



Havering
LONDON BOROUGH

Strategic Planning Committee
Date: 17 June 2021

Application Reference:	P1022.20
Location:	Former RTS Motors, 84-86 New Road, Rainham RM13 8DT
Ward	South Hornchurch
Description:	Demolition of existing buildings, groundworks and construction of a 10 storey building providing 54 new residential units (Use Class C3) with associated 345sqm of flexible retail/commercial floorspace (within Use Classes A1/A2/A3/A4/B1/D1/D2), the creation of a bus loop and new pedestrian routes together with associated access, servicing, cycle parking and landscaping.
Case Officer:	Ben Dixon
Reason for Report to Committee:	The application is a Major proposal supported by an Environmental Statement, and is Referable to the Mayor of London.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 The application is seeking full planning permission for the redevelopment of the vacant former RTS Motors open scrap yard site, as a residential-led scheme comprising a 10 storey building, providing 54 new residential units with associated 345sqm of flexible retail/commercial floorspace at ground floor level, the creation of a bus loop and new pedestrian routes, together with associated access, servicing, cycle parking and landscaping, including provision of bus stop interchange with the new Beam Park railway station.

- 1.2 The proposed development would be linked to the applicant's adjacent larger scheme at 90 New Road (ref. P1039.19) which received a resolution to grant planning permission from the Strategic Planning Committee (SPC) in January 2020.
- 1.3 The proposed redevelopment of this vacant brown field site, which lies within the London Riverside Opportunity Area, the Rainham and Beam Park Housing Zone, and the Rainham West Site Specific Allocation (SSA 12), to deliver a residential-led scheme is considered to be acceptable in principle in land use terms.
- 1.4 The linked development at 90 New Road is subject to Environmental Impact Assessment, therefore an addendum Environmental Statement (ES) has been submitted with this application. An assessment of the addendum ES has found that the development would not result in unacceptable environmental impact subject to the application of all mitigation measures set out within this report.
- 1.5 The proposed density is within the standard guidance range set out in the now superseded London Plan 2016 (the new London Plan 2021 has moved away from providing suggested densities) and is considered to be acceptable in the context of the surrounding development which also has higher densities.
- 1.6 The proposed development height of 10 storeys is considered to be acceptable when assessed in the wider context of the surrounding developments currently being brought forward within the new Beam Park local centre, with the tallest building heights being 12 and 16 storeys. The 10 storey height is supported by the QRP.
- 1.7 Members may recall considering the proposal as part of an offline pre-application developer presentation to the Strategic Planning Committee on the 11th June 2020. Members raised a number of issues for review and clarification, which are addressed in detail within this report.
- 1.8 The proposal does not provide any additional parking and would share the parking provided within Block 1 of the linked development at 90 New Road. Given the close proximity of the site (approximately 110m) to the new Beam Park Station and applicable maximum parking standards (set out in the London Plan 2021), the level of parking proposed across the wider development (90 New Road and the application site) is considered acceptable and policy compliant.
- 1.9 The development would facilitate the delivery of a bus interchange to the new Beam Park railway station for the 365 bus on the new Station Approach road. The delivery of the bus interchange with the new Beam Park railway station is seen as a key strategic transport infrastructure requirement by the Council. The delivery of this bus interchange would strongly accord with the key aims of London Plan Policy T1 (Strategic approach to transport) and is considered to weigh heavily in favour of the scheme.

- 1.10 The development would deliver a high quality, safe and inclusive pedestrian and cycle access route along the new Station Approach Road to the new Beam Park station and local centre, set within a high quality public realm with a carefully considered landscaping scheme.
- 1.11 The proposal does not provide any additional affordable housing above that provided in the linked 90 New Road scheme. The overall provision of affordable housing within the wider development (90 New Road and the application site) would be 36% by habitable room. This has been independently viability tested by specialist viability consultants on behalf of the Council and found to be the maximum viable amount of affordable housing that could be expected to be delivered.
- 1.12 The development incorporates a policy compliant sustainability strategy that employs measures covering: energy, overheating, carbon emissions, drainage, water use, urban greening and biodiversity.
- 1.13 The recommended conditions and S106 legal agreement would ensure compliance with policy requirements, ensure the development is finished to the required high quality as indicated in the application submission, and ensure any negative impacts of the development would be appropriately mitigated.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to:
 - a) Conditions
 - b) S106 legal agreement to include key matters as set out below at para 2.2.
 - c) Any subsequent revisions required to the S106 for the 90 New Road (ref. P1039.19) development (by the same applicant), to appropriately link the application development to the development at 90 New Road.
- 2.2 That the Assistant Director of Planning has delegated authority to negotiate any subsequent S106 legal agreement including:
 - a. Delivery of the main (southern) section of the bus loop interchange infrastructure, including the bus stop and stand and turning island, on the Station Approach road (as shown indicatively within the land in orange on drawing NRD2-BPTW-50-ZZ-DR-A-0115 Rev CO2
 - b. All reasonable assistance to enable the Council to deliver the section of the bus loop shown indicatively within the land in yellow and bounded by a part red and part broken pink line on drawing NRD2-BPTW-50-ZZ-DR-A-0115 Rev CO2
 - c. Linear Park Contribution sum of £32,501.19: Indexed.
 - d. Bus Mitigation Strategy Contribution sum of £53,100 to be payable to Transport for London but collected by the Council: Indexed

- e. Carbon Offset Contribution sum of £40,149 (Residential - £29,669 and Non Residential - £10,480) or such other figure as approved by the Council based on an approved updated Energy Strategy: Indexed.
 - f. Controlled Parking Zone Contribution sum of £6,048 or such other figure as is approved by the Council: Indexed.
 - g. Restriction of parking permits pursuant to Section 16 of the Greater London Council (General Powers) Act 1974.
 - h. Commuted sum to provide/ improve existing play space locally if the Beam Park Play Space is not delivered.
 - i. A Travel Plan to encourage the use of sustainable modes of transport, including a scheme for submission, implementation, monitoring and review.
 - j. Provision of a training and recruitment scheme for the local workforce during the construction period, in accordance with the provisions of Policy 22 of the Havering Local Plan Proposed Submission.
 - k. Tying the application development into the wider development incorporating 90 New Road (ref. P1039.19), including any required amendments to the agreed S106 for the 90 New Road development.
 - l. Tying the application into the early, mid and late stage viability review to be undertaken for the 90 New Road development.
 - m. Prohibiting the application development from being delivered in isolation to ensure it is delivered as part of the wider 90 new Road development with the approved affordable housing and family accommodation.
 - n. Submission of such further future planning applications (full planning, S73 or S96a) as required to:
 - i) deliver the approved interface between the land in the applicant's ownership and that within the adjacent Beam Park development to include the approved bus loop and bus driver facilities;
 - ii) deliver the required minor amendments to the 90 New Road scheme in respect of linking the application building into Block 1;
 - iii) deliver the required minor amendments to the 90 New Road scheme (Block 5) to ensure the wider scheme continues to provide 10% M4(3) Wheelchair units and 10% Wheelchair accessible parking spaces
 - iv) ensure the timely delivery of the affordable housing, communal amenity space and parking within the approved 90 New Road scheme and that the application scheme shall not be brought forward in isolation from the 90 New Road development.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums shall be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
 - The Developer/Owner shall pay the Council's reasonable legal costs associated with the drafting of the Legal Agreement, prior to the completion of the agreement, irrespective of whether the agreement is completed.
 - The Developer/Owner shall pay the Council's appropriate Planning Obligations Monitoring Fee prior to the completion of the agreement.

- 2.3 The application is subject to Stage II Referral to the Mayor of London pursuant to the Mayor of London Order (2008).
- 2.4 That the Assistant Director of Planning has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

2.5 Conditions

1. Full application – commencement in 3-years
2. Accordance with plans
3. Details of Materials
4. Detailed design drawings for architectural features
5. Details of commercial units
6. Parking design and management plan
7. Detailed design of the bus loop (plan and section drawings, material spec)
8. Details of site levels
9. Inclusive and accessible design
10. Biodiverse green roofs
11. Hard and soft landscaping detailed specification drawings
12. Landscaping Management Plan
13. Details of refuse and recycling storage
14. London City Airport birdstrike
15. Construction Crane operation
16. Provision of approved cycle parking and reprovision for Beam Park
17. Details and Provision of bus driver facilities pod
18. Hours of construction (to match those for 90 New Road)
19. Noise Insulation
20. Contamination – site investigation and remediation
21. Construction methodology
22. Construction and Logistics Management Plan
23. Deliveries and Servicing Management Plan
24. Air Quality Neutral Assessment
25. Air Quality – construction machinery
26. Air Quality – demolition/construction dust control
27. Air Quality – internal air quality measures
28. Air Quality – low nitrogen oxide boilers
29. Unregulated Emissions Minimisation
30. Whole Life-Cycle Carbon Assessment
31. Piling Method Statement
32. Energy Performance monitoring and reporting
33. Digital Connectivity (full fibre)
34. Circular Economy Statement
35. Vehicle access to be provided
36. Wheel washing facilities during construction
37. Details of drainage strategy, including full spec and layout of SUDS

- 38. Secure by design
- 39. Water efficiency (105l or less per head per day)
- 40. Accessible dwellings
- 41. Archaeological investigation prior to commencement
- 42. Bat/bird boxes to be provided

2.6 Informatives

- 1. Statement pursuant to Article 31 of the Development Management Procedure Order
 - 2. Fee for condition submissions
 - 3. Changes to public highway
 - 4. Highway legislation
 - 5. Temporary use of the highway
 - 6. Surface water management
 - 7. Community safety
 - 8. Street naming/numbering
 - 9. Crime and disorder
 - 10. Cadent Gas, Essex and Suffolk Water, Network Rail, and Thames Water comments
 - 11. Letter boxes
- 2.7 The developer will be liable to pay Community Infrastructure Levy (CIL) on commencement of the development. In this regard, the London Mayoral MCIL2 charging rate is £25/sqm for all development, and the Havering CIL (HCIL) for this part of Rainham is £55/sqm for residential development, £175/sqm for supermarkets (over 280sqm), and £50/sqm for all other retail.
- 2.8 Based on the information available at this stage, and subject to final checks, it is calculated that the development would be liable for £122,642.50 MCIL, and the HCIL liability has been calculated as £251,724 for the residential floorspace and £57,557.50 for the commercial floorspace, providing a total HCIL liability of £309,281.50. The HCIL liability has been calculated based on the provision of over 280sqm of flexible commercial space that could be used as a supermarket, therefore the HCIL liability for provision of a supermarket has been applied.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application is seeking full planning permission and is accompanied by an addendum Environmental Statement (which relates to the linked application ref. P1039.19 at the larger adjoining 90 New Road site).
- 3.2 The proposal comprises the redevelopment of a vacant brownfield site that was previously used as an open scrap yard. The proposed residential-led scheme comprises a 10 storey building, providing 54 new market sale residential units on the upper floors, with 345sqm of flexible retail/commercial floorspace provided at ground floor level.

- 3.3 The residential density of the development would be 180 units per hectare or 480 habitable rooms per hectare. The proposed unit mix would comprise:
- 36 x 2-bed 4-person units (67%)
 - 18 x 1-bed 2-person units (33%)
- 3.4 The application scheme has been designed to connect and plug into the applicant's adjacent larger development at 90 New Road to complete the large perimeter block of the 90 New Road scheme known as 'Block 1'. The 90 New Road scheme was specifically designed in a way that would easily allow the addition of development at the application site to be neatly connected to Block 1 at a later date, if the development of the application site could be brought forward, as is now the case. The 90 New Road development was given a resolution to grant permission by SPC in January 2020.
- 3.5 The proposed corner development on this vacant brownfield site represents the final piece of the new Beam Park local centre and would enable a unified design to be achieved for the buildings, highway and public realm along Station Approach, New Road and within the local centre.
- 3.6 Parking, servicing, communal amenity space and play space would be shared with the 90 New Road scheme. Residential and commercial refuse stores would be serviced from the covered ground floor car park area within Block 1 of the 90 New Road scheme.
- 3.7 Pedestrian access to the residential units would be from the corner of New Road and the new Station Approach Road. The residential cycle parking store would be accessed from New Road, providing convenient direct access to the proposed new cycle route within the Beam Parkway linear park. The cycle store would have an active glazed frontage.
- 3.8 The development includes the provision of carefully considered landscaping along the new Station Approach Road. The landscaping seeks to tie together the adjacent large developments at 90 New Road and Beam Park that are separated by the new Station Approach road, in order to create a coherent feel to the approach to the new Beam Park local centre and railway station.
- 3.9 The development would provide 345sqm of flexible commercial floorspace at ground floor level. The commercial unit would front onto the public realm in the new Beam Park local centre on Station Approach. The commercial unit would complement the 1,000sqm of commercial floorspace provided for within the adjoining 90 New Road development and 3,677sqm provided within the adjacent Beam Park development, helping to create a vibrant and sustainable new local centre, with facilities for existing and new residents. The unit would be at the same floor level as the adjoining commercial floorspace within the 90 New Road development, providing the flexibility for the floorspace to be used

as either a smaller stand-alone commercial unit or as part of a larger unit combined with the adjacent floorspace.

