. These generally perform well as employment areas, meeting the needs of local businesses. By resisting further erosion of this type of employment land and floorspace this policy is seeking to maintain business land and spaces for local business.
- 9.2.4** As part of managing the overall approach of housing delivery in Havering, the Council recognises that there may be locations where the quality of residential environment is being compromised by the operation nearby industrial use, for example due to noise or access issues. In these cases the relocation of that offending industrial activity would be reasonable way forward in mitigating the adverse amenity issues may be acceptable. Every case will treated on its own merits.
- 9.2.5** To demonstrate a lack of market demand an applicant should submit transparent and robust marketing evidence that the site has been vacant and that a thorough continuous marketing exercise has been undertaken and sustained in the local area for a 12 month period. Marketing must be through a commercial agent that sets out the competitive price that genuinely reflects the market value of the



property in relation to its use, condition, quality and location. It must be demonstrated that consideration has been given to alternative layouts and business uses, including smaller premises with short term flexible leases appropriate for SMEs.

9.3 Affordable workspace

Policy 21

Affordable workspace

The Council will promote opportunities for start-up and small and medium enterprises by expecting major commercial and mixed-use schemes to provide 20% of its floorspace as affordable workspace.

Affordable workspace should incorporate flexible design features to provide adaptability for a range of uses and occupants with basic fit-out provided to a level beyond shell and core.

The applicant will be required to demonstrate flexible lease terms for target sectors, and where appropriate make provision for short-term, flexible 'all-in' or 'meanwhile' leases, and/or letting space on a per-desk rather than per sq ft basis with the Workspace Provider. The commercial lease terms to be agreed with the Workspace Provider for target sectors will be secured via legal agreement.

Where on-site provision is not possible, financial contributions for equivalent off-site provision will be sought and the amount must be to the satisfaction of the Council.

Redevelopment of existing low value employment floorspace reliant on less than market-level rent will be required to re-provide such floorspace suitable, in terms of design, rents and service charges, for existing uses, subject to scheme viability, current lease arrangements and the desire of existing businesses to remain on-site.

- 9.3.1** Havering has a high number of micro and small businesses, Havering's Employment Land Review (2015) reported that over 90% of businesses in the borough are micro companies with up to nine employees and a further 7% are small enterprises with between 10 and 49 employees. The ELR found that in the office sector the key gap in provision is in affordable and flexible serviced office accommodation to meet the needs of small start-up companies, there is also demand for smaller industrial unit space for start-up/young and growing businesses.
- 9.3.2** Many SMEs and start-ups with the potential for financial self-sufficiency seek affordable small offices, studios or workspace with favourable flexible lease or licence conditions but often discover that their particular needs cannot be met by market rent levels. The Council's business survey indicates that the cost of rents and poor availability of suitable premises are main factors in driving businesses out of the borough. The provision and preservation of affordable and suitable workspaces that can easily be sub-divided for different uses will increase the opportunities for small business which are essential to Havering's economic vitality and a catalyst for regeneration.
- 9.3.3** An affordable workspace is a workspace provided where rent and service charges, excluding business support services, are on average at least 20% less than comparable local market rates for the duration of a lease (although it is noted that, for some sectors and locations, much reduced rents may be needed to render them affordable to target occupiers). While a level of 80% of market rents may be acceptable in some cases, the Council's preference is for a sliding scale of 60% of market rents from years 1 to 2; 80% from years 3 to 5; and 90% thereafter, subject to negotiation. A sliding scale is preferred as it will allow a larger rent relief during the initial stages of a company's development which will reduce as a company matures and is likely to be able to pay higher rents. This will also enable a more seamless transition to market level rent at the end of the period.
- 9.3.4** Major developments should provide 20% of total gross commercial floorspace as affordable workspace for a minimum of 5 years, subject to viability. In a redevelopment scheme, the Council will require the re-provision of low value employment floorspace reliant on less than market-level rent to ensure existing businesses are not displaced.



- 9.3.5** Where affordable workspace is to be provided it is important that the applicant initiates dialogue with a Workspace Provider, as nominated by or agreed with the Council, early on in the pre-application stage. At the planning application stage an agreed Workspace Provider must be identified.
- 9.3.6** The design of workspace for small and micro enterprises will vary, depending on the end occupier or sector. New business space should be flexible, with good natural light, suitable subdivision and configuration for new uses and activities. The proposal should incorporate flexible design features to provide adaptability for a range of uses and occupants. Basic fit-out should be provided to a level beyond shell and core to include toilets, super-fast broadband connections where appropriate, meeting room facilities, flexible desk arrangement, flexible space for events, good standard of insulation to mitigate any overspill from future alternative uses in the building, grouping of services, plumbing, electrics, cabling, and communications infrastructure. Light industrial or maker spaces have physical needs for greater floor-to-ceiling heights and service access to accommodate larger equipment and deliveries.

9.4 Skills and training

Policy 22

Skills and training

The Council will promote employment and skills development opportunities for local residents by supporting major development proposals that commit to:

- i. A minimum local labour target of 20% during construction and end user phase for major commercial or mixed use developments including a proportion of apprenticeships where the length of construction phase allows;
- ii. A minimum local labour target of 20% during construction for major residential developments;
- iii. The notification of all vacancies associated with the development and its end use through the Council's employment service; and
- iv. Offer opportunities to local businesses within their supply chains.

Where local labour targets cannot be achieved and it can be demonstrated that all opportunities to meet this target have been explored a commuted sum payable to the Council will be required.

Major development proposals will be expected to submit an Employment & Skills Plan for agreement with the Council to detail how these targets will be met. This must include the proportion of apprenticeships offered and the opportunities given to local businesses within their supply chains. The Employment & Skills Plan needs to comply with the Mayor of London's Economic Development Strategy.

- 9.4.1** Promoting employment, skills development and training opportunities for local people will contribute to sustainable economic development, the health, well being and quality of life of residents. The availability of the right skills in the borough will mean that there will be less need for people with these skills to travel into Havering, reducing both congestion on Havering's transport networks (roads and public transport) and carbon emissions.
- 9.4.2** Havering has a high proportion of residents of working age and although employment rates are stable there are a lower proportion of Havering residents in high skilled jobs compared to other outer London boroughs. This is reflected in the average gross income which is £44,430 compared to the London average of £51,770. This places Havering within the lowest third of all London boroughs⁽⁵⁾. It is important that the borough has a strong economy and that local people have the opportunity to benefit from new developments, particularly where these offer the scope for jobs, skills development and training opportunities. Although Havering has good schools, academic qualifications are low; 35% aged 16 and over have no qualifications in the most deprived areas and 35% have qualifications at Level 1 or 2 (Level 2 is equivalent to a GCSE grade A*-C). This could be attributed to the high numbers of residents leaving full-time education aged 16 or under (more than 50%) compared to the London average of 24%⁽⁶⁾.

5 Havering JSNA 2016 p6

6 A research study into skills and employment in Havering – Renaisi 2014 p5

9 Opportunities to Prosper



- 9.4.3** The Council is keen that Havering residents are able to enjoy the same opportunities as those in other parts of London and currently supports a number of initiatives, including Job Clubs, employability and training support through Havering Adult College, the Troubled Families programme and other externally funded projects. A pilot employment service is currently being funded through European Social Fund (ESF) provision to support those furthest from the labour market. Moving forward, future projections for the London job market are heavily skewed towards higher level qualifications and there is a need, therefore, to support Havering residents to access skills development and training opportunities that will enhance their skills levels and earning capacity.
- 9.4.4** Havering is well-placed to support a 20% local labour target, which is considered reasonable given its demographics. As well as an established base of construction businesses, the borough is also home to the Havering College Construction Campus which can support the training needs of local residents.
- 9.4.5** The Employment and Skills Plan (ESP), which will form part of section 106 agreements and will be monitored by the Council, should detail the following:
- Number of jobs created (temp/ perm/ full time, part time etc);
 - Forecasting of jobs;
 - How they expect to fulfil the 20% local labour target, including providing more personalised support and improved delivery, and ensuring more effective training and employment support for all;
 - How they will work with the Council to achieve those obligations, including getting more local unemployed persons back into work;
 - How they will maintain a labour and apprenticeship register, which must be available for inspection by the Council.
- 9.4.6** Applicants should use the Council's Employment and Skills Plan template to set out the information showing that it meets the London Borough of Havering's requirement to accord with *the Promoting Employment Opportunities* within its *its Community Benefit Clauses in Procurement*, .



10 Connections

10.1 Transport connections

Policy 23

Transport connections

The Council will support and encourage developments in Havering in the locations that are most accessible by a range of transport options.

The Council supports development which ensures safe and efficient use of the highway and demonstrates that adverse impacts on the transport network are avoided or, where necessary, mitigated. Major planning applications will require a transport assessment in line with TfL's Transport Assessment Best Practice Guidance.

When bringing forward a planning application full Travel Plans or Travel Plan Statements will be required for development reaching certain thresholds as set out in Transport for London's (TfL) latest Guidance on Travel Plan requirements.

The Council will work with its partners, including developers, the Mayor of London and central government to improve transport infrastructure and the connectivity of the borough by:

- i. Maximising the benefits from Crossrail for local businesses and residents;
- ii. Lobbying for an increased train frequency and greater capacity on the Essex Thameside (C2C) line serving Rainham, Upminster and the proposed Beam Park stations;
- iii. Lobbying for peak time 'fast' services serving Romford Station;
- iv. Progressing improved north to south public transport connections in the borough, improving access to the Romford and Rainham and Beam Park Strategic Development Areas and Queens Hospital
- v. Improving bus connections to/from key trip generators such as Queens Hospital;
- vi. Enhancing strategic transport links across the borough;
- vii. Improving road safety in the borough, especially in the vicinity of schools and KSI "hotspots";
- viii. Providing residents with options to travel sustainably and enabling walking and cycling
- ix. Working with partners to provide sustainable access to key employment areas across the borough including Rainham Employment Area and Queens Hospital;
- x. Requiring new development to optimise sustainable access and other future transport connections, wherever applicable;
- xi. Tackling key congestion "hotspots" through remodelling of Gallows Corner and Romford Ring Road to improve motor vehicle traffic flow and improve air quality;
- xii. Promoting the benefits of active travel to schools, local businesses and developers and supporting the development, delivery and monitoring of school, residential and workplace travel plans;
- xiii. Ensuring good sustainable access between new developments and public transport interchanges in the borough to promote active travel;
- xiv. Supporting new developments that include shared use routes for people walking and cycling which lead to public open spaces and parks to promote active recreational activities;
- xv. Taking an active role in the A127 Corridor for Growth project through cross borough engagement with Essex County Council and seeking improvements to the A127 that will facilitate growth along this corridor; and
- xvi. Working with neighbouring authorities to better co-ordinate highway works.

The Council will work positively with those who share its ambition to deliver these key transport infrastructure improvements and will support development proposals that are able to contribute to their delivery.

- 10.1.1** Havering has good access to the rest of London, Essex, Kent, and the rest of the South East via its strategic transport connections and routes. Congestion, north-south connectivity and air pollution are some of the key issues affecting Havering's transport network. As new development generates new trips, proposals are expected to be accompanied by a transport assessment or statement which sets out how adverse impacts will be avoided or mitigated. Travel Plans submitted through the planning

10 Connections



application process will be reviewed and monitored to ensure that developers are meeting their targets for modal shift. The Council will engage with local business to encourage the use of travel planning to increase modal shift to/from work away for the private vehicle.

- 10.1.2** It is recognised that the scale of growth in the wider sub-region will have a cumulative impact on the road networks within the region. The Council is committed to working with its subregional partners to mitigate these impacts and is already engaging with key partners such as TfL, the GLA, Essex County Council and neighbouring boroughs including the establishment of an inter-borough group reviewing the A127 corridor.
- 10.1.3** Policy 23 addresses a wide range of transport issues and contains a number of priorities to make the borough more accessible for its residents and visitors. The Council supports projects that improve the frequency and capacity of public transport trips towards central London and will continue to lobby train operating companies for such improvements. It will continue to press for a significant improvement to Romford Station by working closely with the stakeholders who have a role in, or responsibility for, the station. The Council is also committed to optimising the transport connections to essential services across the borough for those who do not have access to a car. New development is expected to seize opportunities to contribute to the projects listed within policy, including by design.
- 10.1.4** Positive discussions are currently taking place with the GLA concerning securing Havering's key strategic transport aspirations of remodelling of Gallows Corner, the Romford Ring Road and improving north south public transport connectivity. Havering sees these projects as key to the successful delivery of good growth within the borough. Havering is actively progressing this work and a feasibility study is currently being conducted looking at options for a new north south public transport link to support growth within the Strategic Development Areas.
- 10.1.5** Through Havering's Local Implementation Plan Annual Spending Submission, the Council will continue to deliver initiatives that enable sustainable and active travel across the borough and help to meet its statutory targets and support the Mayor's Healthy Streets agenda. New funding opportunities will be sought to assist with delivering Havering's strategic transport intervention aspirations.
- 10.1.6** New developments will provide an opportunity for the Council to seek financial contributions that can improve public transport access and deliver highway improvements where necessary.
- 10.1.7** Where developments propose the adoption of highways by the Council, developers will be subject to the requirements of a separate 'section 38 agreement' (s38 of the Highways Act 1980). The Council is not required to adopt private roads but may agree to do so if the highway is built to an adoptable standard and a commuted sum towards its ongoing maintenance is secured. Where developers seek to carry out works on the public highway a section 278 agreement (s278 of the Highways Act 1980) will be needed and supervision fees will be required to be paid.
- 10.1.8** The 2004 Traffic Management Act requires boroughs to “*secure the expeditious movement of traffic on the authorities' road network*”. The policies set out above will provide residents and visitors with alternative options to travelling by car and will help to meet this duty.
- 10.1.9** Promoting sustainable alternatives to the car can help to reduce congestion, reduce air pollution, and improve the health and wellbeing of Havering residents. There may be scope to provide longer routes for walkers and cyclists where these have the potential to connect to similar routes outside Havering.
- 10.1.10** Increasing accessibility to employment areas within Havering will reduce the need for residents to travel to work by private vehicle and increase the number of suitable job opportunities that are available for residents locally.

Table 3 Havering transport schemes

Transport Scheme	Scheme Description	Delivery Timescales	Key Partners
Strategic Transport Intervention - North South	A rapid transit link to improve north - south connectivity across the borough, in particular improving accessibility to Rainham, Romford and Harold Hill.	15 years+	Transport for London (TfL), Greater London Authority (GLA)



Transport Scheme	Scheme Description	Delivery Timescales	Key Partners
Public Transport Connection			
Strategic Transport Connection - Reconfiguration of Gallows Corner	Remodelling of Gallows Corner which will involve taking traffic underneath the junction to address congestion and smooth traffic flows at this busy traffic 'hot spot'. The proposal will enable better links between Harold Hill and Romford. It has the potential to improve the environment and provide scope for further development.	5-10 years	Transport for London (TfL), Greater London Authority (GLA)
Strategic Transport Connection - Romford Ring Road	Tunnelling parts of the western section of Romford Ring Road to improve pedestrian access into Romford town centre by reducing its barrier effect. The proposal has scope to provide further land for development and would complement the current housing zone proposals adjoining the west of Romford.	10-15 years	Transport for London (TfL), Greater London Authority (GLA)
Beam Park Station Development	A new station to be built along the Essex Thameside line at Beam Park. Network Rail are currently going through the GRIP design process and the station is expected to be operational by 2020.	0-5 years	Transport for London (TfL), Greater London Authority (GLA), Network Rail
A1306 Beam Parkway Major Scheme	Delivering transformational change to the road layout along the A1306 between Dovers Corner and borough boundary including Marsh Way bridge (2km in length). This will include Pocket Parks, play areas, new crossing points and shared use paths along the entire route to support the Rainham and Beam Park Housing Zone. This scheme is currently going through the detailed design process.	0-5 years	Transport for London (TfL)
Carriageway resurfacing	The Council is allocated funding through TfL's Principal Road Maintenance programme for carriageway resurfacing schemes (this applies to the "A" roads in the borough that are not the TLRN). The Council has a Highways Maintenance Capital programme to deliver carriageway and footway resurfacing improvements to other parts of the borough road network.	on-going	Transport for London
Improved bus access to London Riverside	Continuing to work with TfL London Buses looking at improving access by bus to the Rainham Employment Area to support the London Riverside Business Improvement District. The scope of the works includes bus linkages to Rainham from elsewhere in Havering as well as within the local area. The proposal supports the delivery of the London Riverside Opportunity Area, the Rainham and Beam Park Housing Zone, the new Beam Park station and the A1306 Major Scheme (funded by Transport for London).	on going	Transport for London (TfL), Greater London Authority (GLA), Developers
Improved access to Queens Hospital	Queens Hospital and King Georges Hospital (in LB Redbridge) have been undergoing a reconfiguration of some patient services in recent years. This has placed increasing pressure on the existing facilities	on going	Transport for London (TfL), Barking Havering Redbridge



Transport Scheme	Scheme Description	Delivery Timescales	Key Partners
	at Queens for people to park and local public transport including bus services. Increasing capacity at the bus interchange will, in time, allow for bus services to be routed via the Hospital and make it more accessible across the Hospital's catchment area. All transport modes to be targeted for improvement.		University Hospital NHS Trust
Railway capacity improvements	Havering continues to lobby relevant bodies including the Department for Transport, Network Rail, and Train Operating Companies (TOC) for longer (12 car) trains and "fast" peak time services to serve Romford Station. Havering also continues to lobby relevant bodies for 12 car trains to operate along the Essex Thameside line.	on-going	Department for Transport, Network Rail, Train Operating Companies
Romford Station Improvements (Southern Entrance)	The Council continues to lobby for a far more substantive programme of works for Romford Station to support the arrival of Crossrail. This includes developing a better interchange facility for passengers transferring from bus services south of Romford station to access the station itself from the south. The Council continues to press the case for a southern entrance for Romford station.	0-5 years	Transport for London (TfL), Crossrail, Greater London Authority (GLA)
Improving access to Crossrail stations (Romford, Gidea Park and Harold Wood)	A programme of improvements through the TfL Crossrail Complementary Measures programme resulting in public realm and access enhancements made to vicinity of Romford, Gidea Park and Harold Wood stations along the Crossrail line.	0-5 years	Transport for London (TfL)
Rainham Creek Bridge	Delivery of a link road to be used by buses that bridges the Creek and will connect existing roads. This will provide access to the Fairview Industrial estate and allow buses to travel on further through the Rainham and Beam Park Strategic Development Area.	0-5 years	Transport for London (TfL), Greater London Authority (GLA), London Riverside BID
Romford town Centre Accessibility Improvements	Improving walking and cycling access into Romford town centre including an improved east west link. Havering has been encouraged to apply for funding from TfL's 'Liveable Neighbourhoods' programme based on TfL's Healthy Streets Initiative. Urban realm design consultants are preparing a detailed design and associated works to support funding bid to TfL later in 2017. Scheme would include improvements to Ring Road junctions to make it easier to access Romford town centre by means other than the car.	0-5 years	Transport for London (TfL)
Improving bus access to Harold Hill.	Continuing to work with TfL London Buses looking at improving access by bus between Harold Wood Station and Harold Hill.	on going	Transport for London (TfL)
A127 Corridor Improvements	Working collaboratively with TfL, Essex County Council, Basildon, Southend, Brentwood and Thurrock District Councils examining the A127	5-10 years	Transport for London (TfL), Essex County



Transport Scheme	Scheme Description	Delivery Timescales	Key Partners
	Corridor from Gallows Corner in Havering out to Southend. This work will look at the aspirations that various authorities have for improvements along this key route with the long term aim of producing a "lobbying" document for external funding.		Council, Southend Borough Council.
M25/J28 Improvement scheme	Junction 28 of M25 improvement scheme to provide dedicated loop road for vehicles heading northbound on M25 wishing to head east bound up the A12. This scheme is aimed at increasing capacity at this junction and reducing accident rates. This scheme is being promoted by Highways England and is currently expected to be completed by 2023 depending on which option is chosen.	5-10 years	Highway's England, Transport for London
Highway Improvement schemes	Delivery of a variety of measures to improve Havering's highways network including, carriageway resurfacing, dropped kerbs, footway improvements, bridge strengthening, and delivery of physical measures on the highway to reduce casualty rates including 20 mph zones.	on going	Transport for London (TfL)
School Travel Planning	Through the Local Implementation Plan (LIP) Programme the Council will continue to work closely with schools across the borough to deliver and monitor their School Travel Plans. The Council offer support in the form of external funding, guidance together with suggested activities and initiatives, including provision of cycle training, theatre in education and curriculum materials to promote active, healthy, safe and sustainable travel to/from school as an alternative to using the car.	on-going	Schools, Developers
Residential Travel Planning	Travel plans submitted as part of planning applications will be reviewed and monitored to ensure appropriate objectives and targets are set for achieving modal shift.	on-going	Developers
Workplace Travel Planning	The Council will continue to engage with key trip generators in the borough (such as Queens Hospital) in developing and monitoring workplace travel plans. The Council offers workplace grants to businesses to spend on infrastructure that supports sustainable travel such as shower facilities and lockers.	on-going	Businesses
Reviewing and improving local parking restrictions	Continual programme of reviewing local parking restrictions to protect local resident parking provision, discourage commuter 'rail-heading', support local businesses and help encourage more sustainable travel choices.	on-going	Transport for London, developers



10.2 Parking provision and design

Policy 24

Parking provision and design

The Council will require all development to provide sufficient parking provision in accordance with the maximum parking standards in the London Plan.

