



Site Specific Allocations Development Plan Document Adopted 2008



As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

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1 Introduction

- 1.1 Havering's Local Development Framework (LDF) is a portfolio of different documents which are concerned with the future planning of the borough. The Core Strategy document is the first document the Council has prepared in its LDF and it sets the Council's approach to the planning of the whole borough up to 2020 and sets the framework for this document, the Romford Area Action Plan and Joint Waste Plan and the other Local Development Documents (LDDs). This is complementary to the Site Specific Allocations Development Plan Document. This sets out the specific allocations for individual sites across the borough except for sites in Romford Town Centre which will be identified in the Romford Area Action Plan, sites for waste management which will be identified in the Joint Waste Development Plan Document and specific sites/preferred areas for minerals extraction which will be identified in a separate Minerals Development Plan Document. The sites identified in this document are considered necessary to deliver the vision, objectives and policies of the Core Strategy.

2 How to use this document

- 2.1 This documents starts by, in **Section 3**, providing the background to the selection of sites included in this document. It clarifies which sites this Development Plan Document is concerned with, how they have been identified and the relationship with national and regional planning policy guidance. Section 3 concludes with an explanation of how the implementation of the sites will be monitored. The sites included in this document are necessary to deliver the Vision, objectives and policies of the Core Strategy. **Section 4** therefore sets out the relationship between the sites and the Core Strategy, looking first at the Vision and objectives for the future planning of the borough and then identifying which Core Policies each site will help deliver. **Section 5** then presents the Site Specific Allocation policies which where necessary include specific guidance over and above that provided in Core Strategy, Core and Development Control policies. Each Site Specific Allocation policy is supported by a reasoned justification which provides the rationale for each allocation.

3 The Sites

Which sites are included?

- 3.1 Despite over 50% of the borough being within the Green Belt and the urban area being well developed there are a number of significant development opportunities in Havering which can help deliver the Vision, objectives and policy of the Core Strategy.

Most of the major sites fall into two key strategic areas.

1. London Riverside which is designated as an Opportunity Area within the London Plan due to the development opportunities it presents at the heart of the Thames Gateway for new jobs, sustainable communities and leisure and recreation.
2. Romford Town Centre which is the Thames Gateway's and East London's premier town centre for retailing and entertainment, but which also has potential for a significant increase in housing capacity

Sites within Romford Town Centre will be identified within the separate Romford Area Action Plan.

- 3.2 This document excludes waste management sites which will be covered in the Joint Waste DPD and specific sites/preferred areas for minerals extraction which will be identified in a separate Minerals DPD.

What is the source of the sites?

- 3.3 The sites identified in this document come from a number of sources including:
- Sites submitted by landowners in response to a Council request for details of sites sent in December 2004
 - Sites identified through the London Housing Capacity Study
 - Sites identified through the multi agency regeneration of London Riverside
 - Sites identified in the Government publication "Greening the Gateway" as part of the Government's Sustainable Community Plan.
 - Sites put forward by the London Borough of Havering.
- 3.4 None of the sites within the 1993 Havering Unitary Development Plan have been carried forward.

Relationship of this document to national and regional planning guidance

- 3.5 In line with Planning Policy Statement 1 ‘Delivering Sustainable Communities’, 2005, and the London Plan, 2004, the focus has been on identifying sites and proposals which can contribute to the delivery of sustainable communities. However, regard has also been had to the need to satisfy other national and regional government guidance where it makes specific reference to land allocations. What follows is a summary of the relevant national and regional government guidance with regard to the identification of site specific allocations.

Places to live

- 3.6 Planning Policy Statement 3, ‘Housing’, 2006, states that sufficient deliverable sites should be shown on the plan’s proposals map to accommodate at least the first five years of housing development proposed in the plan.¹ Early alterations to the London Plan set a housing target for Havering of 535 new homes per year from 2007/08 to 2016/17. Core Policy CP1 ‘Housing Supply’ identifies the sources of new supply which will deliver these targets as appropriate through the life of the plan. The Site Specific Allocations will make a significant contribution to meeting this target. However it is important to note that the Whitworth and Broxhill Centre scheme was not included in calculating the borough’s housing capacity from which the revised housing target was derived. This is because it is a site removed from the Green Belt. Therefore it is not necessary to deliver the 535 new homes per year target but in line with the London Plan, will help maximise supply and meet local and sub-regional housing need. The Housing Trajectory provided at Annex 3 of the Core Strategy shows the anticipated sources of new housing supply up to 2020.

Town Centres

Retail

- 3.7 Planning Policy Statement 6 states that in planning for growth in their town centres, local planning authorities should allocate sufficient sites to meet the identified need for at least for first five years from the adoption of their development plan documents.² This applies to town centre uses especially retail, leisure and office uses.
- 3.8 Havering’s Retail and Leisure Study 2006, identifies future comparison and convenience floorspace requirements up to 2018 for Romford and each of the district centres. The study concludes that the district centres will experience limited growth during the plan period and therefore no change to their boundaries is necessary. It found that the centre boundaries had been successful in helping to achieve compact

¹ Planning Policy Statement 3, Housing, Paragraph 54, CLG, 2006

² Planning Policy Statement 6, Town Centres, paragraph 2.52, DCLG, 2005

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and focused town centres. The Council does not consider that it is necessary to identify specific sites within the district centres to meet the modest additional convenience and comparison floorspace requirements identified up to 2018 as the Council is confident that sufficient sites are available and will be brought forward by the private sector, unless there is a clear cut reason for doing so, as is the case in Elm Park and Rainham.

- 3.9 The most significant shortfall identified by the study was for comparison floorspace in Romford Town Centre. This will be addressed through the Romford Area Action Plan.

Culture

- 3.10 Cultural provision encompasses a wide range of activities from sport and leisure, convenient access to a network of open space, arts and creative activities and industries, and libraries, heritage centres or museums.
- 3.11 Planning Policy Statement 6 states that local planning authorities should allocate sufficient sites to meet the identified need for at least five years from the adoption of their development plan documents for town centre uses including leisure uses. The Havering Retail and Leisure Study, 2006, recognised that identifying future need for non-retail town centre uses is very difficult, but does identify a significant growth in leisure expenditure in the borough which will need to be satisfied.
- 3.12 As the borough's primary centre for leisure the Romford Area Action Plan will consider options for meeting this growth in expenditure.
- 3.13 PPG17 states that assessments and audits will allow local authorities to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in their areas.³ The Havering Open Space and Sports Assessment 2005, shows that Havering has a relatively good quantity of public parks but that there are local pockets of deficiency across the borough, in particular there are significant areas which are deficient in access to dedicated children's play areas. In terms of sports facilities the assessment identifies that up to 2016 there will be a need for a further twenty junior football pitches, two additional artificial turf pitches and three, four court additional sports halls. The Council will also seek to address deficiencies identified in the assessment through where appropriate developer contributions, the balance of open space provision and dual use of educational sports facilities and therefore does not consider it necessary to identify specific sites.