- 3.10 Within the proposed landscaped area a bus stop and bus stand would be delivered in order to facilitate an interchange for the 365 bus route with the new Beam Park railway station (a 'bus loop') within the new local centre.

Site and Surroundings

The Site

- 3.11 The 0.3 hectare site lies south of New Road (A1306), north of the C2C railway line and is approximately 1.2km to the west of Rainham centre. The site sits at the eastern corner of North Road and the new Station Approach road. The site is opposite (to the south) the junction of New Road and Askwith Road.
- 3.12 The site is a brownfield site, the majority of which was last used for the open storage of scrap vehicles. The site slopes down in a north to south direction and to the west side of the site there is a level change of approximately 1.4m from New Road along the new Station Approach road.
- 3.13 The Council were previously investigating a potential CPO of the main part of the application site, in order to deliver a bus loop that would provide a bus interchange with the new railway station. The applicant also originally wanted to include the site within their wider masterplan for the redevelopment of the adjacent larger 90 New Road site. However, the CPO did not proceed and the applicant brought forward the planning application for the 90 New Road development without including the site. Subsequently, when the CPO did not proceed, the applicant acquired the site in October 2019 with a view to merging it into their larger adjacent development at 90 New Road.
- 3.14 The site lies within an area which is rapidly undergoing significant change, from predominantly industrial character towards a new residential neighbourhood. The site is located at the edge of the emerging new Beam Park local centre and is approximately 110m to the north of the new Beam Park railway station, which will provide direct access to central London in 20 minutes.
- 3.15 The site is covered by numerous planning designations which all seek the delivery of high quality residential-led development to support the formation of a new residential neighbourhood:
- London Riverside Opportunity Area Planning Framework 2015
 - Rainham and Beam Park Strategic Development Area
 - Rainham and Beam Park Housing Zone
 - Rainham and Beam Park Planning Framework 2016
 - Rainham West Site Specific Allocation SSA 12

- 3.16 The site does not form part of a conservation area, and is not located within the immediate vicinity or setting of any listed buildings.
- 3.17 Site constraints that are of material relevance with the works proposed include:
- Potentially contaminated land
 - Air Quality Management Area
 - Flood Zone 3
 - Area of potential archaeological significance.
 - Flight path for City airport
 - Health and Safety Zone

The Surroundings

- 3.18 The application site is at a key location which forms the interface of the two adjacent larger developments at 90 New Road and Beam Park.
- 3.19 To the east, the site adjoins the applicant's (Clarion Housing) 90 New Road development site, where the SPC have previously resolved to grant planning permission (ref. P1039.19) for 717 new homes and 1,000sqm of commercial floor space in January 2020. Subject to the Mayor's approval at Stage 2 Referral (which is still currently pending) this development is programmed to start in late 2021. The buildings within the 90 New Road development range from 6 to 8 storeys along New Road with taller buildings, up to 12 storeys, to the south of the site, nearer the new Beam Park station and around the heart of the new local centre.
- 3.20 The new Station Approach road which connects New Road to the new Beam Park railway station, runs north-south adjacent to the west of the site. Station Approach will include a landscaped public street space and plaza.
- 3.21 To the west of the site, on the opposite side of the new Station Approach road, is the large scale phased Beam Park (Countryside Properties) development, which straddles the borough boundary of Havering and Barking & Dagenham. The Beam Park development comprises 3,000 residential units, 2 primary schools, health care, commercial and community space and a new railway station. The buildings facing the application site on Station Approach are 7 to 8 storeys high and comprise a health centre at ground / first floor levels with residential above. The tallest buildings within the Beam Park development are 16 storeys and located to the southwest of the application site, close to the new station and around the heart of the new local centre. The construction of the first phase of the Beam Park development (building east to west), which includes the new medical centre, is now well advanced.
- 3.22 To the north of the site, on the opposite side of New Road, are brownfield development sites, at 49-87 New Road and 89-101 New Road, which benefit

from outline and full planning permission for residential development of 4 to 6 storeys.

- 3.23 New Road (A1306) is planned to be significantly improved for pedestrians and cyclists as part of the Beam Parkway Project. The project chiefly comprises the narrowing of the vehicular carriageway, to allow creation of a Linear Park with dedicated cycle lanes (forming an enhanced part of Cycle Route 13) running east-west along New Road, which will pass directly in front of the application site.
- 3.24 There are currently 3 bus routes within 400m of the site: routes 365, 287, 174. The site is an area with low-moderate accessibility, with a PTAL rating of 2, which will improve to PTAL 3 following the delivery of the new Beam Park Railway Station. The station will be approximately 110m to the southwest of the site and is now expected to open in September 2022.

4. Planning History

90 New Road

- 4.1 The site at 90 New Road has an implemented extant planning permission (ref. P1813.11), granted in 2015, for the provision of 497 private market sale residential units (with no affordable housing provision) and 170sqm of commercial floor space. A Certificate of Lawfulness (ref. E0026.17) was issued in December 2017, confirming that the development has been lawfully implemented.
- 4.2 In January 2020, the SPC passed a resolution to grant planning permission (ref. P1039.19) for redevelopment of the 90 New Road site to deliver: 717 residential units, 1,000sqm flexible retail/commercial floorspace (within Use Classes A1/A2/A3/A4), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. The resolution to grant was subject to a S106 legal agreement and Mayor's Stage 2 Approval. Following completion of negotiations with the applicant on the S106, the application was referred to the Mayor at Stage 2 on 27 October 2020. The Mayor's Stage 2 Approval is still currently pending. The Stage 2 Approval has been delayed due to the Mayor adopting the New London Plan and applying the more stringent policies, including the fire safety assessment required under Policy D12 (Fire safety) of the London Plan 2021. This has required the developer to redesign the specification for the lifts and provide some further additional information.

Former RTS Motors 84 – 86 New Road

- 4.3 Outline planning permission was granted on 21 June 2017 for demolition of all buildings and structures, with subsequent highways, public realm and landscape works to facilitate bus access to the proposed new Beam Park

railway station. This application was brought forward by the Council in preparation for a CPO of the site, however, the CPO was not progressed. Consequently, this permission was not implemented and expired on 21 June 2020.

- 4.4 The current development proposal at the application site has been reviewed by officers and evolved as part of a Planning Performance Agreement (PPA) pre-application process. The proposals were presented to SPC Members on 11th June 2020 as an offline (Covid process) Developer Pre-app Presentation. Views expressed by Members are set out below in the relevant section of the report.

Beam Park

- 4.5 In February 2019 the Beam Park development was granted planning permission (ref. P1242.17) by the Deputy Mayor for Planning, Skills and Regeneration, using their call in powers. The development provides up to 3,000 homes (50% affordable), 2 new primary schools and nursery, healthcare, multi-faith worship space, leisure and community uses, and a new railway station, with buildings ranging up to 16 storeys. The construction of the first phase of this development (building east to west), which includes the new medical centre, is now well advanced. The new Beam Park station was due to be operational by May 2022, however, indications are that this is now likely to be delayed until September 2022.

49 – 87 New Road (NR09)

- 4.6 In March 2020 outline permission (ref. P0947.17) was granted to a Council Joint Venture for the demolition of all buildings and redevelopment of the site for residential use providing up to 259 units with ancillary car parking, landscaping and access. The Council are looking to progress a CPO of the site in order to allow the implementation this permission.

89 – 101 New Road (NR08)

- 4.7 In August 2018, outline permission (ref. P1229.17) was granted to a Council Joint Venture for the demolition of all buildings and redevelopment of the site for residential use providing up to 62 units with ancillary car parking, landscaping and access. In order for this permission to be implemented the Council would first need to complete the CPO of the site from the current owner and this seems unlikely to happen at this time.
- 4.8 In November 2008 full planning permission (ref. P0251.17) was granted, allowed on appeal, for the demolition of all existing buildings and redevelopment of the site to provide 3 new buildings, ranging from 2 to 5 storeys, comprising 56no. self-contained flats (14 x 1-bedroom, 23 x 2-bedroom, 19 x 3-bedroom), and 3no. 4-bedroom houses, a small commercial

unit to ground floor and associated landscaping, vehicle access, cycle and car parking. This application was brought forward by the current owners of the site who are seeking to progress the permission.

5 CONSULTATION RESPONSES

- 5.1 The following statutory and non-statutory consultees were consulted regarding the application:
- 5.2 Thames Water – With regard to Surface Water drainage no objection is raised subject to the developer following the sequential approach to the disposal of surface water. With regard to Waste Water Network and Sewage Treatment Works infrastructure capacity no objection is raised. The proposed development is within 15m of a strategic sewer, therefore a condition is required to secure a Piling Method Statement.
- 5.3 London City Airport Safeguarding – No objection, subject to conditions to secure details of construction crane operation and anti-aggressive bird management strategy for any green/brown roofs.
- 5.4 NATS Safeguarding – No objection, as the proposals does not conflict with safeguarding criteria.
- 5.5 Environment Agency – No objection on flood risk grounds.
- 5.6 British Pipelines Agency - No objection, as the development would affect any BPA Pipeline apparatus.
- 5.7 London Fire Brigade – No objection - confirm that the proposals are acceptable in terms of firefighting access arrangements, and it will not be necessary to install any additional fire hydrants.
- 5.8 Essex & Suffolk Water – No objection, subject to a new clean water connection being made to the new dwellings.
- 5.9 HSE – No objection based on online consult
- 5.10 Greater London Archaeological Advisory Service, Historic England – No objection, subject to condition to secure a Written Scheme of Investigation for archaeology and all works to be carried out in accordance with the scheme
- 5.11 Metropolitan Police (Designing Out Crime) – No response received
- 5.12 Transport for London (Spatial Planning) – No objection
- 5.13 Transport for London (Buses) – No objection

- 5.14 LBH Environmental Protection (Noise and Vibration) – No objection, subject to conditions to secure details of noise control, ensure plant and machinery does not breach acceptable noise limits, and to ensure the new residential units provide the required level of sound insulation.
- 5.15 LBH Environmental Protection (Contamination) – No objection, subject to conditions to secure a Ground Contamination Investigation and Remediation Strategy.
- 5.16 LBH Environmental Protection (Air Quality) – No objection, subject to conditions to secure an Air Quality Neutral assessment, and a Dust Management Plan; and to ensure Non Road Mobile Machinery (NRMM) complies with GLA emissions guidelines.
- 5.17 LBH Waste and Recycling – No objection, subject to adherence to guidance provided on bins, storage areas, and collection facilities.
- 5.18 LBH School Organisation – No objection, subject to appropriate CIL contributions
- 5.19 LBH Lead Flood Officer – No objection, as the outline drainage strategy is acceptable.
- 5.20 LBH Emergency Planning Officer - No objection – strongly recommend the following measures to improve the resilience of the development:
- Flood risk assessment highlighting especially the surface water risk
 - Raising the level of the building by at least 300mm above local levels
 - Waterproof membrane in the ground floor
 - Waterproof plaster and waterproofing to ground floor
 - Electrics from the upstairs down and sockets high up off the ground floor where applicable
 - Non return valves on the sewerage pipes
 - Emergency escape plan for each individual property
 - Air brick covers where applicable
 - Movable flood barriers for entrances
- 5.21 LBH Highways – No objection, but request that the following matters are addressed:
- Pinch point on eastern footway – try to keep a consistent width from New Road to Beam Park Station;
 - Bus Loop – to be tracked for double decker bus and show execution of bus passing a bus parked in the bus stand;
 - All pedestrian and cycle facilities to meet LTN 1/20 standards
 - Proposed bus shelter at bus stop to meet London Buses / TfL requirements for location close to kerb line.
 - Comments provided by Urban Design Officer also to be addressed

- Request S106 contributions towards delivery of Beam Parkway Linear Park and to fund monitoring of pedestrian and cycle movements along Station Approach to inform any required adjustments for improvement
- 5.22 LBH Beam Regeneration – No objection subject to confirmation that S106 contribution to be secured towards delivery of Beam Parkway Linear Park and confirmation that applicant will deliver the main (southern) section of the bus loop interchange infrastructure and hard landscaping.
- 5.23 Greater London Authority (GLA) – made the following observations at Stage 1:
- **Principle of development:** The proposed mixed-use development of this brownfield site, comprising housing, flexible commercial and public space is supported in principle and would contribute towards the strategic functions within the Opportunity Area in line with Policy SD1 and GG2 of the London Plan 2021.
 - **Affordable housing:** The lack of affordable housing proposed at the site fails to align with Policy H5 of the London Plan 2021. It is acknowledged that the site would be combined with the wider 90 New Road development but would not advance the current affordable housing provision. The scheme viability will need to be robustly assessed by GLA officers who will work closely with the applicant and Council to ensure the maximum amount of genuinely affordable housing is secured.
 - **Urban Design:** The proposal's design presents no strategic issues and the scheme contributes to wider place-making of the Beam Park area.
 - **Environment:** Further information is required on energy and urban greening is required. A circular economy statement is also required.
 - **Transport:** This is a car-free development. Contributions towards bus service improvements and CPZ are required.