In areas of the borough that have low public transport accessibility levels (PTAL 0-2), the minimum residential parking standards set out in Table 4 will apply.

In the most accessible parts of the borough (where a standard in the London Plan of up to 1 space per unit applies) the Council will expect a minimum of 0.5 parking spaces per unit.

In all areas the Council will support proposals that:

- i. Consider the location and layout of parking provision at the earliest stage and as an integral part of the design process;
- ii. Locate parking close to people's homes and in areas with natural surveillance;
- iii. Provide intensive and durable planting in regular intervals that visually screens the continuity of car parking to the front of dwellings and provides a green street scene; and
- iv. Include car club membership and provide car club parking spaces.

Where a development proposal would result in a net loss of car parking spaces the applicant will be required to robustly demonstrate that there is no need for these spaces.

Planning conditions and legal agreements may be used to restrict eligibility for on-street residential and commercial parking permits, irrespective of the amount of parking spaces provided off street as part of the development.

Parking provision in new shopping and leisure developments should serve the area/centre as a whole and not be reserved solely for use in connection with the development proposed and provided as short stay parking. Disabled parking and cycle parking should be located closest to town centres and the entrance of the facilities and should include provision for long and short stay use.

The Council will support development proposals that provide adequate off street servicing arrangements for commercial vehicles and general servicing.

10.2.1 Car parking for development should aim to strike an appropriate balance between meeting the essential parking needs of the site whilst neither acting as a discouragement to using public transport nor adding to demand for on-street parking. Discussion of the appropriate balance should form a key part of Transport Assessments. Travel Plans should be developed to minimise the need for car-based access. Developments should seek to provide the minimum realistic amount of car parking for the scheme, without undue risk of overspill parking onto surrounding streets. The allocation of car parking should consider the needs of disabled people, both in terms of quantity and location.

10.2.2 Developments will be supported that comply with the London Plan parking standards for all other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches;

10.2.3 The Council's approach to off-street car parking standards is to ensure that parking is not over-provided at destinations served by good public transport (maximum levels of provision), but to recognise and respect the decision many residents make to continue to own a car and ensure that adequate levels of off-street parking are provided in new residential development in areas with lower levels of accessibility to public transport.

10.2.4 The London Plan Parking Standards clearly outline the need for more sustainable travel. The parking standards for outer London boroughs allow for additional parking in comparison to central London boroughs. This is determined by the access to public transport, as identified by the TfL's Public Transport Accessibility Levels (PTAL).



- 10.2.5** The Council's Residential Car Parking Standards Report (2017) draws together a range of evidence to help inform the car parking standards for Havering. The report demonstrates that a significant proportion of the borough has a PTAL of 0-2 reflecting the lack access to rail or underground stations. Havering also has one of the highest levels of car ownership which is above the average for outer London boroughs. Unsurprisingly, the highest levels of car ownership per household are in the areas with the poorest public transport accessibility. In accordance with the London Plan the Council considers it appropriate to set minimum car parking standards for those areas with the lowest levels of public transport accessibility (see Table 4 below).

Table 4 Minimum Parking Standards - PTAL 0-2

1 bedroom	2 bedrooms	3 bedrooms +
1 parking space per unit	1.5 parking spaces per unit	2 parking spaces per unit

- 10.2.6** Some areas of the borough (such as central Romford and Upminster) have good or very good access to public transport. In areas well served by public transport and therefore with high PTAL levels, the Council has an obligation under the London Plan to reduce private car use and provide fewer parking spaces in comparison to other parts of the borough. The Residential Car Parking Standards Report (2017) found that in Havering, even areas with high PTALs can have higher car ownership levels than the outer London average.
- 10.2.7** The report also concluded that areas in Havering with higher PTAL scores, which generally lie on the main rail routes, have achieved those scores largely due to the ease of access to and from London rather than because of good local public transport provision in the borough. Driver trips are predominantly locally focused and without the availability of alternative options there is a demand to own and use cars. A key priority is therefore to increase public transport connections and sustainable travel options as detailed in Policy 23. A balance also needs to be struck between the provision of residential parking spaces and wider objectives such as reducing congestion and improving air quality and the use of parking controls to protect the amenity of existing residents. The Council consider it appropriate to set a minimum requirement of 0.5 spaces per unit in areas that would be captured by the London Plan policy as having a standard of less than 1 space per unit.
- 10.2.8** Car clubs and pool car schemes are becoming increasingly popular as a means of reducing the need for people to own a car, particularly in areas of good public transport accessibility where there may only be occasional need to use a car. The Council will expect the inclusion of a publicly accessible car club scheme where the scale of development would support the provision of such a scheme.
- 10.2.9** The London Plan has also set out a requirement for electric vehicle charging point parking spaces to be included within a development. Therefore, developments will need to include the minimum required electric vehicle parking spaces as required at the time of the application.
- 10.2.10** The Council will expect parking provision to be provided on site, however it is recognised that this may not always be sufficient. In situations where in-curtilage parking is required, it should be located close to the home to avoid inconvenience and increase natural surveillance. Large, isolated car parks should be avoided. Whilst parking will be provided within private areas, it should be recognised that people will wish to park where they consider convenient and this is often on the existing or proposed street. This should be taken into consideration, and parking designed to be convenient for residents so that streets are not dominated by cars.
- 10.2.11** The design and layout of new residential development should take account of the needs of people wishing to cycle through the provision of safe, accessible and secure cycle parking. Developers should aim to make cycle storage as convenient as access to car parking to encourage cycling as a sustainable mode of transport. New flatted development should provide some space either inside the building in a cycle store-room or provide a separate, secure and accessible bike shed within the overall development.
- 10.2.12** To reinforce the need for sufficient off-street parking provision and to encourage occupiers to use the available on-site parking, restrictions to eligibility for on-street parking permits can apply to existing and any future parking restrictions.



- 10.2.13** The Council will use informatives and legal agreements to ensure that future occupants are aware they are not entitled to apply for on-street parking permits.

10.3 Digital connections

Policy 25

Digital connections

The Council seeks to promote the enhanced connectivity of Havering by supporting the delivery of physical infrastructure capable of delivering high-speed broadband services and improved telecommunications coverage.

The Council will therefore support major development which future-proofs developments to accommodate high speed broadband infrastructure.

Developments should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified.

Applications for telecommunications equipment will be considered against the requirements of the National Planning Policy Framework. The Council will support proposals that:

- i. Utilise existing masts, buildings and other structures unless the need for a new site can be robustly justified;
- ii. Integrate successfully with the scale, character and appearance of the building on which or space in which the equipment is located, and the surrounding area; and
- iii. Do not have an unacceptable adverse impact upon the borough's heritage assets or the natural environment.

- 10.3.1** The Council recognises the growing importance of the need for modern, effective communications systems to serve local residents and businesses and their crucial role in both the national and local economy.
- 10.3.2** The benefits of enhanced digital connectivity are far reaching, with wider access to broadband not only encouraging local enterprise, but also paving the way for flexibility for residents to work from home, save on transport costs and reduce congestion. These are principles of sustainable economic growth and development that align well with the guiding principles of the NPPF (paragraph 42). Benefits of wider broadband access are also conveyed to local authorities, with enhanced communications networks providing opportunity to improve health, education and public service provision across the borough.
- 10.3.3** As technology continues to advance and new ways to better deliver communications infrastructure constantly sought, it is important that developers take the necessary steps to 'future proof' their developments, incorporating into design the latest construction methods and in-built physical infrastructure necessary to enable the delivery of high-speed broadband services. This includes the installation of direct fibre optic cable access and the provision of ducting from the buildings access point to the public highway.
- 10.3.4** In regards telecommunications infrastructure, the Government has issued Permitted Development rights to a variety of minor forms of telecommunications development. Part 24 of the General Permitted Development Order (1995) (as amended) "Development by Telecommunications Code System Operators" allows telecommunications operators to install and replace certain types of telecommunications equipment, provided certain criteria are met without the need for planning permission. Although the Council cannot object to the principle of development, in some instances, it can exercise control over the siting and appearance of telecommunications equipment in the interests of protecting amenity. Therefore, Policy 25 seeks to ensure the appropriate balance between providing essential telecommunications infrastructure and protecting the environment and local amenity is struck, particularly in areas of nature conservation, open space, and historic townscape that are more likely to be sensitive to the installation of new masts and structures than other land uses.



- 10.3.5** With continual advances in technology and a subsequent increase in demand for higher speed telecommunications equipment expected, it is essential that the proliferation of new telecommunications structures is controlled, their visual impact appropriately mitigated, and opportunities for the rationalisation or screening of equipment already installed on existing masts, buildings and associated street cabinets provided. Consequently, planning applications must be accompanied by detailed supplementary information which provides the technical justification for the proposed development, including the area of search, details of any consultation undertaken, the proposed structure and measures to minimise its visual impact.



11 High Quality Places

11.1 Urban design

Policy 26

Urban design

The Council will promote high quality design that contributes to the creation of successful places in Havering by supporting development proposals that:

- i. Are informed by, respect and complement the distinctive qualities, identity and character of the site and local area;
- ii. Are of a high architectural quality and design;
- iii. Provide creative, site specific design solutions;
- iv. Respect, reinforce and complement the local streetscene;
- v. Provide active streets, good sight lines and natural surveillance;
- vi. Are designed in accordance with the principles of Secured by Design;
- vii. Respond to distinctive local building forms and patterns of development and respect the visual integrity and established scale, massing, rhythm of the building, frontages, group of buildings or the building line and height of the surrounding physical context;
- viii. Fully integrate with neighbouring developments, existing path and circulation networks and patterns of activity particularly to accommodate active travel;
- ix. Provide well-defined public realm with defensible private spaces;
- x. Are built of high quality, durable, robust, low maintenance materials that integrate well with surrounding buildings;
- xi. Provide a high standard of inclusive access for all members of the public;
- xii. Demonstrate adequate on-going maintenance and management arrangements; and
- xiii. Make use of design competitions or other creative processes that can improve the design quality.

Development proposals of a strategic nature will be subject to an Urban Design Review Panel.

11.1.1 This policy sets out the design criteria that must be incorporated and addressed within developments. The policy is detailed in order to support the delivery of high quality design in the borough. The Council consider that high quality design and the on-going maintenance and management of development is critical to the delivery of successful places and cohesive communities where people choose to live and settle. Where appropriate, national, regional and local level design guidance and best practice standards should be applied in the design of all development. To this end, the Council will support a culture of continued improvement in quality, design and performance of new development. It will keep under review the need for specific planning policy guidance documents to be prepared to promote and secure its commitment to high quality places.

11.1.2 New development provides the opportunity to enhance the character of an area to create a positive sense of place by reinforcing, repairing and adding to the positive aspects of the built environment. It should seek to optimise the distinctive character of the existing buildings, landscape and topography, and incorporate the principles of 'Secured by Design'. Respecting local character does not necessarily mean replicating it. However, great care should be taken when incorporating contemporary design into the existing urban fabric. New and old buildings can coexist without negatively influencing the character of the area.

11.1.3 The design of large strategic schemes must adopt a rigorous design and impact approach involving detailed local area analysis of the site characteristics and the fabric of the surrounding environment and views. Account must also be taken of the adequacy of on-going management and maintenance arrangement. Given that large strategic schemes can be transformative, the Council wants to ensure that they are particularly well designed and focused on optimising the benefits to Havering residents and businesses. The Council understands that big schemes are complex to design, and so wants to work with developers at all stages of the design process to ensure that their brief aligns with the policies of Local Plan. In this regard, applicants are encouraged to engage with the Council as early as possible and throughout the design stages to ascertain and confirm the requirements of the Local



Plan policies. By agreeing the development brief at an early stage (RIBA Stage 0) ⁽⁷⁾ the design process can get off to the best start and by working together through subsequent RIBA Stages, the Council's Planning and Regeneration services and the developers will have the best chance of producing a high quality schemes that existing and future generations will enjoy.

- 11.1.4** Urban Design London has published "The Design Companion For Planning And Placemaking (2017)". This guidance supplements the NPPF and PPG and developers are encouraged to use this to shape the design process and outcomes.
- 11.1.5** Some areas may be considered to have poor, mediocre or no distinctive character. In these instances, where it can be robustly evidenced, good planning and urban design may justify a development that departs from its context for particularly high quality innovative proposals.
- 11.1.6** Applicants will need to explain how the development proposal responds to the character of the site and wider area through a Design and Access Statement, as required by relevant Article 8 of the Development Management Procedure Order. General features to consider include distinctive building styles, established scale, massing, height, materials, layout, access, trees, landscape features, open spaces, landmarks, views and heritage assets at statutory and local level.
- 11.1.7** The access to and circulation through a development should integrate with and improve the existing movement patterns of the wider area, and wherever possible, also seek to repair fragmented urban form and the pattern of a block or locality. A network of well-connected streets should be provided that offers a choice of routes with easy access to local amenities, open space, the public transport network and established routes.
- 11.1.8** Streets should be designed as public spaces with the needs of all users considered. Well designed streets with safe, direct, convenient and clear pedestrian and cycle routes helps to maximise the transport choices of residents, and can influence people to use more active modes of travel. Residential layouts designed solely to meet the requirements of vehicular traffic are not acceptable. New routes and connections should provide integrated routes for pedestrians, cyclists and vehicular traffic.
- 11.1.9** Infill developments should pay particular attention to the way they link together the areas that surround the site to avoid creating isolated enclaves of development. However, the need for permeability should still maintain safety, security and privacy. Routes into and through a development should minimise areas where the private activities of residents are visible to the public, and all access points should be clearly visible and should contribute to mixed, sociable communities and avoid isolation.
- 11.1.10** Most of Havering's streets are grid based, characterised by a framework of interconnected routes that define street blocks, as is typical of outer London suburban locations. In most cases, new developments should respond to the traditional street pattern that exists in the borough. Because the layout of housing within these blocks can range from terraces to detached homes, new developments should take account of the block size and structure of the area surrounding the site.
- 11.1.11** Active frontages, characterised by frequent doors and windows, help to avoid blank walls facing the public realm and provide natural surveillance. Primary access to dwellings should be from the street wherever possible, and direct rather than communal entrances are preferred to support active frontages and contribute to the legibility of an area. Where communal entrances are required (for example to stair and lift lobbies) the entrances should be prominent, generous and have secure access for residents.
- 11.1.12** Scale, massing and height refer to the arrangement, volume, shape and size of a building or a group of buildings in relation to other buildings and spaces; and their combined visual impact. It is these aspects of the built form which determine views, vistas and skylines. New development should reflect the existing building lines and rhythm of the street. Where uniform building heights form a distinctive character, major variations will not normally be appropriate. It is important to ensure that new buildings are well laid-out internally and do not lead to cramped layouts.

11 High Quality Places



- 11.1.13** Development should be designed to use building materials and systems that minimise building operation and maintenance costs, and environmental impact, for the lifetime of the development. Use of durable and high quality materials is fundamental to creating robust and sustainable residential development. Materials should be chosen to withstand their environment and likely abuse with minimal maintenance. Poor quality materials that are hard to maintain will wear badly and will not be acceptable.
- 11.1.14** High quality contemporary materials can create an attractive and distinctive character, however, care should be taken to ensure that all materials respond to the site context and design objectives. Thought should be given to the sourcing, energy efficiency and life cycle of the materials chosen. Permeable paving should be used where possible for hard surfacing.
- 11.1.15** Ensuring inclusive access in development proposals will enable everyone, regardless of disability, gender or age, to access the development. In Havering, it is particularly important that careful consideration is given to the developing an environment suitable for an ageing population. Accessibility is a significant issue because of the high proportion of older people in the borough, the relatively high number of households containing someone with physical disability, and the forecast increase in the numbers of very young and very old.
- 11.1.16** The Council supports the use of Urban Design Review Panels and will expect development proposals of a strategic nature to be subject to such as review. Development proposals of a strategic nature are those that have potential to significantly impact or alter the character of an area. This will include large development schemes within the Romford and Rainham and Beam Park Development Area.

11.2 Landscaping

Policy 27

Landscaping

The Council will support development proposals that incorporate a detailed and high quality landscape scheme which:

- i. Takes full account of the landscape character of the site and its wider setting;
- ii. Retains and enhances existing landscape features that contribute positively to the setting and character of the local area;
- iii. Demonstrates how existing landscape features will be protected during the construction phase;
- iv. Maximises opportunities for greening, through the planting of trees and other soft landscaping;
- v. Provides strong boundary treatment that integrates with and is sympathetic to the local landscape character and street scene; and
- vi. Supports natural habitats and opportunities for enhancing biodiversity.

