



Application Reference:

P0947.17

Location:

49-87 New Road, Rainham

Ward:

South Hornchurch

Description:

Outline planning application for the demolition of all buildings and redevelopment of the site for residential use providing up to 245 units with ancillary car parking, landscaping and access

Case Officer:

William Allwood

1 BACKGROUND

- 1.1 This item relates to a current planning application, which was originally submitted in June 2017 and was not therefore subject to Pre-Application discussions with the Strategic Planning Committee (SPC). The purpose of this Report is therefore to bring Members up to speed on the emerging scheme in advance of the formal determination of this planning application. The site is located to the north side of New Road, within the Rainham and Beam Park Planning Framework area, which seeks to deliver 3,500 new homes as part of the GLA housing zone proposals.
- 1.2 The proposals for the site relate to land in private ownership, but the London Borough of Havering is seeking to negotiate acquisition by private land treaty with each site owner/s, or otherwise pursue compulsory purchase orders to enable the comprehensive development of the site, and ensure that future proposals do not prejudice the development of adjoining land. Any comments made in response to the developer's presentation will be considered by the development team, and taken into account in the formal determination of the current planning application.

2 PROPOSAL AND LOCATION DETAILS

Initial Proposals

- 2.1 The initial proposal was to demolish the existing buildings and structures on the site and construct a residential development to comprise the following:
- Three distinct blocks of varying heights (between 3/5/6 storeys)
 - 207 homes proposed providing 35% affordable and 65% market housing.
 - 154 car parking spaces
 - 261 cycle parking spaces
 - Amenity provision including three courtyard gardens
- 2.2 In response to the application, comments were raised by the Greater London Authority (GLA) and Transport for London (TfL), who advised thus:

GLA

- The residential development of this de-designated employment site in the London Riverside Opportunity Area and Housing Zone is supported
- The applicant must commit to a comprehensive affordable housing strategy across the programme which must secure the timely delivery of the maximum amount of affordable housing
- There are concerns with the design, appearance and residential quality of the scheme, arising from the excessive surface car parking and poor definition of public and private spaces and routes. The applicant should reduce car parking and improve the quality of the spaces between the buildings
- Further clarification is sought with regard to energy efficiency, the site wide heat network and renewable energy

TfL

- Requests that amendments are made to the scheme and further information is provided before we can be supportive of the proposed development
- We request that the applicant amends the scheme to reduce the overall level of car parking to a minimum and clarifies the Blue Badge parking provision, increases cycle parking provision and provides greater detail on cycle parking provision
- Further detail on the site construction should also be provided in order to comply with the transport policies of the London Plan

Revised Proposals

- 2.3 Following the initial response to the planning application from consultees and in particular comments raised by the Greater London Authority (GLA) and Transport for London (TfL), the application has been amended and further re-consultation has taken place. The key focuses of the changes are:
- Blocks of varying heights (between 6/7/8/9 storeys)
 - Increase in housing numbers to 245 homes proposed providing 35% affordable and 65% market housing
 - Reduction of car parking to 87 car parking spaces
 - Increase in cycle parking to 464 cycle parking spaces, plus 6 visitor cycle spaces
 - Significant amenity provision including enhanced courtyard gardens and play areas

Site and Surroundings

- 2.4 The site is generally flat, rectangular in shape and extends to 1.128 hectares (2.787 acres) in size. The application site is occupied by a number of single storey warehouses, car sales areas, car parking and associated hard landscaping. The site is flanked by Walden Avenue and Askwith Road; Queens Gardens is to the north. The adjoining housing to the west onto Walden Road consists of a mixture of 2-storey dwellings and bungalows. The existing housing to the east onto Askwith Road also comprises 2-storey dwellings and bungalows. The dwellings to Queens Gardens to the north are comprised by three storey apartments, 2-storey houses and bungalows.
- 2.5 The junctions at the corners of the site are unsignalled and have no designated crossing points. The junction with Marsh Way to the south is a major access point onto the A1306 New Road.
- 2.6 The nearest rail station is at Rainham (1.1 miles distance); the site is however approx. 0.16 miles from the proposed Beam Park station; there are also bus routes and a cycle path on New Road. The PTAL score for the site is 1. The site is in Flood Zones 2 and 3; the southern part of the site sits in the outer/middle zone of a high pressure National Grid gas pipeline.

Planning History

- 2.7 None directly relevant to these proposals. There is however a current outline planning application at 35 – 87 (inclusive) New Road for 248 dwellings, landscaping etc., which has not to date been determined.

3 CONSULTATION

3.1 At this stage, the following have been consulted regarding the planning applications:

- Thames Water
- Network Rail (Statutory Consultee)
- Environment Agency
- Greater London Authority (Statutory Consultee)
- Havering PCT
- Fire Brigade
- National Grid – Gas/Electricity
- Historic England (Statutory Consultee)
- Transport for London (Statutory Consultee)
- Natural England
- National Air Traffic Services
- Metropolitan Police

4 COMMUNITY ENGAGEMENT

4.1 In accordance with planning legislation, the developer has completed consultation with the local community. The revisions to this scheme have been re-notified and any details of additional representations received will be included in a future committee report.

5 MATERIAL PLANNING CONSIDERATIONS

5.1 It is suggested that the main planning issues raised by the proposal that the committee must consider are:

- Principle of development
- Density, Scale and Site Layout
- Design Quality and Landscaping
- Parking and Highway Issues
- Housing Mix/Affordable Housing
- Impact on Neighbouring Amenity
- Noise Environment

5.2 Additional Issues

A number of other matters are being addressed as part of the application process. Securing a policy compliant response to these issues will be fundamental to the success of the schemes as they develop in form and layout. These include the following (list not in order of priority or exclusive):

- Residential Quality
- Sustainability, energy efficiency and climate change mitigation
- Impact on local Education provision
- Environmental Impacts
- Archaeology
- Biodiversity
- Flooding and Drainage
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation

5.3 In all respects the redevelopment of 49-87 New Road, Rainham will be expected to achieve the highest quality of development both internally and externally and pay full regard to planning policy requirements.

Financial and Other Mitigation

5.4 The proposals would likely attract a range of section 106 contributions to mitigate the impact of the development. This will be matter for further discussion as the proposal evolves.

5.5 The Council is undertaking work to put a Community Infrastructure Levy (CIL) in place to mitigate the impact of development in the Borough by contributing to the cost of Infrastructure necessary to support such development. This development would attract CIL contributions if an implementable consent is in place after the CIL is in place. This will be determined by the final quantum of development.

Conclusions

5.6 The proposals are still emerging and additional design work/ reporting will be undertaken following this presentation to Committee. Once the scheme is developed in further detail, the proposal will be presented again to the Strategic Planning Committee for formal consideration.