³ Planning Policy Guidance Note 17, Planning for Open Space Sport and Recreation, Paragraph 4, DCLG, 2002

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- 3.14 However in line with the Havering Open Space and Sports Assessment a site has been identified within the north west of the Borough where current access to swimming pools is poorest.
- 3.15 In addition a number of sites have been identified to help realise the vision of the Core Strategy to increase the opportunities for recreation within Havering's countryside and to implement the ODPM's Greening the Gateway Strategy.⁴

Employment

- 3.16 Planning Policy Guidance Note 4 states that in allocating land for industry and commerce planning authorities should be realistic in their assessment of the needs of business.⁵ They should aim to ensure that there is sufficient land available which is readily capable for development and well served by infrastructure, and ensure there is a variety of sites available to meet differing needs. In line with the findings of Havering's Employment Land Study, the Core Strategy has rationalised the extent of Strategic Industrial Areas and Secondary Employment Areas in the borough. In accordance with Core Strategy Core Policy CP1 the first priority for de-designated areas will be housing. Due to their scale the de-designated parts of the Rainham Employment Area have been identified as site allocations to ensure that sustainable communities are realised in this key part of the Thames Gateway.
- 3.17 The future strategy for employment areas within Romford Town Centre will be resolved within the Romford Area Action Plan.

Minerals

- 3.18 Minerals Planning Statement 1 states that the minimum length of the (minerals) landbank should reflect the time needed to obtain planning permission and bring a site into full production.⁶ This should be taken as 7 years. A landbank less than 7 years is an indication that additional resources may need to be permitted. Early Alterations to the London Plan published in December 2006 set an East London apportionment of 0.5 million tonnes, and require a minimum seven years' output to be maintained in London (7 million tonnes). The Council will bring forward a separate Development Plan Document to identify 'preferred areas' and sites for minerals extraction.

Waste

- 3.19 Planning Policy Statement 10 states that Waste Planning Authorities should be able to demonstrate how capacity equivalent to at least ten years of the annual rates set out in the Regional Spatial Strategy could

⁴ Creating Sustainable Communities, Greening the Gateway, Implementation Plan, DCLG, 2005

⁵ Planning Policy Guidance Note 4, Industrial, Commercial Development and Small Firms, DCLG, 1992.

⁶ Minerals Planning Statement 1, Planning and Minerals, CLG, 2006

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be provided, and identify the types of waste management facilities that would be appropriately located on the allocated site or in the allocated area, taking care to avoid stifling innovation in line with the waste hierarchy.⁷ Revised draft minor alterations to the London Plan published in December 2006 set out these annual rates.⁸

- 3.20 Havering has agreed to produce a Joint Waste Development Plan Document with other East London Waste Authority (ELWA) boroughs. The East London Waste Authority is a statutory waste authority responsible for waste disposal in its area, which covers the four London boroughs of Barking & Dagenham, Havering, Newham and Redbridge. Whilst ELWA is only responsible for municipal waste, the Joint Waste Plan will cover all sources of waste, domestic and commercial. This includes facilities for the management of waste with specific requirements, such as hazardous waste. These sites will be added to the Site Specific Allocations document when it is reviewed, once the Joint Waste Plan has been adopted.

Monitoring

- 3.21 As the Site Specific Allocations are focused on delivering Core Strategy objectives and policies their impact will be monitored through the relevant core strategy indicators and targets set out in the Annual Monitoring Report.
- 3.22 The Annual Monitoring Report will also provide a yearly update on the delivery of each of the Site Specific Allocations, including what, if any, difficulties have arisen and the planned approach for overcoming these. The SSA DPD, will be reviewed as necessary to include additional sites in response to forecast development pressures, and adoption of other Development Plan Documents where they include sites.

⁷ Planning Policy Statement 10. Planning for Sustainable Waste Management, DCLG, 2005

⁸ Revised Draft Minor Alterations to the London Plan, GLA, 2006

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4 Relationship to the Core Strategy

- 4.1 The sites identified in this document are considered necessary to help deliver the vision, objectives and policies of the Core Strategy. The vision and objectives of the Core Strategy are presented below followed by a matrix in Table 1 which shows which Core Policies each site allocation will help deliver.

Vision for the planning of the borough up to 2020

- 4.2 In 2005, Havering Strategic Partnership updated the Havering Community Strategy, taking account of the issues and opportunities identified in the previous section, and after wide consultation with the community.

The Vision for Havering in the 2005 Community Strategy is:

- To create a safe, welcoming, healthier and more prosperous place where people choose to live, work and visit.

To realise the vision, the Partnership has adopted this mission:

- Make Havering an inclusive place in which to live, work and visit;
- Create a dynamic, prosperous economy driven by a well-educated and trained workforce;
- Create a thriving, successful and healthy community for all;
- Create a good quality of life in Havering for now and the future, through actions that contribute locally, nationally and internationally to sustainable development.

This will be delivered through a Community Strategy with six themes:

- A More Prosperous Community
- Improved Lifelong Learning
- Better Health and Welfare
- Increased Community Participation

- Protect and Improve the Environment
- A Safer Community

4.3 Achieving the vision will involve securing and managing positive changes in the towns, suburbs, and countryside areas which make Havering the place that it is. Therefore the aim of Havering's Local Development Framework, and especially the Core Strategy, is to protect and strengthen what is best about Havering, to create places of real quality which are enjoyable and fulfilling to live in, and to improve social, economic, and environmental opportunities for the whole community.

4.4 This leads to the following vision for how Havering will change and develop by 2020.

Places to live

1. Through partnership working with the Development Corporation and other agencies. London Riverside will have become a major mixed urban centre on the River Thames. Sustainable expansion of the communities of Rainham and South Hornchurch will have taken place within London Riverside, which will be home to 12,000 more people. Over 3000 people will be living in Romford Town Centre. Collectively, these developments will help address housing need in the borough. Elsewhere mixed use developments will be encouraged within Havering's town centres, promoting linked trips and helping sustain the local economy.
2. Outside the town centres the borough's suburban character will be maintained and enhanced by sympathetic residential development which respects and makes a positive contribution to the existing context. All groups within the community will have good, affordable access to the housing they need, including those needing larger, family-sized accommodation.

