

Havering Cabinet Meeting on August 5 2020

Item to be approved for Havering Local Plan Main Modifications Public Consultation

Schedule of Proposed Main Modifications

August 2020



Examination into the Havering Local Plan 2016 - 2031

Document for Public Consultation alongside the Proposed Main Modifications

Schedule of Proposed Main Modifications

August 2020

The purpose of this Proposed Main Modifications schedule

The schedule has been published to set out the Proposed Main Modifications to the **submission Havering Local Plan (March 2018)** following:

- the Regulation 19 consultation in Autumn 2017
- the submission of the Local Plan to the Secretary of State in March 2018; and
- the Examination in Public hearing sessions in October 2018 and May 2019

How to use this Proposed Main Modifications schedule

The proposed Main Modifications are arranged in plan 'order' and each has a unique number.

Each of the proposed Main Modifications (Column 1) is identified with a prefix: 'MM' followed by a number (1-29).

In all cases, all the proposed modifications for an individual policy and / or the supporting explanatory text (sometimes referred to as 'reasoned justification') have been dealt with under **a single** modification number.

The page number (Column 2) refers to the submission version of the Havering Local Plan (March 2018). Column 3 refers to the policy number or paragraph of explanatory text in the submission Local Plan.

Column 4 sets out the detail of the proposed Main Modification to the policy and / or the explanatory text. For convenience, at the start of the text, it also identifies the relevant section of the Local Plan.

For both text in the policy and the supporting explanatory text, the proposed Main Modifications are expressed in the conventional form of ~~striketrough~~ for deletions and underlining for proposed additions of text or numbering changes.

For each proposed modification, any changes proposed to the 'headline' policy text are set out first. These are then followed by proposed changes to the explanatory text (where appropriate). In some cases there are no proposed modifications to the policy text and the proposed modification only encompasses modifications to the explanatory text.

In most cases, aside from minor additional changes which fall outside the scope of this proposed main modifications schedule, text in the submission Local Plan which it is proposed to retain as **unchanged** in the adopted Local Plan (subject to the outcome of the Examination and Member approval) is **not** included in this document. The exceptions to this are those instances where its inclusion in this document is helpful for clarity and assisting in placing the proposed modification into its context.

It should be noted that the proposed Main Modifications for policies 3, 11 and 24 (dealing with housing supply, gypsy and traveller accommodation and parking provision and design, respectively), and which formed an important part of the Examination hearings, are more extensive compared to other proposed Main Modifications and, for this reason, the proposed Main Modifications are set out in this document within the preceding and following text in the submission Local Plan which remains unchanged.

The commentary describing the proposed modifications to policy text will refer to specific paragraphs (for example, first or second). This will always reflect the submission version of the Local Plan unless a Proposed Modification earlier in the policy has required deletion or addition of text. In such cases, the reference to third or fourth paragraph, for example, will take account of the necessary adjustments if the modification is adopted. For convenience, the position of the paragraph in the submission Local Plan is shown in brackets (for example, 'was second'. Paragraph numbers in the submission Local Plan which are adjusted as a result of additional or deleted text are shown in the strikethrough and underline format to show the original number and the proposed new number (for example, 7.8.69).

The source or the reasons for the modifications are provided in Column 5 (the right-hand column). The 'reasons' refer to hearing sessions of the Local Plan Examination.

London Borough of Havering April 2020

Schedule of Proposed Main Modifications

Column 1 Ref. Number	Column 2 Page	Column 3 Policy/ Para.	Column 4 Proposed Main Modification	Column 5 Source / Reason for proposed modification
MM1	4	New para. 1.1.8	<p>Section 1 Overview: 1.1 What is the Local Plan?</p> <p>Insert additional final paragraph after 1.1.7 :</p> <p>1.1.8 On adoption of this Local Plan the following documents that form part of the current Local Development Framework (2008) will be superseded:</p> <ul style="list-style-type: none"> • <u>Core Strategy (2008)</u> • <u>Development Control Policies (2008)</u> • <u>Proposals Map (2008)</u> - will be superseded by a new Proposals Map for the Local Plan and this will include the changes identified in the Proposals Map Changes booklet(s) and those elements of the existing Proposals Map which will be unchanged. • <u>Sustainable Design and Construction (2009)</u> • <u>Planning Obligations (2013)</u> will be superseded by the introduction of Havering CLL (2019) <p><u>Retain the remaining existing allocations in the Romford Area Action Plan (2008) and the Site Specific Allocations (2008) until masterplans are adopted for the Romford and Rainham and Beam Park areas, respectively.</u></p>	<p>In response to discussions on Day 1 of the hearing sessions (Matter 1).</p> <p>The proposed modification :</p> <ul style="list-style-type: none"> • ensures that the Local Plan is in accordance with Reg 8(5) of the Town and Country Planning (Local Plans) (England) Regulations 2012. This requires that a statement must set out which documents will be superseded by a new Local Plan.
MM2	10	Strategic Objectives Para 3.2.1	<p>Section 3 : Strategic Objectives</p> <p>Add new criterion to paragraph 3.2.1 as follows :</p> <p><u>xxii. Support greater use of the River Thames for freight and passenger transport</u></p> <p>and renumber the final criterion as xxiii.</p>	<p>In response to discussions on Day 5 of the Hearing session (Matter 8).</p> <p>The proposed modification recognises the potential of the river for freight transport in line with the Mayor of London's strategies and the Council's transport policies.</p>
MM3	16	Policy 1	<p>Section 6 : Strategic Development Areas : 6.1 Romford Strategic Development Area</p> <p>Update and amend the first paragraph of the policy as follows:</p> <p>Residential Development</p> <p>Over the plan period the Council will support the delivery of over <u>6,000 5,300⁽²⁾</u> new high quality homes within the Romford Strategic Development Area in well managed residential and mixed use schemes that provide attractive places to live and which are well integrated with the existing community.</p> <p>Insert text and renumber the policy criteria from ix. onwards (including ix.) as follows :</p> <p>Connectivity</p> <p>Romford is the most accessible and well connected area within the borough and has an important role as a</p>	<p>In response to discussions on Day 1 of the hearing sessions (Matter 2).</p> <p>The proposed modifications:</p> <ul style="list-style-type: none"> • update the housing figures included in the policy in line with Policy 3 and the Housing Position Statement : Technical Update (October 2019) • clarify that only major developments will be required to secure improvements in connectivity • to reflect updated evidence that school provision has been taken into account and will be included in the Bridge Close development • emphasise the importance of mixed uses being secured in the Romford Strategic Development

			<p>transport hub. The Council will support proposals that further enhance connectivity and will:</p> <ul style="list-style-type: none"> * <u>ix</u> Continue to work with partners to secure significant improvements to Romford station; * <u>x</u> Support the delivery of Crossrail services to Romford and improvements to the public realm in the vicinity of the station; * <u>xi</u> 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; * <u>xii</u> Actively pursue opportunities with TfL and other partners to tunnel the western section of the ring road; * <u>xiii</u> Work with TfL to improve accessibility into Romford Town Centre for active travel users; * <u>xiv</u> 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; * <u>xv</u> 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; * <u>xvi</u> 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; * <u>xvii</u> Require developers of <u>major sites</u> to improve active travel links between Romford Station, Waterloo Road and Bridge Close; * <u>xviii</u> Support development proposals that better integrates The Brewery with South Street; * <u>xix</u> 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 * <u>xx</u> 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. <p>Renumber the policy criteria and insert text as follows :</p> <p>Social infrastructure</p> <p>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:</p> <ul style="list-style-type: none"> * <u>xxi</u> Romford Leisure Centre * <u>xxii</u> New and enhanced public open spaces * <u>xxiii</u> A new health hub, including the sexual health services relocated from Queens Hospital; * <u>xxiv</u> Additional school places in line with the Council's Commissioning Plan and Schools Expansion Programme over the Plan period; * <u>xxv</u> 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. <u>A 3 form of entry primary school (630 places) has been approved on the Bridge Close development site and the new school should be sufficient to meet demand for the additional primary places needed over the next five years. A further 6FE need for primary school places beyond the first five years</u> * <u>xxvi</u> A 6/8FE secondary school in the second phase of the Plan period (5-10 years); <p>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.</p>	<p>Area and clarify the role of the Romford Masterplan</p> <ul style="list-style-type: none"> • clarify floor to ceiling height requirements • clarify requirements about tall buildings • explain the Council's approach to the Romford Masterplan • corrects a numbering error in the policy criteria
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		<p>Renumber the policy criteria and insert text as follows :</p> <p>Design and Heritage</p> <p>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.</p> <p>The Council will support proposals that:</p> <p>xxii. xxvii. 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;</p> <p>xxiii. xxviii. 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. <u>To achieve a vibrant and thriving Town Centre there will need to be a mix of uses throughout the Romford Strategic Development Area (RSDA). It is envisaged that this will include residential, retail, commercial, leisure and arts uses. It is intended that the preferred locations for these different uses within the Town Centre will be identified through the ongoing master planning process for Romford. To facilitate delivery of these uses, the design of the ground floor of a mixed use development within RSDA should have a minimum floor-to-floor height of 3.5m to allow flexibility for future changes and adaptability over time. This is a recommended dimension for floor-to-floor height, as the floor-to-ceiling height in retail or commercial development will depend on individual occupier fit out requirements. Commercial buildings, given their likely increased service requirements will generally require a minimum floor-to-ceiling height of 3.5m to 4m.</u></p> <p>xxiv. xxix. 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;</p> <p>xxx. xxx. Make a positive contribution towards public realm improvements in the Market Place;</p> <p>xxxi. xxxi. Demonstrate how the proposed scheme responds to wider development opportunities, movement and environmental enhancements in the town centre;</p> <p>xxxii. xxxii. <u>On major development sites open up access to the River Rom and positively incorporate the river into the development scheme(s);</u></p> <p>xxxiii. xxxiii. Optimise the design and location of development including the incorporation of resilience measures to address potential flood risk, where appropriate; and</p> <p>xxxiv. xxxiv. 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.</p> <p>² at least 4,750 <u>5,000</u> homes will be built over the first 10 years of the plan period</p> <p>Proposed modifications to explanatory text :</p> <p>Text added to, and deleted from, paragraph 6.1.22 of the explanatory text as follows :</p> <p>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</p>	

			<p>Romford area a 3 form of entry primary school (630 places) has been approved on the Bridge Close development site and the new school should be sufficient to meet demand for the additional primary places needed over the next five years. over the next five years an additional 3FE will be needed. 1FE is likely to be delivered through expansion of an existing school and a new 2FE school will be needed. There is a further 6FE needed for primary school places beyond the first five years. This will need to be delivered through new schools. This will be addressed via the Site Specific Allocation Plan that will identify specific sites for future schools. If further sites come forward for housing development the Council will need to assess whether further education provision will be needed. 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.</p> <p>Add new paragraph 6.1.30</p> <p>6.1.30 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 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.</p> <p>A tall building is generally understood to be anything which is of significantly greater height than its context. As Historic England note in the Tall Building Advice Note 4: "In a successful plan-led system, the location and design of tall buildings will reflect the local vision for an area, and a positive, managed approach to development, rather than a reaction to speculative development applications". To determine the appropriate scale, height and form of development with the Romford Strategic Development Area the Council have commissioned consultants to work with the Council to develop a masterplan for Romford Town Centre. This piece of work will involve analysis, characterisation and building height studies to provide evidence to support a local height definition for tall buildings and the identification of appropriate locations with the Romford Strategic Development Area for such buildings beyond the definition within the Local Plan. The Romford Masterplan is envisaged to be adopted as a Supplementary Planning Document and will therefore provide clarity in due course in this area.</p>	
MM4			<p>MM number not used</p>	
MM5	22	Policy 2	<p>Section 6 : Strategic Development Areas : 6.2 Rainham and Beam Park Strategic Development Area</p> <p>Amend and add new text to the fourth paragraph of the policy as follows :</p> <p>Commercial Development</p> <p>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.</p> <p>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.</p> <p>New <u>commercial</u> development will be required to incorporate generous floor to ceiling heights of <u>3.75-3.5m to 4m</u> at ground floors of buildings in Beam Park Centre, and <u>3m at ground floors of buildings</u> along New Road to provide for flexibility for use as either retail or commercial spaces in the future.</p>	<p>In response to discussions on Day 1 of the hearing sessions (Matter 1).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> • emphasise that mixed uses will be required in the Rainham Strategic Development Area • clarify requirements about floor to ceiling heights • recognise the importance of heritage considerations • highlight the Council's commitment to further planning work being undertaken to guide development on key sites

