



**Havering**  
LONDON BOROUGH

**Developer Presentation  
to Strategic Planning  
Committee Members  
11<sup>th</sup> June 2020**

<b>Pre-Application Reference:</b>	<b>PE/00364/20</b>
<b>Location:</b>	<b>RTS Motors (adjacent 90 New Road), Rainham</b>
<b>Ward:</b>	<b>South Hornchurch</b>
<b>Description:</b>	<b>Redevelopment of the site to provide a residential-led scheme of up to 54 residential units and 300sqm of commercial floorspace within a 10 storey building.</b>
<b>Case Officer:</b>	<b>Ben Dixon</b>

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**1 BACKGROUND**

- 1.1 This proposed development is being presented to enable Members of the Committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application, and the comments received as a result of consultation, publicity and notification.
- 1.2 Officers have been in pre-application discussions with regard to this site for several months. The proposed scheme has been subject to review by the Havering Quality Review Panel (QRP) and it is now considered appropriate to seek Members views before the proposal is developed any further.

## **2 PROPOSAL AND LOCATION DETAILS**

### **2.1 Proposal**

As last seen by officers, the proposal was for the following (may be subject to change as a result of feedback given):

- Erection of a 10 storey building located at the corner of New Road and the new Station Approach road leading to the new Beam Park Station.
- Upper floors would be in residential use providing 54 dwellings.
- Flexible commercial use (300sqm) is proposed to the ground floor.
- Pedestrian access to the residential accommodation would be from New Road.
- The development would form an extension to Block 1 of the applicant's (Clarion Housing) larger development at the adjacent 90 New Road site which delivers a total of 717 residential units (38.35% Affordable Housing by habitable room) and 1,000sqm of commercial floorspace. In January 2020, this committee resolved to grant planning permission, subject to referral to the Mayor and completion of S106 legal agreement.
- Parking, servicing and communal amenity space would be shared with the approved 90 New Road scheme.
- The scheme includes delivering hard and soft landscaping of the new public realm along the Station Approach road.

### **2.2 Site and Surroundings**

- The RTS Motors site is a vacant brownfield site that lies approximately 1.2km to the west of Rainham centre.
- The site was previously used for the open storage of scrap motor vehicles and has only recently been purchased by the applicant (Clarion Housing).
- The site is within the Beam Park regeneration area and is surrounded by sites which are either currently being redeveloped or have planning permission to be redeveloped to create a new neighbourhood.

- The site sits on the south side of New Road, at the corner of New Road and the new Station Approach road, which is currently under construction.
- The site is covered by numerous planning designations, which all seek and support the delivery of high quality residential-led development, as part of a new residential neighbourhood.
- To the east, the site adjoins the applicant's (Clarion Housing) 90 New Road development site, where permission was granted for 717 new homes (38.35% affordable housing) and 1,000sqm of commercial floor space in January 2020. This development is programmed to start in early 2021. The buildings proposed along New Road around the RTS Motors site are 6 to 8 storeys, whilst to the south and south west – the tallest buildings proposed are 12 storeys (90 New Road site) and 16 storeys (Beam Park site).
- To the south of the site, runs the new Station Approach road, which leads to the new Beam Park station, which is currently under construction. Station Approach will include a landscaped public street space and plaza.
- To the west, on the opposite side of the new Station Approach road, is the Beam Park development, the first phase of which is currently under construction.
- The Beam Park development comprises 3,000 residential units, 2 primary schools, health care, commercial space and a new station. The buildings facing the RTS Motors site are 7 to 8 storeys high and comprise a health centre at ground/first floor levels with residential above.
- To the north, on the opposite side of New Road, are brownfield development sites that benefit from outline permission for residential development of 4 to 6 storeys. These sites will be brought forward as phased development as part of a Council joint venture scheme.
- New Road is planned to be significantly improved for pedestrians and cyclists as part of the Beam Parkway Project.

### 2.3 Planning History

The following planning decisions at neighbouring sites are relevant to the proposal:

**Application No.** P1039.19

**Address:** 90 New Road

**Decision:** Resolution to Grant Permission by SPC subject to S106 and Mayor's Stage 2 Review

**Date of Resolution:** 30/01/2020

**Description of Development:** Sitewide groundworks and construction of 717 residential units (Use Class C3), 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

**Application No.** P1242.17

**Address:** Beam Park

**Decision:** Approved by the Mayor

**Date of Decision:** 07/02/2019

**Description of Development:** Cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works

**Application No.** P1229.17

**Address:** 89 – 101 New Road (NR08)

**Decision:** Approved by SPC

**Date of Decision:** 28/08/2018

**Description of Development:** Outline application 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.

**Application No.** P0251.17

**Address:** 89 – 101 New Road

**Decision:** Appeal Allowed

**Date of Decision:** 19/11/2018

**Description of Development:** 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 (revised plans received 25/9/17)

**Application No.** P0947.17

**Address:** 49 - 87 New Road (NR09)

**Decision:** Approved by SPC

**Date of Decision:** 06/03/2020

**Description of Development:** Outline application 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.

### **3 CONSULTATION**

3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning application:

- London Fire Brigade
- Environment Agency
- Historic England – Archaeology
- TfL
- The Mayor
- Health and Safety Executive

### **4 MATERIAL PLANNING CONSIDERATIONS**

4.1 The main planning issues raised by the application which the committee should consider are:

- Principal of development
- Quantum and height of development
- Quality of design
- Living conditions for future occupiers
- Parking/Traffic
- Affordable Housing
- QRP Feedback

#### **4.2 Principal of Development**

- The proposal to deliver 54 residential units as part of a mixed-use development on this vacant brownfield site would support the Council in meeting its housing requirements and the principal of such a development in this location is accepted.