6 LOCAL REPRESENTATION

- 6.1 A total of 583 neighbouring residential and commercial properties were notified about the application and invited to comment. The application has been publicised by way of site notices displayed in the vicinity of the application site. The application has also been publicised in the local press.
- 6.2 The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 1 objection

Representations

- 6.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in detail in the next section of this report:

Objection from a local resident:

- The proposed high rise tower block is unsightly and inappropriate.

Officer Response

- As set out in the detailed assessment of the design in the relevant section of the report below, the proposed height of the building is considered to be acceptable and the design is considered to be of an appropriate high quality. The height is supported by the QRP. Consequently, it is considered the development would make a positive contribution to the evolution of the local townscape.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that Members of the Committee must consider are:

- SPC Feedback & Developer Response
- Principle of Development (Land Use)
- Density & Site Layout
- Design Approach (including QRP Feedback)
- Viability & Affordable Housing
- Housing Mix
- Quality of Residential Accommodation
- Landscaping & Public Realm
- Transport & Highways
- Energy & Overheating
- Sustainability
- Flood Risk Management & Drainage
- Fire Safety
- Health & Safety / Crime Prevention
- Impact on Neighbouring Amenity
- Archaeology
- Skills, Training & Employment
- School & Health Care Provision
- Housing Delivery Test
- Environmental Statement Assessment
- S106 Contributions & CIL

Strategic Planning Committee (SPC) Feedback & Design Response

7.2 Members may recall previously reviewing and providing feedback on the scheme at pre-application stage, when it was presented as an offline (Covid process) SPC Developer Pre-App Presentation on 11th June 2020. The feedback provided by Members is set out below, together with the response provided by the applicant/developer:

7.3 SPC Feedback 1

Confirmation was sought on the density of the development.

Developer Response 1

The density is 180 dwellings per hectare. The Site is located within the Beam Park Centre character area in the Rainham and Beam Park Planning Framework 2016, which indicates that a density of 180-200 dwellings per hectare would be acceptable.

7.4 SPC Feedback 2

Justification is sought for the proposed 10 storey height of the building in relation to the context of the adjacent buildings which would be less tall (up to 8 storeys).

Developer Response 2

The proposed 10 storey building benefits from a landmark location on the junction between Station Approach and New Road. It adds variety to the massing along New Road, whilst also responding to the context set by the approved building heights to the south within the new local centre, and the consented 4, 5 and 6 storey development to the north along New Road.

It is considered that the proposals would create an attractive landmark building that complements the emerging cluster of tall buildings around the new Beam Park Train Station, which is a key gateway location. It will also add visual interest to the street scene along New Road and avoid a monolithic vista. The Site does not lie in close proximity to any conservation areas, protected vistas or listed buildings, and is therefore relatively unconstrained, whilst also being within an area of future good transport accessibility, immediately opposite the proposed Beam Park station and adjacent to bus routes.

The Quality Review Panel thought that the height of the building was appropriate for the location.

7.5 SPC Feedback 3

Further detail is sought about the provision of affordable family housing within the wider scheme, including at 90 New Road.

Developer Response 3

The application will be linked back to the wider 90 New Road scheme with the combined scheme continuing to deliver 35% affordable housing provision on a habitable room basis. It is, however, unlikely that the scheme will support any additional affordable housing provision or 3 bed provision due to the substantial viability deficit that exists.

7.6 SPC Feedback 4

Confirmation is sought as to whether Havering residents would be offered shared ownership properties 3 months prior to offering them to all eligible people.

Developer Response 4

There are no shared ownership homes proposed within the application scheme. However, on the wider site, including 90 New Road, this is agreed in principle, subject to detailed negotiations on the s106 legal agreement.

7.7 SPC Feedback 5

Further information is sought as to when the residential units within the scheme are likely to be available for occupation.

Developer Response 5

Construction is due to start on Site in 2021 and it is considered that the first homes will not be occupied until at least 2023.

7.8 SPC Feedback 6

Further information is sought as to whether money has been put a side to build the new Beam Park station

Developer Response 6

The GLA committed funding (£32.7m) to the station construction on the 12th March 2020 to ensure that it is delivered by May 2022.

7.9 SPC Feedback 7

There are concerns about whether the proposed parking provision is adequate.

Developer Response 7

Car parking provision is to be maintained at the quantum previously approved by SPC for the 90 New Road scheme. Parking will be offered to 3 bed family homes first and then cascaded down to the 2 and 1 bed homes. The Council is also seeking to implement a new Controlled Parking Zone (CPZ) in the area around the site and new train station.

Principal of Development (Land Use)

- 7.10 In terms of national planning policies, the National Planning Policy Framework 2019 (NPPF) sets out the overarching roles that the planning system ought to

play, including a set of core land-use planning principles that should underpin decision-taking, one of those principles being:

“Planning decisions should promote an effective use of land in meeting the need for homes...” Para 117.

“Planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes...” Para 118(c).

“Planning decisions should promote and support the development of under-utilised land, especially if this would help to meet identified needs for housing where land supply is constrained...” Para 118(d).

- 7.11 As a key part of the strategy for delivering additional homes for London, the London Plan 2021 seeks to optimise the use of land, including the development of brownfield sites, such as the application site. Specifically, Policy SD1 (Opportunity Areas) of the London Plan 2021 identifies designated Opportunity Areas as focal points for intensification. The application site lies within the London Riverside Opportunity Area, which is identified in the London Plan 2021 as being capable of providing at least 44,000 new homes and employment capacity of 29,000 jobs. Within the Opportunity Area, the site sits within the Rainham and Beam Park Area, which is designated as a Mayoral Housing Zone.
- 7.12 Policy CP1 (Housing Supply) of the Havering Core Strategy 2008 expresses the need for a minimum of 535 new homes to be built in Havering each year through: prioritising the development of brownfield land and ensuring it is used efficiently; and developing sites that have a Site Specific Allocation, including those within the London Riverside Opportunity Area. Table 3.1 of the London Plan 2021 supersedes the above target and increases it to a minimum ten year target for Havering (2015-2025) of 11,701 new homes or 1,170 new homes each year. Policy 3 (Housing Supply) of the Havering Local Plan Proposed Submission sets a target of delivering 17,550 homes over the 15 year plan period (2016 - 2031), with 3,000 homes to be delivered in the Rainham and Beam Park Strategic Development Area. Ensuring an adequate housing supply to meet local and sub-regional housing need is key to making Havering a place where people want to live and where local people are able to stay and prosper.
- 7.13 The aspiration for a residential-led redevelopment of the Rainham and Beam Park area was established when the area was designated as a Housing Zone by the Mayor. The ‘Rainham and Beam Park Planning Framework’ 2016 supports new residential developments at key sites, including along the A1306 (New Road), and the Housing Zones in Rainham and Beam Park. Residential-led redevelopment of the site is also supported by the London Riverside Opportunity Area Planning Framework 2015.

The site was previously used for an industrial / storage type use, but it is not formally designated as industrial land. Policy EC7 of the London Plan 2021 makes clear that proposals at non-designated industrial sites should be supported where they have been allocated within a local Development Plan

Document. As the site is allocated in Havering's Site Allocation Policy SSA12 (Rainham West) for residential, ancillary community, retail, recreation, education and leisure uses, the existing industrial / storage use at this site is not protected and the principle of the proposed residential-led redevelopment is supported.

- 7.14 The development would provide 345sqm of flexible commercial floorspace at ground floor level. The commercial unit would front onto the public realm in the new Beam Park local centre on Station Approach. The commercial unit would complement the 1,000sqm of commercial floorspace provided for within the applicant's adjoining 90 New Road development and 3,677sqm provided within the adjacent Beam Park development, helping to create a vibrant and sustainable new local centre, with facilities for existing and new residents. The unit would be at the same floor level as the adjoining commercial floorspace within the 90 New Road development, providing the flexibility for the floorspace to be used as either a smaller stand-alone commercial unit or as part of a larger unit combined with the adjacent floorspace.
- 7.15 In view of the above, the proposed redevelopment of this brownfield site, within the Opportunity Area, to deliver a residential-led development is considered to accord with all relevant land use policies at local, regional and national level, and would support the borough's need to meet its target for delivering new housing. The proposed residential-led mixed use development, in this sustainable and accessible location on the edge of the new local centre, with associated high quality public realm, including facilitation of a bus interchange with the new Beam Park railway station, would contribute towards the strategic functions of the Opportunity Area in line with London Plan 2021 Policy SD1 (Opportunity Areas) and Objective GG2 (Making the best use of land). The proposal is also seen to accord with the aims of London Plan 2021 Policies H1 (Increasing housing supply), E9 (Retail, markets and hot food takeaways) and T2 (Healthy Streets); and Policy 2 (Rainham and Beam Park Strategic Development Area) of the Havering Local plan Proposed Submission. Therefore, the proposal is considered to be acceptable in principle by both Havering officers and the GLA.

Density & Site Layout

- 7.16 The site area is 0.3 hectares and the development would deliver 54 residential units. Therefore, the residential density of the development at the site would be 180 dwellings per hectare. The site currently has low-moderate accessibility with a PTAL rating of 2. However, this will improve to PTAL rating 3 following the forthcoming delivery of the new Beam Park Railway Station in 2022.
- 7.17 The Rainham and Beam Park Planning Framework suggest a development density of between 180-200 units per hectare. The previous, now superseded, London Plan 2016 included a density matrix (at table 3.2) that suggested a density of up to 240 units per hectare in an 'urban/central' context with a PTAL of 2-3 (suggesting higher densities within 800m of a district centre or a mix of different uses). It is important to note that the new London Plan 2021 has now moved away from prescribing suggested densities for development, instead

focussing assessment of the density of a development on the quality of the design, the accommodation and spaces it would provide and how the design would fit within the surrounding townscape context.

- 7.18 It is important to note that density matrixes and other policies covering density are designed to be used only as a guide and not applied mechanistically. It is necessary to assess the design and density of the scheme in relation to its surrounding townscape context. Paragraph 7.1.15 of the Havering Local Plan Proposed Submission states 'Development densities should reflect the density matrix in the London Plan. However, the Council recognises that when determining an application, density is only one of a number of considerations. The density matrix should not be applied mechanistically. The Council will place a high priority on the quality and design of the scheme, the local context and the relationship with surrounding areas when determining whether a scheme is acceptable and will always aim at optimising residential output and densities consistent with the London Plan for different types of location within the borough through encouraging higher densities of housing development in places with good levels of public transport accessibility.'
- 7.19 The proposed residential density would comfortably sit within the range (up to 240 units per hectare) set out in the now superseded London Plan 2016. However, it is necessary to recognise that when assessing a development proposal, density is just one of a number of considerations. There are many other factors such as: context, layout, quality of public realm provided and residential quality, which are key to informing whether a development 'works', whether it creates a sense of place, whether it would deliver an attractive environment where people want to live, and whether it would provide a good standard of living for all residents within the development. These issues are discussed in detail in the relevant sections of the report below, but in summary, it is considered that these would be successfully achieved.
- 7.20 It is considered the development does not exhibit the characteristics of overdevelopment. There is good separation between blocks, no unacceptable overlooking or lighting issues, and the development complies with all space standards and requirements. The development demonstrates it can deliver a high level housing output whilst maintaining the required high standards of design, layout and public realm.
- 7.21 In terms of the context set by surrounding development, it is noted that the density of the 90 New Road scheme, which the SPC previously resolved to grant approval, is 208 units per hectare, higher than the 180 units per hectare proposed for the application development.
- 7.22 Taking into account the townscape context of the surrounding emerging new neighbourhood within the Opportunity Area, close to the new Beam Park local centre and railway station, and following an assessment of the quality of the residential accommodation to be provided and the impact on neighbouring amenity and the surrounding open spaces (as discussed in detail below), it is considered the proposed density is appropriate and acceptable in this location.

- 7.23 The development would provide 345sqm of flexible commercial floorspace at ground floor level. The commercial unit would front onto the public realm in the new Beam Park local centre on Station Approach. The commercial unit would complement the commercial floorspace provided within the adjoining 90 New Road and adjacent Beam Park developments, helping to create a vibrant and sustainable new local centre. The unit would be at the same floor level as the adjoining commercial floorspace within the 90 New Road development, providing the flexibility for the floorspace to be used as either a smaller stand-alone commercial unit or as part of a larger unit combined with the adjacent floorspace.
- 7.24 The development would provide high quality and well considered active frontages at ground floor level, along both New Road and Station Approach. These would overlook the surrounding public spaces, which form part of the new Beam Park local centre, injecting vitality into these spaces, and providing natural surveillance, which would discourage and reduce opportunities for anti-social behaviour and crime. The scheme also includes an attractive clearly visible and welcoming residential entrance on New Road, together with a residential cycle parking store that would be accessed from New Road, providing convenient direct access to the proposed new Beam Parkway cycle route. The cycle store would have an active glazed frontage.
- 7.25 The development includes the provision of carefully considered landscaping along the new Station Approach Road which seeks to tie together the adjacent large developments at 90 New Road and Beam Park which are separated by the new Station Approach road, to create a coherent feel to the approach to the new Beam Park local centre and railway station.
- 7.26 The proposed pedestrian and cycle store entrances for the development, together with the proposed landscaping, would provide for convenient access, space and infrastructure, which would support safe and pleasant walking and cycling routes through the site and plug into emerging new local walking and cycling routes running past the site, in line with the aims of London Plan 2021 Policies T2 (Healthy Streets) and T3 (Transport capacity, connectivity and safeguarding) Part B3.
- 7.27 Within the proposed landscaped area a bus stop and bus stand would be delivered in order to facilitate an interchange for the 365 bus route with the new Beam Park railway station within the new local centre. In this regard the proposal would accord with the requirements of London Plan 2021 Policy T3 (Transport capacity, connectivity and safeguarding) Part B2, C and Part E.
- 7.28 The layout and design of the proposed development is considered to respond appropriately to the urban design guidance within the London Riverside Opportunity Area Planning Framework 2015 and the Rainham and Beam Park Planning Framework 2016.