			<p>Insert a new fifth paragraph in the policy as follows :</p> <p><u>To achieve a vibrant and thriving area there will need to be a mix of uses throughout the Rainham and Beam Park Strategic Development Area It is envisaged that this will include retail, commercial, leisure and arts uses.</u></p> <p>Add a new policy criteria xx. and renumber the remaining criteria as follows :</p> <p>Design and Heritage</p> <p>To ensure the successful transformation of the area, the Council will support development proposals which:</p> <p>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;</p> <p>xvi. Provide a layout that facilitates a coherent urban structure across the area as a whole and demonstrate that the layout achieves a coherent structure both in its own right, and in terms of its facilitation of future phases;</p> <p>xvii. Better link the existing settlements of South Hornchurch and Orchard Village with Rainham Village, and transform New Road (the A1306) from a traffic dominated corridor into an attractive high quality green urban street commensurate with the adjoining new residential neighbourhoods;</p> <p>xviii. Overcome the barrier presented by the river and the industrial sites and bring significant enhancement of the wider area as an attractive place;</p> <p>xix. Respond positively to the context within Rainham Village strengthening and enhancing the character of this historic village;</p> <p>xx. <u>Take account of and positively respond to the various listed buildings and their settings.</u></p> <p>xxi. 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;</p> <p>xxii. Have buildings designed at street corners that 'turn the corner' and address both street spaces;</p> <p>xxiii. Provide a good sense of enclosure to streets and public spaces with buildings positioned along consistent building lines;</p> <p>xxiv. 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</p> <p>xxv. 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.</p>
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MM6	27	Policy 3	<p>Section 7 : Successful Places to live : 7.1 Housing Supply</p> <p>Delete the first sentence from the second paragraph of the policy :</p> <p>Over the full 15 year Plan period, at least 17,550 new homes will be built in Havering.</p> <p>Replace the deleted sentence of the second paragraph of the policy (as above) with new text and update the figures and amend the text in the itemised points with the following :</p> <p><u>In line with the London Plan 10 year housing target for Havering, at least 11,701 new homes will be built in Havering over the first 10 years of the Plan period. This will include the delivery of at least:</u></p> <ul style="list-style-type: none"> i. 5,300 <u>5,000</u> homes on major sites in the Romford Strategic Development Area; ii. 3,000 homes on major sites in the Rainham and Beam Park Strategic Development Area; iii. 700 300 homes through the intensification and renewal of existing Council housing estates outside the Strategic Development Areas; iv. 400 homes on two large previously developed sites within the Green Belt; and 1,500 homes on other major sites outside of the Strategic Development Areas and Council housing estates; and v. 2,700 homes on small sites across borough. 1500 homes on small sites across the borough <u>and through vacant units returning to use.</u> <p>Add new criteria viii. and ix. and renumber following criteria as follows :</p> <p>The delivery of new homes will also be achieved by:</p> <ul style="list-style-type: none"> vi. Promoting mixed use development in town centres and designated out of town centre locations; vii. Prioritising all non-designated land for housing when it becomes available; viii. <u>Supporting the re-use of brownfield sites when they become available;</u> ix. <u>Supporting residential development proposals around stations where it is compatible with the character of the local area. Major development proposals around stations will be subject to design review.</u> <p>xi. x <u>x</u> Supporting appropriate development of infill, under-utilised and vacant sites in the borough's sub-urban areas;</p> <p>xi. xi Resisting the net loss of residential development;</p> <p>xii. xii <u>xii</u> Supporting initiatives to bring back empty residential properties into use;</p> <p>xiii. xiii <u>xiii</u> Supporting self-build initiatives; and</p>	<p>In response to :</p> <ul style="list-style-type: none"> • third party representations submitted at Regulation 19 stage consultation • discussions on Days 2 and 7 of the hearing sessions (Matter 3) • post hearing advice from the Inspector (as set out in document IPHD001) <p>The proposed modifications :</p> <ul style="list-style-type: none"> • reflect the evidence in the Housing position Statement Technical Update (October 2019) • explain the Council's approach to addressing housing targets (the application of a 'stepped' approach) and identifies the relevant targets and 'milestones' • ensure that the Local Plan is consistent with national planning policy as set out in the National Planning Policy Framework (2012) which formed the national planning policy context for the Examination hearings of the Local Plan • ensure that the Local Plan is consistent with the London Plan (2016) which formed the regional planning policy context for the Examination hearings of the Local Plan • set out the Council's commitment to an update of the Local Plan immediately after it has been adopted it has been adopted
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~~§§~~xiv Seeking to optimise residential output and densities consistent with the density matrix set out in the London Plan

Insert additional final paragraph to the policy and add a new table (Table 1) as follows :

Over the course of the whole Plan period, Havering will aim to deliver at least 17,551 new homes. Delivery will be phased over the 15 year plan period as follows :

Table 1: Phased Targets

	<u>Phase 1:</u>	<u>Phase 2:</u>	<u>Phase 3:</u>
<u>Targets for net additional homes</u>	<u>2016/17-2020/21</u>	<u>2021/22-2024/25</u>	<u>2025/26-2026/27-2030/31</u>
<u>Minimum dwellings per annum</u>	<u>700</u>	<u>1,640</u>	<u>1,641</u>
<u>Total</u>	<u>3,500</u>	<u>8,201</u>	<u>5,850</u>
<u>10 Year Total</u>	<u>11,701</u>		
<u>15 Year Total</u>	<u>17,551</u>		

Proposed modifications to explanatory text :

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.

Amend paragraph 7.1.4 of the explanatory text as follows:

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 requirements of the London Plan, the Council will seek to deliver and exceed the minimum target set in the Plan, being 11,701 over a 10 year

		<p>period. Over the 15 year lifetime of this Local Plan Haverling's minimum housing target is therefore 17,550 as reflected in Policy 3. Haverling will seek to deliver at least 17,551 new homes.</p> <p>7.1.5 At a sub-regional level, Haverling 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 Haverling taking into account updated GLA household projections⁽⁹⁾. The 2016 SHMA Update for Haverling indicates that Haverling's full Objectively Assessed Need is for 30,052 new homes over the period 2011-2033 or 1,366 homes per annum.</p> <p>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, Haverling is making every effort to increase housing supply and deliver the homes that are needed in regard to both quantity and quality.</p> <p>Amend and update paragraph 7.1.7 of the explanatory text as follows:</p> <p>7.1.7 Over the first 10 years of the Plan period (2016-2026), the Council has identified capacity to deliver at least 13,095 <u>41,947</u> new homes in addition to bringing 260 existing vacant units back into use (see Table 2). This exceeds the minimum 10 year target set out in the London Plan but falls slightly short of meeting the objectively assessed need identified through the Outer North East London SHMA. The Council recognises that Haverling'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 Haverling, 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.</p> <p>Add two new paragraphs to the explanatory text as 7.1.8 and 7.1.9 and renumber the following paragraphs as follows :</p> <p><u>7.1.8 Due to the nature of the housing supply in the Local Plan, the Council has applied a 'stepped' approach to housing delivery over the first 10 years of the plan period. The 'stepped' approach targets are set out in Table 1.</u></p> <p><u>7.1.9 The 'stepped' approach is explained and justified in detail within the Housing Position Paper 2019: Technical Update. It involves having phased housing targets that are lower in the first 5 years of the plan period (Phase 1). These targets then increase in the second five years of the plan period (Phase 2). The 'stepped' approach reflects the longer lead in times for the development of sites in the Strategic Development Areas and the Council's estates regeneration programme. It represents a level of house-building that is achievable over the first 10 years of the plan period, while ensuring that Haverling is able to meet its 10 year target. The targets are a minimum and should not preclude the development of more housing to meet the borough's objectively assessed need, particularly within the first 5 years of the Plan period.</u></p> <p><u>7.1.810 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.</u></p>	
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7.1.9¹¹ 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.

Add two new paragraphs to the explanatory text incorporating information about the calculation of 5 year land supply, including the buffer and shortfall from paragraphs 7.3-7.5 and Table 7.3 of the HPS. Explain reason for inclusion of 525 (now 197) net unit surplus from 2015/16. Renumber the following paragraphs as follows :

7.1.12 Over the period 2004/05 to 2016/17 Havering has met or exceeding its target in 5 years, and under delivered in 8 years. Havering's delivery record is characterised by a mixture of over and under delivery connected to the peaks and troughs of the housing market cycle. It is recognised that previous delivery has not been at the level required and there has been persistent under-delivery. In light of this the 5 year housing land supply calculations have included a 20% buffer.

7.1.13 Table 2 (below) demonstrates how Havering's 5 year supply has been calculated on the basis of its proposed stepped targets with the application of a 20% buffer and using the Sedgfield Approach of accommodating the shortfall within the first 5 years. The 20% buffer has been applied to the shortfall in addition to the housing target. Where there is no shortfall but is instead a surplus a 20% buffer has not been applied to the surplus. Net completions are grouped by financial year (April 1 – March 31 the following year).

7.1.14 The shortfall (414) is calculated by subtracting the combined annual targets from 2015/16 -2018/19 and subtracting the actual or anticipated net new completed homes in that same time period.

7.1.15 A surplus of 221 net new homes from the 2015/16 financial year is included in the shortfall calculation despite not being within the Plan Period. This is because the GLA SHMA 2013, from which the London Plan targets are derived, and in turn which the Local Plan 10 and 15 year targets are taken from, only account for previous delivery (backlog) up until (but not including) the 2015/16 financial year.

Table 2

Five Year Supply Based on a Stepped Trajectory as at Adoption (2019) using the Sedgfield Approach*

Target	6320
Shortfall	414
Five year target plus shortfall	6734
Application of 20% Buffer	8081 (6734 x 1.2)
Annualised target with 20% buffer	1616 (8081/5)
Supply	8624(2019 – 2023)
Supply divided by annualised target with 20% buffer	5.34 years supply (8624/1616)

7.1.14¹⁵ A significant proportion of new housing development will be delivered in the two Strategic Development Areas and predominantly on large sites within these areas. 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

			<p>sites as quickly as possible in order to boost housing supply and meet the short term need for housing.</p> <p>Renumber and amend paragraph 7.1.11 of the explanatory text as follows :</p> <p>7.1.14¹⁶ 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 <u>October 2019: Technical Update supporting this Local Plan</u>. This also includes a set of <u>a Housing Implementation Strategy</u> addressing the initiatives underway to increase housing supply.</p> <p>Add a new paragraph 7.1.17 to the explanatory text and renumber following paragraphs as follows:</p> <p>7.1.17 The Housing Position Statement identifies specific deliverable and developable sites for the first 10 years of the Plan. <u>The Council is committed to ensuring that there is a sufficient supply of housing over the 15 year plan period and beyond and will therefore undertake an early update of the Plan. This update will begin immediately after adoption of the Local Plan.</u></p> <p>7.1.42¹⁸ 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 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 Quares Campus in Harold Hill.</p> <p>7.1.43¹⁹ 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.</p> <p>7.1.44²⁰ The Council supports self-build initiatives 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.</p> <p>7.1.45²¹ 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 and 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. It will always aim to optimise 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.</p> <p>Update and renumber Table 1 as follows:</p>	
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Table 4.3: Housing Supply 2016-2026				
Source of Supply	Net additional Homes 0-5 years	Net additional Homes 5-10 years	Total 10 year supply	Total 15 year supply
Large Major sites within the Romford Strategic Development Area*1	4,725 124	3,409 5,117	4,779 5,241	6,642
Large Major sites within the Rainham and Beam Park Strategic Development Area*	954 590	2,074 2,515	3,022 3,105	3,105
L&H Estate Regeneration Schemes (outside the Strategic Development Areas)	55 34	370 410	345 376	1,288
Large Other major sites outside the Strategic Development Areas*	4,758 1,117	492 503	4,950 1,620	1,620
Small sites	930 540	930 900	4,860 1,440	2,340
Vacant units returning to use	440 78	130	260 208	338
Completions 2016/17 and 2017/18	884	NA	884	884
Surplus from 2015/16	221	NA	221	221
Total	5,025 3,520	7,409 9,575	42,477 13,095	16,438

Source:

Table 6.1 Key sources of housing supply- Housing Position Statement Technical Update October 2019

| MM7 | 29 | Policy 4 | **Section 7 : Successful Places to live : 7.2 Affordable housing** Amend / insert additional text in the first paragraph of the policy as follows : Having 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~~ | In response to discussions on Day 6 of the hearing sessions (Matter 3). The proposed modifications : - clarify the threshold at which the policy will apply |

¹ * Includes sites with planning permission

		<p>dwelling 10 or more dwellings or residential developments with a site area of more than 1,000 square metres are required to provide at least 35% affordable housing based on habitable rooms</p> <p>Proposed modifications to explanatory text :</p> <p>Amend/ insert additional text to paragraph 7.2.2 of the explanatory text as follows :</p> <p>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 (20176)</p> <p>Update paragraph 7.2.5 of explanatory text as follows :</p> <p>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 (20176). 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.</p> <p>Amend paragraph 7.2.7 of the explanatory text as follows :</p> <p>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 square metres are potentially able to be configured to deliver more than 10 residential <u>10 or more residential</u> dwellings and, therefore, contribute to affordable housing provision.</p>	<ul style="list-style-type: none"> clarify the overall policy target and confirm that it accords with the London Plan (2016) and its associated Affordable Housing and Viability guidance documents
MM8	31	<p>Policy 5</p> <p>Section 7 : Successful places to live : 7.3 Housing Mix</p> <p>Add to, and delete, text from the first, second and third paragraphs of the policy as follows :</p> <p>The Council will support development proposals that provide a mix of dwelling types, sizes and tenures.</p> <p>All housing schemes should include a proportion of family sized homes and reflect the recommended housing mix identified in Table 2.3 unless. When considering the mix of dwelling sizes appropriate for a particular development proposal, the Council will have regard to it can be robustly demonstrated that a variation to the mix in Table 3 is justified having regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities.</p> <p>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 and the housing mix as set out in table 3 does not apply to such proposals. Particularly in achieving the provision of 3 bedroom units.</p>	<p>In response to discussions on Day 6 of the hearing sessions (Matter 3).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> increase the flexibility of the policy clarify the circumstances that will apply to the provision of specialist housing
MM9	32	<p>Policy 6</p> <p>Section 7 : Successful Places to live : 7.4 Specialist accommodation</p> <p>Amend / insert additional text in policy criteria vii. and viii. as follows :</p>	<p>In response to discussions on Days 6 and 7 of the hearing sessions (Matter 3).</p> <p>The proposed modifications :</p>