Places to work

3. Havering will have a dynamic, prosperous economy founded on a strong skills base, a quality environment and a hierarchy of strategic and local employment sites. In particular, London Riverside will be a centre for advanced manufacturing and a wide range of modern industries clustered around the Centre for Engineering and Manufacturing Excellence, with tourism and leisure destination centred on the London Riverside Conservation Park. Environmental and 'green' industries will provide further new opportunities for economic growth and jobs. There will be a range of e-enabled knowledge-based industries within new mixed used developments in and around the

borough's town centres. Havering residents will be equipped to get good quality, well-paid, jobs locally and in the Thames Gateway.

Town centres

4. Romford Town Centre, with the help of the Romford Town Centre Partnership, will continue to be East London's Premier Town Centre thriving on the competition offered by Stratford to the west and Lakeside and Bluewater to the east. It will have built upon its traditional character, and have a safe, diverse, culturally rich and well managed evening economy offering a range of activities for people of all ages.
5. Upminster and Hornchurch will continue to be thriving town centres, providing a diverse mix of uses with a high quality retail offer and convenient local services. Hornchurch will be a sub-regionally important cultural centre anchored by the Queens Theatre and Fairkytes Arts Centre in attractive settings which complement their role.
6. Havering's town, district and local centres will be the focus of community life, offering a diverse mix of shops, services, housing, cultural and community facilities which meet the needs of the communities they serve. They will enjoy good public transport access and will be places to and in which more people choose to walk and cycle.

Culture

7. In recognition of its importance to its residents and visitors' quality of life, Havering will have a strong and well-developed cultural provision, including opportunities for sport and leisure activities, indoor and outdoor, convenient access to a network of open space, arts and creative activities and industries, and libraries, heritage centres or museums. Voluntary and community groups, including faith groups, will be able to find suitable premises and will be encouraged and supported.
8. Havering's countryside will offer an array of recreation and leisure opportunities through the continuing development of the Thames Chase, the extension of Havering Country Park and Dagnam Park and the provision of the London Riverside Conservation Park.

Community Needs

9. Spatial inequalities in Havering's health system will be reduced through the provision of additional, accessible facilities. Havering's cultural and leisure provision will enable people to

pursue a healthier lifestyle through personal well-being and fitness from activities such as walking and cycling. Older people will be supported to live healthily and safely at home whenever possible. Queen's Hospital will be up and running in conjunction with a network of Primary Care Trust Centres. Improved availability of services and facilities in Havering's health care system will be achieved through the provision of additional accessible facilities.

10. Havering schools and colleges will maintain and build upon their reputation for excellence. More Havering residents will participate in further and higher education (including at universities, colleges and CEME), and lifelong learning, so that Havering residents improve their skills and qualifications, as well as extending their personal development at all stages of life.

Transport

11. Havering will enjoy a first class, integrated system for getting people and goods around the Borough, that will provide choice, reduce the need to travel and promote healthier lifestyles and improve the quality of life for all sections of the community, including those who are less mobile and people with impairments. This will provide a competitive advantage for local businesses and will be a major attraction for people moving into the borough. New development will be focused on those parts of the borough most accessible to public transport.
12. Havering's transport system will consist of a comprehensive clean fuel bus network, rail links across London that provide convenient access to the Stratford Eurostar station, the Crossrail service through Romford, a new station on the Fenchurch Street line serving the new residents and employees of London Riverside, and East London Transit which will run from Barking to Rainham, then onto Elm Park, Romford, Harold Hill and Collier Row. Provision will continue to be made for cars in recognition that many people will continue to use them for travel, particularly in the suburbs but overall traffic growth will be falling and many more people will choose to walk and cycle. The borough will continue to have excellent road links due to the A12, A13, A127 and M25.

Waste management

13. Havering will be dealing with a proportionate amount of domestic and commercial waste arising in the East London Waste Authority Area and Central London. Municipal and domestic recycling rates will be over 33% and the borough's landfill sites will no longer be used.

Minerals

14. The mineral industry in Havering will be sustainably managed, balancing the needs of society and the economy with the protection of the environment and the people who live, work and visit in Havering.

Green Belt

15. Development pressures will continue to be directed to brownfield land due to the continuing strong protection of the Green Belt which will cover over 50% of the borough.

Environmental management

16. Havering will be helping to address climate change by encouraging the highest standards of sustainable construction and design and ensuring development is protected from its effects.
17. The London Riverside Conservation Park will be London's premier environmental attraction. Generally wildlife in Havering will flourish in all habitats, particularly in priority habitats, through the implementation of Havering's Biodiversity Action Plan.

Design

18. Havering will continue to be a safe place for residents, users of public open space, commercial enterprises and those employed within the borough as new developments will be designed to increase the safety of the borough's public and private realms.
19. Overall, Havering will continue to be an attractive, liveable, safe and fully accessible borough where developments are required to be high quality and design-led, contributing positively to the character of the borough, respecting the local heritage and creating an environment in which people want to live, stay and prosper.

Heritage

20. Havering's heritage will be maintained and enhanced and will provide a rich context for new development. Therefore creative and sensitive responses will be demanded which recognise that the buildings and environments created in the future will be tomorrow's heritage.

Strategic objectives for the planning of the borough up to 2020

These strategic objectives are focused on delivering the Vision of the Core Strategy and are therefore organised under the same twelve key themes.

Places to Live

- LV (A) Make Havering a place where people will want to live and where local people are able to stay and prosper, by ensuring that local and sub-regional housing need is addressed whilst maintaining and enhancing the character of Havering's residential environment which makes the borough such an attractive place to live.
- LV (B) Ensure the housing needs of the borough's more vulnerable people are met.
- LV (C) Achieve sustainable new communities in London Riverside and support the continuing urban renaissance of Romford Town Centre.

Places to Work

- WK (A) Create a dynamic prosperous economy driven by a well educated and trained workforce by addressing current land surpluses and skills shortages.
- WK (B) Promote London Riverside as a centre for advanced manufacturing and a wide range of modern industries including environmental and 'green' industries, supported by a tourist and leisure economy focused on the London Riverside Conservation Park.

