

**ADDENDUM REPORT FOR
STRATEGIC PLANNING COMMITTEE –**

8th June 2023

Agenda Item no.8, page 15

Application Ref: P1597.22

Address: 80 Courier Road, Rainham, RM13 8EU

Amendment under section 1 ‘Background’, reconfiguration of section numbers as follows:

Landscape Management (addressed in section 11.30)

Concerns regarding A13, traffic congestion and pedestrian/cycle links (addressed in section 11.71)

Affordable Workspace (addressed in section 11.3)

Carbon Footprint (addressed in section 11.40)

Active Travel (addressed in section 11.73)

Connectivity Routes (addressed in section 11.80)

Flood Risk (addressed in section 14.3)

Amendment under section 7, GLA further consultation response:

GLA still raise comment with the level of information provided within the Energy Strategy; if officers are minded to approve then the GLA would expect to see the following information:

Further modelling on *Be Lean* and *Be Green*;

- Updated GLA spreadsheet with updated results.
- *Be Lean* clarifications;
- Reduction of cooling demand justification;
- Further details required regarding the site heating and hot water demand and energy system efficiency justification;
- AHSP performance from datasheets;
- Draft S106 Agreement.

Officer comment: Given that GLA would provide further input to the application within their consideration at Stage 2, should Members agree with the officer recommendation, further discussions will need to take place between the applicant, Havering and GLA to agree the exact details of the above, as currently set out in paragraph 11.47 of the Report. Condition 11 is inclusive of Energy compliance.

Amendment under section 7, TfL further consultation response:

TfL have commented further in regard to information provided by the applicant in response to their original comments and still raise concerns with the proposed level of on-site staff car parking – that it has not been sufficiently justified and still wish to see a reduction; if officers are minded to approve this level of provision then TfL would expect to see the following mitigation:

Buses

- Funding that is directed towards new bus stops on Marsh Way just south of the southern A13 junction roundabout
- A contribution would also be expected towards the 174 bus service subject to projected demand forecasted on this service on Sundays.

Cycling

Widening of the footway as necessary and amendments of the signalled crossing of the southern arm of the roundabout. This will allow shared use of the footway into the site for those both walking and cycling.

Travel Plan

A revised site-wide Travel Plan should be secured via condition which ensures working towards targets to reduce staff commuting by private car and motorcycle and requires further action if this is not met.

Parking Management

Further demonstration within the Parking Design and Management Plan (PDMP) on how the parking will be controlled and how authorisation to park within the site will be allocated to staff.

Active Travel Zone Improvements

Include any outlined improvements required

Impact on the A13

Contribution towards protecting congestion and ensure the scheme safely manages traffic on the A13 under congested periods with the inclusion of Variable Mandatory Speed Limit (VMSL) equipment from the Greater London boundary westbound.

Electric vehicle charging

An obligation to secure electrical connection capacities for goods vehicles, to allow for rapid charging and better utilisation of the vehicle.

Officer Comment: The consideration with regard to parking levels is set out in Para 11.75 of the Report. In regard to the suggested mitigation measures, TfL have not considered the wider active travel improvements that are required north of the A13,

particularly to Marsh Way. The impracticality of providing bus stops is set out in paragraph 11.78 of the Report. Given that TfL would provide comments to the GLA at Stage 2, should Members agree the officer recommendation, further discussions will need to take place between the applicant, Havering and TfL to agree the exact details of the environmental improvements, active transport measures and congestion mitigation as currently set out in paragraph 11.80 of the Report. The recommendation ensures a minimum contribution of £500k for these measures which is considered proportionate and reasonable in relation to the nature and scale of the development. The travel plan would be a requirement of the S106 agreement. A PDMP condition is already recommended (Condition no. 25) and recommended condition 27 can be amended to include the provision of appropriate charging facilities for goods vehicles.

Amendment under section 7, LBH Employment and Skills further consultation response:

Further consideration to negotiate more specific targets for SEGRO with a focussed and targeted delivery benefit to students and schools whilst providing measurable outcomes that support progression within the employment and skills plan.

Officer comment: This can be achieved via condition/S106 to ensure this encapsulates the required elements and has been included within the S106 obligations as set out in section 3 of the recommendation.