		<p>The provision of appropriate housing to meet the specialist needs of local people will be supported where it can be demonstrated robustly that:</p> <ol style="list-style-type: none"> There is an identified need within the borough; The site has access to essential services and shops by walking and cycling; The site is well served by public transport; The proposal contributes to a mixed, balanced and inclusive community; The site is suitable for the intended occupiers in terms of the standard of facilities, the level of independence, and the provision of and/or care; 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; Consideration has been given to all possible future needs and the development can be easily adapted to meet the needs of future occupants; The proposal does not have any unacceptable adverse impacts on the surrounding area and will not be likely to give rise to significantly unacceptable greater levels of noise and disturbance to occupiers of nearby residential properties; The proposal meets the parking requirements set out in Policy 24 and will not have an unacceptable impact on parking conditions and traffic congestion in the area; and 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. meet other identified prioritised local need; or The existing accommodation will be adequately re-provided to an equivalent or better standard on-site or elsewhere within the borough. <p>Proposed modifications to explanatory text :</p> <p>Add a new paragraph 7.4.5 to the explanatory text as follows :</p> <p><u>7.4.5 The London Plan 2016 states that boroughs should identify and address the local expression of older persons strategic housing needs, informed by indicative requirements set out in Annex A5 of the London Plan 2016. Havering's indicative requirement is identified as being 185 additional units per year.</u></p> <p>Renumber and amend paragraph 7.4.5 of the explanatory text as 7.4.6 as follows:</p> <p><u>7.4.5-6 In 2015, the Council undertook a review of the commissioned a report to identify the locally expressed need for specialist older people's housing within the borough. This review report looked at both the current and projected need for housing for older people and the specific types of specialist accommodation required. This report employed a model which draws heavily on both the GLA's model and the Housing LIN model, but then applies local information to ensure its relevance to Havering. The review report found that:</u></p> <ul style="list-style-type: none"> There is a current and projected surplus of affordable Sheltered Housing Schemes in Havering and this is projected to continue even with projected population 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 	<ul style="list-style-type: none"> respond to third party representations submitted at Regulation 19 stage consultation make reference to the updated Havering Specialist Older Persons Accommodation report (2018) update strategic older persons housing target from 185 units per year to 255 units per year
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		<p>available for older people when their current home is no longer suitable due to physical and/or mental frailty or affordability</p> <p>Delete paragraph 7.4.6 as follows :</p> <p>These findings are in line with the indicative annual benchmark for the provision of additional specialist older person 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.</p> <p>Add a new paragraph 7.4.7 to the explanatory text and renumber the following paragraphs as follows :</p> <p><u>7.4.7 In 2018, the report was reviewed and reached the same conclusions listed above. Overall, an annual need for 255 owner occupier/intermediate housing was identified. The report will continue to be reviewed every 3 years so that the Council is able to maintain an up-to-date understanding of identified need within the borough, taking into account changes in demographic projection, technological and building innovations and older person's assessment of how their own housing needs are best met.</u></p> <p><u>7.4.78 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 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.</u></p> <p><u>7.4.89 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 independent for as long as possible to improve their quality of life and reduce the financial burdens on local health and social care services.</u></p> <p><u>7.4.910 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.</u></p> <p><u>7.4.1011 For residents with a special educational need and disability who have reached 16 years of age, 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.</u></p> <p><u>7.4.112 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.</u></p> <p><u>7.4.1213 Specialist housing should be located in areas that have good public transport connections and access to essential services by walking and cycling. This will enable residents to integrate into the local community and avoid social isolation.</u></p>	
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			<p>7.4.4314 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.</p>	
MM10	34	Policy 7	<p>Section 7 : Successful Places to live : 7.5 Residential design and amenity</p> <p>Amend / insert additional text in policy criteria v., vi. and viii. as follows :</p> <p>To ensure a high quality living environment for residents of new developments, the Council will support residential developments that:</p> <p>iv. Meet the National Space Standards and the London Plan requirement for floor to ceiling heights;</p> <p>v. Adhere to the London Plan policies in regards to Lifetime Homes Standards and Lifetime Neighbourhoods;</p> <p>v. Are sited and designed to maximise daylight and sunlight;</p> <p>vi. Incorporate an appropriate level of high quality, usable green infrastructure and amenity space that is designed to be multi-functional and offer a range of environmental benefits and leisure and recreation opportunities;</p> <p>vii. Provide both balconies and communal amenity space in flatted schemes; and</p> <p>viii. Maximises the provision of <u>Provide</u> dual aspect accommodation unless exceptional circumstances are demonstrated;</p> <p>Proposed modifications to explanatory text :</p> <p>Delete paragraph 7.5.3 from the explanatory text and renumber following paragraph as follows :</p> <p>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.</p> <p>7.5.43 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.</p> <p>Add a new paragraph 7.5.4 to the explanatory text as follows:</p> <p><u>7.5.4 New development in Havering should be of a high quality and offer a good quality living environment for residents. Dual aspect accommodation offers a range of benefits such as better daylight, a greater chance of direct sunlight for longer periods, natural cross ventilation, mitigating pollution, offering a choice of views, greater flexibility and adaptability. In line with the Mayor's Housing SPG 2016 developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided.</u></p>	<p>In response to the discussions on Day 6 of the hearing sessions (Matter 3).</p> <p>The proposed modifications:</p> <ul style="list-style-type: none"> • ensure that the policy is consistent with the London Plan (2016) • recognise the importance of the provision of green infrastructure in development • recognise the importance of dual aspect accommodation being provided in accordance with the London Plan SPG

			Amend the start of paragraph 7.5.5 of the explanatory text as follows :	
MM11	38	Policy 10	<p><u>7.5.5 High quality green infrastructure and</u> <u>Amenity</u> 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.</p> <p>Section 7 : Successful Places to live : 7.8 Garden and Backland Development</p> <p>Insert additional criterion v. in the policy and renumber final criterion as vi as follows :</p> <p>Proposals for residential development on garden and backland sites in Havering will be supported when they:</p> <ol style="list-style-type: none"> Ensure good access and, where possible, retain existing through routes; Retain and provide adequate amenity space for existing and new dwellings; Do not have a significant adverse impact on the amenity of existing and new occupants; Do not prejudice the future development of neighbouring sites; and <u>Do not result in significant adverse impacts on green infrastructure and biodiversity that cannot be effectively mitigated and;</u> vi. <u>vi.</u> Within the Hall Lane and Emerson Park Character Areas as designated on the Proposals Map, the subdivision of plots and garden development will not be supported, 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. 	<p>In response to the discussions on Day 6 of the hearing sessions (Matter 3).</p> <p>The proposed modification :</p> <ul style="list-style-type: none"> ensures that the impacts of development on green infrastructure are taken into account and mitigated.
MM12	39	Policy 11	<p>Section 7 : Successful Places to live : 7.9 Gypsy and Traveller accommodation</p> <p>Delete the existing Policy as follows:</p> <p>Gypsy and Traveller accommodation</p> <p>The Council will meet the identified current and future accommodation needs of Gypsies and Travellers and Travelling Showpeople in Havering by:</p> <ol style="list-style-type: none"> 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 7.9.5; and Retaining and protecting the existing Travelling Showpeople plot at Fair Oaks, St Marys Lane. <p>Proposals brought forward for permanent Gypsy and Traveller pitches on the sites identified on the Proposals Map will be required to demonstrate:</p> <ol style="list-style-type: none"> A suitable layout of the site; That the site has essential services such as water, power, sewerage, drainage and waste disposal; High quality boundary treatment and landscaping of the site; and The removal of ancillary equipment and structures not part of the residential accommodation. <p>Development of any additional permanent or temporary Gypsy and Traveller pitches must meet an up-to-date</p>	<p>In response to :</p> <ul style="list-style-type: none"> third party representations submitted at Regulation 19 stage consultation discussions on Days 3 and 8 of the hearing sessions (Matter 4) post hearing advice from the Inspector (as set out in IPHD002) <p>The proposed modifications:</p> <ul style="list-style-type: none"> ensure that the policy is consistent with national planning policy including Planning Policy for Traveller Sites(2015) reflect the Gypsy and Traveller Accommodation Assessment Update report (July 2019) reflect other evidence base work supporting the Local Plan on this topic focussed on site capacity and deliverability

			<p>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:</p> <p>vii. The site has safe and convenient access to the highway and public transport services;</p> <p>viii. There is provision within the site for parking, turning and servicing;</p> <p>ix. The site has reasonable access to local services and community facilities such as healthcare, schools and shops;</p> <p>x. The proposal would not result in significant adverse impacts on the amenity of occupiers of neighbouring sites;</p> <p>xi. The proposal would not result in significant adverse impacts on the visual amenity of the local area; and</p> <p>xii. Sites at risk of flooding should be subject to the sequential and exception tests.</p> <p>7.9.1 The Havering Gypsy and Traveller Accommodation Assessment (GTA) 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).</p> <p>7.9.2 The GTA 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.</p> <p>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.</p> <p>7.9.4 Policy 11 therefore seeks to meet the need identified in the GTA through the allocation and intensification of sites within the Green Belt.</p> <p>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:</p> <ul style="list-style-type: none"> • Tyas Stud Farm rear of Lateford Farm – maximum of 5 pitches • Vinegar Hill – maximum of 4 pitches • Hogbar Farm West – maximum of 3 pitches • Ashlea View, Tomkyns Lane – maximum of 2 pitches • Benskins Lane – maximum of 10 pitches • Fairhill Rise – maximum of 2 pitches • Hogbar Farm East – maximum of 7 pitches 	
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	<p><u>b) Accommodation needs for Gypsy and Traveller and Travelling Showpeople households for 2016-2021</u></p> <p>The GTAA Update report (July 2019) identifies the need for pitches and plots for Gypsies and Travellers and Travelling Showpeople for the period 2016-2021 as:</p> <ul style="list-style-type: none"> • <u>136 pitches for Gypsy and Traveller households who meet the planning definition</u> • <u>33 pitches for Gypsy and Traveller households who do not meet the definition</u> • <u>2 pitches from undetermined Gypsy and Traveller households</u> • <u>5 plots for Travelling Showpeople</u> <p>The sites allocated for Gypsies, Travellers and Travelling Showpeople households are identified on the Proposals Map and listed in the tables in Appendix X. The tables in the appendix identify the number of pitches and plots that will be accommodated on each site.</p> <p>In total, 162 pitches are identified on these sites for Gypsy and Traveller households and 5 plots for Travelling Showpeople households. The remaining accommodation needs for 2016-2021 for Gypsy and Traveller households of 7 pitches required will be addressed through the consideration of planning applications for pitches within the seven areas indicated below which have been identified for accommodating growth for 2021-2026.</p> <p>The sites allocated in Appendix X and for accommodating growth (below) are only to be used for accommodation for Gypsies, Travellers and Travelling Showpeople. These sites will be removed from the Green Belt and inset within it.</p> <p><u>c) Accommodation needs for Gypsy and Traveller and Travelling Showpeople households for after 2021</u></p> <p>It is unlikely that there will be scope for sites in the urban area to address the accommodation needs of Gypsies, Travellers and Travelling Showpeople in the period after 2021. Following detailed assessment of the sites allocated in this Local Plan, the Council expects that the majority of the accommodation needs arising for the period 2021-2026 could be met within existing sites or within land adjoining them where this is in the control of households on the existing site(s).</p> <p>The Council expects the accommodation needs of Gypsy and Traveller households arising in the period 2021-2026 to be met at the following locations :</p> <ul style="list-style-type: none"> • <u>Ashlea View, Tomkyns Lane</u> • <u>Church Road</u> • <u>Haunted House Wood</u> • <u>Laburnham Stables</u> • <u>The Old Forge, Hubbards Chase</u> • <u>Tyas Stud Farm</u> • <u>Willow Tree Lodge</u> <p>No further need in Havering after 2021 has been identified as necessary for accommodation for Travelling Showpeople households.</p>	

	<p><u>d) Accommodation needs for Gypsy and Traveller and Travelling Showpeople households after 2026</u></p> <p>Planning applications for sites to meet future accommodation needs for Gypsies and Travellers and Travelling Showpeople in the latter periods of the Local Plan period (2026-31) as a result of new household formation will be addressed against relevant national policy and the criteria set out below.</p> <p>Where appropriate, the Council will seek to retain approved sites for Gypsies, Travellers and Travelling Showpeople in the light of the challenges of identifying suitable sites for these communities.</p> <p><u>(2) Development criteria for sites for Gypsy and Traveller and Travelling Showpeople</u></p> <p><u>When considering planning applications for sites for Gypsies, Travellers and Travelling Showpeople, the Council will take into account the matters identified in criteria (a) – (e) of paragraph 24 of Planning Policy for Traveller Sites (PPTS) (2015).</u></p> <p><u>Provision for pitches and plots to meet the needs of Gypsies, Travellers and Travelling Showpeople on the identified sites and on new sites will be supported in a planning application where the Council considers that:</u></p> <ol style="list-style-type: none"> <u>The site has a suitable site layout which demonstrates that the site is able to accommodate the number of pitches and plots sought;</u> <u>The site has essential services such as water, power, sewerage, drainage and waste disposal or is capable of being provided with these;</u> <u>The site is provided with high quality boundary treatment and landscaping in accordance with Policy 27 of this Plan;</u> <u>The site has safe access to the highway and public transport services and will not result in unacceptable impact on the capacity and environment of the highway network;</u> <u>The site does not place an undue pressure on local infrastructure (such as healthcare, schools and shops);</u> <u>The proposal would not result in unacceptable adverse impacts on the amenity of other site occupants and the occupiers of neighbouring sites;</u> <u>The proposal would not result in unacceptable adverse impacts on the visual amenity of the local area;</u> <u>Sites at risk of flooding should be subject to the sequential and exception tests.</u> <p><u>In addition, the Council will also give weight to the criteria set out in paragraph 26 of Planning Policy for Traveller Sites (PPTS)(2015) (or any revisions to national planning policy) when assessing proposals for sites for Gypsies, Travellers and Travelling Showpeople.</u></p> <p><u>7.9.1 The Havering Gypsy and Traveller Accommodation Assessment (GTAA) Update Report (July 2019) provides a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in Havering for the plan period 2016-2031. The report identifies additional need for Gypsy and Traveller households by 5 year periods for households who meet the planning definition and those who do not meet the planning definition (as defined in Planning Policy for Traveller Sites (2015)) as well as those households for which need was undetermined. The table below summarises this:</u></p>	

Table 4

Additional need in the number of pitches to be provided in Havering for the Plan period (2016-2031) for Gypsy and Traveller households by 5 year periods

Years	0-5	6-10	11-15	
	2016-21	2021-26	2026-31	Total
Households who meet the planning definition	136	18	20	174
Households whose Gypsy and Traveller status was undetermined	2	0	1	3
Households who do not meet the planning definition	33	5	5	43
TOTAL	171	23	26	220

Note: numbers in the table refer to the number of pitches to be provided

7.9.2 Additionally, the GTAA Update Report (July 2019) identified that there are 5 Travelling Showpeople households in Havering and all meet the planning definition in national planning policy.