All proposals will be required to demonstrate that adequate arrangements have been made for future maintenance and management and major development proposals should be supported by a comprehensive Management Plan.

- 11.2.1** Landscape refers to the character, design and appearance of all of the spaces between buildings. High quality landscapes can contribute positively to the streetscape and local character of an area, promote a sense of place, provide visual amenity, enhance security and safety, enhance the sustainability of the development, support natural habits and biodiversity and provide opportunities for recreation and relaxation. To ensure that new development both integrates with and enhances its surroundings, it is essential that the design and continued maintenance of the spaces around buildings is given equal consideration to the design of the buildings themselves.
- 11.2.2** Landscape schemes will be required for all development proposals. The level of detail provided as part of the planning application should be commensurate with the size, type and location of the new development and its impact on the local area.
- 11.2.3** Landscape design should be integrated with the building design from the earliest stage. The scale of the landscape elements within the scheme should be appropriate to the development as a whole. Landscape elements should be appropriate to the space actually available, and elements should not



be forced into areas where they do not fit or are overly crowded. Equally, it is important that landscaped areas are of adequate size and scale to become established as well as allowing space for necessary maintenance to take place.

- 11.2.4** Landscape schemes should contribute to sense of place and local distinctiveness. Opportunities to enhance the landscape character or appearance of an area through, for example, planting locally native species, harnessing the topographical character of the site and retaining existing landscape features and trees are encouraged.
- 11.2.5** Areas of the borough with an undistinguished or poorly defined landscape character provide the opportunity to bring forward landscape schemes with their own distinct character which improve the amenity and appearance of the wider area through, for example, the planting of ornamental trees and shrubs and use of high quality contemporary hard landscaping.
- 11.2.6** It is important to clearly define the boundary between public, private and communal spaces in order to provide clear ownership and responsibility for all open areas around new development and increase privacy and security. Landscaping features should avoid screening areas that would otherwise benefit from natural surveillance. Boundary treatments are particularly important for the integration of new development into the local area, and should be sympathetic to the local landscape character and street scene. Front boundaries should reinforce the prevailing character of the streetscape, especially where a continuous uniform treatment forms a distinctive character. Boundary design should also complement the design materials and techniques used in the overall scheme.
- 11.2.7** Landscaping schemes should demonstrate a commitment to promoting biodiversity. Wherever possible, the opportunity to create new areas of wildlife habitat should be taken. Biodiversity can be incorporated into development through wildlife-friendly landscapes, careful choice of plant and tree species, installation of Sustainable Drainage Systems (SuDS), and features such as green walls, balconies and roofs, and nesting and roosting spaces. Such measures also contribute to the protection and promotion of habitat links with adjacent areas to extend wildlife corridors as defined in Policy 30.
- 11.2.8** In situations where development is planned to take place in an area where there are existing trees, particularly where the trees are identified as subject to a Tree Preservation Order (TPO), a site survey and arboricultural method statement will need to be conducted to ensure no harm comes to the roots or crown of the tree during construction. Guidance can be found in the British Standard document BS 5837:2012 (Trees in relation to design, demolition and construction. Recommendations) and any future replacement for this standard, on the minimum requirements which need to be adhered to.
- 11.2.9** A comprehensive management plan will be sought for all major applications including residential, commercial, industrial and mixed use development. The Management Plan should set out the on-going maintenance tasks, the long-term goals of the landscape scheme and how these will be achieved, typically covering the establishment (e.g. first 5 years), maturation (e.g. years 6 to 15) and long-term mature (e.g. year 16 onwards) periods.
- 11.2.10** The Council may attach conditions to the planning application or enter into a Section 106 agreement with the developer/ landowner to ensure the long-term management and maintenance of the landscaping on the site. Generally, the approved landscape scheme will be required to be maintained for a minimum of five years with replacement of any plants/trees which fail to survive.

11.3 Heritage assets

Policy 28

Heritage assets

The Council recognises the significance and value of Havering's heritage assets and will support:

- i. Proposals that seek to sustain or enhance the significance of heritage assets at risk in the borough;
- ii. The maintenance of up to date Conservation Area Appraisals and Management Plans;
- iii. The identification, and maintenance, of a local list of non-designated heritage assets that meet agreed selection criteria;



- iv. Well designed and high quality development in a Conservation Area, or its setting, which preserves, enhances or better reveals the character and appearance of the area and its significance, and which contributes to local character and distinctiveness, taking into account the Conservation Area Appraisal or Management Plan. Where a building (or other element) detracts from the significance of a Conservation Area, its removal will be supported when acceptable plans for redevelopment have been agreed;
- v. Viable uses, alterations or extensions to a listed building, or development within its setting, which would not be harmful to the significance of the heritage asset, including its historic and architectural interest;
- vi. Well designed and high quality development within a Registered Park or Garden of Historic Interest, Historic Park or Garden of Local Interest, Area of Special Townscape or Landscape Character, or within their setting, which sustains or enhances the significance of the heritage asset, including its special character and important views; and
- vii. Proposals affecting the significance of a heritage asset with archaeological interest, including the contribution to significance made by its setting, where:
 - a. The proposals are supported by an appropriate assessment of the asset's significance;
 - b. Any harm is minimised, clearly justified and necessary to achieve public benefits that are substantial enough to outweigh loss or harm to the asset's significance; and
 - c. The significance of any asset or part of an asset to be lost is recorded and made publicly accessible.

Substantial harm to, or loss of, a Scheduled Monument or non-designated heritage asset with archaeological interest that is demonstrably of national importance, will only be considered in exceptional circumstances.

- 11.3.1** Havering's historic environment is central to its cultural heritage and is at the heart of its identity. It makes a significant contribution to the local economy and has a positive impact on the borough's communities, the well-being of individuals and their quality of life. The Council is committed to identifying, conserving and enhancing the significance of the borough's historic environment, and to seeking opportunities for people to access, enjoy and learn from its heritage assets, through sustainable development.
- 11.3.2** The Local Plan identifies a number of key growth areas in the borough which provide diverse development opportunities that can capitalise on Havering's unique historic environment. High quality design and heritage-led development that responds to the character and appearance of the historic environment in these and other areas of the borough, and which positively contributes to local character and distinctiveness, will be encouraged in order to help sustain the distinctive character and vitality of the borough's town centres and neighbourhoods.
- 11.3.3** The borough contains a wealth of designated heritage assets, including 140 listed buildings, 3 Scheduled Monuments, and 11 Conservation Areas that are afforded statutory protection, and Upminster Court Gardens, which is on Historic England's Register of Parks and Gardens of Historic Interest in England. The Council will contribute to the maintenance of a 'heritage at risk register' with a view to raising the profile of those designated heritage assets that are at risk in order to help secure development proposals that will conserve and enhance their significance, and secure an appropriate viable use. All development proposals affecting designated heritage assets will be dealt with in accordance with the relevant legislation and the NPPF.
- 11.3.4** In order to ensure the preservation of the significance of listed buildings in Havering, planning applications involving alterations, extensions, alternative viable uses, or changes to their setting, will be considered more favourably when the proposals are clearly justified and necessary, and have been designed to enhance and minimise their impact on the significance of the heritage asset, including through appropriate conservation and enhancement measures.
- 11.3.5** The borough's Conservation Areas each have their own special character and architectural and historic interest that contributes to their significance, which needs to be respected by new development within them, and within their setting. For example, the special interests and significance of the Gidea Park Conservation Area, with its individually architect designed 'Arts and Crafts' style Competition and Exhibition houses, are very different to that of Romford Conservation Area, which are based on its historic significance rather than a defined architectural character. Proposals for new and replacement



buildings and features within a Conservation Area or its setting, will be expected to be of a high quality design that responds to the important characteristics of the Conservation Area, and which will preserve, enhance or reveal its character and appearance, and significance. For this reason, the Council will not normally accept applications for outline planning permission within Conservation Areas or their setting, and demolition will only be considered where the building, or other element, fails to make a positive contribution to the character or appearance, and significance of the Conservation Area. Where the exercise of permitted development rights would erode the character or appearance of a Conservation Area, or other heritage asset, the council will seek to sustain their significance, including the contribution to significance provided by their setting, through the use of Article 4 directions.

- 11.3.6** In order to manage development in a way that conserves and enhances the borough's historic areas, the Council will undertake its duty to review the identification and designation of Conservation Areas against its agreed criteria for special architectural or historic interest. It will support the maintenance of the borough's Conservation Areas through the preparation of up to date appraisals and management plans. The Romford Conservation Area Appraisal is the first to be reviewed due to its 'at risk' status and its location within a Strategic Development Area, and this process is underway. The forthcoming review of the Gidea Park Conservation Area Appraisal will include a review and appraisal of the area previously designated as the Gidea Park Special Character Area within the 2008 Local Development Framework.
- 11.3.7** Not all of Havering's heritage assets are designated. There are also many non-designated heritage assets that contribute to the character and distinctiveness of the borough's historic environment including historic parks and gardens of local interest and locally important historic buildings. In order to ensure that these elements of the historic environment are conserved in a manner appropriate to their significance, the Council will work with local communities to promote the identification and maintenance of a list of non-designated heritage assets when these meet its agreed criteria. Development proposals affecting non-designated heritage assets will be dealt with in accordance with the NPPF.
- 11.3.8** To enable the Council to determine a the potential impact of a development proposal on the historic environment, it will require applications affecting a heritage asset, or its setting, to be accompanied by either a Design & Access Statement that includes both an assessment of the assets significance and impact statement, or a separate Heritage Statement. Proposals that affect a site which includes, or has the potential to include, heritage assets with archaeological interest, will need to be accompanied by an archaeological desk-based assessment, and may also require field evaluation in order to determine its significance. All proposals affecting heritage assets should be informed by consultation with the Historic Environment Record and assessed using appropriate expertise. The level of assessment needed should be proportionate to the significance of the asset affected and the impact of the proposal. In order to ensure opportunities for people to access and learn from the borough's historic environment, where the loss of the whole, or a part of a heritage asset's significance is necessary and clearly justified, the Council will require the developer to record and advance public understanding of the significance of the heritage asset by making the results publicly accessible.



12 Green Places

12.1 Green infrastructure

Policy 29

Green infrastructure

The Council will seek to maintain and expand the network of green spaces and natural features in Havering and optimise the benefits of green infrastructure to the environment, economy and community.

The Council will support development which includes green infrastructure on-site which is multifunctional and integrates into the wider green infrastructure network.

Developers are expected to work with existing partnerships to support and enhance green infrastructure provision including:

- The All London Green Grid
- Thames Chase Community Forest
- Rainham Wildspace
- Land of the Fanns Landscape Partnership
- Roding, Beam & Ingrebourne Catchment Partnership

12.1.1 Green infrastructure is a network of green spaces and natural features that provide multiple benefits for the environment, economy and community. The benefits of green infrastructure include enhancing biodiversity, alleviating flood risk, providing opportunities for recreation, physical activity and education.

12.1.2 Havering has an extensive green infrastructure network comprising of many natural and semi-natural spaces, parks and gardens, woodland, rivers and their corridors. Policy 29 seeks to maintain and enhance Havering's position as one of London's greenest boroughs and ensure that development proposals are realising opportunities to integrate green infrastructure on site. Green infrastructure may include public rights of way in the form of bridleways and footpaths. These provide an opportunity for informal recreation such as horse-riding and walking and may provide scope for longer routes where they link up with similar features in adjoining areas.

12.1.3 Many developments have the potential to incorporate elements of green infrastructure. Examples of green infrastructure include green walls and roofs, water sensitive urban design and Sustainable Drainage Systems (SuDS), new planting and landscaping, enhancement of river corridors. Policy 29 therefore links with other policies in the Local Plan which set out requirements on the integration of types of green infrastructure into developments including policies on residential design and amenity, Open space, sports and recreation, Nature conservation, Landscaping, Rivers and river corridors, Heritage assets and Air quality (Policies 7, 18, 30, 27, 31, 28 and 33 respectively).

12.1.4 The London-wide framework to deliver green infrastructure is the All London Green Grid which is embedded in the London Plan and its supplementary guidance, of which the 'Thames Chase, Beam & Ingrebourne Area Framework' is specifically applicable to Havering. The key objectives and priorities for the Thames Chase Community Forest are outlined in the Thames Chase Plan (2014). The objective of the Rainham Wildspace is to deliver the London Riverside Conservation Park, as set out in London Riverside Conservation Park: WildSpace for a World City (2005). The Land of the Fanns Landscape Partnerships is a recently established partnership focusing on key heritage components. The Roding, Beam & Ingrebourne Catchment Partnership has been established to improve the rivers within the catchment and bring direct on-the-ground benefit to people and wildlife as set out in the Roding, Beam & Ingrebourne Catchment Plan.



12.2 Nature conservation

Policy 30

Nature conservation

The Council will protect and enhance the rich biodiversity and geodiversity in Havering by:

- i. Protecting Sites of Specific Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation.
- ii. Conserving and, where possible, extending wildlife corridors;
- iii. Preserving 'veteran' trees and ancient woodland outside protected areas;
- iv. Protecting recognised priority species and habitats; and
- v. Supporting development that provides appropriate new biodiversity features on site.

- 12.2.1** Havering's natural environment is important for the residents in the borough and the wider region. Many research studies have highlighted the importance of nature and access to the natural environment on people's health, wellbeing and development.
- 12.2.2** Havering's historic parks, river valleys and Thames-side marshland hold a significant proportion of London's entire resource of a number of priority habitats including hedgerows, wet woodland, lowland mixed deciduous woodland, lowland meadows, coastal and floodplain grazing marsh, lowland fens, reedbeds, rivers and ponds. These habitats are also important for a number of protected and priority animal and plant species. The Havering Nature Conservation and Biodiversity Strategy (2014) sets out how the Council and its partners will promote, protect and enhance biodiversity in the borough.
- 12.2.3** The Council is committed to the protection of the most important areas of semi-natural habitat. Within Havering there are three Sites of Specific Scientific Interest (SSSIs), seven Local Nature Reserves (LNRs) and 89 Sites of Importance for Nature Conservation. These sites are identified on the Proposals Map and in Annex 7.
- 12.2.4** SSSIs are the principal designation of sites and habitats of high national nature conservation importance. The Inner Thames Marshes SSSI forms the largest remaining expanse of wetland bordering the upper reaches of the Thames and supports large numbers of overwintering and breeding wetland birds, rare plant and invertebrate species, and diverse marine wildlife. The Ingrebourne Valley SSSI supports the largest, and most diverse coherent areas of freshwater marshland in Greater London and includes extensive areas of reed-sweet grass. Hornchurch Cutting is a geological SSSI with glacial deposits containing Jurassic-age rocks and fossils.
- 12.2.5** The function of LNRs is principally to preserve features and areas of special interest and to provide opportunities for the study and enjoyment of their natural interest. Local Authorities have the power to acquire, declare and manage land as LNRs. The Council also has a duty to further the conservation and enhancement of such sites.
- 12.2.6** In addition, there are a number of Sites of Importance for Nature Conservation (SINCs). These are based on a hierarchy from sites of metropolitan importance to sites of borough and local importance. In line with the London Plan, sites of metropolitan importance will be given the strongest protection, with sites of borough and local importance given the level of protection commensurate with their importance. The SINCs in the borough have been reviewed following close working with Havering Wildlife Project and the London Wildlife Board, which has led to one site being promoted to metropolitan level and extended and newly designated sites of borough importance. In addition, the recommendations of the GLA SMI SINC review (2016) have been taken on board following the promotion of a site to metropolitan level.
- 12.2.7** Wildlife corridors are linear features which connect significant areas of wildlife habitat and, in so doing, moderate some of the adverse ecological effects of habitat fragmentation. Havering has a concentration of sites of high biodiversity value across the northern ridge and, in the south of the borough, the high-value Ingrebourne and Inner Thames Marshes SSSIs and the corridor of the River Thames. Wildlife corridors should have a minimum continuous band of natural vegetation of 10 m by 30 m



wide. Conditions may be used for development adjacent to wildlife corridors, to make sure adverse impacts are prevented. Wildlife corridors are indicated on Map 2 'Havering Wildlife Corridors'. The table below highlights the type of corridor and the desired vegetation.

Table 5 Corridor type and vegetation requirements

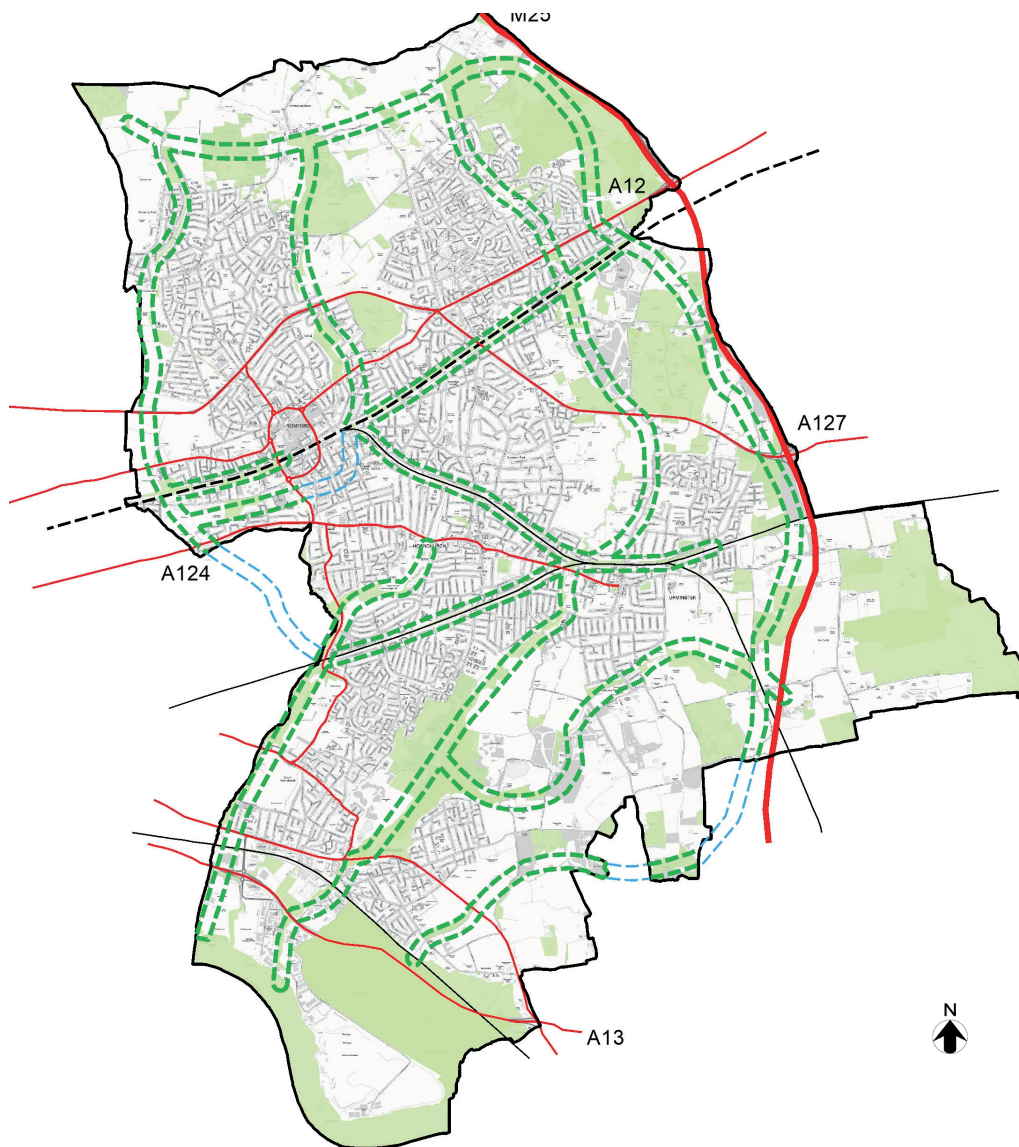
Corridor	Vegetation
All corridors	Rough grassland / low scrub
Corridors running north from the Thames	Open grassland on south facing slopes of river / stream valleys, where possible with exposed gravel
Rivers and streams	Continuity of bankside vegetation, ideally 15m wide
Thames corridor	Continuity of open habitat - foreshore and rough grassland / low scrub - at least 30m wide

12.2.8 Havering is the 6th most wooded borough in London⁽⁸⁾. Trees make a valuable contribution to the quality of life in Havering. Veteran trees and ancient woodland outside designated areas are particularly valuable for biodiversity and their loss should be avoided.