Town Centres

- TC (A) Promote and enhance the centres, including local centres, within the town centre hierarchy, ensuring their future vitality and viability by enabling a diverse range of shops, services, housing, cultural and community facilities to be provided in convenient and accessible locations, and securing environmental improvements with recourse to external funding wherever possible.
- TC (B) Promote Romford as a leading Metropolitan Centre serving Essex, East London and the Thames Gateway.

Culture

- CU (A) Improve the provision for culture within the borough, including sport and leisure, parks and open spaces, arts and creative activities and industries, and libraries, and promote equality of access.
- CU (B) Promote Hornchurch as the borough's key cultural centre.
- CU (C) Promote the diversification of the borough's evening economy for the safe enjoyment of all sections of the community, particularly in Romford Town Centre.

Community Needs

- CM (A) Make Havering a healthier place by addressing spatial inequalities in health, enabling people to lead healthier lifestyles and ensuring the provision of health facilities to meet existing and forecast demand, maintain and build upon Havering's reputation as a centre of excellence for education and ensure that other essential social infrastructure is planned for to meet the demands of existing and new communities.

Transport

- TR (A) Integrate planning and transport to reduce the need to travel, by concentrating major trip generating development in the borough's main centres and other places with good public transport access, and supporting the important role and function of the borough's local centres whilst recognising that many people will continue to use their cars for travel, particularly in the suburbs.
- TR (B) Ensure that where travel is necessary that there is a choice of accessible modes of transport for people to take through improved public transport particularly in the borough's most deprived areas and London Riverside, and creating the conditions for people to walk and cycle.

Waste Management

- WM (A) Promote minimisation of waste and re-use of waste in line with the waste hierarchy and strive for sub-regional (ELWA) self-sufficiency in managing commercial and domestic waste arisings in line with the proximity principle.

Minerals

MN (A) Promote re-use of minerals and only extract minerals within Havering provided strict sustainability criteria are met.

Green Belt

GB (A) Provide strong protection to the Green Belt and ensure recreational value is maintained and enhanced.

Environmental Management

EN (A) Ensure Havering reduces its impact on the environment (land, air quality, water and flooding) and minimises its impact on the causes of climate change, whilst planning for adaptation and mitigation of its effects.

EN (B) Maintain and enhance the Borough's biodiversity and geodiversity, in particular the priority species and habitats identified in the London, UK and Havering Biodiversity Action Plans and the sites identified by the GLA Ecological Survey.

Design

DE (A) Create safe, liveable, accessible environments with distinct characters through high quality design-led development.

Heritage

HE (A) Preserve and enhance sites, buildings, areas and landscapes of special architectural or historic importance.

Table 1: The Core Policies the sites will help deliver

The Site Specific Allocations are defined in the list at the start of Section 5

	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	C10	CP11	C12	CP13	CP14	CP15	CP16	CP17	CP18
SSA1	✓	✓							✓					✓	✓	✓	✓	
SSA2	✓	✓		✓					✓					✓	✓		✓	
SSA3							✓							✓		✓		
SSA4							✓							✓		✓		
SSA5							✓							✓		✓		
SSA6	✓	✓					✓		✓					✓	✓	✓	✓	
SSA7								✓						✓				
SSA8									✓									
SSA9									✓									
SSA10	✓	✓					✓			✓				✓	✓	✓	✓	
SSA11	✓	✓					✓		✓	✓				✓	✓	✓	✓	
SSA12	✓	✓		✓					✓	✓				✓				✓
SSA13	✓	✓		✓			✓		✓	✓							✓	
SSA14				✓					✓	✓							✓	✓
SSA15	✓	✓		✓			✓		✓	✓					✓		✓	✓
SSA16	✓	✓		✓			✓		✓	✓				✓		✓	✓	✓
SSA17							✓			✓						✓	✓	
SSA18				✓												✓		✓
SSA19	✓	✓		✓													✓	✓

CP1	Housing Supply
CP2	Employment
CP3	Sustainable Communities
CP4	Town Centres
CP5	Culture
CP6	Arts in Hornchurch
CP7	Recreation and Leisure
CP8	Community Facilities
CP9	Reducing the Need to Travel
CP10	Sustainable Transport
CP11	Sustainable Waste Management
CP12	Use of Aggregates
CP13	Minerals extraction
CP14	Green Belt
CP15	Environmental Management
CP16	Biodiversity and Geodiversity
CP17	Design
CP18	Heritage

5 Site Specific Allocations policies

- 5.1 The Site Specific Allocations are split into two groups, non-London Riverside allocations, and London Riverside allocations. Within these two groups the allocations are then ordered under the Core Strategy themes. For each site there is a policy which includes specific guidance over and above that provided in the Core Strategy Core and Development Control policies about the nature of development which will be allowed. This is supported by a reasoned justification which provides the rationale for each allocation.
- 5.2 The Site Specific Allocation policies are the product of the Sustainability Appraisal process and take account of the feedback received from the community and other stakeholders during the various consultation initiatives undertaken in preparing the Site Specific Allocations DPD, at the issues and options, and preferred options stages. The Site Specific Allocations Final Sustainability Appraisal Report, and Core Strategy and Site Specific Allocations Statement of Compliance should be consulted for more information on this.
- 5.3 The list of identified sites are as follows:

Non-London Riverside sites

Places to live

SSA1	Harold Wood Hospital	25
SSA2	Whitworth and Broxhill Centres	28

Town centres

SSA3	Elm Park parades	32
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Culture

SSA4	Arnold's Field Community Woodland	35
SSA5	Warwick Lane Community Woodland	37
SSA6	Rainham Quarry Community Woodland	39
SSA7	Romford Ice Rink	42

Community Needs

SSA8	Upminster Cemetery and South Essex Crematorium	45
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Transport		
SSA9	Channel Tunnel Rail Link	48
SSA10	Crossrail	49
London Riverside sites		50
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PLACES TO LIVE