- 7.29 The general layout plan of the proposed development is considered to accord with Policy DC61 (Urban Design) of the Havering Development Control Policies 2008, Policy 26 (Urban Design) of the Havering Local Plan Proposed Submission, and the Havering Residential Design Supplementary Planning Document 2010.
- 7.30 The design-led approach that has been taken to produce and refine the development proposals and determine the optimum development capacity and housing provision capacity of the site, including the building height and the site layout, is considered to accord with London Plan 2021 Objective GG2 (Making the best use of land) and Policies SD1 (Opportunity Areas), D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), D6 (Housing quality and standards), D8 (Public realm), D9 (Tall buildings), and H1 (Increasing housing supply). The proposed density at this location within the new local centre and close to the new Beam Park station is considered to accord with London Plan 2021 Policy D2 (Infrastructure requirements for sustainable densities).

Design Approach (Including QRP Feedback)

- 7.31 The open storage of scrap vehicles, associated with the last operational use of the site, did not make a positive contribution to the character or appearance of the area. Therefore, the discontinuance of this use and the redevelopment of the site is welcomed in respect to the positive impact it would have on the visual amenity of the area.
- 7.32 The proposed development comprises a single 10 storey building, which would plug into the applicant's adjoining 90 New Road development. The building employs several design features (its height, position stepping forward of the established building line, and contrasting dark coloured facing brickwork) to successfully frame the prominent corner at the gateway to the new Beam Park local centre and railway station. The development would act as a way finding marker and landmark building, helping to guide people traveling south from New Road into the local centre and towards the new railway station.
- 7.33 The design includes a step in the massing of the building along the Station Approach elevation. This staggering of the mass is considered to successfully break up the façade and make the massing appear slimmer, more elegant and distinct, in line with the recommendations of the QRP.
- 7.34 The detailing and materials proposed for the development have been carefully selected in order to provide the development with its own identity, as a landmark at this prominent and important corner location, whilst also knitting it into the emerging townscape context along New Road and the new Station Approach road, by responding to and referencing the architectural language employed on neighbouring buildings.
- 7.35 The following architectural details are proposed, informed by townscape context analysis, to ensure the proposal sits comfortably as part of the family of new buildings along New Road and Station Approach:

- Contrasting horizontal banding defines the top of the building as found on Blocks 1-4 of the 90 New Road development;
- Thin contrasting horizontal banding to the elevations as found on Block 6 of the 90 New Road development;
- The windows between horizontal banding have been paired with recessed brick to create rhythm to the elevation as found on Blocks 1 & 6 of the 90 New Road development;
- Single windows to the top of the building as found on Block 1 of the 90 New Road development; and
- Hit and miss brick detailing as found at street level on Block 5 of the 90 New Road development.

- 7.36 The building would be faced in dark brick which would complement Block K (that is located fronting New Road to the west of the application building) within the neighbouring Beam Park development, creating a coherent language along New Road, and the dark brick base mirrors the base of the building in the Beam Park development at the opposite side of the gateway to Station Approach. The use of the dark brick at this location helps create a landmark and wayfinding corner building, highlighting the gateway to the new railway station and local centre.
- 7.37 The building would complete the 'perimeter block' of Block 1 of the applicant's 90 New Road development – inter-connecting, sharing the communal amenity space provided in Block 1 at first floor podium level and sharing the ground floor level covered car parking and servicing provided within Block 1.
- 7.38 The relationship of the development to the approved built form at neighbouring sites has been carefully considered. At 10 storeys, the building would be 2 storeys taller than the buildings that are its direct neighbours on New Road within the approved developments at 90 New Road and Beam Park. However, it is noted that the neighbouring developments (at 90 New Road and Beam Park) do include taller buildings up to 16 storeys in close proximity to the south of the site within the heart of the new local centre and around the new Beam Park station. The height and bulk of the building has been justified through a detailed contextual townscape analysis.
- 7.39 The architecture at ground floor level has been developed to celebrate the entrance to Station Approach with provision of a generous residential entrance positioned to activate the corner of New Road and Station Approach and respond to the opposite corner building in the Beam Park development.
- 7.40 A S96a non-material amendment application is required to make minor amendments to the design of Block 1 of the 90 New Road development to ensure the interface with the application development is fully coordinated and optimised. This would be secured through the S106 legal agreement.

- 7.41 The final design of the scheme has been developed and evolved in a positive way in response to the QRP's assessment and in response to scrutiny and advice provided by the Council's Urban Design Officers throughout the pre-application phase. In summary, the development is considered to represent a high quality scheme that complements the emerging urban form and responds successfully to the townscape context set by the neighbouring large scale schemes at 90 New Road and Beam Park. It is considered the building would sit comfortably in its surroundings. Details of all facing materials and detailed design drawings covering all significant architectural features would be secured by condition.
- 7.42 The design of the proposal, including its layout, height, massing, architectural form, facing materials and detailing, is considered to represent high quality, contextual development which responds appropriately to the emerging townscape character of the surrounding Beam Park area, would make a positive contribution to this emerging townscape and would provide an inclusive environment. As such, the proposed development is considered to accord with London Plan 2021 policies D3 (Optimising site capacity through design-led approach), D4 (Delivering good design), D5 (Inclusive design), D6 (Housing quality and standards), D8 (Public realm), D9 (Tall buildings); Policy DC61 (Urban Design) of the Havering Development Control Policies 2008, and Policy 26 (Urban Design) of the Havering Local Plan Proposed Submission.

Quality Review Panel (QRP) Comments

- 7.43 In line with the requirement of London Plan 2021 Policy D4 (Delivering good design), as part of pre-application discussions, an earlier version of the proposals were presented to the London Borough of Havering's independent Quality Review Panel (QRP) on the 20th May 2020. Set out below are the issues raised by the QRP and the developer's response:

Heights and Massing

- 7.44 QRP Comment

The proposed 10 storey height is potentially appropriate here and, along with the step forward, the block could be an effective marker building for the entrance to Station Approach.

However, the panel feels that it is currently only a marker in terms of its height and massing. The step forward breaks the discipline of the frontage of 90 New Road and Beam Park and, as such, this needs to be an exemplary building. Much more work needs to be done in terms of the architecture, especially at ground floor level.

Developer Response

The architectural appearance of the building has been enhanced via the introduction of the 'step' in the massing and simplified since the QRP meeting. We have also substantially changed the ground floor layout in response to the comments received. We consider the design moves made following the QRP feedback have positively enhanced the design of the scheme.

Architectural Expression

7.45 QRP Comment

The significance of the building as a marker demands a high quality and celebratory architecture. The panel feels that the proposed dark brick response is insufficient and inappropriate. The material seeks to replicate the rhythm of the frontage to New Road of the surrounding development and at the same time will create a building that is overbearing.

Developer Response

The step in the massing has mitigated the potential for the building to be considered overbearing in nature.

The submitted Design & Access Statement sets out the rationale for the palette of materials proposed and how this relates back to the wider context.

The architecture has been refined in collaboration with Officers and is considered to represent a high quality gateway building.

7.46 QRP Comment

The panel also feels that the ground floor architecture is too heavy and it would like to see this lightened, for example through the introduction of colonnades to reveal the ground floor uses, to open up the views along Station Approach and to relax the gateway to better signal that this is a point of arrival.

Developer Response

The architectural appearance and treatment of the ground floor has been lightened since the QRP meeting.

The residential entrance has been repositioned to address and activate the corner of New Road and Station Approach, whilst also mirroring the entrance to Beam Park opposite, thereby creating a welcoming entrance to Station Approach.

Public Realm and Amenity Space

7.47 QRP Comment

The current proposals do not make best use of the gateway location of the site and the landscape design does not respond to the opportunity that the generosity of space allows for; too much of it is hard landscaping.

More could be done to soften the hard edges and green the sheltered spaces, and the landscape design could better reflect the riverine context of the area, not only softening but also creating a more defined sense of place and specificity.

Developer Response

Since the QRP comments above were received the Developer has been working with the Council to amend the landscaping to enable a bus loop to be delivered within the scheme. This has inevitable resulted in some additional hard landscaping but natural greenspace has also been incorporated into the scheme where possible to create some attractive spaces and places to dwell or rest whilst also responding to the desire lines through Station Approach that are required to enable ease of navigation across the space.

At the northern entrance to Station Approach, the landscaping has been positioned against the western edge of the building to create a welcoming entrance.

7.48 QRP Comment

The treatment of the turning into Station Approach is particularly unfortunate, with the potentially generous space narrowed between planting and the building due to earlier decisions about the location of the pavement.

This could be ameliorated by turning the planting towards the space that will be used most by people. For example, currently the more attractive parts of the public realm along Station Approach appear to face towards the road and road edge pavement.

Developer Response

Since the QRP comments above were received the Developer has been working with the Council to amend the landscaping to enable a bus loop to be delivered within the scheme. This has inevitable resulted in some additional hard landscaping but additional natural greenspace has been added to the scheme where possible to create some attractive spaces and places to dwell or

rest whilst also responding to the desire lines through Station Approach that are required to enable ease of navigation across the space.

At the northern entrance to Station Approach, the landscaping has been positioned against the western edge of the building to create a welcoming entrance.

7.49 QRP Comment

Servicing is currently not adequately resolved and is poorly integrated into the design of the public realm, despite its generosity, and the panel feels that this should be rectified, in order to improve both commercial and residential services and improve the experience of the space in use.

Developer Response

Commercial bin stores have been moved to enable serving via the car park to the rear. This will no longer interfere with the experience of the high quality public realm proposed.

7.50 QRP Comment

With two development teams (Clarion at 90 New Road and RTS Motors; and Countryside at Beam Park) working independently, it is not clear how Station Approach can become a single, seamless place and the panel feels that much greater collaboration between the two developers will be needed if the space is to become a successful centre rather than be defined as the boundary between two developments.

Developer Response

Countryside and Clarion are strategic partners that work together on numerous projects. A separate planning Application for Station Approach is to be prepared and submitted in the near future to deliver the successful space that all parties aspire to.

Layout

7.51 QRP Comment

The reconfiguration of the residential units within the building, to reduce the depth of the single aspect units, is to be welcomed and the panel asks that the design team explores the potential for going further.

The panel feels that the change in levels at the ground floor poses questions

about the viability of the commercial unit and further work is needed to ensure that the layout is appropriate for potential uses here.

Developer Response

All residential units are now dual aspect.

The commercial unit has been relocated to avoid the internal changes in levels that were previously proposed.

Viability & Affordable Housing

- 7.52 London Plan 2021 Policy H5 (Threshold approach to applications) and Policy 4 (Affordable Housing) of the Havering Local Plan Proposed Submission require that at least 35% of the proposed housing should be provided as affordable housing (of which 70% should be social/affordable rented and 30% intermediate/shared ownership), or it should be comprehensively and robustly demonstrated that the maximum viable quantum of affordable housing would be provided.
- 7.53 Policy DC6 (Affordable Housing) of the Havering Development Control Policies, Policy 4 (Affordable Housing) of the Havering Local Plan Proposed Submission, and Policies H4 (Delivering affordable housing) and H5 (Threshold approach to applications) of the London Plan 2021 all seek to maximise affordable housing delivery in all major development proposals. Policy stipulates that where developments propose to deliver 35% or more affordable housing, at an agreed tenure split, then the viability of the development need not be tested – in effect it is accepted that the 35% (or more) proposed is the maximum that can be achieved.
- 7.54 The applicant's 90 New Road development, as previously resolved to approve by the SPC, will deliver 252 affordable homes with 101 for affordable rent and 151 for shared ownership. Therefore, providing a tenure split for the affordable housing of 40.1% affordable rent : 59.9% shared ownership (by unit). Overall, this equates to 38.35% affordable housing provision by habitable room and 35.15% affordable housing provision by unit (of the 717 units).
- 7.55 It is proposed that the application development would be delivered as an additional annex to the wider 90 New Road development. Due to issues with the viability of both the application development and the 90 New Road development, it is not proposed to provide any additional affordable housing within the proposed development at the application site. The combined wider development, encompassing both the application site and 90 New Road,

would therefore deliver 36% affordable housing by habitable room and 32.7% affordable housing by unit (of the total 771 units).