### 4.3 Quantum and Height of Development

- The site is proposed to be developed in a way that plugs into the applicant's larger approved development at 90 New Road. The approved scheme at 90 New Road was carefully designed to allow for the potential future annexing of a development at the adjoining RTS Motors site, if this could be acquired.
- The relationship of the development to the approved built form at neighbouring sites needs to be carefully considered. At 10 storeys, the building will be 2 storeys taller than any of its direct neighbours within the approved developments, although neighbouring developments do include taller buildings up to 16 storeys to the south of the site around the new Beam Park station. The height and bulk will need to be justified through a detailed townscape and contextual approach including identifying important viewpoints.

### 4.4 Quality of Design/Living Conditions for Future Occupiers

- Located at a prominent corner site leading from New Road to the new Beam Park station, the design, form and finish of the building should be of particularly high quality, providing visual interest and activity along street facing elevations at ground floor level.
- 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.
- 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.

### 4.5 Parking/Traffic

- The site is proposed to be developed in a way that plugs into the applicant's larger approved development at 90 New Road. Parking and servicing would be shared with the approved 90 New Road scheme. With the proposed 54 units, the total number of residential dwellings across the two sites would be 771 with 344 parking spaces provided.
- It is not anticipated that the proposals will generate significant levels of additional traffic within the context of the wider development taking place in the vicinity.

#### 4.6 Affordable Housing/Housing Mix

- Current planning policy would require that 35% affordable housing (of which 70% should be social rented and 30% intermediate/shared ownership) is proposed, or it should be comprehensively demonstrated that the maximum viable quantum is being provided.
- It is not proposed to provide any additional affordable housing with the development at this site. Across the applicant's wider development (including both 90 New Road and RTS Motors sites), a total of 252 Affordable homes (previously approved at 90 New Road) would be provided. This would equate to 32.7% affordable housing by unit and 35.7% affordable housing by habitable room overall. The applicants will be submitting a detailed viability assessment at the application stage to justify this proposal.
- In terms of housing mix, the following is currently proposed at the RTS Motors site:
  - 1 Bed – 27 units (50%)
  - 2 Bed – 27 units (50%)
- Given the location, shape and size of the site and the density of development proposed, it may be considered that providing family units is not be required in this case.
- The overall housing mix across the wider site 90 new Road & RTS Motors) would be:
  - 1 Bed – 46%
  - 2 Bed – 45%
  - 3 Bed – 9%

#### 4.7 Quality Review Panel (QRP) Comments

- The proposal was presented to the Havering Quality Review Panel on 20<sup>th</sup> May. Members should note that the proposal being presented to them now may possibly have changed to reflect the QRP's comments. The following comments were made by the QRP:

- 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.
- The panel suggested further design refinement was required, particularly at ground floor level, to help deliver an exemplary landmark building. This could include the introduction of colonnades to reveal ground floor uses to open up the views along Station Approach and better signal that this is a point of arrival.
- The panel questioned whether the proposed dark brick was the most appropriate facing material.
- The panel raised concerns that current landscape proposals do not make best use of the gateway location of the site and do 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.
- 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.
- 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.
- With two development teams 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 not to become a boundary rather than a centre.
- 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.



## **Financial and Other Mitigation**

4.8 The proposal would attract the following Section 106 contributions to mitigate the impact of the development:

- Contributions to set up and manage a Controlled Parking Zone (CPZ)
- Contributions towards delivery of the linear park along New Road as part of the Liveable Neighbourhoods project
- Contributions towards improvement of local bus services

4.9 The proposal would attract the following Community Infrastructure Levy contributions to mitigate the impact of the development:

- £25 per square metre Mayoral CIL towards Crossrail
- £125 per square metre Havering CIL

## **4.10 Other Planning Issues**

- Connection into wider Beam Park regeneration and Beam Parkway project
- Integration into existing and emerging public transport network
- Sustainable design and construction measures
- Secured by Design
- Archaeology

## **Summary of Issues**

4.11 Officers have discussed the following matters with the developer team and members may wish to comment in relation to these points in addition to any other comments/questions that they may wish to raise:

- Height and massing
- Design and materials
- Layout of units
- Access
- Landscaping
- Connection to Beam Parkway Liveable Neighbourhoods project
- Collaboration with neighbouring developers of Beam Park
- Integration into public transport network

## **Conclusion**

- 4.12 The proposals are still at pre-application stage and input from Members would help to influence the final details of any development. There are some aspects that require further work as identified in this report and Members' guidance will be most helpful to incorporate as the various elements are brought together.