POLICY SSA 1 – HAROLD WOOD HOSPITAL

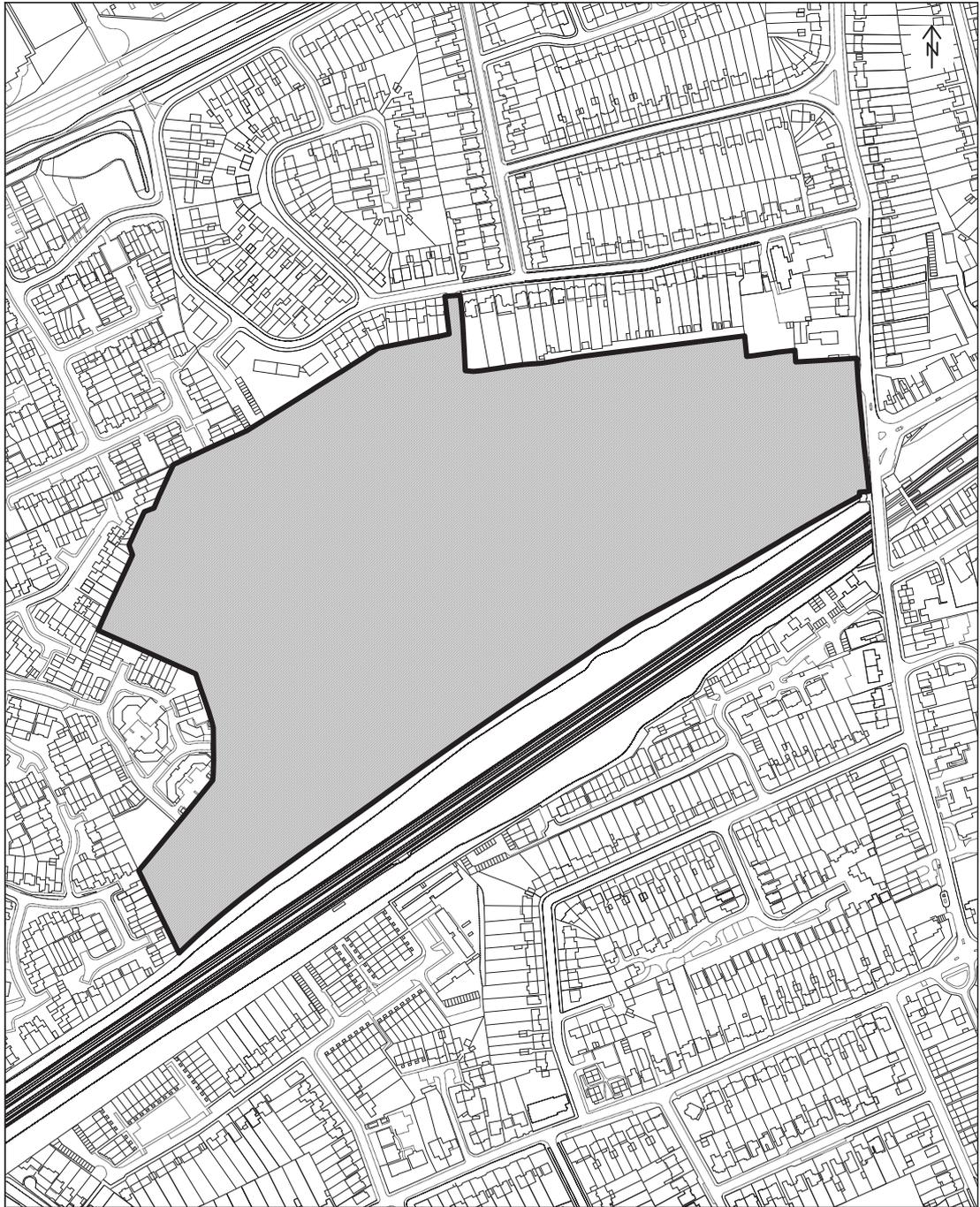
Map ref	TQ540912
Location & Site Description	Located on the western side of Gubbins Lane approximately ¼ of a mile south of the junction with Colchester Road and opposite Station Road and Harold Wood mainline railway station
Area (ha)	15.5
PTAL	2-4
Implementation	The existing acute healthcare facilities at Harold Wood Hospital are to be decommissioned by the end of 2006 when they will be transferred to the new Oldchurch Hospital (Queen's Hospital). This may free 8.5 hectares of land for alternative use.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC20, DC21, DC27, DC29, DC30, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC67, DC72.

Residential development will be allowed on the former Harold Wood hospital site provided that:

- **In line with policy DC2 residential densities are in the range of 30-80 units per hectare with a maximum of 1-1.5 car parking spaces per unit provided.**
- **10% of the site is provided as open space to serve the development.**
- **A bus route which meets Transport for London's approval is provided east-west through the site. An agreement will be sought with the developer to seek an annual contribution for the first 3 years to pump prime the cost of this service.**
- **Pedestrian and cyclist links are provided through the site to Gubbins Lane and the station**
- **Proof is provided that the remaining healthcare facilities adequately cater for the existing area and the needs arising from the new development**
- **A contribution is made towards junction improvements on the A12. An agreement will be sought with the developer to seek a contribution in line with Circular 05/05.**

The Council will seek to enter into an agreement with the developer to secure contributions for the review of the Harold Wood Controlled Parking Zone and to fund the implementation of any traffic orders, road signs and road markings within the site to prevent commuter parking.

In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.