7.9.3 The Council will commence an immediate update of this Local Plan after its adoption. It will provide the opportunity to review the GTAA as a key part of the evidence base to ensure that the need for Gypsy and Traveller accommodation is understood and recognised through appropriate provision. The immediate update of the Local Plan will also provide the opportunity for the Council to assess how the need for further sites for gypsies and travellers can be met and how it may identify these in its next Local Plan. In doing this, the Council will have regard to the Planning Policy for Traveller Sites (PPTS (2015). The Council recognises that because of factors such as the pressure for other land uses it is unlikely that there will be scope for sites in Havering's urban area to address the accommodation needs of Gypsies and Travellers and Travelling Showpeople.

7.9.4 The GTAA Update Report (July 2019) is supported by an up to date and detailed Pitch Deliverability Assessment to determine whether the current identified need for pitches could be accommodated within the existing boundaries of established sites. Further work based on this evidence has also encompassed looking at the scope for existing sites to be expanded to accommodate existing and future needs where the households on a site have ownership or control of adjoining land. This work encompassed assessing the capacity of individual sites to accommodate further accommodation units of the types typically used by Gypsy and Traveller families including park homes, touring caravans and 'day-rooms'. It provided for reasonable separation between units and access arrangements. It did not encompass detailed feasibility studies as to the capability of sites to accommodate further units. In assessing the scope for sites to accommodate current and future accommodation needs of Gypsy and Traveller and Travelling Showpeople households, the Council has been assisted by the close co-operation of many of the households particularly those with larger, extended family groups. Many households indicated their willingness to take a flexible and pragmatic approach to meeting their accommodation needs through a combination of shared static caravans, tourers and dayrooms

		<p>rather than more formally set out sites with separate pitches. This was because this would provide the opportunity for households to remain together rather than be accommodated on different sites. It is recognised this approach has practical merit in enabling households to remain together in the short term. Regular review and update of the GTAA will be required, and undertaken, to ensure that future accommodation needs are properly identified and that overcrowding of sites is avoided.</p> <p>7.9.5 The GTAA Update Report (July 2019) identifies that all Gypsy and Traveller families living in Havering currently occupy private sites within the Havering Green Belt. There are no public sites within the borough and there are no sites in the built up area. The biggest constraint when trying to identify suitable land to meet the need for Gypsy and Traveller pitches in Havering is the Green Belt.</p> <p>7.9.6 National planning policy says that Gypsy and Traveller pitches are inappropriate development in the Green Belt and can only be permitted in very special circumstances. However, despite repeated and extensive efforts, the Council has not been able to identify any suitable and deliverable non-Green Belt land within the built-up area that could be used for Gypsy and Traveller accommodation.</p> <p>7.9.7 The policy seeks to meet the needs identified in the GTAA Update report (July 2019) through the allocation, regularisation, intensification or appropriate expansion of existing Gypsy and Traveller sites within the Havering Green Belt. This follows the Council's conclusion that exceptional circumstances can be demonstrated from a significant level of need for pitches for Gypsies and Travellers; a lack of any alternative suitable and deliverable non-Green Belt land; and that the allocation, regularisation, intensification or expansion of established sites would cause no further harm to the Green Belt subject to proposals satisfying the criteria in the policy.</p> <p>7.9.8 Through the preparation of this Local Plan, the Council is removing these sites from the Green Belt and 'insetting' them within it. This is so that planning applications for Gypsy, Traveller and Travelling Showpeople accommodation on these sites do not need to demonstrate very special circumstances to be approved. The Council wishes to make it clear that these alterations to the Green Belt boundary are limited and exceptional in order to meet the specific identified needs for Gypsy, Traveller and Travelling Showpeople sites.</p> <p>7.9.9 Although the sites allocated in this policy for Gypsy and Traveller and Travelling Showpeople households are removed from the Green Belt, the Council emphasises that the only acceptable use of these sites will be for accommodation for Gypsies, Travellers and Travelling Showpeople.</p> <p>7.9.10 The Council will expect planning applications to be submitted from the adoption of this Local Plan to 'regularise' these sites. All planning applications for these sites will be assessed against the relevant policies of this Local Plan and Planning Policy for Traveller Sites (2015). Proposals will be expected to provide a satisfactory residential environment for the occupiers on the site.</p> <p><u>(a) Need for pitches for Gypsy and Traveller households who met the planning definition in Planning Policy for Traveller Sites (2015)</u></p> <p>7.9.11 The GTAA Update report (July 2019) identifies a 15-year need for 174 pitches for Gypsy and Traveller households who met the planning definition of a Traveller as set out in the Planning Policy for Traveller Sites (PPTS) (2015).</p>	

Table 5

Additional need in the number of pitches to be provided in Havering for households who meet the planning definition

Years	0-5	6-10	11-15	Total
	2016-21	2021-26	2026-31	
Households who met the planning definition	136	18	20	174

Note: numbers in the table refer to the number of pitches to be provided

7.9.12 Of the 174 pitches, 136 pitches are needed within the first 5-year period of the Plan (2016-2021) to meet current need and the remaining 38 pitches in the latter part of the Local Plan period (2021-2031) to meet future need through new household formation.

7.9.13 The Pitch Deliverability Assessment concluded that 129 pitches of the necessary 136 pitches needed in the first 5 years of the plan period could be accommodated within existing site boundaries or through the expansion of these sites on adjoining land owned by the households.

7.9.14 It is not currently possible to meet the current need for 7 pitches for households on 2 unauthorised sites within the current site boundaries due to land ownership issues. In the event that the households involved wish to remain in Havering, the Council will expect them to submit planning applications for pitches at one of the seven sites indicated in the policy as the broad locations for growth for the period 2021 - 2026 (see para. 7.9.22).

7.9.15 The sites where an allocation has been made are identified on the Proposals Map and listed in Appendix X. These allocations include any existing temporary or unauthorised pitches. The table in Appendix X identifies the numbers of pitches that can be accommodated on each of the allocated sites.

(b) Need for pitches for Gypsy and Traveller households in Havering who did not meet the planning definition in Planning Policy for Traveller Sites (2015)

7.9.16 The GTAA Update report (July 2019) identified a 15-year need for 43 pitches for households that did not meet the planning definition of a Traveller. Of these, a total of 33 pitches are needed in the first 5 years of the Local Plan period (2016-2021) and a further 10 pitches are needed in the latter part of the Local Plan period (2021-2031). All of this need arises from existing sites located in the Green Belt.

Table 6

Additional need in the number of pitches to be provided in Havering for households who do not meet the planning definition

Years	0-5	6-10	11-15	Total
	2016-21	2021-26	2026-31	
Households who did not meet the planning definition	33	5	5	43

Note: the numbers in table refer to the number of pitches to be provided

7.9.17 The Pitch Deliverability Assessment that was completed concluded that the identified need for 33 pitches in the first 5 years of the Local Plan period (2016-21) can be met within the boundaries of the existing sites.

7.9.18 The sites where an allocation to meet the need identified above are identified on the Proposals Map and are listed in Appendix X. These allocations include any existing temporary or unauthorised pitches.

(c) Need for pitches from 'undetermined' households

7.9.19 The GTAA also identified need for up to 3 pitches for 'undetermined' households. There is a need for 2 pitches in the first 5 years of the Local Plan period (2016-2021) and a need for a further pitch in the latter part of the Local Plan period (2021-2031). Any need arising from undetermined households will be determined against the criteria set out in Policy 11.

Table 7

Additional need in the number of pitches to be provided in Havering for undetermined households

Years	0-5	6-10	11-15	Total
	2016-21	2021-26	2026-31	
Households whose Gypsy and Traveller status was undetermined	2	0	1	3

Note: the number in table refer to the number of pitches to be provided

(d) Future accommodation needs in Havering for Gypsy and Traveller households

7.9.20. National planning policy requires that the Council indicate broad locations for growth for meeting the accommodation needs of Gypsies, Travellers and Travelling Showpeople for years 6-10 of the plan period of this Local Plan. In practice, the Council will have initiated a full review of the Local Plan immediately after its adoption. This will provide the opportunity for a comprehensive review of how accommodation needs may be

	<p><u>addressed.</u></p> <p>7.9.21 In the light of the other land-use priorities in Havering, particularly, the need to provide enough new homes, the Council considers that it may be unlikely that adequate sites will be identified in the built up areas. Notwithstanding that, at this stage, the Council considers that the work it has undertaken to support the preparation of this Local Plan (paragraph 7.9.4) provides it with up to date and robust information about the potential, if necessary, for existing sites to accommodate further growth in either their current form or with modest expansion into adjoining land that is within the control of the households occupying the current sites. The Council considers that in the event that sites in the urban area cannot be identified or would not provide enough capacity then growth in years 6-10 could be located on some of the existing sites in the Green Belt or extensions to them. In coming to this conclusion, the Council has also taken into account that it is likely that there may be changes to the levels of needs arising from the existing households and these will be identified in a future update of the GTAA.</p> <p>7.9.22 Following detailed work (see paragraph 7.9.4 above), the existing Gypsy and Traveller sites at:</p> <ul style="list-style-type: none"> • <u>Ashlea View, Tomkyns Lane</u> • <u>Church Road</u> • <u>Haunted House Wood</u> • <u>Laburnham Stables</u> • <u>The Old Forge, Hubbards Chase</u> • <u>Iyas Stud Farm</u> • <u>Willow Tree Lodge</u> <p>have been identified to accommodate Gypsy and Traveller household growth in years 6-10 of the Plan period (2021-2026) and those Gypsy and Traveller households whose accommodation needs (identified in the GTAA Update report (July 2019) as 7 pitches) in the first 5 years of the Local Plan period cannot be met on their current unauthorised sites.</p> <p>7.9.23 When considering planning applications for Gypsy and Traveller pitches, the Council will take into account the policy criteria outlined in Policy 11 in addition to the requirements of national policy.</p> <p><u>(e) Travelling Showpeople in Havering</u></p> <p>7.9.24 As identified above in paragraph 7.9.2, the GTAA Update Report (July 2019) identified that there are 5 Travelling Showpeople households in Havering and all meet the planning definition in national planning policy. The households living on the existing yard stated that they are looking to expand the yard on to adjacent land that they own, and that this will meet all of their current and future needs. The Council envisages that planning applications for the expansion of the Travelling Showpeople site (identified in Appendix X) will be considered favourably subject to the criteria in national policy and this policy being satisfied.</p> <p><u>(f) Transit sites in Havering</u></p> <p>7.9.25 There have been low levels of unauthorised encampments in Havering in recent years. The GTAA Update Report (July 2019) indicates that the majority were short-term visiting family or friends, transient and passing through the borough. Since 2016, there has been an increase in the number of encampments on industrial land that have involved the criminal dumping of waste. It is considered that transit provision would not address any issues related to this activity. Under these circumstances, the Council does not intend to provide any new transit pitches or emergency stopping places. It will monitor the movements of gypsy and travellers into Havering and it will continue to use management arrangements (including enforcement action).</p>	

for dealing with unauthorised encampments.

Appendix X

Sites in Havering identified in Policy 11 and allocated in this Local Plan for Gypsy and Traveller accommodation

Site	5-Year Need (Meet planning definition) (number of pitches)	5-Year Need (Do not meet planning definition) (number of pitches)	Total 5-Year Need (number of pitches)
66-72 Lower Bedfords Road	0	3	3
Ashleigh View, Tomkyns Lane	5	0	5
Church Road, Blossom Hill View	1	0	1
Church Road, Cherry Blossom View	2	0	2
Church Road, Cherry Tree View	3	0	3
Church Road, Dunromin	1	0	1
Church Road, Meadow Rise	4	0	4
Church Road, Meadow View	3	0	3
Church Road, Paddock View	2	0	2
Church Road, Plot 3	1	0	1
Church Road, Plot 13	1	0	1
Church Road, Plot 14	1	0	1
Church Road, Springfield	2	0	2
Church Road, The Oak View	1	0	1
Church Road, The Oak	1	0	1
Church Road, The Schoolhouse	1	0	1
Church Road, Willow View	1	0	1
Crow Lane (r/o 21)	2	0	2
Fairhill Rise	3	4	7
Gravel Pit Coppice, Benskins Lane	14	0	14

<u>Haunted House Wood</u>	<u>1</u>		<u>4</u>		<u>5</u>
<u>Hogbar Farm</u>	<u>8</u>		<u>8</u>		<u>16</u>
<u>Hogbar Farm East</u>	<u>10</u>		<u>0</u>		<u>10</u>
<u>Hogbar Farm West</u>	<u>1</u>		<u>6</u>		<u>7</u>
<u>Laburnham Stables</u>	<u>4</u>		<u>0</u>		<u>4</u>
<u>Laburnham Stables</u>	<u>5</u>		<u>0</u>		<u>5</u>
<u>Laburnham Stables</u>	<u>1</u>		<u>0</u>		<u>1</u>
<u>Railway Sidings, North</u>	<u>1</u>		<u>0</u>		<u>1</u>
<u>Ockendon</u>					
<u>Railway Sidings, North</u>	<u>10</u>		<u>2</u>		<u>12</u>
<u>Ockendon</u>					
<u>The Caravan Park,</u>	<u>3</u>		<u>2</u>		<u>5</u>
<u>Putwell Bridge (The</u>					
<u>former Brook Street</u>					
<u>Garage site)</u>					
<u>The Grove, Prospect</u>	<u>5</u>		<u>0</u>		<u>5</u>
<u>Road</u>					
<u>The Old Forge,</u>	<u>2</u>		<u>0</u>		<u>2</u>
<u>Hubbards Chase</u>					
<u>Iyas Stud Farm</u>	<u>5</u>		<u>0</u>		<u>5</u>
<u>Vinegar Hill</u>	<u>18</u>		<u>4</u>		<u>22</u>
<u>Willow Tree Lodge</u>	<u>6</u>		<u>0</u>		<u>6</u>
<u>TOTAL</u>	<u>129</u>		<u>33</u>		<u>162</u>

Note: the numbers in the table refer to numbers of pitches to be provided

Sites in Havering identified in Policy 11 and allocated in this Local Plan for Travelling Showpeople plots

<u>Years</u>	<u>0-5</u>	<u>6-10</u>	<u>11-15</u>	<u>Total</u>
<u>(number of plots)</u>	<u>(number of plots)</u>	<u>(number of plots)</u>	<u>(number of plots)</u>	<u>(number of plots)</u>
<u>Fairoaks, St Mary's Lane, Upminster</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>5</u>
<u>TOTAL</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>5</u>