12.2.9 Development must demonstrate that the impact of proposals on protected sites and species has been fully assessed when development has the potential to impact on such sites or species. Appropriate mitigation and/or compensation measures will also need to be identified where necessary. The Council will offer early advice and will require protected species surveys to be carried out where occurrence of protected species is either confirmed or likely, including derelict or vacant land and buildings.

12.2.10 In addition to legally protected species such as bats, great crested newts, badgers, reptiles and water voles, Havering has important populations of other species listed in National, London or Havering Biodiversity Action Plans (BAP). Development is expected to identify appropriate measures to extend favourable conditions for protected species on land and in buildings, e.g. through landscaping or by providing bird or bat boxes. Policy 27 sets out how this can be achieved. Major developments are expected to demonstrate how biodiversity is promoted on site via ecological management plans and strategies.

Map 2 Havering Wildlife Corridors



Wildlife Corridor

- Corridor
- Corridor Link
- Class A Roads
- Motorway
- Borough Boundary

	Scale: 1:80000 Date: 17 March 2017 0 1000 2000 3000 metres
Havering LONDON BOROUGH London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2017 Ordnance Survey 100024327



12.3 Rivers and river corridors

Policy 31

Rivers and river corridors

Havering's rivers and river corridors fulfil important biodiversity, recreation, placemaking, amenity, freight transport and flood management functions which the Council will seek to optimise.

The Council will seek to enhance the river environment by requiring developments in close proximity to a river to investigate and, where feasible, secure opportunities to restore and enhance rivers and their corridors in line with the Thames River Basin Management Plan (RBMP). This should, wherever possible, include the integration of flood defences into new developments. Where enhancements or restoration are financially viable but not feasible a financial contribution will be sought.

To protect and enhance the biodiversity and amenity value of river corridors while accommodating future adaptations to flood defences, the Council will require development to be set back by 8 metres from main rivers, ordinary watercourses and other flood assets, and 16 metres from tidal rivers or defence structures.

In the Thames Policy Area(as identified on the Proposals Map) the Council will support development which:

- i. Establishes a link with the river, preserves and enhances views to and from the river and creates a high quality built and natural environment;
- ii. Contributes towards the enhancement and extension of a riverside path to enable local communities to enjoy the riverside;
- iii. Facilitates and acts on the recommendations of the Thames Estuary 2100 Plan;
- iv. Contributes to the safeguarding of Halfway Wharf and Phoenix Wharf from redevelopment for other purposes which would prejudice their use for river based freight related purposes.

12.3.1 Havering's rivers and river corridors are important elements of the green infrastructure network, providing multiple benefits for the community, environment and economy. Policy 31 should be read alongside the 'Blue Ribbon Network' policies in the London Plan, which relate to London's strategic network of waterspaces. Further requirements for development regarding flood risk management are contained in Policy 32.

12.3.2 All the rivers in Havering (Beam, Ravensbourne, Rom, Ingrebourne and Southall Sewer and Runningwater Brook) are currently at 'moderate' status under the Water Framework Directive and will need to achieve 'good' ecological status or potential by 2027. There are a wide range of measures that have been identified to improve the waterbodies such as re-naturalisation, de-culverting, re-connecting rivers to their floodplains, in-channel enhancements, creating wetlands and reedbeds, tackling domestic plumbing misconnections, improving fish passage with the removal or notching of weirs and eradicating and managing non-native species.

12.3.3 The Thames River Basin Management Plan sets out measures to improve water quality and the ecological status of water bodies in the borough and the wider catchment. Pollution and poor water quality from urban and agricultural run-off are identified as particular issues for Havering. Key actions identified applicable for Havering include:

- To improve water quality from urban diffuse pollution
- To re-naturalise the River Ravensbourne through Harrow Lodge Park
- To restore the Beam through the Washlands Flood Storage Area
- To investigate methods for improving fish passages through tidal sluices

12.3.4 In addition, the Council has the ambition to enhance the River Rom as part of its development aspirations in the Romford SDA. The Council is engaging with the Environment Agency to explore possible measures. Policy 1 sets out the requirement for developers to facilitate and contribute towards these enhancements.



- 12.3.5** For development in river corridors and areas affected by tidal flood risk developers should work in partnership with the Environment Agency and the Council to obtain advice on necessary improvement measures, integrating improvements to flood defences in the design of development and creating an attractive riverside. There is potential to improve the riverside both when defences are raised and when they are repaired or replaced. Only when it can be demonstrated that on-site improvements are not feasible, will a financial contribution for off-site provision be considered.
- 12.3.6** Developments that cause further deterioration of the watercourse or prevent future improvement measures from taking place will not be permitted. In certain circumstances, it may be necessary for the developer to undertake a Water Framework Directive assessment particularly if there are direct works to a river.
- 12.3.7** Policy 31 sets out the minimum requirements for development to be set back from the top bank of rivers. An appropriate buffer is required to maintain and improve access to existing flood defences, safeguard land for future flood defence raising and landscape, amenity and habitat improvements. A different appropriate distance may be agreed by the Council or the Environment Agency to achieve biodiversity, amenity or flood management objectives.
- 12.3.8** The London Plan requires Thames-side boroughs to define a Thames Policy Area (TPA), to highlight the strategic importance of the River Thames. The boundaries of the TPA in Havering have been identified in consultation with neighbouring boroughs. Development within the TPA provides the opportunity to enhance and expand the existing pedestrian and cycle path that stretches along the Thames.
- 12.3.9** The Thames Estuary 2100 (TE2100) Plan sets out the Environment Agency's recommendations for flood risk management for London and the Thames estuary and includes a range of short, medium and long-term actions. New land will be required for new defences, enlarged defences, new barriers, new areas of habitat creation, and in some cases flood storage. Developments in the Thames area are expected to have regard to these actions and recommendations to assure they remain possible, and where possible contribute to their delivery.
- 12.3.10** Halfway Wharf (formerly Tilda Rice) and Phoenix Wharf are both subject to existing safeguards. In line with London Plan policy on increasing the use of the Blue Ribbon Network for freight transport, the increased use of the borough's wharves will be encouraged.
- 12.3.11** As a tidal river, the Thames is part of the South East Inshore Marine Plan area. The Marine Plan for this area is currently being prepared by the Marine Management Organisation. Until the South East Marine Plan has been adopted, developments affecting the River Thames should take account of the UK Marine Policy Statement.

12.4 Flood management

Policy 32

Flood management

The Council will support development that seeks to avoid flood risk to people and property and manages residual risk by applying the Sequential Test and, if necessary, the Exception Test as set out in the NPPF.

The Council's Strategic Flood Risk Assessment should be used as a starting point regarding local flood risk guidance.

In addition to the requirements set out in the NPPF, the Council will require site-specific flood risk assessments for development on:

- i. Sites where drainage problems have been identified by the Council;
- ii. The Washlands Flood Storage Area (FSA); and
- iii. Sites deemed necessary by the Council as a Lead Local Flood Authority.

The Council will seek to reduce the risk from surface water flooding by requiring development proposals to:



- iv. Reduce surface water runoff by providing sustainable drainage systems (SuDS), unless there are practical reasons for not doing so; and
- v. Ensure that proposals for SuDS apply the London Plan drainage hierarchy achieving greenfield run-off rates, where feasible, and include clear arrangements for ongoing maintenance over the lifetime of the development.

The Council will expect developments to identify reasonable opportunities for flood risk reduction measures and resilient design and construction and not increase the risk of flooding.

The Council will seek financial contributions towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime.

- 12.4.1** Havering has a large proportion of London's floodplains. In addition to the areas of the borough at risk of flooding from rivers, other areas may also be at risk from flooding from groundwater, surface water runoff, ordinary watercourses and/or culvert blockage. The Havering Local Flood Risk Management Strategy provides information on all types of flooding in the borough and explains the powers and responsibilities regarding flood risk.
- 12.4.2** The requirements for the Sequential and Exception Tests are set out in the NPPF. The aim of the Sequential Test is to steer development to areas with the lowest probability of flooding. If development cannot be located in zones with lower probability of flooding development will need to apply the Exception Test, demonstrating that wider sustainability benefits outweigh the flood risk and including a site-specific flood risk assessment.
- 12.4.3** Policy 32 has been informed by the recommendations of the Strategic Flood Risk Assessment (2016) (SFRA), which should be used by developers as a starting point regarding flood risk guidance. The SFRA identifies the areas at risk of flooding in the borough and sets out when developers need to submit site-specific flood risk assessments.
- 12.4.4** Apart from the requirements in the NPPF and London Plan, site-specific flood risk assessments will also be required where drainage problems are identified by the Council. This specifically includes development in the Havering Critical Drainage Areas (HCDAs) as identified in the SFRA. Site-specific flood risk assessments are particularly important as these HCDAs have known localised flooding problems which can cause significant damage. No Critical Drainage Areas have been identified in Havering by the Environment Agency. Site-specific flood risk assessments will also be required on other sites with potential flooding issues known by the Council. Early engagement with the Council as the Lead Local Flood Authority is therefore recommended.
- 12.4.5** The Washlands is a Flood Storage Area (FSA) for the River Beam. Due to the significant amount of development being proposed in, and nearby, the Washlands FSA as part of the Rainham and Beam Park Strategic Development Area, developments within the FSA will need to submit a site-specific flood risk assessments. This should specifically demonstrate resilience measures, safe access and egress or places of refuge as well as the potential of increasing flood risk elsewhere.
- 12.4.6** Developers should utilise the Government's Site-Specific Flood Risk Assessment Checklist in preparing site-specific flood risk assessments. The Council will consider the information in the Government's Flood Risk Assessments Checklist ⁽⁹⁾, the PPG and the SFRA in evaluating planning applications and accompanying site-specific flood risk assessments.
- 12.4.7** Sustainable Drainage Systems (SuDS) should be designed appropriately for the local site characteristics. The Council's SuDS Developer Guide (2015) provides detailed guidance on the optimal integration of SuDS in the design of developments. The Havering Local Flood Risk Management Strategy (2015) sets out what runoff rates are expected to be achieved by implementing SuDS.
- 12.4.8** Developers should consult the Council as the Lead Local Flood Authority at an early stage in the design process to create a clear understanding of site-specific design requirements and constraints. Measures to make development resilient to flooding should be included in the development of design proposals, dependent on the likely level of flood risk at a site. This will permit a quick recovery

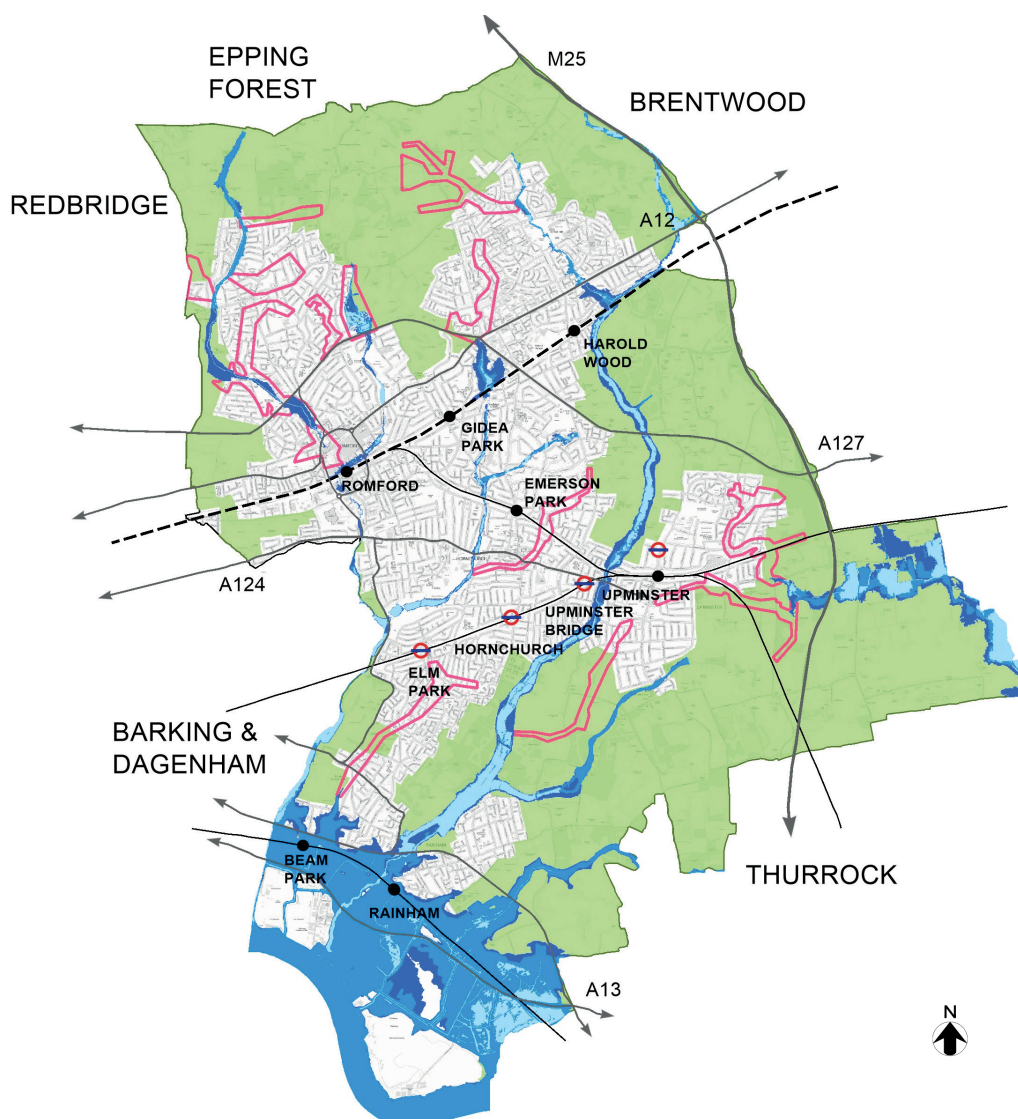
9 <http://planningguidance.communities.gov.uk/blog/guidance/flood-risk-and-coastal-change/site-specific-flood-risk-assessment-checklist/>

post-flooding. The Council has specific guidance available to appropriately consider flood resilient development. Developers are also expected to include proposals for future maintenance and operation, including continued realisation of any non-drainage related benefits.



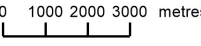


Map 3 Havering Flood Zones and HCDAs



Flood Zones

- | | | | |
|---|--|---|---------------|
|  | Flood Zone 3b |  | Green Belt |
|  | Flood Zone 3a |  | A Roads |
|  | Flood Zone 2 |  | Motorway |
|  | Havering Critical Drainage Areas (HCDAs) |  | National Rail |
| | |  | Crossrail |

  	Scale: 1:85000 Date: 02 May 2017 
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12.5 Air quality

Policy 33

Air quality

The Council is committed to improve air quality in Havering to improve the health and wellbeing of Havering's residents. The Council will support development which:

- i. Is at least air quality neutral;
- ii. Optimises the use of green infrastructure to reduce pollution concentrations and exposure (see Policy 29);
- iii. Delivers measures to support active travel to reduce emissions (see Policy 23)
- iv. Meets the targets for carbon dioxide reduction in the London Plan (see Policy 36); and
- v. Minimises emissions from construction (see Policy 34).

12.5.1 The whole of the borough is identified as an Air Quality Management Area on the basis of Nitrogen Dioxide (NO₂) levels. Although these levels are not breached in all areas of the borough it is acknowledged that activities which cause air pollution affect the wider area. The health effects of air pollution are serious and long-term exposure can affect lung function, breathing and asthma.

12.5.2 The Council is committed to improving air quality in the borough to improve the health and wellbeing of Havering's residents and is preparing an Air Quality Action Plan setting out how air quality in the borough can be improved and health benefits can be maximised. This includes the encouraging choices which include of sustainable and active travel, the use of green infrastructure and renewable energy.

12.5.3 In line with London Plan policy, development will be expected to be air quality neutral. The minimum benchmarks in the GLA's Sustainable Design & Construction SPG will need to be complied with. Where there is a risk of any negative air quality impacts associated with development proposals, an assessment and, if appropriate, mitigation measures will be required, to ensure that air quality has been adequately considered and any negative impacts are minimised. Developers are encouraged to contact the Council at an early stage in the design process to ensure information regarding the site correct.

12.6 Managing pollution

Policy 34

Managing pollution

The Council will support development proposals that:

- i. Do not unduly impact upon amenity, human health and safety and the natural environment by noise, dust, odour and light pollution, vibration and land contamination;
- ii. Do not pose an unacceptable risk to the quality of the water catchment, groundwater or surface water; and
- iii. Optimise the design, layout and orientation of buildings and the use of green infrastructure to minimise exposure to the above pollutants.

12.6.1 The health and safety of residents and visitors to the borough can be affected by pollution of the air, water and land as well as light and noise pollution. The Council seeks to minimise the exposure to pollutants both during construction and over the lifetime of the development to ensure the creation of safe and healthy places to live, visit and work in the borough. This policy should be read in conjunction with Policy 33.