Policy SSA1 - Harold Wood Hospital		Scale 0 40 80 120 160 200 m
	 	Scale @ A4 1:4000
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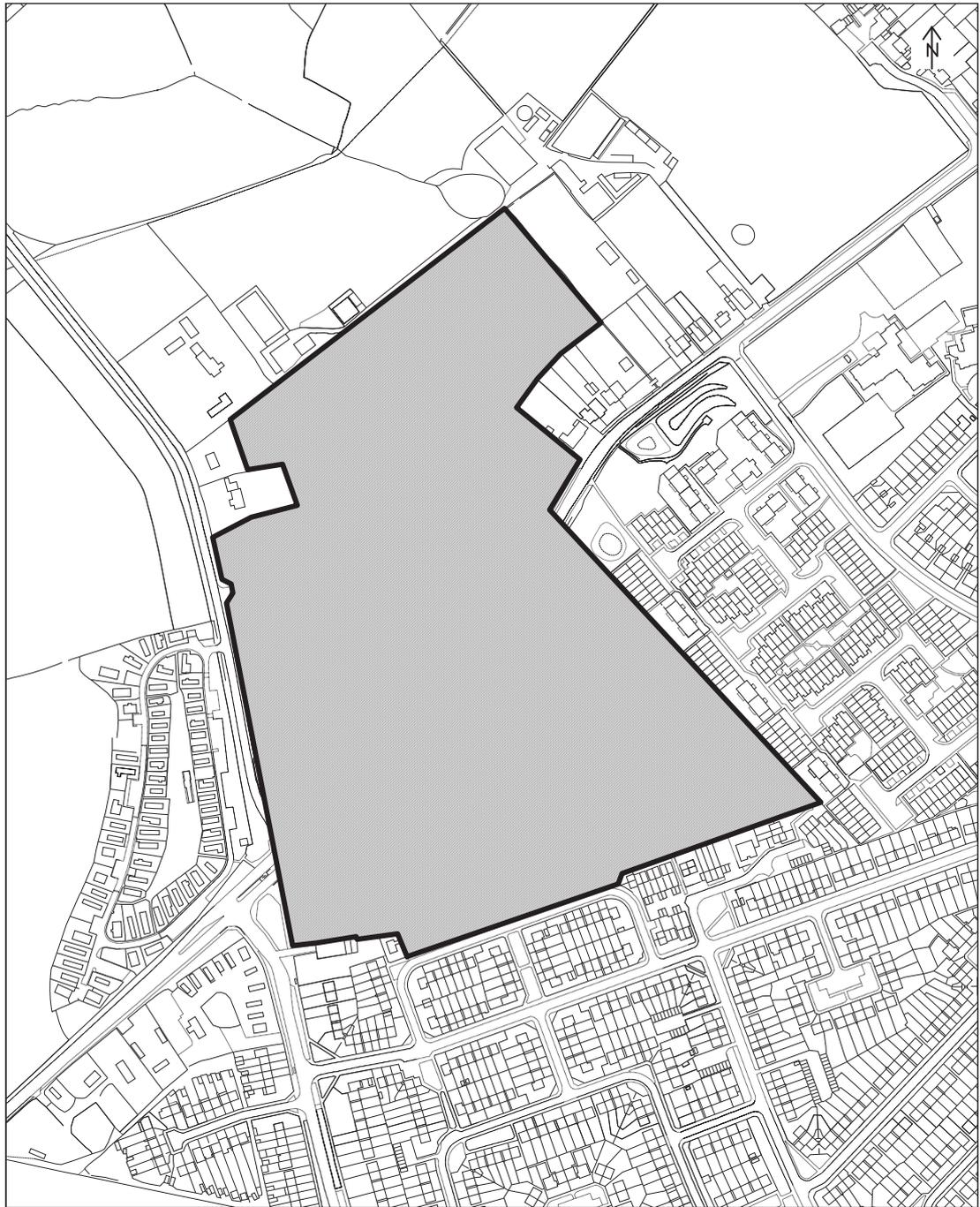
As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 The Harold Wood Hospital site contains a mixture of operational health facilities including a maternity block, wards and other medical and ancillary accommodation. There are also a number of blocks of staff accommodation and “The Grange” a Grade II listed building that currently functions as the Primary Care Trust’s Headquarters. The site also includes a number of buildings which are separately leased and occupied by The McKesson Centre, DSC and South Bank University Buildings. The existing acute healthcare facilities at Harold Wood hospital are due to be decommissioned by the end of 2006 when they will be transferred to the Queen’s Hospital in Romford which is due to open in January 2007. More recent parts of the hospital and parking areas may be transferred to the Havering Primary Care Trust for use in providing intermediate and primary care. Any proposals for the redevelopment of the existing health facilities will need to satisfy Development Control Policy DC27 – ‘Provision of Community Facilities’. In addition the Council will need to be satisfied that the remaining healthcare provision meet the needs of the existing and planned new populations in the area. However it is likely that a significant portion of the site will become surplus to requirements and therefore offers the potential for the provision of new housing.
- 1.2 Part of the eastern end of the site is within the Harold Wood PTAL Zone identified on the proposals map, where Development Control Policy DC2 identifies a density range of 30-80 units per hectare. The policy stipulates the provision of a new bus service through the site to help improve access to local services which will raise PTAL levels across the site particularly those parts within 960 metres of the station. In determining densities across the site, in line with Development Control Policy DC2 developers should take a design led approach to the design of their developments and in line with DC61 respond to distinctive local building forms and patterns of development and respect the scale, massing and height of the surrounding physical context. Policy DC2 sets out the indicative housing mix that developers should have regard to.

POLICY SSA 2 – WHITWORTH AND BROXHILL CENTRES

Map ref	TQ 532926
Location & Site Description	Former Council offices either side of Noak Hill Road, to the east of its junction with Straight Road
Area (ha)	12.1
PTAL	1-2
Implementation	Both sites are presently Council owned and will be vacated as part of the Council's agreed property strategy,
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC18, DC20, DC21, DC29, DC33, DC34, DC35, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC72
<p>Residential development will be allowed on the Whitworth Centre site provided that:</p> <ul style="list-style-type: none"> • The Broxhill Centre buildings are demolished and a new public open space provided which re-provides the existing playing fields at the Whitworth Centre along with a high quality landscaped accessible public park, enhancing the openness of the Green Belt. • In its design, layout and boundary treatment the residential development at the Whitworth Centre minimises its impact on the Green Belt to the north by using a lower building profile and achieves a more sympathetic boundary treatment than currently exists. • In line with policy DC2 residential densities are in the range of 30-50 units per hectare with a maximum of 1-1.5 car parking spaces per unit provided. • Pedestrian and cyclist links are provided through to Appleby Drive to enable convenient access to Harold Hill District Centre <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA2 - Whitworth and Broxhill Centres		Scale 0 25 50 75 100 125 m
		Scale @ A4 1:3500
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 The Whitworth and Broxhill Centres are both former schools which the Council has recently used as offices.
- 1.2 Havering Council's Corporate Office Strategy was approved by Cabinet in 2005. This seeks to consolidate office staff in Romford Town centre, with properties elsewhere in the borough vacated by this process declared surplus to requirements and sold or re-used for other purposes. As part of this strategy the Broxhill and Whitworth Centres are scheduled, by 2007 and 2008 respectively, to become surplus to requirements with no alternative use of these buildings proposed.
- 1.3 Both sites are within the Green Belt which is a legacy of the previous PPG2 which considered institutional buildings as acceptable Green Belt uses. In relation to Planning Policy Guidance Note 2, Green Belt, 2000, the Council considers that both sites clearly meets the criteria for designation as Major Developed Sites in the Green Belt. However, the Council is concerned that any redevelopment of these two centres does not compromise the purpose of including land in the Green Belt and helps to fulfill the objectives of the use of Green Belt land.
- 1.4 Having regard to the criteria governing the redevelopment of existing buildings in the Green Belt set out in Annex C of PPG2, the Council does not consider that this would represent the best approach to maintaining the openness of the Green Belt in this area nor to the purposes of including land within it. This is because the existing buildings have a detrimental impact on the openness of the Green Belt and any proposal which replaces the existing quantum of development on both sites may reduce this impact to a degree, but would still result in a significant quantum of development within the Green Belt on both sides of Noak Hill Road which the Council considers would be contrary to two of the purposes of including land in the Green Belt:
- to check the unrestricted sprawl of large built-up areas
 - to assist in safeguarding the countryside from encroachment
- 1.5 To avoid this impact and with regard to these purposes the Council considers that the Green Belt boundary should be drawn along Noak Hill Road therefore excluding the Whitworth Centre site. This would enable the existing quantum of development north of Noak Hill Road, to be transferred to south of Noak Hill Road. Likewise this would enable the re-provision of the playing field on the Whitworth Centre site north of Noak Hill Road, as part of a new and improved public open space on the Broxhill Centre site which meets the purposes of including land in the Green Belt and radically improves the openness of it. This solution would remove any notion of urban sprawl and by using a new robust and defensible boundary along Noak Hill Road assist in safeguarding the countryside from encroachment. The redevelopment of the Whitworth Centre also offers the opportunity to achieve a more