Note: the numbers in the table refer to numbers of plots to be provided

MM13	41	Policy 12	<p>Section 8 : Thriving communities : 8.1 Healthy Communities</p> <p>Amend policy criteria iii. as follows :</p> <p>The Local Plan will promote health and wellbeing by:</p> <ol style="list-style-type: none"> Directing new development to well-connected locations to enable active travel (refer to Policy 3); Promoting well designed and safe places (refer to Policy 26); Promoting the diversification of uses within town centres and managing the overconcentration of uses that can have a negative health impacts such as betting shops and fast food takeaways (refer to Policy 13); Supporting the delivery of essential community services (refer to Policies 16 and 17); Providing and protecting open space, leisure and recreation facilities (refer to Policy 18); Supporting measures to promote walking and cycling (refer to Policy 23); Supporting the provision of multifunctional green infrastructure (refer to Policy 29); Seeking environmental improvements, minimising exposure to pollutants and improving air quality (refer to Policies 33 and 34); and Avoiding contributing to factors that affect climate change, and contribute to prevention measures that militate against the effects of climate change (refer to Policies 32 and 36). <p>Amend the final paragraph of the policy as follows :</p> <p>Developers of major development proposals 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.</p>	<p>In response to discussions on Day 5 of the hearing sessions (Matter 7).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> recognises the harmful effect of overconcentration of uses with negative health impacts clarifies that developers of major development proposals are required to consider wider local / regional primary care and other health strategies, as appropriate , and to take into account how any developments can contribute to the aims and objectives of those strategies
MM14	42	Policy 13 Para. 8.2.2	<p>Section 8 : Thriving communities : 8.2 Town Centre development</p> <p>Proposed modifications to explanatory text :</p> <p>Amend / insert additional text within and at the end of paragraph 8.2.2 of the explanatory text as follows :</p> <p>8.2.2 The Havering Retail and Commercial Leisure Needs Assessment <u>Quantitative Update Addendum (20158)</u> identified a quantitative need for the borough for comparison goods of up to 49,500-20,720 square metres, for convenience goods of up to 43,200-10,851 square metres and for commercial leisure floorspace (A3, A4 and A5 uses) of up to 24,000-10,620 square metres gross by 2031 <u>(see Table 8)</u>. The largest proportion of the retail and commercial leisure development will be accommodated within Romford Metropolitan Town Centre, and the reminder spread across the district centres where further scope for development and enhancement has been identified. <u>This extra comparison retail space will not be required until after the Local Plan has been reviewed.</u></p> <p>Insert new table as follows :</p>	<p>In response to discussions on Day 4 of the hearing sessions (Matter 7).</p> <p>The proposed modifications:</p> <ul style="list-style-type: none"> provide up to date evidence from the Havering Retail and Commercial Leisure Needs Assessment Quantitative Update Addendum (2018) clarify when the additional retail space will be needed (after the Local Plan has been updated)

		<p>Table 8</p> <p>Floor space Needs (Gross) from 2017 -2031 (Comparison, Convenience and Commercial Leisure)</p> <table><tr><th>Year</th><th>2017</th><th>2021</th><th>2026</th><th>2029</th><th>2031</th></tr><tr><td>Comparison</td><td>-3,724</td><td>-3,345</td><td>8,179</td><td>15,303</td><td>20,722</td></tr><tr><td>Convenience</td><td>8,235</td><td>5,822</td><td>8,299</td><td>9,829</td><td>10,851</td></tr><tr><td>Commercial Leisure</td><td>14</td><td>2,426</td><td>6,403</td><td>8,921</td><td>10,619</td></tr></table> <p>Source : Havering Retail and Commercial Leisure Needs Assessment (2018) Quantitative Update Addendum (Peter Brett Associates)</p>	Year	2017	2021	2026	2029	2031	Comparison	-3,724	-3,345	8,179	15,303	20,722	Convenience	8,235	5,822	8,299	9,829	10,851	Commercial Leisure	14	2,426	6,403	8,921	10,619	
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MM15	46	<p>Policy 15</p> <p>Section 8 : Thriving communities : 8.4 Culture and creativity</p> <p>Delete criteria iv. and vi. from the policy and renumber the remaining criteria as follows :</p> <p>The Council is committed to sustaining and enhancing Havering's cultural offer and creating inclusive and diverse communities by:</p> <p>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;</p> <p>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, Uppminster, Elm Park and Rainham to contribute more effectively to their regeneration and town centre renewal;</p> <p>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;</p> <p>iv. Requiring provision of arts and cultural facilities in major mixed-use developments;</p> <p>iv. 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.</p> <p>iv. Seeking contributions from developments that result in additional need for cultural and leisure facilities to enhance existing facilities or provide new facilities;</p> <p>vi. Ensuring that development proposals are designed to be inclusive;</p> <p>vi. Working proactively with operators, landowners, stakeholders to maximise the positive impacts and mitigate the negative impacts of art, cultural and leisure activities; and</p>	<p>In response to discussions on Day 4 of the hearing sessions (Matter 7).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none">• recognise that it is inappropriate and unrealistic to require all major mixed use schemes to include arts and cultural facilities• recognise that it is inappropriate to seek to secure financial contributions from development (particularly where there is a Community Infrastructure Levy in place)																								

			<p>x. vii. Supporting planned improvement to existing arts, cultural and performance spaces, including creative work and related facilities.</p>	
MM16	49	Policy 17	<p>Section 8 : Thriving communities : 8.6 Education</p> <p>Amend criteria vi. of the policy as follows :</p> <p>Development proposals for nurseries will also be expected to demonstrate that:</p> <p>v. They meet the floorspace requirements as set out in the statutory framework for the early years foundation stage;</p> <p>vi. Drop offs and pickups can be catered for safely on-site; and</p> <p>vii. There is no significant adverse impact on the amenity of existing residents.</p> <p>Proposed modifications to explanatory text :</p> <p>Amend paragraph 8.6.9 of the explanatory text as follows :</p> <p>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</p>	<p>In response to discussions on Day 4 of the hearing sessions (Matter 7).</p> <ul style="list-style-type: none"> to ensure flexibility in the policy wording to allow for site specific circumstances to be taken into account
MM17	53	Policy 19	<p>Section 9 : Opportunities to prosper : 9.1 Business Growth</p> <p>Amend criteria iv. of the policy as follows :</p> <p>The Council is committed to building a strong and prosperous economy in Havering and will encourage and promote business growth by:</p> <p>i. Protecting designated Strategic Industrial Locations for industrial uses as set out in the London Plan;</p> <p>ii. Protecting designated Locally Significant Industrial Sites for B1 (b) (c), B2 and B8 uses;</p> <p>iii. Directing office development to Romford Metropolitan Centre and the borough's district centres as part of mixed-use developments;</p> <p>iv. Requiring large scale residential proposals within Romford Town Centre to incorporate high quality flexible business space, subject to viability, and progress towards meeting the identified office employment floor space requirement as detailed in Table 10 Local Plan Monitoring Framework, and in <u>consideration of individual site characteristics not comprised in viability assessments such as configuration, servicing requirements and neighbouring uses.</u></p> <p>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);</p> <p>vi. Supporting development proposals that improve the physical appearance, attractiveness and competitiveness of employment areas;</p> <p>vii. Supporting the sustainable growth and expansion of business and enterprise in rural areas;</p> <p>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</p> <p>ix. Supporting the London Riverside and the emerging Romford Town Centre Business Improvement</p>	<p>In response to discussions on Day 5 of the hearing sessions (Matter 6).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> clarify the targets for office employment floorspace recognise the importance of site characteristic set out the Council's intention to work with the Port of London Authority to realise infrastructure improvement and greater use of the River Thames for freight recognise the potential of Havering in regard to logistics in accordance with the London Plan reflect the Employment Land Review (2015) and provides an overall figure for release of Locally Significant Industrial Land and non-designated industrial land (see MM 17 below)

			<p>Districts;</p> <p>Additional criteria x. and xi. be added to the policy :</p> <p>x. <u>Working with the Port of London Authority (PLA) to explore opportunities to improve and develop wharf infrastructure and to explore increasing use of the River Thames for freight transport; and</u></p> <p>xi. <u>Supporting the strategic significant growth potential of the Borough in logistics activities of greater than sub-regional importance, as set out in the London Plan.</u></p> <p>The borough's Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs) are shown on the Proposals Map.</p> <p>Proposed modifications to explanatory text :</p> <p>Additional text added to the end of paragraph 9.1.4 of the explanatory text as follows :</p> <p>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. <u>The Council nevertheless realise the importance of addressing other strategic and local land-use requirements, in particular the pressing need for new homes. The Council will, therefore, keep under review the need for employment land as part of a managed approach in line with the requirements in the National Planning Policy Framework and the London Plan and with regard to meeting the other objectives of this Local Plan.</u></p> <p>9.1.5 The Havering Employment Land Review (ELR) (2015) found that there is a gross demand for 350 hectares of industrial land (B2 and B8 Use Classes) 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.</p> <p>Amend paragraph 9.1.6 of the explanatory text as follows :</p> <p>9.1.6 The ELR advises that 49.5 <u>24ha of employment land can be released over the Plan period.</u> Industrial land previously designated for its local significance can be released from industrial employment uses. The previously designated land recommend for release comprises 2.7 ha at Crow Lane (Romford gas works), 15.4 ha at Rainham West and 1.4 ha 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.</p>	
MM18	55	Policy 20	<p>Section 9 : Opportunities to prosper : 9.2 Loss of Industrial land</p> <p>Amend the policy title as follows :</p>	In response to discussions on Day 5 of the hearing sessions (Matter 6).

		<p><u>Loss of industrial land</u> <u>Loss of locally significant industrial sites and non-designated land</u></p> <p>Add a new opening paragraph to the policy as follows :</p> <p><u>The Council will keep under review the provision of Locally Significant Industrial Sites (LSISs) and non-designated industrial land as part of its commitment to ensuring that Havering has a strong and prosperous economy.</u></p> <p>Delete criteria ii. from the second paragraph (was first paragraph) as follows :</p> <p>The Council will only support the loss of non-designated industrial land and floorspace in Havering where it can be demonstrated that:</p> <ol style="list-style-type: none"> 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; The existing employment land use causes unacceptable detrimental effects, that cannot be mitigated, on the amenity of nearby residential areas; and There is no market interest in the site following one year of continuous active marketing. <p>Add new third and fourth paragraphs to the policy as follows :</p> <p>In considering proposals for the loss of LSISs and non-designated industrial land, the Council will take into account the wider land-use objectives of the Local Plan because the release of land which is no longer needed for employment use may assist in securing these.</p> <p><u>The Council will require the re-provision of non-designated industrial land where it is located within a wider area of commercial uses (such as retail) in the event of proposals being submitted for redevelopment of the wider area except in cases where this policy accepts their loss.</u></p> <p>Proposed modifications to explanatory text :</p> <p>Amend paragraph 9.2.1 of the explanatory text as follows :</p> <p>9.2.1 <u>Locally Significant Industrial Sites (LSISs) are of local significance for industry and warehousing. 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).</u></p> <p>Delete paragraph 9.2.2 of the explanatory text as follows :</p> <p>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.</p>	<p>The proposed modifications :</p> <ul style="list-style-type: none"> set out that the Council will keep the provision of Locally Significant Industrial Land and non designated industrial sites under review clarify the criterion against which the loss of non designated land will be assessed and deletes a criterion linked to the environmental impacts of such uses recognise that the spatial strategy of the Local Plan will require that wider land use objectives are considered when proposals come forward to release land which is no longer needed for employment uses clarify that the Council will require the re-provision of non-designated industrial land where it is located within a wider area of commercial uses unless the policy accepts that the loss is acceptable clarify the purpose of the policy highlight the importance of Locally Significant Industrial Sites for industry and warehousing in Havering recognise the importance of some flexibility being included as to which industrial land is safeguarded acknowledge that there is pressure in Havering to accommodate a range of important land uses including housing and infrastructure as well as industry and employment

			<p>Add new text as replacement paragraph 9.2.2 of the explanatory text as follows :</p> <p><u>9.2.2 In line with the focus on a strong economy in Havering, the purpose of Policy 20 is to protect and where possible enhance the employment potential of the existing Locally Significant Industrial Sites and non-designated employment land and floorspace.</u></p> <p>Add a new paragraph 9.2.3 to the explanatory text as follows :</p> <p><u>9.2.3 Although the focus of Policy 20 is to seek to protect Locally Significant Industrial Sites and non-designated industrial land, the Council recognise that the policy should provide for some flexibility in the extent to which industrial land is safeguarded. Some scope for flexibility is important because the Council recognises that in Havering there is considerable pressure to accommodate a range of important land uses including housing and infrastructure as well as industrial / employment. In taking this approach, the Council will always carefully consider up to date evidence as to how the proposed change of use from industrial / employment uses will impact on the overall industrial capacity of Havering over the Plan Period. It will also examine information arising from the marketing of the site to ensure that the site / land is genuinely surplus to employment requirements.</u></p> <p>Amend paragraph 9.2.3 and renumber as 9.2.4 of the explanatory text as follows :</p> <p><u>9.2.34 As already noted in Policy 19 on Business Growth, the Havering Employment Land Review (ELR) (2015) identified 19.5 hectares of land previously designated for its local significance and an additional 4.5ha from non-designated employment uses to be released over the Plan period making the overall amount of employment land to be released not greater than 24 ha 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.</u></p> <p>Renumber paragraphs 9.2.4 and 9.2.5 of the explanatory text as 9.2.5 and 9.2.6 as follows :</p> <p><u>9.2.45 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 be treated on its own merits.</u></p> <p><u>9.2.56 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.</u></p>
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MM19	56	Policy 21	<p>Section 9 : Opportunities to prosper : 9.3 Affordable workspace</p> <p>Amend the first paragraph of the policy as follows :</p> <p><u>The Council will promote opportunities for start-up and small and medium enterprises by expecting major commercial and mixed use schemes to provide a minimum of 20% of its floorspace as affordable workspace support local micro and small businesses through securing affordable workspace within the boroughs network of town centres, Strategic Industrial Locations and Local Significant Industrial Sites. Major commercial and mixed-use developments should provide a minimum of 10% total gross commercial floorspace as affordable workspace for a minimum of 5 years, subject to viability.</u></p> <p><u>For the purposes of this Policy affordable workspace is defined as –</u></p> <p><u>A workspace provided where rent and service charges, excluding business support services, are on average at least 10% 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).</u></p> <p>Move the final paragraph of the policy to become the second paragraph as follows:</p> <p><u>Redevelopment of existing low value employment floorspace, that is reliant on less than market-level rent, will be required to re-provide such floorspace 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.</u></p> <p>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.</p> <p>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.</p> <p>Add a new fifth paragraph to the policy as follows :</p> <p><u>The proportion of affordable workspace to be provided within specific schemes will be addressed on a site</u></p>	<p>In response to discussions on Day 5 of the hearing sessions (Matter 6).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> • enable the Council to set out its commitment to supporting smaller business enterprises and to highlight the role of these in the wider Havering economy • set a realistic and reasonable level of floorspace to be provided as 'affordable' • set out the exceptional circumstances in which financial contributions will be accepted • recognise that development viability may impact on the provision of affordable workspace • set out the challenges linked to affordable workspace provision in the context of wider land use issues in Havering • recognise the importance of the Council maintaining a register of affordable workspace • provide detailed information on matters such as cost, size and type linked to affordable workspace • set out the circumstance where off-site provision of affordable workspace may be acceptable and how this can be secured • sets out the importance of dialogue with a Workspace Provider