- 7.56 A Viability Appraisal was submitted with the application to demonstrate the viability issues, which the proposed development is faced with. The Viability Appraisal covers the combined viability of the 90 New Road development and application proposal.
- 7.57 The applicant's Viability Appraisal has been independently reviewed by a specialist viability consultant on behalf of the Council. The independent review concluded that based on present day inputs for build costs and sales values, the proposed development could not viably support a policy compliant affordable housing provision.
- 7.58 The application scheme has been demonstrated to generate a deficit of -£0.85M. When combined with the substantial deficit already demonstrated for the 90 New Road scheme it has been demonstrated the combined development, delivering 36% affordable housing, would generate a deficit of -£24.8M. As the application development would generate a deficit, creating a further increased deficit for the combined scheme with 90 New Road, it has been clearly demonstrated that the proposed application development cannot viably support the delivery of any additional affordable housing above that to be delivered within the 90 New Road development. Therefore, the proposed 36% affordable housing across the combined development is accepted to be the maximum amount of affordable housing that could be delivered at the site.
- 7.59 Notwithstanding the demonstrated viability issues, the applicant is willing and able to deliver a greater level of affordable housing than can viably be justified across the 90 New Road development and combined development with the application site. This is based upon the applicant's unique position as a Registered Provider of affordable housing, and its appetite to maximise the delivery of affordable housing in accordance with Local Plan and the Mayor's policy aspirations to increase the delivery of affordable housing. The applicant has been able to secure affordable housing grant from the GLA, has allocated internal subsidy towards the scheme, and is willing to accept sub market returns in order to make the development viable and maximise the amount of affordable housing that can be delivered across the wider development of 90 New Road and the application site. In this respect, affordable housing provision is considered to be maximised, meeting the objectives of Local Plan and London Plan policies, as well as the stated ambitions for the Housing Zone.
- 7.60 As the application development would not deliver 35% affordable housing, it would not meet the threshold for the GLA's Fast Track viability assessment route. Consequently, as with the 90 New Road scheme, the development would be subject to early, mid and late stage viability reviews to be secured within the S106. If the profitability of the scheme has been found to have increased to such a level as to be able to viably deliver additional affordable housing at any of the review stages then this additional affordable housing would be secured by the S106.

- 7.61 The combined wider development, encompassing both the application site and 90 New Road, would therefore deliver 36% affordable housing by habitable room and 32.7% by unit. In light of the findings of the detailed independent viability assessment, this level of affordable housing provision is considered to be policy compliant and therefore acceptable. However, notwithstanding this, the scheme viability will be further robustly assessed by GLA viability officers, and their housing colleagues, at Stage 2, to explore all options to ensure the maximum amount of genuinely affordable housing is secured, including through the award of additional affordable housing delivery grant from the GLA.
- 7.62 It would be necessary to tie the two developments at 90 New Road and the application site together within a S106 legal agreement, to ensure the application development, comprising solely market sale units, would only be delivered as the 'completing part' of Block 1 of the 90 New Road development (which provides 38.35% affordable housing) and could not be delivered in isolation by the applicant or any other developer, as this would be contrary to policy and unacceptable.

Housing Mix

- 7.63 As the development would not be delivered in isolation as a stand-alone development, but rather as an extension to the wider development at 90 New Road, the proposed housing mix at the application site needs to be considered in the context of the wider overall scheme, as well as its location at the edge of the new Beam Park local centre.
- 7.64 The 90 New Road development, as previously given a resolution to grant permission by the SPC, will deliver 68 family-sized units (3-bed and larger) with 40 of the family-sized units provided for affordable rent, 17 for shared ownership and 11 for market sale. Across all tenures, this equates to 16.4% family housing provision by habitable room and 9.5% by unit, with over 25% of the affordable rent dwellings being made up of houses (not flats) for families.
- 7.65 It is not proposed to provide any additional family-sized units (3-bed and larger) within the development at the application site, with the development comprising a mix of 1-bed and 2-bed flats. Each of the 9 residential upper floors would provide 4 x 2-bed and 2 x 1-bed units. This is noted to accord with the guidance set out in the Rainham and Beam Park Planning Framework 2016, which suggests that within the Beam Park local centre developments should provide a mix of one and two-bed apartments.
- 7.66 The combined wider development encompassing both the application site and 90 New Road would deliver 15.3% family housing by habitable room and 8.8% by unit across all tenures.

7.67 All 2-bed units have 2 double-bedrooms and are adequately sized to accommodate 4-persons in accordance with requirements of Policy 5 (Housing Mix) of the Havering Local Plan Proposed Submission.

7.68 The table below shows the housing mix across all tenures for the application development (RTS), the 90 New Road development, and the combined development of 90 New Road and the application site (the percentage figures are by unit):

All Tenures	1 bed	2 bed	3 bed
Application Site (RTS)	33.3%	66.7%	0%
90 New Road	45.7%	44.8%	9.5%
90 New Road + RTS	44.9%	46.3%	8.8%

7.69 Policy DC2 (Housing Mix and Density) of the Havering Development Control Policies 2008 and Policy 5 (Housing Mix) of the Havering Local Plan Proposed Submission specify an indicative mix for market sale housing. The table below shows the market sale housing mix across the application development, the 90 New Road development and the combined development of 90 New Road and the application site (by unit).

Market Housing	1 bed	2 bed	3 bed	4+ bed
Policy DC2	24%	41%	34%	1%
Local Plan (Proposed)	5%	15%	64%	16%
Application Site (RTS)	33.3%	66.7%	0%	0%
90 New Road	46.9%	50.7%	2.4%	0%
90 New Road + RTS	45.5%	52.4%	2.1%	0%

7.71 Policy H10 (Housing size mix) of the London Plan 2021 encourages a choice of housing based on local needs and the specifics of each site, such as location and constraints. Part A(6) of Policy H10 advises that a higher proportion of one and two bed units are generally more appropriate in locations that are close to local centres and stations.

7.72 The Mayor's Housing SPG states that housing at higher densities close to public transport facilities is especially suitable for one and two-person households. Well-designed one and two-bedroom units in suitable locations can attract those wishing to downsize from their existing larger homes, freeing up existing family-sized housing stock. One bedroom units in new developments play an important role in meeting housing demand, by reducing pressure to convert and subdivide existing larger family-sized homes. The GLA have advised they consider the proposed housing mix of one and two-bed units in this location, close to the new Beam Park railway station and local centre, to be appropriate and compliant with London Plan policy.

7.73 Taking into consideration site development viability issues, site constraints, the design of the proposed development, and the location of the site in close proximity to the new station and within the new local centre (where it would be

reasonable to expect a concentration of smaller units), the proposed overall unit mix and provision of family units within the wider scheme (90 New Road and the application site) is considered to be acceptable in this instance.

- 7.74 The application development would be tied into the 90 New Road development through the S106 legal agreement in order to ensure the application development could not be delivered in isolation and would only be delivered as part of the wider 90 New Road scheme with the family-sized units.

Quality of Residential Accommodation

- 7.75 Policies D4 (Delivering good design) and D6 (Housing quality and standards) of the London Plan 2021 seek to ensure delivery of high quality design for all new housing development, with further detailed guidance provided in the Mayor's Housing SPG.
- 7.76 It is important that any proposal provides high quality accommodation for future residents, including: provision of outdoor amenity space, avoiding single aspect dwellings and satisfactory outlook from habitable rooms.

Dual Aspect & Natural Lighting

- 7.77 There would be 6 units per floor (4 x 2-bed and 2 x 1-bed units) across the upper 9 storeys, accessed off a central corridor, with each floor served by two lifts. All of the units would be dual aspect, providing a good amount of natural light and cross-ventilation. All units would have an appropriate depth to allow penetration of natural light throughout the habitable spaces.

Accessible & Adaptable Layout

- 7.78 All of the proposed units at the application site are designed to meet or exceed the requirements of Part M4(2) of the Building Regulations – thereby classing them as Accessible and Adaptable Dwellings.
- 7.79 Policy D7 (Accessible housing) of the London Plan 2021 also requires that 10% of all new residential units must be designed to meet the requirements of M4(3) of the Building Regulations – thereby classing them as Wheelchair Accessible Dwellings. It is noted that none of the proposed units at the application site are designed to meet the requirements of Part M4(3). In order to resolve this issue and achieve a policy compliant provision of 10% M4(3) units across the combined development, the applicant is proposing to convert 6 M4(2) units within Block 5 of the 90 New Road scheme to M4(3) units (private sale). This would be secured through a S106 legal agreement.

Floorspace & Private Amenity Standards

- 7.80 The units all meet the National Minimum Internal Space Standards for floorspace and storage for their respective occupancy levels as sought by

Policy 7 (Residential design and amenity) of the Havering Local Plan Proposed Submission and the standards sought by Policy D6 (Housing quality and standards) of the London Plan 2021. The layouts of each of the units are efficiently designed, minimising the circulation space to maximise usable living spaces.

- 7.81 Each of the units would have access to an adequately sized and designed, recessed private balcony, which would provide each unit with acceptable, policy compliant private amenity space in accordance with Part F(9) of Policy D6 (Housing quality and standards) of the London Plan 2021.

Communal Amenity Space

- 7.82 The development would not provide any additional communal amenity space, above that provided within the 90 New Road development, as it would share the existing first floor podium level communal amenity space garden provided within Block 1 of the 90 New Road development. It is necessary to note that the 90 New Road development provided communal amenity space in excess of that required by London Plan policy. Consequently, the combined development of 90 New Road and the application proposal would continue to provide an overall level of communal amenity space that meets policy requirements and is considered to be satisfactory.

Play Space Provision

- 7.83 Policy S4 (Play and informal recreation) of the London Plan 2021, together with the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG provide guidance on play space provision and seek to ensure adequate and suitable provision is made for play and recreation, incorporating good quality, accessible play provision for all ages. The GLA have raised no objections with the proposed play provision and have advised it is seen to accord with London Plan policy.
- 7.84 Policy requirements for play space provision for the 90 New Road development are: 0-3yr – 737sqm and 4-10yr – 757sqm providing a total policy requirement of 1,494sqm. The landscape design for the 90 New Road development provide 2,253sqm of playable space for children in the age range 0-11 within the communal amenity spaces. This exceeds the minimum requirement for the 90 New Road development as set out through the GLA Play Space calculator by 759sqm
- 7.85 The proposed development at the application site would not provide any additional play space above that provided in the 90 New Road development and would make use of the play space provided within the 90 New Road development.
- 7.86 270sqm of 0-3yr play space is provided within the first floor podium level communal amenity space for Block 1. The play space for 4-10 year olds (1,405sqm) is provided to the southeast of the application site within the Garden Square area of the 90 New Road development.

- 7.87 The play space requirement for 0-3 year olds within the podium level amenity space in Block 1 is 102sqm for the 90 New Road development, rising to 140sqm with the expanded demand created through the addition of the application development. Therefore, the provision for 0-3 year olds (270sqm) continues to exceed the minimum requirement by 130sqm even with the addition of the application development.
- 7.88 The play space requirement for 4-11 year olds in the 90 New Road development is 757sqm, rising to 793sqm with the expanded demand created through the addition of the application development. Therefore, the provision for 4-11 year olds (1,405sqm) continues to exceed the minimum requirement by 612sqm even with the addition of the application development.
- 7.89 The over 12's play space for both the application development and the 90 New Road would be provided off-site to the west of the new Beam Park local centre within the Beam Park development. This would be within less than 5 minutes' walk from the site.
- 7.90 In summary the overall development at the application site and 90 New Road would continue to provide a generous amount of high quality, appropriately located designated play space for children of all ages in line with (or in excess of) all policy requirements.
- 7.91 In line with the S106 Heads of Terms agreed for 90 New Road, a commuted sum for play space would be secured through a S106 agreement in case the Beam Park play space is not delivered.

Digital Connectivity

- 7.92 London Plan 2021 Policy SI6 (Digital connectivity infrastructure) seeks to ensure that adequate full fibre connectivity infrastructure is provided to all new residential units. As a minimum, Part R1 of the Building Regulations 2010 require all developments to be equipped with at least 30MB/s ready in-building physical infrastructure although full fibre can provide speeds up to 1GB/s. It is confirmed that the development would provide the infrastructure and connections to deliver 1GB/s connectivity to the internet. This would be secured through a condition.

Summary of Residential Quality

- 7.93 The proposal is considered to provide high quality residential accommodation, including appropriate high quality private and communal amenity space and play space. As such, the development is considered to accord with London Plan policies D3 (Optimising site capacity through the design-led approach, D4 (Delivering good design), D6 (Housing quality and standards) and S4 (Play and informal recreation).

- 7.94 It is noted that at Stage 1 the GLA has raised no concerns with the quality of the residential accommodation proposed and have advised they consider it complies with London Plan policy.