appropriate scale and massing of development and a more sympathetic green edge to the urban area than currently exists.

- 1.6 The Broxhill Centre and Whitworth Centres sites are therefore treated as one SSA, as the public open space and park facilities on the Broxhill Centre cannot be delivered without cross subsidy from the redevelopment of the Whitworth Centre and playing fields. The policy also seeks to ensure that the redevelopment of the Whitworth Centre respects its proximity to the Green Belt and therefore minimizes its impact on it, and in this regard seeks a lower building profile and more sympathetic boundary treatment.
- 1.7 With regard to Development Control Policy DC2, this site is outside the PTAL zone identified on the proposals map and therefore is classified as 'rest of the borough' where a density range of 30-50 units per hectare applies. The nearest centre to the site is Harold Hill District Centre. To ensure pedestrians and cyclists have convenient access to this centre a link should be provided through to Appleby Drive.

TOWN CENTRES

POLICY SSA 3 – ELM PARK PARADES

Map ref	TQ 526856
Location & Site Description	Station Parade and Tadworth Parade. These parades are immediately south of Elm Park station, and either side of the Broadway.
Area (ha)	1.4
PTAL	3-4
Implementation	This site is privately owned
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC16, DC20, DC33, DC34, DC35, DC36, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC65, DC72
<p>Redevelopment of the Station and Tadworth Parades will be permitted provided that:</p> <ul style="list-style-type: none"> • Retail floorspace is retained at ground level in line with policy DC16 of the Core Strategy, with preferably increased convenience floorspace • A new and a better mix of housing is provided • The pedestrian and cyclist environment is improved • Better functional and visual linkages to the Broadway, Elm Park Station and the rest of Elm Park District Centre are provided <p>Residential development must be in the 50-150 units per hectare density range with 0-1.5 car parking spaces per unit provided. Contributions will be sought towards the implementation of a Controlled Parking Zone.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA3 - Elm Park Parades		Scale 0 10 20 30 40 50 m
	 	Scale @ A4 1:1250
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