			<p><u>specific, case-by-case basis, taking into account the viability of the development.</u></p> <p>Amend the sixth paragraph (was fourth) of the policy as follows :</p> <p>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.</p> <p>Add a new seventh paragraph to the policy as follows :</p> <p><u>Financial contributions will normally only be agreed in exceptional circumstances when it has not been possible to secure appropriate on-site physical space. The amount secured will be dependent on the outcome of a viability assessment and negotiations with the Council.</u></p> <p>Delete the final paragraph of the policy as follows :</p> <p>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.</p> <p>Proposed modifications to explanatory text :</p> <p>Add a new opening paragraph 9.3.1 in the explanatory text as follows :</p> <p>9.3.1 <u>The intention of securing and operating affordable workspace in Havering is to use it as a mechanism to strengthen local growth sectors and enable local people to thrive. Havering's entrepreneurial businesses play an essential role in the local economy. The Council is committed to supporting these organisations and recognises that affordable workspace is a means to do so.</u></p> <p>Add a new second paragraph 9.3.2 in the explanatory text as follows:</p> <p>9.3.2 <u>Flexible workspaces are managed, commercial premises, particularly suitable for small/ start-up businesses and which are divided into a collection of small units help by occupiers on a short-term, easy-in, easy-out basis and with communally-shared services, facilities and support for the entrepreneurial activities of the occupiers. Affordable Workspace means flexible workspace which is let to a Workplace Provider and which will allow for occupation by the end users in one or more sectors on terms:</u></p> <ul style="list-style-type: none"> • <u>substantially below market levels of rents and charges when compared with an equivalent letting of the space and facilities on the open market; and</u> • <u>at a rate comparable with similar facilities available in Havering or (if sufficient comparator premises do not exist in the borough) across London as a whole; and</u> • <u>at rates which mean that occupation is feasible to a large number of small/ start-up businesses in the relevant sector(s)</u> <p>Add new text to the end of paragraph 9.3.3 of the explanatory text :</p> <p>9.3.4.3 <u>Havering has a high number of micro and small businesses. Havering's Employment Land Review</u></p>	
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		<p>(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. Increasing provision of affordable workspace through contributions from the applicant, or in new premises can help ensure more small businesses have space to stay in the borough and expand.</p> <p>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.</p> <p>Delete paragraph 9.3.3 of the explanatory text as follows :</p> <p>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 yield 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 seamless transition to market level rent at the end of the period.</p> <p>Add a new text as paragraph 9.3.4 in the explanatory text as follows :</p> <p><u>Many small/start-up businesses, with the potential for financial self-sufficiency, have particular needs that often cannot be met by the market, either because affordable rents are unviable for the applicant, or it is below a standard expectation of return. This has been compounded by a significant loss of office floorspace in the borough over the last decade due to particular pressure on the conversion of offices to residential use. The introduction of permitted development rights, which allows office to residential conversion without explicit planning permission means that these losses have been further exacerbated – a trend which is expected to continue. In addition, pressure on providing housing targets in the borough requires the Council to de-designate industrial land, which puts additional pressure on the borough's industrial employment land to provide smaller light industrial units that encourage small/start-ups businesses to provide 'services to support the service sector'.</u></p> <p>Delete paragraph 9.3.4 of the explanatory text as follows :</p> <p>9.3.4 Major developments should provide 20% of total gross commercial floor space 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 floor space reliant on less than market level rent to ensure existing businesses are not displaced.</p> <p>Insert new text in the explanatory text as paragraph 9.3.5 of as follows :</p>	

<p><u>9.3.5</u> The Council intends to use affordable workspace as a key driver to support a flourishing local economy, and 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. The Council will maintain a record of affordable workspace available to small businesses as part of its commitment to growing the Havering economy.</p> <p>Add new text as paragraph 9.3.6 in the explanatory text as follows :</p> <p><u>9.3.6</u> Cost and size are the two primary variables to consider in defining affordable workspace, and these are both influenced by the type of workspace to be provided – which in turn is related to the occupant that the space will be marketed towards, usually determined by the economic clusters in the locality.</p> <p>Insert additional text in the explanatory text and delete existing text as follows :</p> <p><u>Cost</u></p> <p><u>9.3.7</u> In this context, 'affordable' would be defined as rent and service charges (excluding business support services) that are either:</p> <ul style="list-style-type: none"> • less than 80% than comparable local market rates for a period of 5-years per occupant; or • a sliding scale of 60% of local market rates from years 1 to 2, and 80% from years 3 to 5. <p>The Council will also consider alternative suggestions made by developers.</p> <p><u>9.3.8</u> A sliding scale is preferred as it will allow a larger rent relief during the initial stages, which will reduce as a business matures and is likely to be able to pay higher rents. This will also enable a more seamless transition to a market level rent at the end of the lease.</p> <p><u>9.3.9</u> What is defined as 'local market rate' will vary depending on the location and the type of workspace provided. Market rates can rise considerably in a short space of time. For the purpose of this Policy, 'local market rates' will be defined by:</p> <ul style="list-style-type: none"> • Use Class comparison • Havering borough comparison or (if sufficient comparator premises do not exist in the borough) across the Thames Gateway corridor <p><u>Size</u></p> <p><u>9.3.10</u> An affordable workspace unit may be stand-alone premises or a component of a larger workspace area. To maximise flexibility the Council encourages developments that comprise a large area of floorspace to be managed as a series of smaller 'units'. However, this creates complexity in determining whether a proposal meets policy requirements. Where the micro/small floorspace component is provided as a single floorplate, the applicant must demonstrate that the design of the development is orientated towards the operational needs of small businesses. It is acknowledged that a 'unit' may be a physical entity, or a component of a larger floor area.</p>		

			<p><u>Type</u></p> <p><u>9.3.11</u> <u>Local market analysis has identified key growth sectors² which the Council seek to strengthen. These include:</u></p> <ul style="list-style-type: none"> • <u>Construction</u> • <u>Creative & Digital</u> • <u>Logistics</u> • <u>Manufacturing, Engineering & Technology</u> • <u>Medical science & Health/Social Care</u> <p><u>9.3.12</u> <u>These priority sectors will change over time to reflect the needs of the local economy.</u></p> <p><u>9.3.13</u> <u>The type of workspace to be provided will be dependent on a number of factors. Where affordable workspace is being provided, early discussions between the applicant and the Council are essential to:</u></p> <ol style="list-style-type: none"> <u>determine the size of the affordable element of the workspace;</u> <u>decide which industries are suitable to market the workspace too; and</u> <u>help partner the applicant with the most appropriate Workspace Provider – to facilitate the design and planned management of the space.</u> <p><u>Off-Site Provision</u></p> <p><u>9.3.14</u> <u>Where genuinely exceptional circumstances can be demonstrated to the Council that the provision of affordable workspace on-site is either inappropriate, or would have an unacceptable impact on the viability of a scheme, financial contributions will be sought to secure equivalent provision off-site.</u></p> <p><u>9.3.15</u> <u>Off-site provision will be achieved by the Council through:</u></p> <ul style="list-style-type: none"> • <u>bringing redundant properties into use;</u> • <u>working in partnership with a stakeholder to secure improvements to existing workspaces, or providing additional workspace; offering alternative interventions/activities that support micro and small businesses such as business support.</u> <p><u>9.3.16</u> <u>The off-site contribution will be negotiated on a case by case, cost per sq ft basis. This will also be dependent on the outcomes of a viability assessment and discussions with the Council.</u></p> <p><u>Workspace Provider</u></p> <p><u>9.3.17</u> <u>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, along with a submitted proposal for assessment by the Council which details the agreement with the Workspace Provider for managing the workspace to an agreed specification, detailing the potential</u></p>
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² These priority sectors will change over time to reflect the needs of the local economy.

	<p><u>management arrangements and rents to be charged for a minimum of 5 years.</u></p> <p><u>9.3.18 Applicants will be required to demonstrate likely lease terms for target sectors, and where appropriate make provision for short-term, flexible ‘all-in’ and ‘meanwhile’ leases, and where relevant letting space on a per-desk rather than per-square-foot basis.</u></p> <p><u>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 for subdivision and configuration for new uses and activities. The proposal should incorporate flexible design features to provide adaptability for a range of uses and activities. Basic fit-out should be provided to a level beyond shell and core to include: toilets, super-fast broadband connections, shared 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 groupings 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.</u></p> <p><u>The design of workspace for small and micro enterprises will vary, depending on the end occupier or sector. In general however, applicants should demonstrate that the workspace incorporates flexible internal arrangements, 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.</u></p> <ul style="list-style-type: none"> • <u>Basic fit-out should be provided to a level beyond shell and core to include: ., super-fast broadband connections, shared space and facilities such as communal breakout space, kitchen areas, toilets, bike storage, etc; 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.</u> • <u>On specific projects other issues may need to be considered, such as the co-ordination of fire alarm provision, access control arrangements, landscaping design, and mobile phone signal strength.</u> <p><u>A consequential modification is required to Table 10 of the Glossary as follows:</u></p> <p><u>For the purpose of Policy 21, Affordable Workspace means:</u></p> <p><u>Flexible workspace which is let to a Workspace Provider and which will allow for occupation by the end users in one or more sectors on terms:</u></p> <ul style="list-style-type: none"> • <u>substantially below market levels of rents and charges when compared with an equivalent letting of the space and facilities on the open market; and</u> • <u>at a rate comparable with similar facilities available in Havering or (if sufficient comparator premises do not exist in the borough) across London as a whole; and</u> • <u>at rates which mean that occupation is feasible to a large number of small/start-up businesses in the relevant sector(s).</u> <p><u>For the purpose of Policy 21, Flexible Workspace means:</u></p>	

			<p>Managed, commercial premises, particularly suitable for small/start-up businesses and which are divided into a collection of small units held by occupiers on a short-term, easy-in, easy-out basis and with communally-shared services, facilities and support for the entrepreneurial activities of the occupiers.</p> <p>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)</p>	
MM20	57	Policy 22	<p>Section 9 : Opportunities to prosper : 9.4 Skills and training</p> <p>Proposed modifications to explanatory text :</p> <p>Insert a new final paragraph of explanatory text as follows :</p> <p><u>9.4.7 For the purpose of Policy 22 'local' refers to the location of permanent operation of business or location of resident's home being within the London Borough of Havering.</u></p>	<p>In response to discussions on Day 5 of the hearing sessions (Matter 6).</p> <p>The proposed modification :</p> <ul style="list-style-type: none"> Clarifies what is meant by 'local' in this policy.
MM21	59	Policy 23	<p>Section 10 : 10.1 Transport Connections</p> <p>A new criterion to be added to the end of the policy as follows :</p> <p><u>xvii. Working with partners including the port of London Authority to explore opportunities for utilising the River Thames for freight and passenger transport to reduce traffic congestion and support local businesses.</u></p>	<p>In response to discussions on Day 5 of the hearing sessions (Matter 8).</p> <p>The proposed modification:</p> <ul style="list-style-type: none"> sets out the Council's intention to work with partners to explore the opportunities for greater use of the River Thames for freight and transport to reduce traffic congestion and to support local businesses better reflects the strategic objectives of the Local Plan
MM22		Policy 24	<p>Section 10 : Connections : 10.2 Parking provision and design</p> <p>Delete the first three paragraphs of the policy as follows :</p> <p>The Council will require all development to provide sufficient parking provision in accordance with the maximum parking standards in the London Plan.</p> <p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> In order to ensure that the Local Plan is in general compliance with the London Plan

Insert new text and new tables 10 and 10a in the policy as follows :

London Plan maximums standards apply across the borough (see Table 10 below):.

Table 10 – Residential Parking Standards

<u>PTAL</u>	<u>Parking Provision</u>
<u>0-2</u>	<u>See Table 10a (below)</u>
<u>3-6</u>	<u>London Plan standards</u>

In areas of the borough that have low public transport access (PTAL 0-1 and areas of 2 defined below) where no improvements are planned, the minimum residential parking standards set out in Table 10a (below) will also apply :

Table 10a Minimum Parking – PTAL 0-2*

<u>1 Bedroom</u>	<u>2 bedrooms</u>	<u>3 bedrooms</u>	<u>4+ bedrooms</u>
<u>Less than 1 parking space per unit</u>	<u>Less than 1 parking space per unit</u>	<u>Up to 1.5 spaces per unit</u>	<u>Up to 2 spaces per unit</u>

*Areas of PTAL 2 where minimum standards set out in table 10a will be applied are specifically parts of the borough that are PTAL 2 and are 800 metres or more away from existing or planned rail and underground stations. Minimum standards will not apply in other areas of PTAL2. The London Plan parking standards will apply to all other parts of the borough that are PTAL 2.