- 12.6.2** The Mayor's SPG on Sustainable Design and Construction provides detailed guidance on how exposure to pollutants could be addressed in the design of schemes, how adverse effects could be appropriately mitigated and sets out when detailed assessments will be required. Additional guidance to minimise adverse impacts during construction are set out in the Mayor's 'The control of dust and emissions during construction and demolition' SPG.
- 12.6.3** A different degree of exposure to pollutants may be acceptable for different types of land uses. In considering development proposals and accompanying detailed assessments, both the individual and cumulative adverse impacts of development will be taken into account. Development should also ensure that human health and the environment is protected during the cleaning up of any pollution or land contamination.
- 12.6.4** External lighting is often required to provide healthy and safe environments, to enhance the appearance of buildings and to extend the use of facilities, such as outdoor sports facilities. However, inappropriate lighting can negatively affect residents' quality of life, significantly change the character of the locality, adversely affect wildlife and use unnecessary amounts of energy. Care should be taken to ensure lighting only illuminates intended areas and does not affect or impact on its surroundings. The Institute of Lighting Engineers Guidance Note ⁽¹⁰⁾ provides additional guidance on the design of light installations.
- 12.6.5** Where there is a potential for land contamination, a staged process of risk assessment will be required to demonstrate that land contamination has been effectively considered and addressed and that the land is suitable for its intended use, in accordance with the Council's Contaminated Land Inspection Strategy. The Environment Agency should be consulted when the proposed development poses a potential risk to controlled waters due to land contamination. The Council's leaflet titled 'Land Contamination and the Planning Process' provides information on what the Council requires in order to assess if a development is suitable for the proposed use on land which is potentially affected by contamination.

12.7 On-site waste management

Policy 35

On-site waste management

The Council will support residential, commercial and mixed use development proposals that:

- i. Provide adequate internal storage space within their premises to enable the occupiers to separate, store and recycle their waste;
- ii. Provide adequate, secure, external or communal storage facilities on site which allow for the separate storage and collection of waste, reusable items, recyclable materials and compostable waste;
- iii. Include on-site waste management, which minimises the need for waste transfer, where it is feasible to do so;
- iv. Allow for convenient and safe access to manage waste, including for older persons or persons with disabilities;
- v. Allow for convenient and safe access for waste collection services;
- vi. Implements high quality design solutions to minimise the adverse visual impact of waste facilities on site;
- vii. Enable waste from mixed-use schemes to be segregated in separate secured areas; and
- viii. Provide innovative solutions to reduce waste at source.

All major development proposals must be accompanied by a Waste Management Plan which demonstrates how the criteria set out above will be achieved.

- 12.7.1** The Council follows the waste hierarchy approach and is committed to firstly minimising the production of waste (waste prevention) and then maximising the re-use and recycling or composting of waste and minimising the use of landfill with disposal seen as the final option.

10 <http://darkskies4ni.co.uk/how-can-i-make-a-difference/ile/>



- 12.7.2** Havering adopted the Joint Waste Development Plan (DPD) for East London in 2012 alongside the East London waste authority boroughs of Barking & Dagenham, Newham and Redbridge. The Joint Waste Plan sets out a planning strategy to 2021 for sustainable waste management and has regard to the London Plan's Borough level apportionment of household, commercial and industrial waste, as well as construction excavation and demolition waste. The Joint Waste DPD forms part of Havering's Development Plan alongside the Local Plan. Policy 35 therefore does not seek to deal with the wider issues of strategic waste management and focuses on waste, re-use and recycling facilities within developments.
- 12.7.3** In order to facilitate the sustainable management of waste in the future it is essential that all developments provide adequate facilities for the separation of waste and recyclables and for its satisfactory storage prior to collection. The Council's Waste Management Planning Practice Guidance for Architects and Developers sets out the minimum requirements for the storage and collection of waste and recyclable materials. Consideration should be given to the need for separate communal storage facilities for the re-use and recycling of bulky items.
- 12.7.4** To help residents to actively move towards a culture of re-use and recycling wherever possible, development proposals should provide space (typically in the kitchen area of each property) for residents to be able to separate out waste.
- 12.7.5** All major mixed use, residential, commercial, and industrial development proposals must provide a waste management plan which clearly identifies the type and volume of waste expected, and size location and design of the waste and recycling storage.
- 12.7.6** The provision of adequate storage facilities on site is essential but they can be unsightly and can have adverse impacts on the appearance and quality of development proposals. The location and design of waste facilities should be considered at the earliest stage and as an integral part of the design process to ensure any impacts are minimised and mitigated.
- 12.7.7** Consideration should be given to the provision of on-site waste management in order to facilitate the re-use and recycling of waste generated by the development. On-site waste management can have the added benefit of reducing transport trips.

12.8 Low carbon design, decentralised energy and renewable energy

Policy 36

Low carbon design, decentralised energy and renewable energy

The Council will seek to optimise the energy efficiency of buildings and support low carbon and renewable energy developments including energy efficiency improvements to existing buildings.

The Council requires major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction set out in the London Plan will be met. The Council will require a cash in lieu contribution to the Council's Carbon Reduction Fund on any shortfall to secure the delivery of carbon dioxide savings elsewhere.

The Council will require major development to prioritise connection to any existing or planned decentralised energy networks and, where feasible, integrate combined heat and power systems on site.

All stand-alone renewable energy developments should be located and designed to minimise any adverse impacts. Applicants are required to address the following issues in their proposals: impacts on landscape, biodiversity, historic environment, residential amenity, aviation activities, air quality, highway safety and fuel/energy security, including their cumulative and visual impacts.

The Council will support proposals for wind turbines, in addition to the above criteria for renewable energy developments, where:

- i. They are located within an 'Area Suitable for Wind Energy Development' as designated on the Proposals Map;
- ii. The proposal has been subject to meaningful pre-application consultation with the affected local community and the application is supported by a consultation statement;



- iii. There is no unacceptable impact on residential amenity in terms of noise, shadow flicker, vibration and visual dominance;
- iv. A noise impact assessment, which considers all relevant National and Local guidance, must be conducted, and identify appropriate noise mitigation measures where required to reduce the impacts on the surrounding occupants; and
- v. It is in compliance with the Ministerial Written Statement (HCWS42) or subsequent national policy.

- 12.8.1** Renewable energy supplies and achieving energy efficiency are crucial to meeting the Council's ambition of reducing carbon emissions, and generating cleaner power locally. Specific requirements relating to minimising carbon dioxide emissions, sustainable design and construction and decentralised energy are set out within the London Plan and will be applied by the Council.
- 12.8.2** The Rainham and Beam Park Strategic Development Area has been identified as a potential opportunity for the deployment of a district heating network. Therefore, development proposals should seek to connect to existing or planned decentralised energy networks for the area.
- 12.8.3** If it is not possible to link to an existing decentralised energy system, the feasibility of combined heat and power (CHP) needs to be considered on a site-wide basis connecting different uses and/or group of buildings or an individual building. Investment in heat and cooling distribution infrastructure should be considered in all developments. CHP systems must be designed to run efficiently and be optimally sized to maximise carbon dioxide savings.
- 12.8.4** A Local Plan Wind Resource study (2016) has been prepared in response to Written Ministerial Statement (HCWS42) and identified a number of potentially suitable locations for wind turbines in the borough. These have been reflected in the Areas Suitable for Wind Energy Development designated on the Proposals Map. The study identifies what areas are suitable for large, medium or small turbines. Smaller turbines would not normally be allowed on sites suitable for larger wind turbines as this could reduce the potential for wind energy production.
- 12.8.5** To demonstrate compliance with the Written Statement (HCWS42) dated (18 June 2015) the proposal should be accompanied by a consultation statement, which sets out how the proposal has been subject to meaningful pre-application consultation with the affected local community. Thereby, following statutory consultation as part of the planning application process, the applicant should be able to demonstrate that the planning impacts identified by affected local communities have been addressed in full.



13 Minerals

13.1 Mineral reserves

Policy 37

Mineral reserves

The Council recognises the strategic need for the supply of aggregates and will safeguard mineral reserves in Havering from other forms of development that would sterilise the resource and/or prejudice future mineral extraction. Minerals Safeguarding Areas are designated on the Proposals Map.

Non-mineral development in safeguarded areas will only be considered where the applicant can demonstrate that:

- i. The development will not sterilise the mineral resource;
- ii. The mineral concerned is no longer of any value or potential value;
- iii. The minerals can be extracted prior to the development taking place and this would not render the site unsuitable for the proposed surface development;
- iv. It is not practicable or economically viable to extract the minerals prior to the development taking place;
- v. The development is required for agriculture, forestry or nature conservation or for open air recreation and would be otherwise acceptable; or
- vi. There is an overriding need for the incompatible development.

13.1.1 London needs a reliable supply of construction material to support continued growth including land-won sand and gravel, crushed rock, marine sand and gravel and recycled and alternative materials. There are relatively small resources of workable land-won sand and gravel in London however resource is known to exist in Havering, Redbridge, Hillingdon and Hounslow. The Council will seek to maintain an appropriate landbank as per the apportionment for the borough set out in the London Plan.

13.1.2 Datasets obtained from the British Geological Survey (BGS) show that the highest quality mineral reserves are located in the south of the borough. The data also revealed the potential for existence of minerals (superficial streams of clay, silt, sand and gravel) in the north-east of the borough. Given the requirements placed upon the borough by the London Plan for a sand and gravel landbank apportionment, these areas will continue to be safeguarded.

13.1.3 The Council seeks to ensure that the known reserve within Havering is not adversely impacted or unduly sterilised by non-mineral bearing development. Applications for non-mineral development coming forward in identified Mineral Safeguarding Areas will be considered on their individual merits with an assessment of need being made in context of the current landbank position and the benefits the development would result in from an economic, social or environmental perspective.

13.2 Mineral extraction

Policy 38

Mineral extraction

The Council will seek to maintain a seven year aggregate landbank, as per the apportionment within the London Plan. In this regard, mineral extraction within Mineral Safeguarding Areas will be supported when proposals in isolation and cumulatively would not unacceptably impact on:

- i. Public health and safety;
- ii. The amenity and quality of life of nearby communities;
- iii. The natural, built and/or historic environment;
- iv. The efficient and effective operation of the road network, including safety and capacity.



Appropriate mitigation measures, to ensure the that criteria i-iv. will be secured as part of any proposed development by planning condition or legal agreement.

A Transport Statement or Transport Assessment will be required with all applications to determine the potential impacts the proposal may have on the road network and ensure reasonable contributions from the developers are received to maintain the roads.

With regards to site operations and restoration, proposals will be expected to be worked in a phased manner with agreed mitigation measures in place to ensure that the local environment and amenity value is maintained or improved throughout the lifetime of the development. Restoration should be undertaken in accordance with an approved scheme and on a progressive basis and seek to:

- v. Reduce the reliance on the use of landfill materials;
- vi. Provide beneficial after-use(s) that secure long lasting community and environmental benefits; and
- vii. Protect the best and most versatile agricultural land.

All restoration proposals will be subject to a five year aftercare period.

Any ancillary development including processing plant necessary to facilitate the development should be essential, positioned on-site and of a design to limit adverse landscape impact it must be removed from the site as soon as no longer required for the purpose for which it was installed.

In the event of a sufficient landbank, the Council will consider applications on their individual merits. Such applications will, however, generally be resisted unless the applicant can demonstrate:

- viii. An overriding justification or benefit for the proposed extraction;
- ix. The scale of the extraction is no more than the minimum essential for the purpose of the proposal; and
- x. The proposal meets criteria i-iv above.

13.2.1 Within the Mineral Safeguarding Areas it is important that mineral-led development is appropriately assessed to ensure that the site can be worked in a sustainable manner to ensure it will not give rise to any significant adverse impacts and the site can be restored to an equivalent quality or an after use of particular community or environmental benefit.

13.2.2 Mineral extraction by its very nature is physically intrusive on the land. Accordingly, mineral extraction can give rise to a number of environmental and amenity impacts. The extraction process itself, for example, can result in changes to geological, hydrological, ecological, archaeological and landscape conditions and the action working/ operations further more can give rise to transport related, health and amenity (noise, air quality and vibration) and visual impacts. The Council, with any application for mineral development, will seek to to ensure full assessment of any potential impact both in the short and long term. Mitigation measures will be expected to be proposed and/ or contributions achieved through appropriate legal agreements to ensure impacts are managed throughout the life of the development. In this regard, the Council are particularly aware of the road infrastructure in the more rural areas of the borough and will closely engage with the Highway Authority to ensure any impact from HGV movements is appropriately addressed.

13.2.3 The Mineral Safeguarding Areas includes areas within close proximity to a number of residential areas and sensitive uses, and whilst being mindful of the need to plan for mineral extraction, the Council is also keen to ensure local communities are not adversely impacted by such development coming forward. The Council is also aware of the potential for cumulative impacts from multiple sites within close proximity of each other, because whilst minerals can only be worked where they are naturally found this can put significant pressure on particular communities and infrastructure.

13.2.4 The Council will seek to ensure that there are no significant adverse impacts arising from proposed mineral development to public health and safety, amenity, quality of life or nearby communities and/ or the environment. Planning conditions will be imposed, where appropriate, to mitigate the adverse impacts of development.



- 13.2.5** Ensuring high quality restoration at the earliest opportunity is considered to be fundamental to the overall acceptability of a mineral-bearing development. The Council, through conditions, legal agreements and active on-site monitoring will seek to ensure the development is undertaken in accordance with the approved details and the suggested restoration is completed on-time, to a good standard and also managed for five years, post completion as part of the aftercare period.
- 13.2.6** Havering has an apportioned landbank and seeks to ensure that a steady and adequate supply of aggregate is provided. The Council will provide information to the Greater London Authority to assist in the production of the annual London-wide Local Aggregate Assessment. This process, which required the Council to gather data from all active sites in the borough will provide an accurate picture of the landbank, allow particular trends within the industry to be identified and enable informed decisions to be made about the need for new sites/ developments going forward. The Council will resist extraction activities where a sufficient landbank exists unless there are specific circumstances that justify the development. Such proposals will be assessed on a case by case basis.

13.3 Secondary aggregates

Policy 39

Secondary aggregates

The Council will require applicants to minimise the quantity of primary aggregate and resources necessary to facilitate a development and the amount of waste generated through:

- i. Appropriate design;
- ii. Good practices; and
- iii. The recycling of construction materials containing minerals.

In respect of the above, maximum possible rates of recovery from construction, demolition and excavation waste will be encouraged through the re-use and recycling of materials on-site.

The Council will support applications for temporary aggregate recycling facilities at development sites and quarries, subject to compliance with the other relevant policies of the Local Plan and the use ceasing and all plant being removed once the development is complete and/or restored.

- 13.3.1** The London Plan sets targets for levels of recycling and reuse of construction, excavation and demolition waste. Whilst the Council's Waste Development Plan seeks to ensure sustainable waste management and elaborates on general considerations with regard to waste proposals, the benefits of a high production level of secondary aggregate is considered important in context of contribution to the land-won mineral landbank.
- 13.3.2** Minerals are a finite resource and to aid continued prosperity in the borough, and London, effective use and high levels of recycling are considered vital. The Council seeks to ensure that developers are considering the resources necessary to facilitate a development and furthermore reusing or recycling any existing resource on-site. Construction management plans and statements on practices proposed for major developments will be required in respect of demonstrating compliance.



14 Delivery and implementation

Overview

- 14.0.1** Growth in homes, jobs and services that will deliver the Council's vision and the objectives and policies of the Local Plan will be welcomed.

Working with partners

- 14.0.2** The Council recognises that much of the development identified in the Local Plan, particularly the investment in new homes and jobs, will be delivered by the private sector. Additionally, Government agencies and bodies such as the Department of Transport, Highways England, TfL, the GLA, Crossrail, Network Rail, and Train operating companies will have a key role to play in delivering the transport improvements which will be necessary for the full delivery of the spatial strategy.
- 14.0.3** The Council recognises that effective partnership working will be crucial to the successful implementation of the Havering Local Plan. The Council is committed to encouraging dialogue between developers and service providers including those provided by the Council itself to ensure effective delivery of the growth and development set out in its Local Plan.

The Council taking the lead

- 14.0.4** The Council is committed to working collaboratively and constructively, and from the outset, with landowners, developers, investors, infrastructure providers, adjoining boroughs, the Mayor of London and other key stakeholders in the private, voluntary and community sectors across the borough to deliver the growth and development that is set out in this Local Plan. The Council will continue to work with all its partners and use all its relevant powers and programmes to ensure that, as far as possible, conditions exist to deliver the strategy in the Havering Local Plan.
- 14.0.5** The Council knows that its role and that of other public bodies as land owners is important through direct investment in the provision of land for new homes and infrastructure. To this end, the Council has established its own housing company and an ambitious estates regeneration programme and is working proactively with other public sector bodies and private developers to bring forward sites in public and private ownership to increase the supply of housing in the borough.
- 14.0.6** As a land owner, the Council will promote and encourage specific development on its land as this will assist in addressing its priorities as well as in securing investor confidence. In appropriate circumstances, the Council may seek to enter into partnership agreement with private investors to encourage specific uses on land in Council ownership or on land adjacent to Council's land.
- 14.0.7** The Council's preferred approach towards land assembly will be through proactive and positive negotiation. Where necessary, appropriate and justified the Council may facilitate development by exercising its Compulsory Purchase Powers to acquire and assembly land in the public interest.
- 14.0.8** Havering has established a private sector focussed Housing Company, Mercury Land Holdings, to bring forward residential homes for market rent and sale. Also Havering's Housing Department is ready to meet the challenge by investing in new Council Housing. Bridge Close, Angel Way, and Waterloo Road estate are the three sites where Havering are seeking HZ financial intervention as the market on its own would be unable to deal with a number of the complex issues to bring these sites forward.
- 14.0.9** As necessary, the Council will prepare appropriate strategies and guidance to set out measures and initiatives involved in the delivery of the Local Plan's programmes and projects.

The Infrastructure Delivery Plan

- 14.0.10** Ensuring that physical, social and community infrastructure needed for development is in place at the optimum time is essential to support the delivery of the vision, objectives and policies of the Local Plan. It is essential that the necessary community and transport infrastructure needed to support local communities and make development work is provided, particularly in those parts of the borough that will experience the most growth in the Plan Period.



- 14.0.11** The Council will maintain its close working with service providers to ensure the timely delivery of new and improved infrastructure needed to support Havering's development.
- 14.0.12** In recognition of the fact that a wide range of stakeholders are involved in infrastructure planning, funding and implementation, the Local Plan is underpinned by a robust Infrastructure Delivery Plan (IDP) which sets out the infrastructure needs to support the level of growth planned for in the Local Plan. The Council will encourage service providers to take this into account in the preparation of their own strategies and business plans. The IDP has also informed the preparation of the Havering Community Infrastructure Levy.
- 14.0.13** The Council will monitor the Infrastructure Delivery Plan and revise it where necessary so that it remains a good fit with the infrastructure requirements and provision of Havering.