Landscaping & Public Realm

- 7.95 Particularly careful consideration is required as to the quality of the pedestrian environment and public realm to be provided along the new Station Approach road.
- 7.96 Due to the important location of the application site, this application provides a key strategic opportunity to successfully knit together the large scale regeneration developments at 90 New Road and Beam Park, to facilitate the creation of a coherent new local centre at the heart of the new neighbourhood. This would include optimising the pedestrian connection between the surrounding developments, the new Beam Park railway station and local centre, and the residents of the existing surrounding wider neighbourhood.
- 7.97 The aspiration for the landscape and public realm design is to create a unique sense of place for Station Approach and the new local centre that takes inspiration from references of Rainham Marshes and Rainham Creek, creating a fluid and organic landscape that invites people to pause and dwell (including provision of public seating), whilst also facilitating the free movement of people. The landscaping design has been arranged to respond to predicted key desire lines of pedestrian movement within and passing through the area, particularly with respect to people accessing and departing from the new railway station, including for people making connections for continued journeys by bus, bike and on foot.
- 7.98 The landscaping design brought forward with the application has been successfully evolved iteratively through review and discussions with the Council's Urban Design Officers and the QRP.
- 7.99 The proposed landscaping along Station Approach would successfully link together and coordinate the individual public spaces provided within the 90 New Road and Beam Park developments at Station Square, Garden Square and Central Avenue.
- 7.100 The inspiration for the planting is to create a soft landscape that is biodiverse, robust and provides year round interest with a natural feel. The proposed planting palette has been carefully selected to be suitable for the site conditions (including times of high and low rainfall) and to be suitable and appropriate for future maintenance requirements. The planting would provide seasonal interest

and a variety of tree species will provide a range of heights, forms and textures providing year round interest.

- 7.101 The proposed landscaping, which includes street trees, green roof and carefully selected planting, together with appropriate space and infrastructure to promote safe and pleasant walking and cycling, is considered to accord with London Plan Policies G1 (Green infrastructure), G5 (Urban greening), G6 (Biodiversity and access to nature), G7 (Trees and woodland), and T2 (Healthy Streets).
- 7.102 The approved planting details, together with details of effective and affordable landscape management and maintenance regime would be secured through conditions.
- 7.103 With respect to hard landscaping, the proposed restrained palette of materials would help create a calm environment, which acts as a central node to surrounding developments. Full details of hard landscaping materials would be secured by condition to ensure the required high quality, robust and low maintenance finish is delivered throughout the public realm.
- 7.104 The hard landscaping scheme would also facilitate the delivery of a bus interchange with the new Beam Park station by providing for a bus stop and stand along the Station Approach road, with the ability for busses to turn and loop on Station Approach and head back northwards to New Road. This is discussed in detail below in the 'Bus Travel' section of the report.
- 7.105 The landscaping proposals have been designed to conform with the principles set out in the Urban Structure Plan in the Rainham and Beam Park Planning Framework 2016, which seeks to ensure all schemes are well connected with the adjoining developments and create a coherent and connected public realm across the wider Housing Zone.
- 7.106 The delivery of a high quality, attractive, pleasant, green, accessible and safe area of public realm to the west and south of the development is a key element of the scheme, which successfully seeks to tackle the knitting together of the boundary between the two adjoining large schemes at Beam Park and 90 New Road.
- 7.107 The proposed hard and soft landscaping scheme is considered to represent an appropriate high quality and practical response that delivers a pleasant, safe, secure and inclusive environment. As such, the proposed landscaping is considered to accord with London Plan 2021 policies D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), and D8 (Public realm).

Transport & Highways

- 7.108 London Plan 2021 Policy T1 (Strategic approach to transport) Part A seeks to ensure that all developments are carefully designed to facilitate the Mayor's strategic target of 80% of all trips in London (including 75% in outer London) to be made by foot, cycle or public transport. Part B of this policy seeks to ensure all developments make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 7.109 As clearly stated in paragraph 10.1.1 of the London Plan 2021, the integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising growth within the borough and ensuring places in the borough are connected to each other and the surrounding areas in a sustainable and efficient way. This needs to be supported by an ambitious aim to reduce dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use it will not be possible for Havering to grow sustainably.
- 7.110 Paragraph 10.1.4 of the London Plan 2021 notes that rebalancing of the transport system towards walking, cycling and public transport, including high quality interchanges, will require significant investment, including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services and infrastructure, to ensure that alternatives to the car are accessible, affordable and appealing.
- 7.111 The development would be located approximately 110m to the northeast of the new Beam Park railway station. The new station is fully funded and will be part of the C2C rail line, providing a 20 minute commute into Fenchurch Street in central London once operational. The new Beam Park station was due to be operational by May 2022, however, indications are that the opening is now likely to be delayed until September 2022.
- 7.112 Paragraph 10.6.2 of the London Plan 2021 notes that designated Opportunity Areas (such as the location of the application site) offer the potential to coordinate new transport investment with development proposals to embed car-free and car-lite lifestyles from the outset.
- 7.113 Paragraph 10.6.2 of the London Plan 2021 advises that the approach to parking in outer London Opportunity Areas (OAs) should be set out in Opportunity Area Planning Frameworks (OAPFs), complementing the OA mode share target. Through OAPFs, parking provision can vary within an outer London OA to reflect the PTAL score in specific areas, but the overall quantum of parking must not exceed the relevant maximum standard. The Rainham and Beam Park Planning Framework sets a maximum parking standard of 0.5 spaces per one bed unit and 1 space per two bed unit.
- 7.114 The application site is located within an area that currently has a Public Transport Accessibility Level (PTAL) rating of 2 (low-moderate accessibility).

However, with the delivery of the new Beam Park railway station, the PTAL rating at the site will rise to 3 (moderate accessibility).

- 7.115 The concentration of new development close to the new train station and local centre, together with the delivery of improved cycling and walking routes and infrastructure within the surrounding area will help to drive more active and sustainable patterns of travel within the area with reduced need and desire to rely on the use of private motor cars for many journeys.
- 7.116 It is not anticipated that the occupation of the proposed development would generate significant levels of additional traffic within the context of the wider development taking place in the vicinity.
- 7.117 Station Approach has been designed to allow vehicle access from the east, with a carriageway width of 7.5m, parking bays along its western side. Station Approach would be traffic calmed to provide a maximum vehicle speed of 20mph and to provide a safe cycling environment, this would include provision raised tables to facilitate pedestrian and cycle crossing points. It is estimated that Station Approach will carry a maximum two-way vehicle flow of below 300 vehicles per hour at morning and evening peak times.
- 7.118 The proposed pedestrian and cycle store entrances for the development, together with the proposed landscaping, would provide for convenient, inclusive, safe access, space and infrastructure, which would support safe and pleasant walking and cycling routes through the site and plug into emerging new local walking and cycling routes running past the site, in line with the aims of London Plan 2021 Policies T2 (Healthy Streets), T3 (Transport capacity, connectivity and safeguarding) Part B3 and T4 (Assessing and mitigating transport impacts) Part C and Part F.
- 7.119 Within the proposed landscaped area a bus stop and bus stand would be delivered in order to facilitate an interchange for the 365 bus route with the new Beam Park railway station within the new local centre. In this regard the proposal would accord with the requirements of London Plan 2021 Policy T3 (Transport capacity, connectivity and safeguarding) Part B2, C and Part E, and T4 (Assessing and mitigating transport impacts) Part C.

Car Parking

- 7.120 London Plan 2021 Policy T6 (Car parking) sets out that 'Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

- 7.121 Part K of London Plan 2021 Policy T6 (Car parking) is clear that within Outer London boroughs such as Havering, minimum parking standards should only be applied in areas that have a Public Transport Accessibility Level (PTAL) score of 0-1.
- 7.122 It is important to note that the application site is located within an area that currently has a PTAL rating of 2 (low-moderate accessibility), which will rise to 3 (moderate accessibility) with the opening of the new Beam Park railway station in late 2022. Therefore, the application of minimum parking standards at this site would be in clear conflict with Part K of London Plan 2021 Policy T6 (Car parking).
- 7.123 London Plan 2021 Policy T6.1 (Residential parking) requires that new residential development should not exceed the maximum parking standards set out in Table 10.3 of the London Plan 2021. As the site is in an Outer London Opportunity Area with a PTAL rating of 2-3 the maximum parking ratio for the development is up to 0.5 spaces per unit. This would equate to a maximum provision of 27 additional spaces for the proposed development. It is necessary to note that the application development would deliver a mix of 1 and 2-bed units which would have less need for a car parking space than family sized (3-bed or larger) units and the units would be located at the edge of the new local centre with good accessibility to active (cycling and walking) and public transport (train and bus) options together with local facilities (retail, schools, medical and community uses).
- 7.124 The application development is proposed to be plugged into the applicant's larger adjoining development at 90 New Road. The 90 New Road development, as previously granted resolution to approve by the SPC, will provide a parking ratio of 0.47 parking spaces per residential unit, with 10% wheelchair accessible spaces.
- 7.125 It is proposed that the approved parking and servicing for the 90 New Road development would be shared with the application development. With the inclusion of the proposed additional 54 units in the application scheme, the total number of residential dwellings across the combined development would be 771 with 344 parking spaces provided (including 72 disabled access spaces). This would equate to a parking ratio of 0.45 spaces per dwelling (a marginal reduction in the parking ratio of 0.02 from that approved for the 90 New Road development on its own). The ground floor level covered parking area within Block 1 of the combined development would provide a total of 46 parking spaces (including 7 disabled access spaces).
- 7.126 For context, it is useful to note that for Phase 1 of the large scale neighbouring Beam Park development the approved parking ratio is 0.34 spaces per dwelling.
- 7.127 The maximum standard suggested in the Rainham and Beam Park Planning Framework for a development of this indicative mix would be 588 spaces. Notwithstanding this, it is necessary to be mindful that the site would be located

close to the proposed Beam Park station and consequently accessibility levels will significantly increase once the station is operational.

- 7.128 In line with London Plan 2021 Policy T6 (Car parking) Part C, in order to manage parking in the surrounding area, and prevent increased demand for on-street parking from future residents of the new developments, the Council is seeking to implement a new Beam Park Controlled Parking Zone (CPZ) in the vicinity of the application site. The CPZ is proposed to cover both existing streets and the new streets formed as part of the developments being delivered.
- 7.129 In light of the proposed introduction of a new CPZ, the applicant has developed an approach to car parking provision and management on the assumption that the proposed development would need to be “self-sufficient” in respect of its car parking provision. It is proposed that future residents occupying the development (except for blue badge holders) would not be eligible to apply for car parking permits within the new CPZ area. The applicant has agreed to the payment of a contribution of £6,048 towards establishing the proposed new CPZ. This contribution, together with removal of the rights of future residents of the development to apply for on-street parking permits, would be secured within a S106 legal agreement.
- 7.130 As already agreed for the 90 New Road development, the applicant would implement a car parking management strategy, which would cover allocation of car parking spaces within the development, which would, in the first instance, seek to allocate car parking spaces proportionate to the tenure split on a percentage basis.
- 7.131 Within the 90 New Road development, car parking spaces for affordable rent units would be allocated in locations in the proximity of the units and be specifically allocated for use by residents in this tenure only. These car parking spaces would not be attached to a specific property in order to allow flexibility over the life of the development. The Council’s Registered Providers Housing Officer would allocate car parking spaces to individual families housed within the affordable units according to need. These spaces can also be swapped if needed by prior agreement with the Housing Officer.
- 7.132 As a general rule, across the combined development (including the application proposal), the car parking spaces provided for shared ownership and private sale tenures will be allocated to 3 bed units first and cascaded down the unit sizes. In some circumstances, car parking may be allocated to specific 1 or 2 bedroom units based on sales consultant advice. Units will be sold together with a specific car parking space (exclusive right to use) and the allocated space confirmed in the corresponding unit lease.
- 7.133 Within the 90 New Road development, the applicant has previously agreed to deliver provision of 2 car club spaces, which would be available to use by the residents of the application development. Car clubs are a mode of transport which compliments the public transport upgrades being proposed for the local area. Car clubs are attractive to buyers and tenants as their property comes with access to a car without the high purchase and running costs. In addition,

car clubs contribute towards reducing congestion and encourage a sustainable and economical alternative to car ownership.

- 7.134 As previously agreed within the 90 New Road scheme, 20% of the parking spaces provided within the combined development will be installed with active electric vehicle charging points and a further 20% will be provided with provision for a future charging point (known as passive provision).
- 7.135 London Plan 2021 Policies T6 (Car parking) Part E and T6.1 (Residential parking) Part G require appropriate provision of parking for disabled Blue Badge holders. The proposed development will utilise the covered ground floor parking which has already been agreed for Block 1 of the 90 New Road development. The parking within Block 1 includes 7 disabled parking spaces to be shared across the 216 residential units. This equates to 3% provision of disabled parking spaces from the outset as required by London Plan 2021 Policies T6 (Car parking) Part E and T6.1 (Residential parking) Part G. The wider 90 New Road scheme includes a total of 72 disabled parking spaces, which with the additional proposed 54 units (totalling 771 units) equates to 9.3% provision overall. In order to meet the policy requirement of demonstration that 10% provision (an extra 0.7% or 5 disabled parking spaces) could be provided at a future date if required, a Parking Design and Management Plan demonstrating how this could be achieved would be secured by condition.
- 7.136 Subject to a robust car parking management strategy, and implementation of the new CPZ, the proposed parking provision is considered to be appropriate and acceptable in this location. This element of the proposal is considered to accord with London Plan 2021 Policies T6 (Car parking) and T6.1 (Residential parking), Policy 24 (Parking provision and design) of the Havering Local Plan Proposed Submission, and Policy DC33 (Car Parking) of the Havering Development Control Policies 2008.