Amend the third paragraph (was fourth) of the policy and criteria iv. as follows :

In all areas, subject to the standards set out in Tables 10 and 10a being met, 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 open to all and provide on-site car club parking spaces.

Where a development proposal would result in a net loss of car parking spaces the applicant will be required to demonstrate robustly 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.

Amend the sixth and seventh paragraphs (were seventh) as follows :

			<p>Parking provision in new shopping and leisure developments should serve the area or centre as a whole. <u>It</u> and should not be reserved solely for use in connection with the development proposed and <u>be</u> provided as short stay parking.</p> <p>Disabled parking and cycle parking should be located closest to town centres and the entrance <u>to</u> of the facilities and should include provision for long and short stay use.</p> <p>The Council will support development proposals that provide adequate off street servicing arrangements for commercial vehicles and general servicing.</p> <p>Proposed modifications to explanatory text :</p> <p>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.</p> <p>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;</p> <p>Insert a new final sentence in paragraph 10.2.3 of the explanatory text as follows :</p> <p>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. The Council considers this is justified and appropriate in Havering because the borough is not well provided with public transport services for some journeys and there are no practical alternatives to making journeys by car.</p> <p>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).</p> <p>Delete paragraph 10.2.5 of the explanatory text and Table 4 as follows :</p> <p>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 these areas with the lowest levels of public transport accessibility (see</p>
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Table 4 below). A lower standard may be appropriate for sites with a PTAL of 2 within the Romford Strategic Development Area where this can be justified on a case by case basis.

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

Insert a replacement paragraph 10.2.5 in the explanatory text as follows :

10.2.5 Table 10a sets out minimum parking standards for PTAL's 0-1 together with areas which are PTAL 2 and are 800m+ away from existing or planned rail and underground stations. Applying minimum standards to some specific parts of the borough that are PTAL 2 recognises that the London Plan provides outer London boroughs with the opportunity to apply a more flexible approach to parking standards in these areas.

Delete the final sentence of paragraph 10.2.6 of the explanatory text as follows :

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.~~

Delete paragraph 10.2.7 of the explanatory text as follows :

~~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 these 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 tips 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.~~

Renumber the remaining paragraphs as follows :

~~10.2.8~~ 7 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~~ 8 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~~ 9 The Council will expect parking provision to be provided on site, but it is recognised that this may not always be sufficient. In situations where in-curtage parking is required, it should be located close to the

			<p>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.</p> <p>10.2.4<u>10.2.41</u> 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.</p> <p>10.2.42<u>10.2.41</u> 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.</p> <p>10.2.43<u>10.2.42</u> 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.</p>	
MM23	71	Policy 28	<p>Section 11 : High Quality Places : 11.3 Heritage assets</p> <p>Amend criteria i., vii. and viii. of the policy as follows :</p> <p>The Council recognises the significance and value of Havering's heritage assets and will support:</p> <ol style="list-style-type: none"> Proposals that seek to sustain <u>conserve and enhance</u> the significance of heritage assets at risk in the borough; The maintenance of up to date Conservation Area Appraisals and Management Plans; The identification, and maintenance, of a local list of non-designated heritage assets that meet agreed selection criteria; 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; 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; 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 Proposals affecting the significance of a heritage asset with archaeological interest, including the contribution to significance made by its setting, where: <ol style="list-style-type: none"> The proposals are supported by an appropriate assessment of the asset's significance; Any harm is minimised, clearly justified and necessary to achieve public benefits that are substantial enough to outweigh loss of harm to the asset's significance; and The significance of any asset or part of an asset to be lost is recorded and made publicly Well designed and high quality proposals which would not affect the significance of a heritage asset with 	<p>In response to discussions on Day 6 of the hearing sessions (Matter 9).</p> <p>The proposed modifications:</p> <ul style="list-style-type: none"> ensure that the policy is in line with national planning policy

			<p>archaeological interest, including the contribution made to significance by its setting. viii. <u>The maintenance of up to date Archaeological Priority Areas.</u></p> <p>Delete the second paragraph of the policy as follows :</p> <p><u>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.</u></p> <p>Add a new final paragraph to the policy as follows :</p> <p><u>Where a development proposal is judged to cause harm then it will be assessed against the relevant test in the National Planning Policy Framework (NPPF) depending on whether the harm caused is substantial or less than substantial.</u></p>	
MM24	75	Policy 30	<p>Section 12 : Green Places : 12.2 Nature conservation</p> <p>Amend the first sentence of the policy as follows :</p> <p><u>The Council will protect and enhance the rich biodiversity and geodiversity borough's natural environment and seek to increase the quantity and quality of biodiversity in Havering by :</u></p> <p>Delete criteria i. – v. of the policy as follows :</p> <p><u>i. Protecting Sites of Specific Scientific Interest, Local Nature Reserves and Sites of Importance for 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.</u></p> <p>Replace deleted criteria (above) with new criteria i. – vi. as follows :</p> <p><u>i. Ensuring developers demonstrate that the impact of proposals on protected sites and species have been fully assessed when development has the potential to impact on such sites or species. Appropriate mitigation and compensation measures will also need to be identified where necessary. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will normally be refused;</u></p> <p><u>ii. Not permitting development which would adversely affect the integrity of Specific Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation except for reasons of overriding public interest, or where adequate compensatory measures are provided. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will normally be refused;</u></p> <p><u>iii. Supporting proposals where the primary objective is to conserve or enhance biodiversity;</u></p> <p><u>iv. Encouraging developments where there are opportunities to incorporate biodiversity in and around the development;</u></p> <p><u>v. Supporting developments that promote the qualitative enhancement of sites of biodiversity value, (by supporting proposals that improve access, connectivity and the creation of new habitats. Measures include maintaining trees, native vegetation, and improving and restoring open spaces and green infrastructure for the benefit of wildlife;</u></p> <p><u>vi. Working with partners and local conservation groups to improve conditions for biodiversity in the borough.</u></p>	<p>In response to discussions on Day 6 of the hearing sessions (Matter 9).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> ensure that the policy accords with national planning policy.

MM25	78	Policy 31	<p>Section 12 : Green Places : 12.3 Rivers and river corridors</p> <p>Insert additional text in the second paragraph of the policy as follows :</p> <p>Haveing's rivers and river corridors fulfil important biodiversity, recreation, place-making, amenity, freight transport and flood management functions which the Council will seek to optimise.</p> <p>The Council will seek to enhance the river environment by requiring <u>major</u> 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).</p>	<p>In response to discussions on Day 6 of the hearing sessions (Matter 10).</p> <p>The proposed modification:</p> <ul style="list-style-type: none"> clarifies that the Council will only require major developments in close proximity to a river to investigate and where feasible secure opportunities for the restoration and enhancement of these waterways.
MM26	85	Policy 36	<p>Section 12 : Green Places : 12.8 Low carbon design, decentralised energy and renewable energy</p> <p>Insert a new fifth paragraph in the policy as follows :</p> <p>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, fuel and energy security, including their cumulative and visual impacts.</p> <p><u>In assessing the likely impacts of potential wind energy development when identifying suitable areas, and in determining planning applications for such development, the Council will follow the approach set out in the National Policy Statement for Renewable Energy Infrastructure (along with the relevant sections of the Overarching National Policy Statement for Energy Infrastructure, including that on aviation impacts).</u></p> <p>Amend criteria iii. and v. and insert additional criteria vi. in the policy as follows :</p> <p>iii. There is no unacceptable <u>adverse</u> impact on residential amenity in terms of noise, shadow flicker, vibration and visual dominance;</p> <p>iv. A noise impact assessment, which considers all relevant National and Local guidance, must be conducted, and identify appropriate noise mitigation measures were required to reduce the impacts on the surrounding occupants; and</p> <p>v. It is in compliance with the <u>NPPE</u> and the Ministerial Written Statement (HCWS42) or subsequent national policy and</p> <p><u>vi. There is no unacceptable adverse impact on highway safety on the existing infrastructure or the proposed M25 Junction 28 Improvement Scheme.</u></p>	<p>In response to discussions on Day 6 of the hearing sessions (Matter 10).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> ensure that the policy is consistent with national planning policy, the National Planning Policy Statement for Renewable Energy Infrastructure and relevant sections of the Overarching National Policy Statement for Energy Infrastructure
MM27	87	Policy 38	<p>Section 13 : Minerals : 13.1 Mineral extraction</p> <p>Amend the first sentence of the text in the policy as follows :</p> <p>The Council will seek to maintain at least a seven year aggregate land bank, as per the <u>Haveing</u> <u>apportionment</u> of at least 1.75 million tons 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 :</p> <p>i. Public health and safety;</p> <p>ii. The amenity and quality of life of nearby communities;</p>	<p>In response discussions on Day 6 of the hearing sessions (Matter 11).</p> <p>The proposed modifications:</p> <ul style="list-style-type: none"> ensure that the policy is consistent with the London Plan (2016) highlight the opportunities to use the River Thames for the transport of minerals material.

			<p>iii. The natural, built and historic environments:</p> <p>iv. The efficient and effective operation of the road network, including safety and capacity.</p> <p>Insert additional text at the start of the second paragraph of the policy as follows :</p> <p><u>When necessary, A appropriate mitigation measures, to ensure that criteria i - iv is complied with will be secured as part of any proposed development by planning condition and/or legal agreement.</u></p> <p>Add new text to the end of the third paragraph of the policy as follows :</p> <p>A Transport Statement or Transport Assessment (as appropriate) 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. <u>Full consideration should be given to the use of the River Thames for the transportation of any materials as part of any submitted transport statement.</u></p>	
MM28	90	Section 14	<p>Section 14 : Delivery and Implementation</p> <p>Amend paragraph 14.0.17 of the explanatory text as follows :</p> <p>Delivering new homes and communities through Havering's Housing Zones</p> <p>14.0.17 <u>Major sites in the</u> The Romford Strategic Development Area and the Rainham and Beam Park Strategic Development Area are anticipated to deliver over 5,300 <u>6,000</u> and 3,000 homes, respectively, over the Plan period.</p> <p>Amend paragraphs 14.0.28 onwards of the explanatory text as follows :</p> <p>Monitoring the Local Plan</p> <p>Insert additional text at the end of paragraph 14.0.28 of the explanatory text as follows :</p> <p>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. In particular, it is recognised that the latter stages of the Local Plan have been prepared concurrently with revisions to the National Planning Policy Framework (2019) by the Government and the Mayor of London preparing a draft new London Plan. Changes in national and Mayoral planning policy will need to be assessed to ensure that Havering's planning policies remain up to date and appropriate for Havering. <u>In the light of these factors, the Council will bring forward an update of the Local Plan immediately after its adoption.</u></p> <p>Amend paragraph 14.0.29 of the explanatory text as follows :</p> <p>14.0.29 <u>Notwithstanding the commitment to an update of the Local Plan, and pending the adoption of a new strategy, the Council will, therefore, monitor the effectiveness of the Local Plan in delivering its objectives. It will do this by regularly assessing its performance against a series of identified key monitoring 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 9-10 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.</u></p>	<p>In response to discussions on Day 6 of the hearing sessions (Matter 12).</p> <p>The proposed modifications :</p> <ul style="list-style-type: none"> provide updated information on the potential for housing in the Strategic Development Areas in line with the revisions to Policy 3 and the updated Housing Position Statement Technical update October 2019. recognise that the Local Plan has been prepared concurrently with the preparation of new planning policy guidance from Government and the preparation of a new London Plan confirm that the Council will update the Local Plan immediately after its adoption (in line with the commitments elsewhere in the Local Plan) 'signpost' the proposed modifications to the Local Plan in regard to its monitoring updates the Local Plan in regard to the Housing Delivery Test set out in national planning policy guidance updates the Local Plan in regard to the preparation of Masterplans for Romford and Rainham and Beam Park

		<p>The indicators are supported by relevant targets, where appropriate, and the extent to which the Local Plan secures these targets will be an important consideration in determining the Council's approach in its update.</p> <p>Insert two new paragraphs in the explanatory text as follows :</p> <p><u>14.0.30 The Council will review policies where it is clear that targets are not met on a consistent basis over time and / or where they fail to be met by a significant amount when considered individually. The Council recognises that given the focus on providing new homes, the indicators and targets for Places to live are especially important. Policy 3 and the Housing Position Statement: Technical Update (October 2019) outline the Council's approach to maintaining a five year supply of housing land and meeting its housing targets. The Council will also keep under review the accommodation needs of Gypsies and Travellers and Travelling Showpeople by undertaking regular reviews of its Gypsy and Traveller Accommodation Assessment.</u></p> <p><u>14.0.31 In addition, the Government's Housing Delivery Test in the National Planning Policy Framework (2019) sets a minimum threshold for housing delivery over a three year period. If delivery falls below this threshold, the Council will need to produce a Housing Action Plan in line with national guidance. The Housing Action Plan will identify reasons for under-delivery, examine ways to reduce the risk of further under-delivery and set out measures the authority will take to improve delivery.</u></p> <p>Renumber and insert additional text at the end of the final paragraph of the explanatory text as follows :</p> <p><u>14.0.34³² 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. In the course of preparing the Local Plan, the Council has initiated the preparation of a Masterplan for Romford (due to be published in 2020) and it expects to bring forward a similar strategy for Rainham and Beam Park. These items reflect the importance of these areas to the overall spatial strategy for development in Havering and the commitment of the Council to working with its partners to ensure that the borough is provided with up to date and appropriate planning and regeneration strategies to guide development and to enable the Council to deliver its place-making role.</u></p>														
MM29	107	A.8 Monitoring	<p>Annexes : A8 Monitoring</p> <p>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.</p> <p>Delete Table 9 as follows :</p> <p>Table 9 Local Plan monitoring framework</p> <table><tr><th>Policy</th><th>Strategic Objective</th><th>Indicators</th><th>Source of Data</th></tr><tr><td colspan="4">Successful Places to Live</td></tr><tr><td>Housing Supply</td><td>SO1, SO11, SO14, SOX1</td><td>Net additional dwellings over the previous five year period or since the start of the relevant Local Plan period, whichever is longer</td><td>London Development Database</td></tr></table>	Policy	Strategic Objective	Indicators	Source of Data	Successful Places to Live				Housing Supply	SO1, SO11, SO14, SOX1	Net additional dwellings over the previous five year period or since the start of the relevant Local Plan period, whichever is longer	London Development Database	<p>In response discussions on day 6 of the hearing sessions (Matter 12).</p> <p>The proposed modification replaces the table in the submission Local Plan with a wholly new table that clarifies the targets and indicators that will be used to monitor the adopted Local Plan.</p>
Policy	Strategic Objective	Indicators	Source of Data													
Successful Places to Live																
Housing Supply	SO1, SO11, SO14, SOX1	Net additional dwellings over the previous five year period or since the start of the relevant Local Plan period, whichever is longer	London Development Database													