Delivering new homes and communities through Havering's Housing Zones

- 14.0.14** The building of a significant number of new homes in the Strategic Development Areas of Romford and Rainham and Beam Park is identified in the Local Plan and will be supported by means of a range of planning and financial measures through the Mayor of London's Housing Zone Programme.
- 14.0.15** Havering is one of only a few London boroughs with two Housing Zones and the Council considers that this will be an important element in its ability to deliver the new homes that the borough needs over the plan period because it provides a high degree of certainty that the new homes will come forward. This is a key component of the Local Plan's approach to housing delivery.
- 14.0.16** The Rainham and Beam Park Housing Zone was established in 2015 followed by the Romford Housing Zone in 2016. The Housing Zone Programmes are funded by a combination of local authority funding, GLA direct and recoverable grant, and external funding. Housing Zone finance will be used predominantly to deliver physical infrastructure in advance or in parallel to developments.
- 14.0.17** The Romford Strategic Development Area and the Rainham and Beam Park Strategic Development Area are anticipated to deliver over 5,000 and 3,000 homes respectively over a ten year period, with the new increased number of economically affluent residents living in well-designed homes in Romford and Rainham and Beam Park centres.

Funding secured from developer contributions

- 14.0.18** Various policies in the Local Plan contain requirements for developers to make financial contributions to make the development acceptable in planning terms. The Council will use Section 106 planning obligations funding (in accordance with paragraphs 203 – 205 of the National Planning Policy Framework) to address or mitigate potential unacceptable impacts associated with developments.
- 14.0.19** In due course, the Havering Community Infrastructure Levy (CIL) will enable the Council to secure funding towards the cost of infrastructure to meet the needs arising from new developments.
- 14.0.20** Funds secured through CIL will be used to deliver key community infrastructure as such as education, health facilities, libraries, community care, community facilities, and transport projects (except certain site specific works).
- 14.0.21** The Council acknowledges however that CIL, on its own, will be insufficient to fund big new capital projects and it will remain necessary for other funding sources and regimes to be explored and considered.

Development Management

- 14.0.22** The Local Plan and the London Plan will be the main basis for decision making and managing development in the borough. The Council will seek to facilitate new development through working proactively and positively with developers to ensure proposals come forward in a timely manner.
- 14.0.23** The Council will, through its pre-application process, seek to ensure that developers are fully aware of the requirements of the Local Plan's expectations and objectives. The Council will seek to ensure that development proposals that accord with the Local Plan will be approved without delay.

14 Delivery and implementation



- 14.0.24** In appropriate circumstances, it is envisaged that the delivery of the Local Plan may provide an opportunity for the Council to develop positive engagement with the local community and prospective developers to establish the desired outcomes for sites and to explore the approach to be adopted on significant matters such as urban design.
- 14.0.25** To reflect a growing priority on securing high quality schemes which will have a beneficial impact in uplifting the perception of Havering within and outside the borough, it is expected that Design Review Panels may be set up and key sites and schemes may be the subject of design / architectural competitions.
- 14.0.26** In parallel, the Council will review how it deals with planning applications and ensure that Members take full account of the strategic objectives behind proposals. It is intended that these several initiatives will help the Council and its partners deliver better places.

Monitoring the Local Plan

- 14.0.27** The Council recognises that it will be very difficult to anticipate all the ways in which change will happen in a borough as dynamic as Havering within a wide Metropolitan London and sub- regional context.
- 14.0.28** The Local Plan took account of the best possible evidence and research information available when it was prepared. Whilst this gives a sound basis for the Plan's overall direction and policies, it is acknowledged that over the Plan Period circumstances may change. In this circumstance, the Council may wish to adjust the Plan's direction or policies.
- 14.0.29** The Council will, therefore, monitor the effectiveness of its Local Plan in delivering its objectives by regularly assessing its performance against a series of identified key indicators. The Council will publish the results of these assessments via its Authority Monitoring Report on an annual basis. The monitoring indicators listed in Table 9 of Annex 8 will be used to monitor the delivery of each local plan policy. The indicators have specifically been selected to address every policy as far as possible.
- 14.0.30** Another key task will be to keep under review the need for other documents to be brought forward to support the Local Plan and to help deliver the Council's priorities which are linked to it. These may come forward as statutory or non-statutory documents and may be topic or area based.
- 14.0.31** The Council at this stage does not wish to be prescriptive about this. In all cases it will consider carefully the need for the item and such factors as the most appropriate means of securing its preparation and delivery and its available resources.



A Annexes

A.1 Related planning policy documents

A.1.1 The Havering Local Plan is accompanied by a number of other planning documents:

- Local Development Scheme – this lists and describes all planning policy documents and the timetable for preparing them;
- Statement of Community Involvement – sets out how we will consult the public in preparing planning policies;
- Supplementary Planning Documents (SPDs) – sets out in more detail how some of the Local Plan's policies will be applied;
- Community Infrastructure Levy (CIL) (in preparation) – a charge on new developments to help fund infrastructure;
- Authority Monitoring Report – published annually and contains information on the implementation of the Local Development Scheme, the progress and effectiveness of the Local Plan, and the extent to which the planning policies set out in the Local Plan documents are being achieved;
- Joint Waste Development Plan for East London 2012 – jointly prepared by Barking and Dagenham, Havering, Newham and Redbridge.

Neighbourhood Development Plans

A.1.2 Neighbourhood Development Plans are a new part of the planning system introduced by the Localism Act 2011. They enable members of a local community to develop planning policies to guide developments for their local area. The Plans are managed and written by members of the community and are not prepared by the Council.

A.1.3 Subject to conforming to national policies, as well as Local Plan policies and gaining support through a referendum of the local area, Neighbourhood Development Plans will be a formal part of the Development Plan for Havering and will be taken into account by the Council when determining planning applications in that area. Neighbourhood Development Plans cannot restrict the level of development set out in this Local Plan but can guide and shape development.

A.1.4 There are currently no Neighbourhood Development Plans in Havering.

A.2 Policy Context

The National Planning Policy Framework 2012

A.2.1 The National Planning Policy Framework set out the Governments Planning policies for England and how these are expected to be applied. The Havering Local Plan is required to be consistent with the framework.

A.2.2 The core principle of the NPPF is a 'presumption in favour of sustainable development', which should be seen as a 'golden thread' running through both plan-making and decision-taking. There are three dimensions to sustainable development: economic, social and environmental and it is the role of the planning system to balance these dimensions.

A.2.3 The NPPF sets out detailed guidance in relation to key planning principles including building a strong economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of affordable homes; good design; promoting healthy communities; protecting open space and the built environment; conserving the historic environment; and meeting the challenge of climate change.

A.2.4 The NPPF is supported by Planning Practice Guidance (PPG) which adds further context to the Framework. It is intended that the two documents should be read together.

The London Plan (Consolidated with Alterations Since 2011)

A.2.5 The London Plan 2015 is the Spatial Development Strategy produced by the Mayor of London setting out the integrated social, economic and environmental framework for the future development and growth of the city.



- A.2.6** The Havering Local Plan is required to be in general conformity with the London Plan. The London Plan is also part of the statutory Development Plan for the borough and has to be taken in account in the determination of planning applications.
- A.2.7** The London Plan contains detailed policies which must be considered alongside the Local Plan. The London Plan recognises the unique characteristics of outer London and in appropriate cases it is possible for locally specific policy provisions to be made through Local Plans.
- A.2.8** Specifically in relation to Havering the London Plan:
- Sets a minimum housing target of 11,700 new homes between 2015 – 2025;
 - Identifies London Riverside (including Rainham and Beam Park) as an Opportunity Area (an opportunity area has significant potential for new residential and economic development);
 - Identifies Romford as a metropolitan centre and Hornchurch, Upminster, Collier Row, Harold Hill, Rainham and Elm Park as district centres;
 - Identifies Rainham Employment Area, Harold Hill Industrial Estate and King George Close Estate, Romford as Strategic Industrial Locations (protected for industrial use);
 - Set an annual indicative benchmark of 185 specialist housing units for older people between 2015 - 2025;
 - Identifies Havering as one of four minerals boroughs and sets a land back apportionment.
- A.2.9** Following the election of a new London Mayor in 2016, a review of the London Plan is underway. At this stage it is anticipated that a new London Plan will be adopted in late 2018. The Local Plan can be reviewed in part if the new London Plan has significant implications on the local planning context. At this early stage in the preparation of the London Plan it is not possible to anticipate its significance. The Council will work closely with the Mayor of London to ensure that Havering's priorities and aspirations are reflected in a new Plan.

A.3 Spatial Portrait and Key Issues

- A.3.1** The Spatial Portrait provides a summary of the key characteristics of Havering as it is now and identifies the key issues to be addressed by the Local Plan.

Havering's Location

- A.3.2** Havering is an outer London borough in North East London, situated just 13 miles from the City of London. Havering is also London's third largest borough, extending to approximately 43 square miles and home to an increasingly diverse and vibrant population of more than 249,000 people.
- A.3.3** Located on the London/Essex border, the borough is adjoined by the London Boroughs of Redbridge and Barking and Dagenham to the west, Epping Forest to the north, Bexley to the south beyond the river Thames and by the Essex Districts of Thurrock and Brentwood to the east.

Havering's Places

- A.3.4** Romford is the largest town centre in Havering, a designated metropolitan centre, it is home to an extensive retail offer that serves a wider catchment which extends into several neighbouring boroughs and even into parts of the wider South East region. As one of outer London's major growth and regeneration areas, the area offers exciting development and regeneration opportunities over the next 15 years and will accommodate a significant level of housing and economic growth alongside new and enhanced supporting infrastructure.
- A.3.5** There are smaller but significant retail centres at Hornchurch, Upminster, Rainham, Elm Park, Harold Hill and Collier Row. Hornchurch is the borough's cultural centre, home to the Queens Theatre and Fairkytes Art Centre. Hornchurch and Neighbouring Upminster are the two largest centres outside of Romford.
- A.3.6** A.4.6 Rainham and Beam Park in the south of the borough is a further major growth and regeneration area and provides the opportunity to establish an exciting new residential neighbourhood linked to the delivery of a new railway station on the existing Essex Thameside line at Beam Park.



Havering's Population and Households

- A.3.7** Havering is currently home to a population of over 249,000 and is expected to grow significantly to over 290,000 by 2031.⁽¹¹⁾ The number of households is forecast to grow in the same period, reflecting the trend of households becoming smaller in size. Compared to London as a whole, Havering has a low proportion of one person households and a low proportion of households comprising of married couples with no dependent children. Conversely, Havering has the highest proportion in London of households comprising couples with dependent children. In term of the age composition of the population, Havering has the highest proportion of older people of any London borough⁽¹²⁾. This projected increase in the borough's share of the elderly represents a key issue for the Council. The Local Plan must therefore address the needs of an increasingly ageing population, in particular demands on extra care accommodation, and the need to create accessible environments and homes adapted to the exigencies of life which are equally important for households with very young children.
- A.3.8** Within the same plan period there are forecast increases in the proportion of the very young, with the share of under 4's in the borough currently at 6.1% and rapidly growing⁽¹³⁾. This too represents a key issue for the Council to address, with demand for school places, recreational and leisure facilities, health centres and suitable family accommodation to soon outstrip current provision. The Local Plan therefore must ensure that increasing needs for such social infrastructure are placated.
- A.3.9** There are currently 100,660 households in Havering⁽¹⁴⁾, with the composition of the households changing due in part to changing social trends. The period to 2031 is likely to see an increase in one person households particularly among the elderly, as well as increasing demand for larger family dwellings as the share of married couples with dependent children proliferates. The population/household figures reflect the results of the 2013 London Housing Capacity Study. This estimates that there is potential for 1,170 homes per year to be built in Havering for the ten year period 2015 - 2025. A key issue for the Local Plan to address will therefore be to ensure the right mix of new housing is provided with regard to Havering's changing population composition whilst maintaining and enhancing the borough's residential character. As well as ensuring that the types and sizes of new housing meets forecast demand, the Local Plan needs to address the issue of housing 'affordability'. In 2016, the estimated average gross earned household income was £44,430, whilst the average house price was £394,000, far outstripping average household income by more than 8 times⁽¹⁵⁾. A key issue for the Local Plan will be to ensure an appropriate level and type of affordable housing is provided for those on low and intermediate incomes to help address increased incidences of homelessness, ensure everyone has access to a decent home, whilst having regard to the economics of supply.
- A.3.10** Although 70% of the population in Havering are home owners, which is one of the highest proportions across all London boroughs, the provision of new housing in the borough represents a considerable issue for the Council to resolve. This is in part due to a failure in recent years to meet housing delivery targets and as such, there is now a supply and demand issue to contend with. This has impacted across all facets of the housing market, with affordable family housing (3-4 bed) in particular need. This issue is further compounded by the considerable lack of available and sufficient brownfield land in the borough. With over half of the borough classified as Green Belt, the Council must focus delivery on a finite number of brownfield sites. As a result, the Plan must strike a careful balance, between the provision of new homes, and ensuring land is available for the many other competing land uses.
- A.3.11** With the borough's population set to increase significantly over the lifetime of the plan, the Council must ensure the sufficient delivery of high quality homes to meet the increasing need as well as delivering on affordable housing commitments as set out in the Local Plan.

11 GLA round population projections, 2015 long term trends

12 Havering Demographic and Diversity Profile Jan 2015

13 Havering Demographic and Diversity Profile Jan 2015

14 GLA, 2015

15 Havering JSNA 2016 p6



Education

- A.3.12** Of Havering's 82 state funded schools, 61 are Primary, 18 are Secondary and 3 are Special Schools. There are also six Independent Schools and one Alternative Provision Academy. However, there is a growing need for school places in the borough as the borough's population continues to grow and consequently, ensuring the needs of existing and future residents are met remains a key issue for the Council.
- A.3.13** Further education is provided in Havering through 'Havering College of Further and Higher Education', 'Havering Adult College' and 'Manor Park College', as well as a series of libraries and other centres.
- A.3.14** A key issue for the Local Plan will be to seek to remedy the existing deficiencies in service and facility provision, especially spatial inequalities in the distribution and availability of facilities in different parts of the borough, especially in those areas with poor educational attainment.

Health

- A.3.15** Havering belongs to the Barking, Havering and Redbridge University Hospitals NHS Trust, with Queen's Hospital in Romford the borough's principle Hospital. Queens continues to serve an ever growing catchment and plays an increasingly significant role in the provision of care for Havering residents. One of the main issues affecting quality of life however is access to local doctors and medical services, and this is governed mainly by lengthy GP lists. There are currently 52 GP practises covering a total of 256,731 patients and consequently, this has led to long GP waiting times.
- A.3.16** Havering is a relatively affluent borough, however, there are pockets of deprivation to the north (Gooshays and Heaton wards) and south (South Hornchurch), which has led to the existence of health inequalities in the borough. While life expectancy overall is above national average for people living in Havering, (84.1 years for women, and 79.1 years for men), there remains significant inequality in life expectancy across the borough, impacted by where people live and the circumstances of their upbringing. Currently, the disparity in life expectancy between the most deprived and least deprived in Havering stands at 6.9 years for men, and 3.6 years for women ⁽¹⁶⁾.
- A.3.17** A key issue for the Local Plan therefore will be ensuring that the needs of existing and new households are met, that existing spatial inequalities particularly in healthcare are remedied, and that local deprivation is tackled at source.

Business Growth and Economic Activity

- A.3.18** The key employment sectors in Havering are Human Health and Social Care Work, Retail, Administrative and Support Service Activities, Education and Construction. The overall employment rate in Havering is high, with around 76.5% of working age residents in Havering in employment between January 2015 and December 2015 ⁽¹⁷⁾.
- A.3.19** Havering has a high number of micro and small businesses, with Havering's Employment Land Review (2015) reporting that over 90% of businesses in the borough are micro companies with up to nine employees and a further 7% as small enterprises with between 10 and 49 employees. However, the Council's business survey indicates that the costs of rents and poor availability of suitable affordable premises are the main factors in driving businesses out of the borough and consequently, presents a key issue for the Local Plan to address. As a result, the provision and preservation of affordable and suitable workspaces should be actively encouraged to increase the opportunities for small businesses which are both a catalyst for regeneration and essential to Havering's economic vitality.
- A.3.20** Although employment rates are stable, there is however a lower proportion of Havering residents in high skilled jobs compared to other outer London boroughs, reflected in the average gross income - £44,430 compared to the London average of £51,770. This places Havering within the lowest third of all London boroughs ⁽¹⁸⁾. While Havering has good schools, academic qualifications are low; 35% aged 16 and over have no qualifications in the most deprived areas and 35% have qualifications at Level 1 or 2 (Level 2 is equivalent to a GCSE grade A*-C). ⁽¹⁹⁾ This is further compounded by evidence

16 Public Health England, Borough Health Profile 2016

17 Nomis, 2015

18 Havering JSNA 2016 p6

19 A research study into skills and employment in Havering – Renaisi 2014



to suggest that just 26% of the borough's population are graduates, in stark contrast to the Greater London and National averages of 50% and 37% respectively ⁽²⁰⁾. Resolving the attainment gap is a clearly a key issue for the borough, as a highly skilled workforce attracts enterprise and development, higher wages and consequently, increases in the prosperity of the borough. Improving access to training will help increase employment opportunities for Havering residents, reduce the mismatch between available skills and skills required and help alleviate spatial inequalities in the borough, and is a key issue the Local Plan should seek to promote.

Town Centres

- A.3.21** Havering's town centres are a focus for retailing, services, employment and increasingly a place to live. Romford is Havering's main centre, serving Essex, East London and the Thames Gateway. It has benefited hugely from major new developments and major regeneration works are currently underway. The borough is also served by six district centres, at Upminster, Hornchurch, Elm Park, Collier Row, Rainham and Harold Hill, with Upminster and Hornchurch the largest of the district centres. There is also a diffuse network of local centres which provide day to day shops and services for residents, especially the borough's elderly and those less mobile.
- A.3.22** Retailing is the main function of Havering's town centres and is, by far, the main source of employment in the borough. Whilst the future viability of the town centres will depend on securing the right mix of shops, services, cultural and community facilities and housing, retail will continue to be their *raison d'être*.
- A.3.23** Havering's close proximity to nearby shopping malls like Lakeside, Bluewater and Westfield Stratford does however place its centres in a vulnerable position and consequently, enhancing the vitality and viability of the borough's town centres by planning for future retail growth and increasing their attractiveness by facilitating a diversity of different uses remains a key issue for the Council.