Bus Travel

- 7.137 There are currently 3 bus routes with stops within 400m of the site: routes 365, 287, 174.
- 7.138 In line with the vision set out in the Rainham and Beam Park Planning Framework 2016, the scheme would facilitate the delivery of a bus interchange for the 365 bus (which provides connection north up to Romford Town Centre) with the new Beam Park railway station, by providing for a bus stop and stand along the east side of the new Station Approach road. The interchange would allow busses to turn and loop on Station Approach and head back northwards to New Road.
- 7.139 The bus loop would be surfaced in a different colour tarmac to distinguish it as a 'bus only' area. It is proposed to signalise the Station Approach road junction with New Road in order to allow buses to turn in and out safely. The proposed junction will be incorporated into the Beam Parkway scheme for

New Road which includes a segregated east-west two-way cycle lane along the southern side of New Road. Full details of the final design of the bus loop, including plan and section drawings and a detailed specification of all materials would be secured by condition.

- 7.140 TfL have advised of a need to provide a bus driver facilities pod close to the proposed bus stand. It is proposed to provide this pod to the south of bus stand and its delivery shall be secured by condition.
- 7.141 It is proposed that the Council would deliver the northern most section of the works required to facilitate the delivery of the bus interchange around the junction with New Road and the new Beam Parkway cycle route. This is shown as the land in yellow and bounded by a part red and part broken pink line on drawing NRD2-BPTW-50-ZZ-DR-A-0115 Rev CO2. The applicant has agreed to deliver the larger southern section of the bus interchange and this is shown as the land in orange on drawing NRD2-BPTW-50-ZZ-DR-A-0115 Rev CO2.
- 7.142 In line with London Plan 2021 Policies T4 (Assessing and mitigating transport impacts) Part C and T9 (Funding transport infrastructure through planning) Part C, the delivery of the main southern part of the bus interchange infrastructure, within a reasonable and appropriate timeframe, by the applicant, shall be secured through a S106 Legal Agreement.
- 7.143 The delivery of the proposed bus interchange with the new Beam Park railway station is seen as a key strategic transport infrastructure requirement by the Council. The delivery of this bus interchange would strongly accord with the key aims of London Plan Policy T1 (Strategic approach to transport) and is considered to weigh heavily in favour of the scheme.
- 7.144 TfL have requested a Bus Mitigation Strategy Contribution of £53,100 to be secured through S106 legal agreement, in order to fund improvements to the local bus service provision to meet cumulative increases in demand from development in line with the requirements of London Plan 2021 Policy D2 (Infrastructure requirements for sustainable densities). Following discussions between TfL Buses and the applicant, TfL have confirmed agreement that some of the Bus Mitigation Strategy Contribution secured for the combined development including 90 New Road could be used to fund the delivery of the bus interchange. This would be secured through a S106 legal agreement for this application and amended S106 agreement for the 90 New Road application.

Cycling

- 7.145 National Cycle Network Route 13 passes along the stretch of New Road to the front of the proposed development. The proposed Beam Parkway Linear Park project for New Road includes a segregated east-west two-way cycle lane along the southern side of New Road. This would deliver significantly improved and safer cycle facilities for use by the future occupants of the proposed development.

- 7.146 In line with London Plan 2021 Policies T4 (Assessing and mitigating transport impacts) Part C and T9 (Funding transport infrastructure through planning) Part C, a contribution towards the delivery of the Beam Parkway Linear Park cycle route would be secured within a S106 Legal Agreement. The contribution sought would be £32,501.19 (indexed).
- 7.147 Convenient and practical access is proposed for the residents' secure internal cycle parking store within the development. Access would be directly onto the Beam Parkway Linear Park cycle route on New Road. Table 10.2 of the London Plan 2021 attached to Policy T5 (Cycling) requires 1.5 spaces per 1-bed unit and 2 spaces per 2 –bed unit for residents of the development – totalling a requirement for 99 secure long stay spaces, together with 3 short stay spaces for visitors. The internal cycle store within the development would provide secure and naturally surveilled space for the parking of 100 cycles. There would also be on-street provision of 11 visitor spaces and 3 secure spaces for the commercial unit. The cycle parking provision is seen to accord with the requirements of London Plan 2021 Policy T5 (Cycling) as set out in Table 10.2 and its delivery would be secured by condition.
- 7.148 Additionally, as part of the application site along Station Approach includes land owned by Countryside (the developer for the adjacent Beam Park scheme), it is proposed to reprovided 16 secure (caged) cycle parking spaces and 22 open Sheffield stand cycle parking spaces as previously approved within Phase 1 of the Beam Park development. This would also be secured by condition.

Pedestrian Movement

- 7.149 The landscaping design for Station Approach would provide 2m wide footways on both sides, which complies with TfL Healthy Streets guidance and TfL Comfort Guidance for London (Version 2 issued 2019) for 'low pedestrian flow' streets with less than 600 people per hour using the footway.
- 7.150 The proposed landscaping design, including space and infrastructure to support pleasant and safe walking and cycling, is considered to accord with the aims of London Plan 2021 Policy T2 (Healthy Streets). The provisions for cycle parking and access to safe convenient cycle routes is considered to accord with London Plan 2021 Policy T5 (Cycling).

Servicing

- 7.151 The application development would plug into the residential and commercial waste storage and collection arrangements that have already been assessed and agreed for Block 1 of the 90 New Road development, with collection from the ground floor undercroft parking area in Block 1. The refuse truck will be able to reverse into the car park and then bins dragged to the truck. It has been demonstrated that these arrangements represent a convenient, safe and accessible solution to waste storage and collection which accord with Policy DC40 (Waste Management) of the Havering Development Control Policies

2008, Havering's Waste Management Practice Planning Guidance and London Plan 2021 Policy D6 (Housing quality and standards).

- 7.152 London Plan 2021 Policy T7 (Deliveries, servicing and construction) Part G requires that development proposals facilitate safe, clean and efficient deliveries and servicing. It is considered that the development makes adequate provision of off-street space for servicing, storage and deliveries to meet policy requirements. A Delivery and Servicing Plan would be secured by condition.
- 7.153 In accordance with London Plan 2021 Policy T7 (Deliveries, servicing and construction) Part K, it would be necessary to ensure that during the construction phase of the development, inclusive and safe access for people walking or cycling around the development site is maintained. This is of particular importance with respect to the use of Station Approach to access Phase 1 of the neighbouring Beam Park development which will soon begin to be occupied and in respect to access to the new Beam Park railway station which is due to open by the end of 2022. A Construction and Logistics Management Plan detailing how this would be secured and managed would be secured by condition.

Highways Summary

- 7.154 The Council's Highways Officer has reviewed all of the transport and highways related matters and has raised no objections to the development subject to
- 7.155 The integration of the development into emerging new active travel (walking and cycling) networks through neighbouring developments and along the new Beam Parkway Linear Park, together with easy access to improved public transport services (train and busses) are considered to accord with London Plan Policy D2 (Infrastructure requirements for sustainable densities).
- 7.156 The proposed pedestrian and cycle store entrances for the development, together with the proposed landscaping, would provide for convenient access, space and infrastructure, which would support safe and pleasant walking and cycling routes through the site and plug into emerging new local walking and cycling routes running past the site, in line with the aims of London Plan 2021 Policy T2 (Healthy Streets).
- 7.157 The proposal's integration with existing and emerging transport access and infrastructure is considered to accord with London Plan 2021 Policy T4 (Assessing and mitigating transport impacts) Part A. In order to meet Part B of Policy T4, the applicant will need to provide a Travel Plan. This would be secured by condition.
- 7.158 TfL have assessed the proposals and confirmed their support. It is considered that the development would provide an acceptable and safe highway environment for the full range of users including buses, cars, delivery vehicles, cyclists and pedestrians.

- 7.159 It is considered the development would minimise any negative impacts on the transport network and minimise potentially harmful public health impacts related to transport by enabling physical activity from walking, cycling and using public transport and appropriately mitigating impacts and issues of air quality and road danger.

Energy & Overheating

- 7.160 London Plan 2021 Policy SI 2 (Minimising greenhouse gas emissions) requires that all new developments are net zero-carbon. The application development would employ low carbon and renewable energy, and has been designed around the London Plan principles of being lean, clean and green, which are consistent with those applied for the 90 New Road development.
- 7.161 The commercial unit has been designed to achieve a BREEAM rating of 'Very Good'. The residential units have been designed to achieve London Plan 2021 Policy SI 2 (Minimising greenhouse gas emissions) compliance by incorporating a high standard of fabric energy efficiency, including high specification insulation, a high degree of air tightness with Mechanical Ventilation Heat Recovery (MVHR), reduced thermal bridging, passive energy saving design features, air source heat pumps (ASHP), and roof-mounted Photovoltaic (PV) panels.
- 7.162 An ambient communal heating loop would supply suitable base heat to provide hot water for all residential units. The heat input for the heating loop would be provided by roof-mounted ASHP. The commercial unit would be supplied by a separate reversible ASHP capable of providing both heating and cooling as required. Roof-mounted PV panels would contribute renewable energy to the development's electricity supply. Any additional energy required would be by grid electricity, which continues to decarbonise over time, meaning there would be no need for any direct use of fossil fuels within the development.
- 7.163 The Energy Strategy for the development targets as a minimum 35% reduction in CO2 emissions beyond the baseline of Part L of the Building Regulations 2013. The Energy Strategy indicates the development would achieve 82% reduction in regulated emissions for the residential element of the development and 42% reduction in regulated emissions for the non-residential part of the development.
- 7.164 Regulated emissions for the whole development (residential and commercial use) have been calculated. The regulated emissions for the residential part of the development over a 30 year period are 312 tonnes of CO2, resulting in a requirement for a carbon offset payment (based on £95/tonne CO2) of £29,669. The regulated emissions for the commercial part of the development over a 30 year period are 110 tonnes of CO2, resulting in a requirement for a carbon offset payment (based on £95/tonne CO2) of £10,480. Therefore, the total carbon offset payment required is £40,149. This would be secured within a S106 legal agreement and then ring-fenced for use by the Council to fund delivery of carbon reduction projects within the borough.

- 7.165 In line with the requirements of London Plan 2021 Policy SI 2 (Minimising greenhouse gas emissions) Part E, the applicant has provided details of the unregulated carbon emission for the development.
- 7.166 London Plan 2021 Policy SI 2 (Minimising greenhouse gas emissions) Part F, requires a Whole Life-Cycle Carbon (WLC) Assessment for the development, which demonstrates actions taken to reduce life-cycle carbon emissions. It should be noted that provision of a WLC assessment is a new requirement set out in the London Plan 2021 which was not in place when the application was submitted in July 2020. Therefore, it is considered appropriate to secure the WLC assessment by condition. It is noted that the applicant would need to provide the WLC before the GLA would assess the development at Stage 2.
- 7.167 Monitoring and reporting on the energy performance of the development to the GLA for a period of 5 years post occupation would also be secured by condition.
- 7.168 The site is located within a Heat Network Priority Area, but is not able to connect to any available existing heat networks. Therefore, in line with London Plan 2021 Policy SI 3 (Energy infrastructure) it necessary to ensure the development is future proofed with the ability to simply and cost effectively connect to any future heat networks that may be delivered within the area. This would be secured within a S106 Legal Agreement.
- 7.169 The development is designed based on a passive solar concept which seeks to maximise the use of solar energy for heating during winter, while reducing the impact of solar heating during warmer months to manage potential overheating. This includes having no north facing single aspect units, utilising inset balconies to provide solar shading of rooms, and utilising air source heat pumps on the roof of the building.
- 7.170 The proposed development has been assessed for overheating using the CIBSE AM11 methodology for dynamic thermal simulation. All residential units were found to comply with the requirements of CIBSE TM59 Guidance, subject to provision of internal blinds to provide shading when required. It is considered the development would accord with London Plan 2021 Policy SI 4 (Managing Heat Risk).

Sustainability

- 7.171 The development incorporates a policy compliant sustainability strategy that employs measures covering: green energy, overheating management, urban heat island reduction, carbon emission reduction, sustainable drainage, water use management, urban greening, promoting biodiversity, and encouraging sustainable transport and travel.
- 7.172 London Plan 2021 Policy SI 5 (Water infrastructure) requires new residential development to be designed so that mains water consumption is 105 litres or less per head per day. This would be secured through a condition. The non-

residential units have been designed to achieve BREEAM 'Very Good', in accordance with LBH Core Strategy and Development Control Policy DC49.