		Net additional dwellings in:	
		i. Rainford 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, SOii	Net affordable housing completions (number and as a percentage of net housing completions) Net affordable housing completions by tenure type (number and as a percentage of net affordable housing completions)	London Development Database
Housing Mix	SOi, SOii	Net completions by housing size and type	London Development Database
Specialist Housing	SOi	Net additional specialist housing completions	London Development Database
Residential Design and Amenity	SOi	Number and proportion of housing completions achieving the Lifetime Homes Standards 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	London Development Database
Houses in Multiple Occupancy	SOi, SOii	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 Amount of completed retail floorspace in Havering's metropolitan and district centres In Havering's primary and secondary frontages, the number and percentage of: i. Vacancies ii. A1 and A2 units	GLA London Development Database LBH

		iii. A5 units iv. betting shops v. payday loan shops	
Eating and Drinking	SOx <i>i</i>	Net additional A3 and A4 units and floorspace in Havering's metropolitan and district centres	LBH
Culture and creativity	SOx <i>ii</i>	Net additional arts, cultural and leisure floorspace in town centres and out of town centres.	LBH London Development Database
Social infrastructure	SOx <i>v</i> , SOx <i>iii</i>	Net additional floorspace for social infrastructure facilities Average size of GP patient lists	London Development Database LBH
Education and Early Years Provision	SOx <i>iii</i>	School places vs demand for school places Net additional floorspace for educational purposes	LBH London Development Database
Open Space, Leisure and Recreation	SOx <i>v</i>	Net loss/gain of public open space, playing fields and leisure floorspace Number of open spaces with Green Flag Awards	London Development Database LBH
Opportunities to Prosper			
Business Growth	SOx <i>i</i> , SOx	Amount of designated and non-designated industrial floorspace lost to non-industrial uses Net additional office floorspace Net additional employment floorspace by type	London Development Database London Development Database London Development Database
Loss of Industrial Land	SOx <i>i</i>	Births, deaths, and survival of enterprises Amount of employment land lost to residential and/or commercial developments	National Statistics London Development Database
Affordable workspace	SOx <i>i</i> , SOx	Number of affordable workspace units delivered Net additional affordable workspace floorspace	LBH LBH
Skills and Training	SOx	Percentage of local labour used in the construction of new developments and end user phase where applicable	LBH
Connections			
Transport Connections	SOx <i>i</i> , SOx <i>ii</i>	Proportion of journeys made by Havering school pupils to school by walking and cycling Car use and car ownership across the borough Number of road accidents (collisions) by age and by Ward	LBH LBH LBH LBH
Parking provision and design	SOx <i>i</i>	Progress on the delivery of key transport infrastructure projects as set out in Policy 23 Percentage of completed development schemes meeting the required parking standards	LBH LBH
Digital Connections	SOx <i>i</i>	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	SOxiv	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: <ul style="list-style-type: none"> 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 	Natural England
Rivers and River Corridors	SOxiv, SOxx	Percentage of main rivers of good or fair chemical and biological quality	Environmental Agency
Flood Management	SOxvi	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	SOxvii, 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
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	SOxii	Loss of mineral safeguarded land to development	LBH
Mineral Extraction	SOxii	Production (tonnes) of primary land won aggregates	LBH
Secondary Aggregates	SOxii	Production (tonnes) of secondary/recycled aggregates	LBH
		Use of primary won materials	LBH

Insert replacement table as follows :

Table 10 Local Plan monitoring framework in the Local Plan

Policy	Strategic	Indicators	Target	Data source
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objective(s)			
Places to live			
Housing (Policies 1.2 and 3)	SOI SOI SOIV SOxvi	Annual net additional dwellings completed	Delivering a minimum of : <ul style="list-style-type: none"> 700 new dwellings per year during Phase 1 of the Plan Period (2016/2017-2020/2021) 1640 new dwellings per year during Phase 2 (2021/2022-2024/2025) of the Plan Period and 1641 (2025/2026) 1170 new dwellings per year during Phase 4 of the Plan Period (2026/2027-2030/2031) In accordance with Policy 3
		<p>Net additional dwellings completed from the 2015 financial year onwards</p> <p>Net additional dwellings In:</p> <ol style="list-style-type: none"> Romford Strategic Development Area Rainham Strategic Development Area Council housing estates outside the Strategic Development Areas Other major sites outside the Strategic Development Areas and Council housing estates Small sites and through vacant units returning to use 	<p>Meeting the cumulative housing requirement target since (and including) the 2015 financial year</p> <p>Sites within Havering being delivered in accordance with the numbers set out within Policies 1.2 and 3 to achieve the following over the first 10 years of the Plan Period :</p> <ul style="list-style-type: none"> At least 5,000 new homes on Major sites in the Romford Strategic Development Area (including Twelve Estate Regeneration Programme sites) At least new 3,000 homes on Major sites in the Rainham and Beam Park Strategic Development Area (including Twelve Estate Regeneration Programme sites) At least new 300 homes through the Twelve Estates Programme (these sites are outside the Strategic Development Areas) At least 1,500 homes on other major sites outside the Strategic Development Areas and
			London Development Database

<u>Conversions and Sub-divisions (Policy 9)</u>	<u>SOii</u> <u>SOiii</u>	<u>Net additional completions arising from:</u> <u>i. Conversions of existing non-residential buildings</u> <u>ii. Sub-division of residential developments</u>	<u>Proposals to increase housing stock in Havering comply with Policy 9 (and Policies 7, 24 and 35)</u>	<u>London Development Database</u>		
<u>Garden and backland development (Policy 10)</u>	<u>SOii</u>	<u>Net additional housing completions on garden and backland</u>	<u>Net increase in housing stock secured through development that meets the requirements of Policy 10</u>	<u>London Development Database</u>		
<u>Gypsy and Traveller accommodation (Policy 11)</u>	<u>SOiii</u>	<u>Net additional gypsy and traveller pitches and travelling showpersons plots</u>	<u>The provision of gypsy and traveller pitch provision and pitches for travelling show people to reflect the Gypsy and Traveller Accommodation Assessment Update report (July 2019) in accordance with Policy 11</u> <u>No net loss of pitches or plots</u>	<u>London Development Database</u>		
<u>Thriving communities</u>						
<u>Healthy communities (Policy 12)</u>	<u>SOv</u>	<u>Percentage of major applications submitted with a Health Impact Assessment</u>	<u>All major proposals to be submitted with a Health Impact Assessment in accordance with Policy 12</u>	<u>GLA</u>		
<u>Town Centre development (Policy 13)</u>	<u>SOvi</u>	<u>Position of Havering's town centres in the London strategic town centre network</u>	<u>Havering town centres retain their position in the London Strategic town centre network (as defined in the London Plan) in accordance with Policy 13 and Map 1</u>			
		<u>Amount of completed retail floorspace in Havering's metropolitan and district centres</u>	<u>In accordance with Policy 13:</u> <ul style="list-style-type: none"> <u>make provision for a minimum of 20,722 square metres of comparison floorspace in Havering by 2031</u> <u>make provision for a minimum of 10,881 square metres of convenience floorspace in Havering by 2031</u> <u>make provision for a minimum of 10,619 square metres of commercial leisure floorspace in Havering</u> 	<u>London Development Database</u>		

				<ul style="list-style-type: none"> allows <ul style="list-style-type: none"> A minimum local labour target of 20% during construction for major residential developments 		
Connections						
Transport connections (Policy 23)	SOxi	Proportion of journeys made by Havering school pupils to school by walking and cycling	Pupil hands up survey data collected via the TfL STARS accreditation scheme to demonstrate that car use is maintained annually at 21% and cycling at 5%.	London Borough Havering		
		Number of jobs within a 45 minute public transport journey of each local centre and town centre (as measured in the AM peak)	Provide an annual increasing the number of jobs available within 45 minutes of each town centre and local centre	London Borough Havering		
		Progress on the delivery of key transport infrastructure projects as set out in Policy 23 and others that arise over the Plan Period	Feasibility studies progressed in accordance with their respective programmes	London Borough Havering Transport for London		
		Car use and car ownership across the borough	Mode share for car use in Havering does not increase above current level of 58%.	London Borough Havering Transport for London		
		Number of road accidents (collisions) by age and Ward	Reduce borough wide KSI's to no more than 19 per annum by 2030 on borough roads	London Borough Havering		
Parking provision and design (Policy 24)	SOxi	Percentage of completed development schemes meeting the required parking standards	All permissions granted for new development are in accordance with Policy 24	London Borough Havering		
Digital connections (Policy 25)	SOxi	Percentage of completed development schemes with access to high speed broadband	All permissions granted for new residential and non-residential properties allow for the provision of superfast broadband in order to allow connection to that network as and when it is made available in accordance with Policy 25	London Borough Havering		
High Quality Places						
Urban design (Policy 26)	SOxiv	Number of schemes subject to the Quality Review Panel	Promoting good design in all new development schemes in accordance with Policy 26	London Borough Havering		
			Ensuring development makes a			

<u>Landscape</u> <u>g</u> <u>(Policy 27)</u>	<u>SOxiii</u> <u>SOxiv</u>	<u>Number of major applications approved without a detailed landscape scheme</u>	<u>positive contribution to place making and local distinctiveness in accordance with Policy 26</u>			
<u>Heritage assets</u> <u>(Policy 28)</u>	<u>SOxiv</u>	<u>Number of applications permitted affecting designated heritage assets</u>	<u>All permissions granted which affect a designated heritage asset are in accordance with Policy 28</u>	<u>Historic England</u>		
		<u>Number of heritage assets on the Heritage at Risk Register</u>	<u>Annual reduction in the number of assets on the heritage at risk register</u> <u>Heritage assets within Havering are conserved and enhanced in a manner appropriate to their special interest, character or appearance and significance in accordance with Policy 28</u>	<u>Historic England</u>		
		<u>Number of Conservation Areas with up-to date Appraisals and Management Plans</u>	<u>Appraisals and Management Plans for Conservation Areas in Havering are less than 5 years old</u>	<u>London Borough Havering</u>		
<u>Green Places</u>						
<u>Green Infrastructure</u> <u>e</u> <u>(Policy 29)</u>	<u>SOxiv</u>	<u>Progress on the key green infrastructure projects as set out in Policy 29</u>	<u>The quality of the features set out in Policy 29:</u> <ul style="list-style-type: none"> • <u>All London Green Grid</u> • <u>Thames Chase</u> • <u>Community Forest</u> • <u>Rainham Wildspace</u> • <u>Land of the Fanns</u> • <u>Landscape Partnership, and</u> • <u>Roding, Beam and Ingrebourne Catchment Partnership</u> <u>is maintained and expanded</u>	<u>London Borough Havering</u> <u>Natural England</u>		
<u>Nature conservation</u> <u>n</u> <u>(Policy 30)</u>	<u>SOxv</u>	<u>Changes in areas and populations of biodiversity importance, including:</u> <ol style="list-style-type: none"> <u>Changes in priority habitats and species (by type); and</u> 	<u>No net loss of designated biodiversity sites including:</u> <ul style="list-style-type: none"> • <u>Sites of Special Scientific Interest</u> • <u>Local Nature Reserves;</u> and • <u>Sites of Importance for Nature Conservation</u> 			

			ii. <u>Changes in areas designated for their intrinsic environmental value including sites of international, national, regional and sub-regional or local significance</u>	<u>In accordance with Policy 30</u>		
<u>Rivers and river corridors</u> <u>(Policy 31)</u>	<u>SOxix</u> <u>SOxxi</u>	<u>Percentage of main rivers of good or fair chemical and biological quality</u>	<u>In accordance with targets established by Environment Agency</u>	<u>Environment Agency</u>		
<u>Flood management</u> <u>(Policy 32)</u>	<u>SOxxi</u>	<u>Number of planning permissions granted contrary to the advice of the Environment Agency</u> <u>Number and proportion of developments which incorporate Sustainable Drainage Systems (SUDS)</u>	<u>All applications granted are in accordance with Policy 32</u> <u>All applications granted are in accordance with Policy 32</u>	<u>Environment Agency</u> <u>London Borough Havering</u>		
<u>Air quality</u> <u>(Policy 33)</u>	<u>SOxxiii</u>	<u>Improve air quality in Havering by reducing the level of NO₂</u>	<u>To reduce levels of NO₂ at identified 'hot-spots', in accordance with the implementation of the strategic Air Quality Action Plan for Havering (2018/23) (as approved by the Mayor of London).</u>	<u>London Borough Havering</u>		
<u>Managing pollution</u> <u>(Policy 34)</u>	<u>SOxxviii</u> <u>SOxx</u>	<u>Percentage of main rivers of good or fair chemical and biological quality</u>	<u>All applications granted are in accordance with Policy 34</u> <u>Net reduction in annual average, hourly peak and daily peak recordings of all monitored pollutants</u>	<u>Environment Agency</u>		
<u>On-site waste management</u> <u>(Policy 35)</u>	<u>SOxxvii</u>	<u>Percentage of household waste recycled/re-used/composted</u>	<u>All applications granted are in accordance with Policy 35</u>	<u>London Borough Havering</u>		
<u>Minerals</u>						
<u>Mineral reserves</u> <u>(Policy 37)</u>	<u>SOxxii</u>	<u>Loss of mineral safeguarded land to development</u>	<u>No loss of safeguarded land in accordance with Policy 37</u>	<u>London Borough Havering</u>		