Transport

- A.3.24** Havering has good access to Greater London, Essex, Kent, and the rest of the South East via its strategic transport connections and routes. These include road links such as the M25, A12, A13 and A127 and rail links such as the Great Eastern Mainline railway (GEM), TfL Rail, Essex Thameside line, London Overground, and the London Underground District Line. However, while east-west connections through the existing transport network are good, north-south connectivity is extremely limited. Significantly, improved transport connections between Rainham, and Romford are needed to support the two emerging Housing Zones, but also to improve access to Crossrail and the new station to be built at Beam Park. Resolving the historically poor north-south links across the borough remains a key issue for the Council to resolve, and is currently the subject of talks regarding a key transport intervention scheme to remedy such concerns.
- A.3.25** Population growth over the lifetime of the Plan provides additional transport related issues within the borough, relating specifically to congestion at peak times via its strategic road network and rail services, as well as pollution along key transport interchanges. Consequently, a key issue for the Local Plan will be to aim to minimise the need to travel through the location and design of new development and its relationship to transport links and users. Where travel is necessary, to promote sustainable forms of transport whilst recognising that people will continue to use their cars. This is a major issue in London Riverside where future growth particularly housing and tourism is predicated on significant improvements to public transport.
- A.3.26** Car use and car ownership levels in the borough, the second highest in London presents a further issue for the Plan to contend with. The 2011 census revealed that 77% of households in Havering have access to at least one car and of households with access to 2 or more cars, Havering likewise holds the second highest proportion of any London borough, reflecting its location as an outer London borough. Car use is linked to issues of congestion and air quality and consequently, providing Havering residents with the options to walk, cycle and use public transport that is accessible will be important factors in trying to deliver modal shift in peoples behaviour.



Environment

- A.3.27** Havering is one of London's greenest boroughs, with half its 43 square miles designated as green belt land. Furthermore, Havering has an extensive and varied network of open space and parks including the Thames Chase Community Forest, 93 Sites of Importance for Nature Conservation, 3 Countryside Conservation Areas and seven local nature reserves. Havering also contains several large rivers and 7 wildlife corridors that run through the borough.
- A.3.28** Of Havering's extensive green space offer, 11 of its parks and recreational open spaces hold the prestigious Green Flag status. There are also a series of protected species home to Havering, with a list that includes bats, the brown owl, great crested newts, water voles, badgers, harvest mice, the brown hare, stag beetle and other Biodiversity Action Plan (BAP) species. Evidently the borough's open spaces and waterways support a wealth of wildlife and biodiversity and consequently, a key issue for the Local Plan to address will be ensuring the right balance is struck between continuing protection and expansion of the borough's existing network of green spaces and accommodating investment and development.
- A.3.29** Air quality however remains a further issue, with the borough formally declared an Air Quality Management Area (AQMA) for both Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀), with issues arising particularly at key transport interchanges⁽²¹⁾. Consequently, a key issue for the Local Plan will be how best to further improve Havering's air quality and reduce the need to travel by promoting a more sustainable pattern of development and sustainable forms of transport.

Climate Change

- A.3.30** The biggest contributors of carbon emissions in the borough are domestic, industry and commercial uses, however, evidence is beginning to show an overall improvement in the borough's total CO₂ emissions. This may be due in part to a general increase in the amount of renewable energy generated in the borough. Havering currently has the fifth highest number of solar photovoltaic installations on buildings of all London boroughs⁽²²⁾, and this is further supported by three large wind turbines, energy-from-waste facilities and future renewable energy projects in the pipeline.
- A.3.31** A key issue for the Local Plan will therefore be how best to enhance and protect the environment and plan for and minimise the causes of climate change, whilst planning for adaptation and mitigation of its effects through the development process. It would need to focus on reducing the borough's carbon footprint and increasing the share of energy generated through local renewable means and promoting sustainable forms of construction.

Heritage

- A.3.32** Havering has a diverse range of important heritage sites and areas. There are currently 6 Grade I and 15 Grade II* listed buildings located within Havering, as well as 11 designated conservation areas including; Corbets Tey, Cranham, Gidea Park, Havering-atte-Bower, Langtons, North Ockendon, RAF Hornchurch, Rainham, Romford, St Andrews and St Leonards.
- A.3.33** Special townscape or landscape character areas are areas that have a special and unique character which adds to the townscape and landscape quality of Havering, of which Havering currently has two; Emerson Park, which is typified by large and varied dwellings set in spacious, mature, well landscaped grounds, and the Hall Lane Policy Area typified by large detached and semi-detached dwellings set in large gardens with considerable tree and shrub planting. All of the areas have unique characters which add considerable value to the borough's environment.
- A.3.34** There is just one listed garden in Havering - Upminster Court Gardens, 11 sites on the Heritage in Risk register, including 7 grade II and 2 grade II* listed buildings and just 1 scheduled monument which can be found within the Romford conservation area.
- A.3.35** A key issue for the Local Plan will therefore be how best to preserve and enhance the borough's heritage assets without constraining new development and to consider the role they can play in regeneration.

21 London Borough of Havering - Air Quality Action Plan 2017 - 2022

22 DECC, 2014



Waste and Minerals

- A.3.36** Havering is a member of the East London Waste Authority (ELWA) alongside the London Boroughs of Redbridge, Barking and Dagenham and Newham, who share collective responsibility for the disposal of waste produced by each local authority. The ELWA, since its inception in 1986, has strived to implement waste hierarchy principles to recycle and reuse as much waste as possible, limiting the amount sent to landfill which is both costly and environmentally damaging. In 2015/16, 32% of household waste in Havering was either recycled, re-used or composted, and this figure has been increasing steadily year upon year since 2011.
- A.3.37** A key issue now for the borough is to continue building upon recent successes in recycling and re-using of waste materials and continuing to implement measures to reduce waste sent to landfill.
- A.3.38** In terms of minerals, the London Plan identifies Havering as one of four areas with the potential to maintain an aggregate apportionment that can make a significant contribution to the future provision of materials for building. In this regard, Havering is required to plan for a seven year sand and gravel landbank of at least 1.75 million tonnes. The Council has a mineral safeguarding area in respect of this, noting minerals can only be worked where they are naturally found and seeks to protect known resources from undue sterilisation. In recent years, planning permission has been granted for two new quarries in the Rainham and Wennington Area: East Hall Farm which opened in 2016 and Wennington Hall Farm which was granted permission in 2017 but has yet to commence. Factoring the reserve at these two sites, as of the start of May 2017, the landbank in Havering is estimated at 8.7 years with over 2.1 million tonnes of reserve with planning permission.
- A.3.39** A key issue for the Council is to ensure that after such extractive activity has concluded, quality phased restoration is carried out that secures long lasting community and environmental benefits.

A.4 Previous Consultation

Previous consultation

Regulation 18 consultation

- A.4.1** The Council undertook consultation on the priorities for the Local Plan (Regulation 18 consultation) between February and March 2015. A total of 69 responses to the consultation were received. A further 4 responses were received after the consultation window closed.
- A.4.2** The Council has also received 80 representations from landowners and their agents asking the Council to consider removing sites from the Green Belt. A number of these representations were submitted during the formal consultation period. However, the majority of these sites have been submitted to the Council during the Local Plan process but outside of the formal consultation period.

Direction of Travel consultation

- A.4.3** In November 2016 the Council published a Local Plan Direction of Travel (DoT) document as a way of engaging with and keeping stakeholders up to date on the progress of the Local Plan, its timeframe for delivery, as well as the emerging vision, strategic objections and spatial strategy. A total of 20 responses were received.
- A.4.4** The Direction of Travel document does not form part of the statutory plan making process and was not subject to formal consultation. However, it was felt important to provide additional opportunities for further comments to be submitted as part of on-going engagement.
- A.4.5** Further details on previous consultation, including all of the responses received and how they have been addressed by the Council can be found in the Local Plan Consultation Statement.

A.5 Supporting Documents

Duty to Co-operate Statement

- A.5.1** The Local Plan has been prepared in accordance with the 'Duty to Co-operate' that places a legal duty on local authorities and other public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation on strategic matters. The 'Duty' is set



out in Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 of the Localism Act). The Council has prepared a separate statement which sets out how the Duty to Co-operate has been fulfilled for the preparation of the Local Plan.

Sustainability Appraisal

A.5.2 Development Plan Documents must be subject to Sustainability Appraisal (SA) which is an integral part of the plan preparation process. SA involves identifying and evaluating a plan's impacts having regard to social, environmental and economic impacts and helps to ensure that the plan accords with sustainable development principles. Sustainability appraisals incorporate the requirements of the European Directive 2001/42/EC on the 'assessment of effects of certain plans and programmes on the environment' (SEA Directive).

Equalities Impact Assessment

A.5.3 An Equalities Impact Assessment (EIA) was carried out as part of the Local Plan process to assess the likely (or actual) effects of policy on the seven protected characteristics, including age, disability, gender, race, religion, sexual orientation and marital status. The process provided the opportunity to better utilise policy to further promote equality that had otherwise been missed as well as removing or amending negative or adverse impacts where possible. Although a legal requirement, fundamentally, the production of an equalities impact assessment was deemed an effective way of improving policy development and service delivery by ensuring the Council always considered the needs of their communities above all else, identified potential steps to promote equality and does not discriminate.

Health Impact Assessment

A.5.4 A Health Impact Assessment (HIA) was carried out during the preparation of the Local Plan to help ensure that health and wellbeing were fully considered. The HIA assesses the potential effects of the Local Plan policies on the health of Havering's residents and recommends actions to mitigate any negative impacts.

A.6 Town Centres

Table 6 Metropolitan centre

Metropolitan Centre	Type of frontage	Properties/land included
Romford	Primary frontage	South Street, 2-116 (evens), 1-129 (odds) Eastern Road, 2 (evens) Western Road, 1-13 (odds) North Street, 8-56 (evens) 7-9 (odds), 21-23 (odds) High Street, 2-4 (evens), 3, 7-13 (odds) Market Place, 1-19 (odds), 25-49 (odds), 20, 24, 28-42 (evens), 56-78 (evens), 82-96 (evens), Arcade Place, 1 (odds) Exchange Street, 1-2
	Secondary frontage	South Street, 143, 147-159 (odds) 163-183 (odds) High Street, 6-46 (evens), 15-17 (odds), 25-59 (odds) Victoria Road (Station Chambers), 5,6,7,7a Victoria Road (Old Mill Parade), 1,2,3,4,5,6 Victoria Road, 3-17 (odds), 35-41 (odds), 14-64 (evens), 70, 80, 84-86 (evens) Victoria Road (Station Parade), 1,2,3,4,5,6,7,7a,9



Table 7 District centres

District Centre	Type of frontage	Properties/land included
Hornchurch	Primary frontage	High Street, 70-168 (evens), 63-187 (odds); North Street, 4-14 (evens), 1-23 (odds); Station Lane, 4-32 (evens).
	Secondary frontage	High Street, 5a-17 (odds), 23-61 (odds), 189-199 (odds), 44-66 (evens) and 172-212 (evens); North Street, 16-22 (evens); Station Lane, 36-62 (evens), 1-43 (odds); Billets Lane, 1-25 (odds).
Upminster	Primary frontage	Station Road, 1-65 (odds), 2-72 (evens); St. Mary's Lane, 119-149 (odds); Corbets Tey Road, 1-63 (odds); Bell Corner, 1-7 (odds); Station Approach, 2 (evens).
	Secondary frontage	St. Mary's Lane, 151-213 (odds), 160-166 (evens), 172-218 (evens); Corbets Tey Road, 28-52 (evens), 69-127 (odds).
Collier Row	Primary frontage	Collier Row Road, 2-62 (evens), 1-43b (odds); Chase Cross Road, 2-18 (evens); Collier Row Lane, 316-322 (evens); Clockhouse Lane, 1-23 (odds).
	Secondary frontage	Chase Cross Road, 1-11 (odds); Collier Row Lane, 299-315 (odds), 314.
Elm Park	Primary frontage	Station Parade, 1-28b (all nos.); Tadworth Parade, 1-20 (all nos.); Broadway Parade, 7-13 (odds); The Broadway, 14-42 (all nos.); Elm Parade, 1-12 (all nos.); Elm Park Avenue, 13- 26 (all nos.).
	Secondary frontage	Broadway Parade, 1-6 (all nos.).
Harold Hill	Primary frontage	Farnham Road, 2-16 (evens), 44-48 (evens), 3-17 (odds), 65-73 (odds); Hilldene Avenue, 94-120 and 170-198 (evens); Chippenham Road, 65 and 83 (odds).
	Secondary frontage	Chippenham Road, 59-63 and 85-89 (odds); The Arcade, 1-12b (all nos.).
Rainham	Primary frontage	Upminster Road South, 9-53 (odds), 2-26 (evens); Bridge Road, 1 (odds).
	Secondary frontage	Broadway, 12-32 (evens); Upminster Road South, 1-7 (odds).

Table 8 Local centres

Reference	Location	Properties/land included
1	Boxmoor Road, Collier Row	Boxmoor Road, 15-27 (odds) and 37.



Reference	Location	Properties/land included
2	Highfield Link, Collier Row	Highfield Link, 1-7 (odds).
3	Chase Cross Road, Collier Row	Chase Cross Road, 257-263 (odds).
4	Chase Cross Road, Collier Row	Chase Cross Road, 87-93 (odds)
5	Gobions Avenue, Rise Park	Gobions Avenue, 25, 27, 33, 39, 43, 45, 47, 53, 55.
6	Moray Way, Rise Park	Moray Way, 2-16 (evens).
7	Collier Row Road, Collier Row	Collier Row Road, 98-120 (evens).
8	Collier Row Road, Collier Row	Collier Row Road, 164-178 (evens).
9	White Hart Lane, Collier Row	White Hart Lane, 37-59 (odds).
10	Collier Row Lane, Collier Row	Collier Row Lane, 162-174 (evens).
11	Collier Row Lane, Collier Row	Collier Row Lane, 134-142 (evens).
12	Collier Row Lane, Collier Row	Collier Row Lane, 52-62 (evens), 37-55 (odds).
13	Pettits Lane North, Rise Park	Rise Park Parade, Pettits Lane North, 169-179 (odds), 211-223 (odds).
14	Mawney Road North, Collier Row	Mawney Road, 170-178 (evens); Denbar Parade, 1-6 (all nos.); Marlborough Road, 6-8 (evens).
15	North Street, Romford	North Street, 68-78, 88-148 (evens), 95-105, 117-137 (odds).
16	London Road West, Romford	London Road, 257-277.
17	London Road East, Romford	London Road, 53-65 (odds), 30-60 (evens)
18	Carlton Road, Romford	Carlton Road, 2-16 (evens)
19	Brentwood Road, Romford	Brentwood Road, 46-92 (evens); Albert Road, 89-93 (odds); Park Lane, 1, 7, 9 (odds), 2-4 (evens)
20	Park Lane, Romford	Park Lane, 65-93 (odds), 134-140 (evens).
21	Rush Green Road, Rush Green	Rush Green Road, 162-180 (evens), 197-205 (odds) Dagenham Road; 68-96 (evens)
22	Rush Green Road, Romford	Rush Green Road, 138-146 (evens).
23	Roneo Corner, Romford	Hornchurch Road, 307-323 (odds); Roneo Corner, 2-32 (evens).
24	Hornchurch Road, Hornchurch	Hornchurch Road, 134-194 (evens), 202-228 (evens), 121-137 (odds).
25	Lyndhurst Drive, Hornchurch	Lyndhurst Drive, 202-210 (evens).
26	North Street, Hornchurch	North Street, 88-112, 118-124, 128-142 (evens); Billet Lane, 153-163 (odds); The Chequers PH.
27	Butts Green Road, Emerson Park	Butts Green Road, 1-9, 23 (odds); Berther Road, 2 (evens).
28	Butts Green Road, Emerson park	Butts Green Road, 43-79 (odds).



Reference	Location	Properties/land included
29	Hillview Avenue, Heath Park	Hillview Avenue, 136-144 (evens)
30	Brentwood Road, Romford	Brentwood Road, 284-290 (evens), 317-319 (odds).
31	Drill Corner, Squirrels Heath	Heath Park Road, 143-155 (odds), 160-168 (evens); Balgores Lane, 236-238 (evens); Brentwood Road, 364-392 (evens), 395-405 (odds); The Drill PH.
32	Station Road, Gidea Park	Station Road, 84-94 (evens).
33	Balgores Lane, Gidea Park	Balgores Lane, 97-105 (odds), 81-85 (odds), 142-168 (evens) Station Road, 2-8 (evens) Balgores Square, 1-4 (all nos.).
34	Hare Hall Lane, Gidea Park	Hare Hall Lane, 4-9 (all nos.).
35	Main Road, Gidea Park	Main road 168-248 (evens), 73-89 (odds), 91-101 (odds), 107 (odds) and the Unicorn Hotel PH; Balgores Lane 1-9 (odds)
36	Ardleigh Green Road, Squirrels Heath	Ardleigh Green road, 88-122 (evens), 187-207 (odds); Squirrels Heath Lane, 177-179 (odds).
37	Belgrave Avenue, Harold Wood	Belgrave Avenue, 117-127 (odds).
38	Upper Brentwood Road, Gidea Park	Upper Brentwood Road, 622-630 (evens).
39	Masefield Crescent, Harold Hill	Masefield Crescent, 61-67 (odds), 66-72 (evens).
40	Tennyson Road, Harold Hill	Tennyson Road, 39-45 (odds).
41	Grange Road, Harold Hill	Grange Road, 1-7 (odds).
42	Briar Road, Harold Hill	Briar Road, 9-21 (odds).
43	Camborne Avenue, Harold Hill	Camborne Avenue, 1-15 (odds).
44	Whitchurch Road, Harold Hill	Whitchurch Road, 145-167 (odds).
45	Petersfield Avenue, Harold Hill	Petersfield Avenue, 90-132 (evens).
46	Harold Park	The Parade, Colchester Road, 1-8 (all nos.); Colchester Road, 15-21 (odds); Tudor Court, Harold Court Road, 1-5 (all nos.).
47	Station Road, Harold Wood	Station Road, 1-29 (odds), 33-49 (odds) and King Harold PH.
48	Oak Road, Harold Hill	Oak Road, 1-17 (odds).
49	Essex Gardens, Emerson Park	Essex Gardens, 2-8 (evens).
50	Avon Road, Cranham	Avon Road, Cranham, 119-151 (odds).
51	Front Lane, Cranham	Front Lane, 69-81 (odds), 85-103 (odds) and The Plough PH; Willow Parade, Front Lane 1-12 (all nos.); Broadway, Front Lane, 1-2; Moor Lane, 2-12 (evens).