- 7.173 Opportunities for delivering green infrastructure provision, including provision of a biodiverse green roof on the building, have been utilised across the site. It is noted that the Urban Greening Factor (UGF) for the development of the site would be 0.24. It is noted that this would be below the target scores of 0.3 for commercial development and 0.4 for residential development. However, it is acknowledged that due to the nature of the site and the proposed development, which includes a large proportion of public realm and highway and transport infrastructure (including the Station Approach road and the new bus interchange), it is difficult to green this large proportion of the site making a higher UGF score difficult to achieve. When the highway and bus interchange areas are discounted from the calculation a much more positive UGF score of 0.43 would be achieved. As such, given the constraints of the site, it is considered that the development would accord with requirements of London Plan 2021 Policy G5 (Urban greening).
- 7.174 The proposed green landscaping, which includes street trees, green roof and carefully selected sustainable low-maintenance planting is considered to accord with London Plan Policies G1 (Green infrastructure), G5 (Urban greening), G6 (Biodiversity and access to nature), and G7 (Trees and woodland).
- 7.175 Policy G6 (Biodiversity and Access to Nature) Part D of the London Plan 2021 requires development proposals to manage impacts on biodiversity and aim to a secure net biodiversity gain. The Applicant has submitted an ES which assesses this planning application in conjunction with the Full Planning Application for 90 New Road. It concludes that there will be no significant residual adverse effects upon ecology and wildlife as a result of the Development. Rather, the proposed mitigation measures and enhancements (ecological corridor, rain gardens and biodiverse green roofs) would result in an overall increase in the ecological value and diversity of the habitats present within the site and its surrounding environs.
- 7.176 The application site lies within an Air Quality Management Area. London Plan 2021 Policy SI 1 (Improving air quality) requires that all developments must demonstrate that they would be at least Air Quality Neutral, through the submission of an Air Quality Neutral Assessment (AQNA). It should be noted that provision of an AQNA is a new requirement set out in the London Plan 2021, which was not in place when the application was submitted in July 2020. Therefore, it is considered appropriate to secure the AQNA by condition. It is noted that the applicant would need to provide the AQNA before the GLA would assess the development at Stage 2.
- 7.177 It is expected that proposed development and its construction methodology should be designed to reduce waste, recycle material and promote the circular economy aim of pushing to deliver net zero-waste. In order to ensure the proposed development would comply with London Plan 2021 (Reducing

waste and supporting the circular economy) Part B submission of a Circular Economy Statement (CES) is required. It should be noted that provision of a CES is a new requirement set out in the London Plan 2021, which was not in place when the application was submitted in July 2020. Therefore, it is considered appropriate to secure the CES by condition. It is noted that the applicant would need to provide the CES before the GLA would assess the development at Stage 2.

Flood Risk Management and Drainage

- 7.178 The proposal would provide new residential accommodation within an area designated by the Environment Agency as Flood Zone 3 – High Risk of flooding from fluvial (Beam Drain) and tidal (Thames and its tributaries) sources. However, it is noted that the north half of the site is shown on the Environment Agency's Flood Map for Planning as benefiting from flood defences. It is also noted that the latest approved hydraulic modelling from the adjacent Beam Park development indicates that the application site is not at risk from flooding for the 1 in 100 year plus 35% climate change storm event.
- 7.179 The same flood risk management principles would be applied for the application development as for the 90 New Road development. In order to appropriately manage the flood risk, no residential accommodation would be provided at ground floor level, and the ground level across the site would be raised to above 2.3m AOD – 300mm above the 1 in 100 year plus 70% climate change fluvial flood event. In order to reduce rain water run off rates to Greenfield level (calculated as 14.39 l/sec using the Greenfield Runoff Estimator Tool), hard landscaped areas would include permeable paving, soft landscaping would include rain gardens and attenuation tanks would be provided across the wider 90 New Road development.
- 7.180 The application site would be incorporated into the 90 New Road development's overall below ground drainage strategy. The underlying principle of the drainage strategy for the proposed development relies upon Sustainable Urban Drainage System (SUDS) measures that are integrated into the landscape design. A combination system of attenuation tanks, permeable paving, green roofs, and vegetated drainage channels will provide appropriate surface attenuation management across the proposed development that would deliver surface water runoff rates at Greenfield levels. Delivery of the SUDS measures would be secured by condition. The proposed drainage strategy, SUDS and associated infrastructure is considered to accord with London Plan 2021 Policies SI 5 (Water infrastructure) and SI 13 (Sustainable drainage).
- 7.181 In terms of the submitted Flood Risk Assessment, the Environment Agency have advised that they have no objections to the proposed development. The Council's Lead Local Flood Officer and Emergency Planning Officer have raised no objection to the proposal.
- 7.182 The details of the proposed development's flood risk management are considered to accord with London Plan Policy SI 12 (Flood risk management). The site drainage and water management proposals have been designed in

accordance with the London Plan and Havering guidance documents including the Strategic Flood Risk Assessment (SFRA), Havering SUDS Developer Guide (2015) and Havering Flood Risk Management Strategy (2017).

- 7.183 Thames Water have advised they have no objections or concerns with respect to waste and surface water drainage and management for the proposed development, but have request a Piling Method Statement to be secured by Condition due to proximity to sewerage infrastructure.

Fire Safety

- 7.184 The application is supported by a Fire Engineering Technical Note, which advises the proposed development '*demonstrates a level of fire safety equal or greater than the general standard implied by compliance with the recommendations in BS 9991:2015. This level of safety therefore satisfies the functional requirements of Part B of the Building Regulations.*'
- 7.185 The London Fire Brigade has confirmed that the fire safety and fire vehicle access arrangement, that are proposed, meet their requirements.
- 7.186 In terms of fire safety the design proposals for the application development follow the principles set out in Approved Document B of the Building Regulations and have been developed in close collaboration with a Fire Safety Specialist. The application building is over 30m tall and therefore it requires and would be provided with sprinklers, as will all other buildings within the wider 90 New Road development. The application building together with all other buildings in the wider 90 New Road development will be clad in material that has been proven to have a limited combustibility.
- 7.187 Policy D12 (Fire Safety) of the London Plan 2021 requires that all major developments are supported by the submission of a detailed Fire Statement to ensure the development would meet the required level of fire safety. It should be noted that provision of a Fire Statement is a new requirement set out in the London Plan 2021, which was not in place when the application was submitted in July 2020. Therefore, it is considered appropriate to secure the Fire Statement by condition. It is noted that the applicant would need to provide the Fire Statement before the GLA would assess the development at Stage 2.

Health & Safety / Crime Prevention

Secure by Design

- 7.188 From a preventing crime design perspective, the proposal would present a layout that offers good natural surveillance to all public and private open space areas. The safe, secure design of the development and surrounding public realm is considered to accord with London Plan 2021 policies D3 (Optimising site capacity through the design-led approach, D4 (Delivering good design), D6 (Housing quality and standards), and D8 (Public realm), as well as Policy DC63

(Delivering Safer Places) of the Havering Development Control Policies 2008 on.

Aviation

- 7.189 A relevant condition would be applied in order to minimise the risk of bird strike by airplanes travelling over the site and to control the use of tall construction cranes.

Gas pipes / HSE

- 7.190 There are Cadent Gas, pipelines and Thames Water assets within relatively close proximity of the site; relevant Informatives would address this issue.

Contaminated land

- 7.191 Due to the previous industrial uses on part of the site, the land is likely to be contaminated. Suitable planning conditions would be required in order to ensure appropriate remediation of any land contamination at the site.

Summary

- 7.192 The proposed sustainability, energy efficiency, flood risk management, fire safety, security and crime prevention measures incorporated within the development proposal are considered to accord with London Plan 2021 Objective GG6 (Increasing efficiency and resilience) and Policy D11 (Safety, security and resilience to emergency).

Impact on Neighbouring Amenity

- 7.193 The distances to neighbouring properties all far exceed recommended minimum separation distances, indicating that there would not be a material impact on the privacy of any occupiers of existing neighbouring residential properties. The layouts of the flats and the distances between the blocks within the development have been designed to maximise privacy and avoid overlooking issues. As such, the development is seen to accord with the requirements of Policy 7 (Residential design and amenity) of the Havering Local Plan Proposed Submission.
- 7.194 From a public protection perspective, the applicant has submitted a Noise Assessment, Contamination and Air Quality reports which confirm that both residents of the development and neighbouring residents would not be affected by unacceptable levels of noise or air pollution arising from the development. The Council's Public Protection Officers have reviewed the submitted reports and concluded that the scheme would be compliant with Policies DC52 (Air Quality) and DC55 (Noise) of the Havering Development Control Policies 2008, and Policy CP15 (Environmental Management) of the Havering Core Strategy 2008, subject to appropriate conditions. The development is considered to accord with London Plan 2021 Policies D13 (Agent of Change) and D14 (Noise).

Archaeology

- 7.195 The site falls within a designated Archaeological Priority Area. In line with the requirements of London Plan 2021 Policy HC1 (Heritage conservation and growth) Part D, GLAAS have been consulted and have advised a condition is required to secure a Written Scheme of Investigation for archaeology and all works to be carried out in accordance with the approved scheme.

Skills, Training and Employment

- 7.196 Policy E11 (Skills and opportunities for all) of the London Plan 2021 promotes supporting employment, skills development and apprenticeships. In line with the aims of this policy, together with the aims of the Havering Local Plan Proposed Submission Policy 22 (Skills and Training) Provision of a training and recruitment scheme for the local workforce during the construction period (linked to that already agreed for the 90 New Road development) shall be secured within a S106 legal agreement.

School & Health Care Provision

- 7.197 The approved neighbouring development at Beam Park at is delivering a new school and new health care facilities. This will provide adequate provision to provide the required access to school place and health care for the future residents of the development.

Environmental Statement Assessment

- 7.198 The 90 New Road development was assessed and found to be EIA development. Consequently, the earlier 90 New Road application was submitted with an Environmental Statement (ES) to demonstrate that the development would not result in any unacceptable environmental impacts. As the application development is proposed as an additional annexe to the development at 90 New Road, an ES addendum updating the 90 New Road ES has been submitted with this application. The ES addendum has been assessed and it is found that the addition of the proposed development at the application site would not result in any unacceptable environmental impacts, subject to the proposed appropriate mitigation measures as set out within the ES addendum.

S106 Contributions & CIL

- 7.199 Policy DC72 of the Havering Development Control Policies 2008 emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation.

- 7.200 The Rainham and Beam Park Planning Framework seeks to deliver a new Beam Parkway linear park along the A1306 including in front of this site and seeks developer contributions for those areas in front of development sites. The plans are well advanced and costings worked out – based on the frontage of the development site to New Road, the contribution required for this particular site would be £32,501.19. This is necessary to provide a satisfactory setting for the proposed residential development, together with the required level of access to safe and inclusive active travel networks.
- 7.201 Policy DC32 of the Havering Development Control Policies 2008 seeks to ensure that development does not have an adverse impact on the functioning of the road network. Policy DC33 of the Havering Development Control Policies 2008 seeks satisfactory provision of off street parking for developments. Policy DC2 of the Havering Development Control Policies 2008 requires that parking permits be restricted in certain circumstances for occupiers of new residential developments. In this case, the arrival of a station and new residential development would likely impact on on-street parking pressure in existing residential streets off New Road. It would therefore be appropriate to introduce a CPZ in the streets off New Road. A contribution of £112 per unit (total £6,048) is sought, plus an obligation through the Greater London Council (General Powers) Act 1974 to prevent future occupants of the development from obtaining parking permits.
- 7.202 In summary, the following section 106 contributions are considered necessary to mitigate issues and make the proposed development acceptable:
- Sum of £32,501.19, or such other figure as is approved by the Council, towards provision of Linear Park in the vicinity of the site
 - Sum of £6,048, or such other figure as is approved by the Council, towards CPZ in streets north of New Road
 - Sum of £40,149 or such other figure as is approved by the Council, towards the Council's Carbon Offset Fund
 - Sum of £53,100 or such other figure as is approved by the Council, towards the Bus Mitigation Strategy
- 7.203 The developer will be liable to pay Community Infrastructure Levy (CIL) on commencement of the development. In this regard, the London Mayoral MCIL2 charging rate is £25/sqm for all development, and the Havering CIL (HCIL) for this part of Rainham is £55/sqm for residential development, £175/sqm for supermarkets (over 280sqm), and £50/sqm for all other retail.
- 7.204 Based on the information available at this stage, and subject to final checks, it is calculated that the development would be liable for £122,642.50 MCIL, and the HCIL liability has been calculated as £251,724 for the residential floorspace and £57,557.50 for the commercial floorspace, providing a total HCIL liability of £309,281.50. The HCIL liability has been calculated based on the provision of over 280sqm of flexible commercial space that could be used as a supermarket, therefore the HCIL liability for provision of a supermarket has been applied.

Housing Delivery Test

- 7.205 On 19 January 2021 the Government published the 2020 Housing Delivery Test (HDT) results. The results show that within Havering 36% of the number of homes required were delivered over the three year period of 2017-18 to 2019-20. The NPPF (paragraph 11d) states that where the delivery of housing was substantially below (less than 75%) the housing requirement over the previous three years, the policies which are most important for determining the application are considered out of date. This means that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This is commonly referred to as the “tilted balance” in favour of sustainable development and is a significant relevant material consideration in the determination of the planning application.
- 7.206 The proposed development would contribute to boosting housing supply and delivery and this weighs in favour of the development. The assessment of the planning application has not identified significant harm nor conflict with development plan policies and where there is some harm/conflict identified it is considered that these do not outweigh the benefits of the proposal. It is therefore considered that in this case, the proposal does benefit from the presumption in favour of sustainable development set out in paragraph 11 d) of the NPPF

8. CONCLUSIONS

- 8.1 All relevant policies and material considerations have been taken into account in the assessment of the development proposal. There is an officer recommendation that Planning permission should be granted subject to a S106 legal agreement and the conditions set out above within this report for the reasons set out above within this report. The details of the recommended decision are set out in the **RECOMMENDATION**.