Reference	Location	Properties/land included
52	Lichfield Terrace St. Marys Lane, Cranham	Lichfield Terrace, 41-46 (all nos.).
53	St. Mary's Lane, Upminster	St. Mary's Lane, 302-314.
54	Gaynes Park Road, Upminster	Gaynes Park Road, 49-57 (odds).
55	Upminster Bridge, Upminster	Upminster Bridge, 97-107 (odds), 122-164A (evens).
56	Wingletye Lane, Emerson Park	Wingletye Lane, 65a-81 (odds).
57	Upminster Road, Upminster	Upminster Road, 25-33 (odds).
58	Bevan Way, Hornchurch	Hacton Parade, Bevan Way/Central Drive, 1-8 (all nos.).
59	Station Lane, Hornchurch	Station Lane, 171-213 (odds); 142-144 (evens). Suttons Lane, 1-25 (odds).
60	Abbs Cross Lane, Hornchurch	Abbs Cross Lane, 115-119 (odds).
61	Abbs Cross Lane, Hornchurch	Abbs Cross Lane, 224-228 (evens).
62	Northolt Way, South Hornchurch	Blenheim Court 1-7 (all nos.).
63	Mungo Park Road, South Hornchurch	Mungo Park Road, 105-131 (odds).
64	Elmer Gardens, South Hornchurch	Elmer Gardens 2-8 (evens).
65	South End Road, South Hornchurch	South End Road, 166-174.
66	Ongar Way, South Hornchurch	Writtle Walk, 1-5 (all nos.).
67	Rainham Road, South Hornchurch	Rainham Road, 145-149.
68	Cherry Tree Corner, South Hornchurch	Rainham Road, 70-90 (evens), 109-119 (odds) and Cherry Tree PH; South End Road, 2-12 (evens); Cherry Tree Lane, 205-211 (odds).
69	Cherry Tree Lane, South Hornchurch	Cherry Tree Lane, 183, 183a, 185 (odds)
70	Lowen Road, South Hornchurch	Lowen Road, 145-153 (odds).
71	Southview Parade, New Road, Rainham	Southview Parade, 1-6 (all nos.).
72	Upminster Road South, Rainham	Upminster Road South, 107-119 (odds), 76-84 (evens).
73	Wennington Road, Rainham	Wennington Road, 113-139B (odds).
74	Crown Parade, Upminster Road South	Upminster Road South, 193, 215-223 (odds), 188-200 (evens); Crown Parade, 1-8 (all numbers).
75	Wennington Road, Rainham	Wennington Road, 194-198 (evens)

A.7 Biodiversity and geodiversity sites

A.7.1 This annex provides an overview of the statutory and non-statutory nature conservation sites in the borough. The grid square reference of each site is included. The sites listed are also shown on the Proposals Map.



Sites of Specific Scientific Interest

- Ingrebourne Marshes TQ 538 842
- Inner Thames Marshes TQ 528 804
- Hornchurch Cutting (Geological SSSI) TQ 547 873

Local Nature Reserves

- The Chase (jointly managed with London Wildlife Trust) TQ 512 863
- The Manor TQ 550 930
- Ingrebourne Valley TQ 538 842
- Cranham Brickfields TQ 580 881
- Cranham Marsh TQ 565 854
- Bedfords Park TQ 518 923
- Rainham Marshes TQ 528 804

Sites of Importance for Nature Conservation

Sites of Metropolitan Importance

- M014 Cranham Marsh TQ 565 854
- M031 River Thames and tidal tributaries TQ 167 754
- M039 Rainham Marshes TQ 528 804
- M090 The Chase and Eastbrookend Country Park TQ 512 863
- M108 Ingrebourne Valley TQ 538 842
- M150 Bedfords Park TQ 518 923
- M151 Dagnam Park and Hatters Wood TQ 550 930
- M152 Belhus Woods TQ 568 825
- M153 Havering Country Park TQ 505 928
- North Ockendon Pit TQ 591 844 (former HVBI138)
- Beam Valley South TQ 506 836 (former HvBI17)

Sites of Borough Importance

Grade I sites:

- HvBI01 Mudlands TQ 510 824
- HvBI02 Frank's Wood and Cranham Brickfields TQ 580 881
- HvBI03 Fields south of Cranham Marsh TQ 573 852
- HvBI04 Codham Hall Wood West TQ 582 886
- HvBI05 Hornchurch Country Park TQ 532 842 (inc Southern Grasslands of St George's Hospital)
- HvBI06 Tylers Common TQ 566 905
- HvBI07 Tomkyns East Pastures TQ 571 897
- HvBI08 Upminster Lodge Farm Horse Field TQ 556 891
- HvBI09 Fairplay Farm TQ 601 862
- HvBI10 Warwick Wood TQ 558 830
- HvBI11 Bellvue TQ 528 921
- HvBI12 Foxburrow Wood, Havering-Atte-Bower TQ 526 933
- HvBI13 Spice Pits Wood TQ 539 940
- HvBI14 Long Wood and Sage Wood TQ 544 922
- HvBI15 Romford Golf Course TQ 524 903
- HvBI16 Mid Beam Valley TQ 514 848
- HvBI18 Lower River Beam & Ford Works ditches TQ 499 819
- HvBI19 Hainault Forest Golf Centre TQ 486 929
- HvBI20 Duck Wood TQ 555 923
- HvBI21 Clay Tye Wood TQ 596 868

Grade II sites:

- HvBII01 Bower School Wood TQ 509 920



- HvBII02 South Park Plantation TQ 516 934
- HvBII03 River Rom in North West Havering TQ 496 917
- HvBII04 Bedfords Farm Wood TQ 522 927
- HvBII05 Immanuel School Wood TQ 507 922
- HvBII06 Cranham Hall Shaws and Pasture TQ 577 866
- HvBII07 All Saints Churchyard, Cranham TQ 572 861
- HvBII08 Strawberry Farm Wood TQ 568 889
- HvBII09 Puddle Dock Angling Centre TQ 594 868
- HvBII10 Lodge Farm Spinney TQ 548 846
- HvBII11 Curtis Plantation TQ 540 947
- HvBII12 Bonnetts Wood TQ 551 842
- HvBII13 Foxlands Farm TQ 551 895
- HvBII14 Hall Lane Verge and Montrose Pasture TQ 561 899
- HvBII15 Boxhill Road Wood TQ 528 927
- HvBII16 Home Farm Wildherness TQ 552 938
- HvBII17 The Butchers Paddock TQ 513 937
- HvBII18 Carters Brook and Paines Brook TQ 541 929
- HvBII19 Tylers Hall Pond TQ 566 913
- HvBII20 Jarmains Wood TQ 570 908
- HvBII21 Foxburrow Wood, Upminster TQ 573 902
- HvBII22 Broadfields Farm TQ 583 861
- HvBII23 Upminster Sewage Works Grass Bed TQ 608 865
- HvBII24 Bournwood Fields TQ 557 906
- HvBII25 Hall Farm Moat, Paddock & St Mary Magdelene Churchyard, N.Ockendon TQ 587 847
- HvBII26 Stubbers Outdoor Pursuit Centre TQ 573 844
- HvBII27 Redlands Aggregates Angling Lake TQ 572 832
- HvBII28 Common Watercourse & Williams Lake TQ 544 822
- HvBII29 Moor Hall Farm Shaws TQ 552 812
- HvBII30 The Willows TQ 550 814
- HvBII31 Noak Hill Archery Field TQ 526 915
- HvBII32 Tench Pond Plantation TQ 531 935
- HvBII33 St Thomas's Churchyard, Noak Hill TQ 541 940
- HvBII34 Forge House Paddocks and Fishing Lake TQ 543 936
- HvBII35 Home Farm Broxhill TQ 530 930
- HvBII36 Brett Havering Aggregates East TQ 550 828
- HvBII37 Brett Havering Aggregates West TQ 536 816
- HvBII38 North Ockenden Pit TQ 591 844
- HvBII39 Riverside Sewage Treatment Works TQ 511 821
- HvBII40 Little Chef Pasture TQ 555 889
- HvBII41 Chequers Road Wood TQ 544 939
- HvBII42 Railside Land (divided into 6 sections A-F) TQ 530 894
- HvBII43 Hill View TQ 573 889
- HvBII44 Gerpins Lane Open Space TQ 554 840
- HvBII45 Folkes Lane Woodland TQ 575 896
- HvBII46 Tylers Wood TQ 571 904
- HvBII47 Harold Court Woods TQ 554 915
- HvBII48 Pages Wood TQ 558 898
- HvBII49 Ingrebourne Hill TQ 525 834
- HvBII50 Berwick Glades TQ 541 842

Sites of Local Importance

- HvL01 Raphael Park TQ 518 899
- HvL02 River Rom at King George's Playing Fields TQ 501 897
- HvL03 Wennington Churchyard TQ 539 809
- HvL04 Shoulder of Mutton Wood TQ 551 919
- HvL05 Westlands Rough TQ 495 880



- HvL06 Romford Cemetery TQ 505 876
- HvL07 Harrow Lodge Park TQ 530 866
- HvL08 Clockhouse Gardens TQ 563 865
- HvL09 St Lawrence's Churchyard, Upminster TQ 559 864
- HvL10 Pot Kiln Wood & Sickie Wood TQ 571 886
- HvL11 Langton's Gardens TQ 537 874
- HvL12 Parklands, Corbets Tey TQ 555 849
- HvL13 Rise Park Stream TQ 514 911
- HvL14 Bob's Lane and Ash Lane TQ 522 914
- HvL15 Bower Farm Green Lane TQ 512 939
- HvL16 The Dell TQ 544 868

A.8 Monitoring

A.8.1 Monitoring is a vital tool in ensuring the Local Plan is being implemented as intended. Havering Council produces an Authority Monitoring Report on an annual basis which will report on the progress of the indicators below. The Authority Monitoring Report will be published by the end of December each year and will cover the previous financial year. All indicators in the table will be monitored on this basis unless otherwise stated.

Table 9 Local Plan monitoring framework

Policy	Strategic Objective	Indicators	Source of Data
Successful Places to Live			
Housing Supply	SOi, SOii, SOiv, SOxvi	Net additional dwellings	London Development Database
		Net additional dwellings over the previous five year period or since the start of the relevant Local Plan period, whichever is longer	
		Net additional dwellings in: i. Romford Strategic Development Area ii. Rainham Strategic Development Area iii. Each District centre iv. Council Housing Estates	
		Percentage of dwellings built on previously developed land	
		Number of dwellings lost to other uses (without re-provision)	
		Projected net additional dwellings up to the end of the Local Plan period	
Affordable Housing	SOi, SOiii	Net affordable housing completions (number and as a percentage of net housing completions)	London Development Database
		Net affordable housing completions by tenure type (number and as a percentage of net affordable housing completions)	
Housing Mix	SOi, SOiii	Net completions by housing size and type	London Development Database
Specialist Housing	SOi	Net additional specialist housing completions	London Development Database



Policy	Strategic Objective	Indicators	Source of Data
Successful Places to Live			
Residential Design and Amenity	SOi	Number and proportion of housing completions achieving the Lifetime Homes Standards	London Development Database
		Number and proportion of housing completions that meet Building Regulation Requirement M4(2) and M4(3)	
		Number and proportion of housing completions that meet the National Space Standards	
Houses in Multiple Occupancy	SOi SOiii	Net additional HMO completions	London Development Database
Conversions and Sub-divisions	SOii, SOiii	Net additional completions arising from: i. Conversions of existing non-residential buildings ii. Sub-division of residential developments	London Development Database
Garden and Backland Development	SOii	Net additional housing completions on garden and backland	London Development Database
Gypsy and Traveller Accommodation	SOiii	Net additional gypsy and traveller pitches and travelling showpersons plots	London Development Database
Thriving Communities			
Healthy Communities	SOv	Percentage of major applications submitted with a Health Impact Assessment	LBH
Town Centre Development	SOvi	Position of Havering's town centres in the London strategic town centre network	GLA
		Amount of completed retail floorspace in Havering's metropolitan and district centres	London Development Database
		In Havering's primary and secondary frontages, the number and percentage of: i. Vacancies ii. A1 and A2 units iii. A5 units iv. betting shops v. payday loan shops	LBH
Eating and Drinking	SOvi	Net additional A3 and A4 units and floorspace in Havering's metropolitan and district centres	LBH London Development Database
Culture and creativity	SOvii	Net additional arts, cultural and leisure floorspace in town centres and out of town centres.	LBH London Development Database



Policy	Strategic Objective	Indicators	Source of Data
Successful Places to Live			
Social infrastructure	SOv, SOviii	Net additional floorspace for social infrastructure facilities	London Development Database
		Average size of GP patient lists	LBH
Education and Early Years Provision	SOviii	School places vs demand for school places	LBH
		Net additional floorspace for educational purposes	London Development Database
Open Space, Leisure and Recreation	SOxv	Net loss/gain of public open space, playing fields and leisure floorspace	London Development Database
		Number of open spaces with Green Flag Awards	LBH
Opportunities to Prosper			
Business Growth	SOix, SOx	Amount of designated and non-designated industrial floorspace lost to non-industrial uses	London Development Database
		Net additional office floorspace	London Development Database
		Net additional employment floorspace by type	London Development Database
		Births, deaths, and survival of enterprises	National Statistics
Loss of Industrial Land	SOix	Amount of employment land lost to residential and/or commercial developments	London Development Database
Affordable workspace	SOix, SOx	Number of affordable workspace units delivered	LBH
		Net additional affordable workspace floorspace	LBH
Skills and Training	SOx	Percentage of local labour used in the construction of new developments and end user phase where applicable	LBH
Transport and Digital Connections			
Transport Connections	SOxi, SOxii	Proportion of journeys made by Havering school pupils to school by walking and cycling	LBH
		Car use and car ownership across the borough	LBH
		Number of road accidents (collisions) by age and by Ward	LBH
		Progress on the delivery of key transport infrastructure projects as set out in Policy 23	LBH



Policy	Strategic Objective	Indicators	Source of Data
Successful Places to Live			
Parking provision and design	SOxi	Percentage of completed development schemes meeting the required parking standards	LBH
Digital Connections	SOxi	Percentage of new developments with access to high speed broadband	LBH
High Quality Places			
Urban Design	SOxiv	Number of schemes nominated for and/or awarded a design award	LBH
		Number and proportion of major applications reviewed by a Design Review Panel	LBH
Landscaping	SOxiii, SOxiv	Number of proportion of major applications approved without a detailed landscape scheme	LBH
Heritage Assets	SOxiv	Number of heritage assets on the Heritage at Risk Register	Historic England
		Number of Conservation Areas with up-to date Appraisals and Management Plans	LBH
Green Places			
Green Infrastructure	S0xiv	Progress on the key green infrastructure projects as set out in Policy 29	LBH and external partners
Nature Conservation	SOxv	Changes in areas and populations of biodiversity importance, including: i. Changes in priority habitats and species (by type); and ii. Changes in areas designated for their intrinsic environmental value; including sites of international, national, regional, sub-regional or local significance	LBH Natural England
Rivers and River Corridors	SOxiv, SOxx	Percentage of main rivers of good or fair chemical and biological quality	Environmental Agency
Flood Management	SOxxi	Number of planning permissions granted contrary to the advice of the Environmental Agency	Environmental Agency
		Number and proportion of developments which incorporate Sustainable Drainage Systems (SuDS)	LBH
Air Quality	SOxviii,	Concentrations of two main air pollutants (NO2 & PM10) at monitoring stations	LBH
Pollution	SOxviii, SOxx	Percentage of main rivers of good or fair chemical and biological quality	Environmental Agency
On-site waste management	SOxvii	Percentage of household waste recycled/re-used/composted	LBH



Policy	Strategic Objective	Indicators	Source of Data
Successful Places to Live			
Low Carbon design and renewable energy	SOxix	Number of developments where on-site renewable energy generation is integrated	LBH
		Percentage of energy generation by type from renewable sources	LBH
Minerals			
Mineral Reserves	SOxxii	Loss of mineral safeguarded land to development	LBH
Mineral Extraction	SOxxii	Production (tonnes) of primary land won aggregates	LBH
Secondary Aggregates	SOxxii	Production (tonnes) of secondary/recycled aggregates	LBH
		Use of primary won materials	LBH

A.9 Glossary

A.9.1 This glossary does not repeat any terms that are already defined within the National or Regional Planning Policy. For further information please refer to the glossaries within the London Plan, National Planning Policy Framework and Planning Policy for Traveller Sites.

Table 10

	Definition
Affordable Workspace	A workspace provided where rent and service charges, excluding business support services, are on average at least 20% less than comparable local market rates for the duration of a lease (although it is noted that, for some sectors and locations, much reduced rents may be needed to render them affordable to target occupiers).
Authority Monitoring Report (AMR)	The Localism Act 2011 requires Local Planning Authorities to produce monitoring reports on at least an annual basis. The Report monitors the implementation of the Council's Local Development Scheme. It also assesses the extent to which the policies in Local Plan Documents are being implemented and the effects that they are having.
Biodiversity Action Plan (BAP)	An internationally recognised program addressing threatened species and habitats and is designed to protect and restore biological systems.
Building Research Establishment (BRE)	A private organisation that carries out research, consultancy and testing for the construction and built environment sectors in the UK. Among the BRE's areas of interest are participation in the preparation of national and international standards and building codes, including the UK building regulations.
Character	A term relating particularly to Conservation Areas or Listed Buildings, but also to the appearance of any location in terms of its landscape or the layout of streets and open spaces and the design of its buildings, often giving places their own distinct identity.
Community Use Agreements (CUA)	Are in place to secure community access for 'pay & play' opportunities for the general public and community club use. Community use agreements outline



	Definition
	hours of availability, management arrangements, pricing policies and sports development plans.
Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under S69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Contaminated Land	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.
Density	A measure of the amount of residential accommodation on any given site. It can be measured by calculating the number of habitable rooms per hectare, or by calculating the number of dwellings per hectare. In either case, the net site area is the appropriate unit of measurement.
Gypsy and Traveller Pitch	A pitch is defined as accommodating a household, and in Havering generally includes a large static trailer, touring caravan, amenity building and parking and turning space.
Gypsy and Traveller Site	A site that can be made up of one or more pitches.
Health Impact Assessment (HIA)	A tool to assess the potential effects of a proposal on the health of a population, and the distribution of those effects within the population.
Housing Zones	Housing Zones are designated by the Mayor of London and will bring accelerated housing development to areas across London with high potential for growth. The building of homes in these areas will be supported by a range of planning and financial measures.
Infrastructure Delivery Plan (IDP)	The Infrastructure Delivery Plan (IDP) identifies the borough's infrastructure requirements including social, physical and green infrastructure. The IDP sets out what is needed, where it is needed and when it is needed.
Killed/Seriously Injured (K.S.I)	The defined severity of the casualty in road traffic accidents on the Strategic Road Network reported by the police where the casualty has sustained either a fatal or serious injury.
Lifetime Homes Standards	Lifetime Homes are ordinary homes designed to incorporate 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
London Plan	Spatial Development Strategy prepared by the Greater London Authority (GLA) for the strategic planning of the Greater London Area. Forms part of the Development Plan for Havering.
Major development	For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares). For all other uses: where the floor space will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.
Multi-use game areas (MUGAs)	Hard-surfaced, fenced areas that enable use for a variety of sports including basketball, football, hockey and netball.



	Definition
National Planning Policy Framework (NPPF)	The NPPF sets out the Government's planning policies for England and how these are expected to be applied at local level.
Proposals map	A type of Development Plan Document which illustrates on an Ordnance and Survey map base, individual sites or geographical areas to which adopted planning policies and proposals relate.
Secured by Design	Secured by Design focuses on crime prevention of homes and commercial premises and promotes the use of security standards for a wide range of applications and products.
Strategic Flood Risk Assessment (SFRA)	An assessment of the likelihood of flooding in a particular area so that the location and design of development and mitigation measures can be carefully considered.



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LONDON BOROUGH