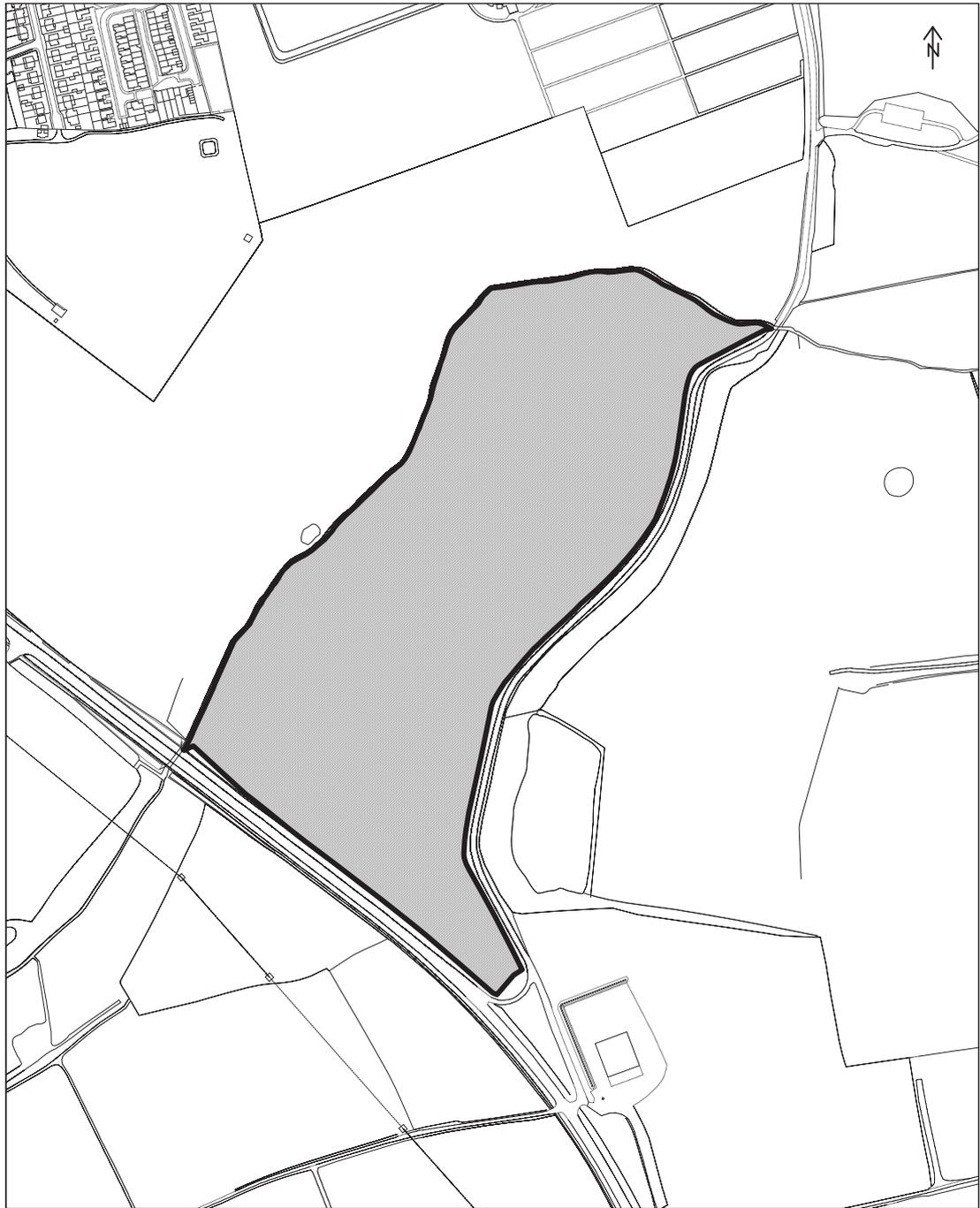
REASONED JUSTIFICATION

- 1.1 Elm Park district centre has two very different characters. North of the station the centre is characterised by a domestic style of architecture with shops lining the Broadway as it rises to the underground station providing an attractive and functional pedestrian friendly streetscape. South of the station the character of the centre changes. The shops are set back from the Broadway at ground level, so there is little visual or functional continuity with the rest of the centre. Consequently whilst vehicular access to these shops is good, pedestrian and cyclist access is poor. Pedestrians must either negotiate flights of stairs to reach the Broadway or take a detour to the end of the parades if they wish to avoid the steps. The separation and isolation of these two parades also gives rise to community safety concerns.
- 1.2 The Council considers that the best way to address these issues is for the two parades to be completely redeveloped to enable the shops and homes south of the Station to be integrated into the centre. This would also enable the significant deficiency in convenience floorspace to be addressed, where the Havering Retail and Leisure Study identified a deficit of 1500-1900 square metres. Redevelopment would also enable a better mix of homes to be provided in terms of tenure and size.

CULTURE

POLICY SSA 4 – ARNOLD’S FIELD COMMUNITY WOODLAND

Map ref	TQ 542821
Location & Site Description	Launders Lane, Rainham The site is located to the west of Launders Lane and to the north of the A1306.
Area (ha)	17.0
PTAL	0-1
Implementation	Planning permission has been granted for restoration to woodland in accordance with Thames Chase principles
Applicable Core Strategy policies	DC42, DC45, DC48
<p>This former mineral extraction/landfill site should be restored and a community woodland created in line with the Thames Chase Plan.</p>	

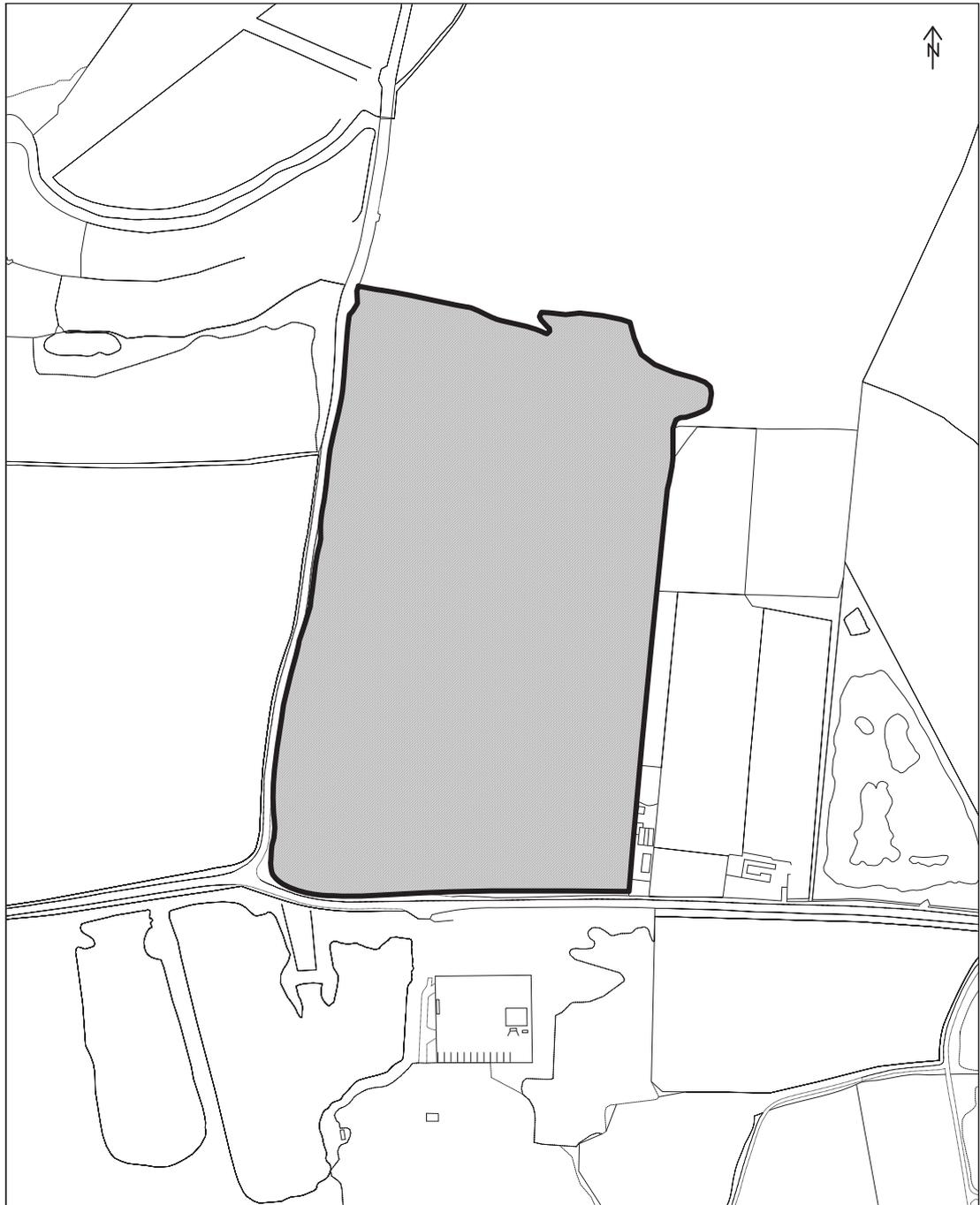


Policy SSA4 - Arnold's Field Community Woodland		Scale
		Scale @ A4 1:5000
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

POLICY SSA 5 – WARWICK LANE LANDFILL SITE COMMUNITY WOODLAND

Map ref	TQ 551832
Location & Site Description	North of Warwick Lane, Rainham. The site is located to the east of Gerpins Lane and to the north of Warwick Lane.
Area (ha)	13.0
PTAL	0
Implementation	Planning permission has been granted for restoration to woodland in accordance with Thames Chase principles
Applicable Core Strategy policies	DC42, DC45, DC48
<p>This former mineral extraction/landfill site should be restored and a community woodland created in line with the Thames Chase Plan.</p>	

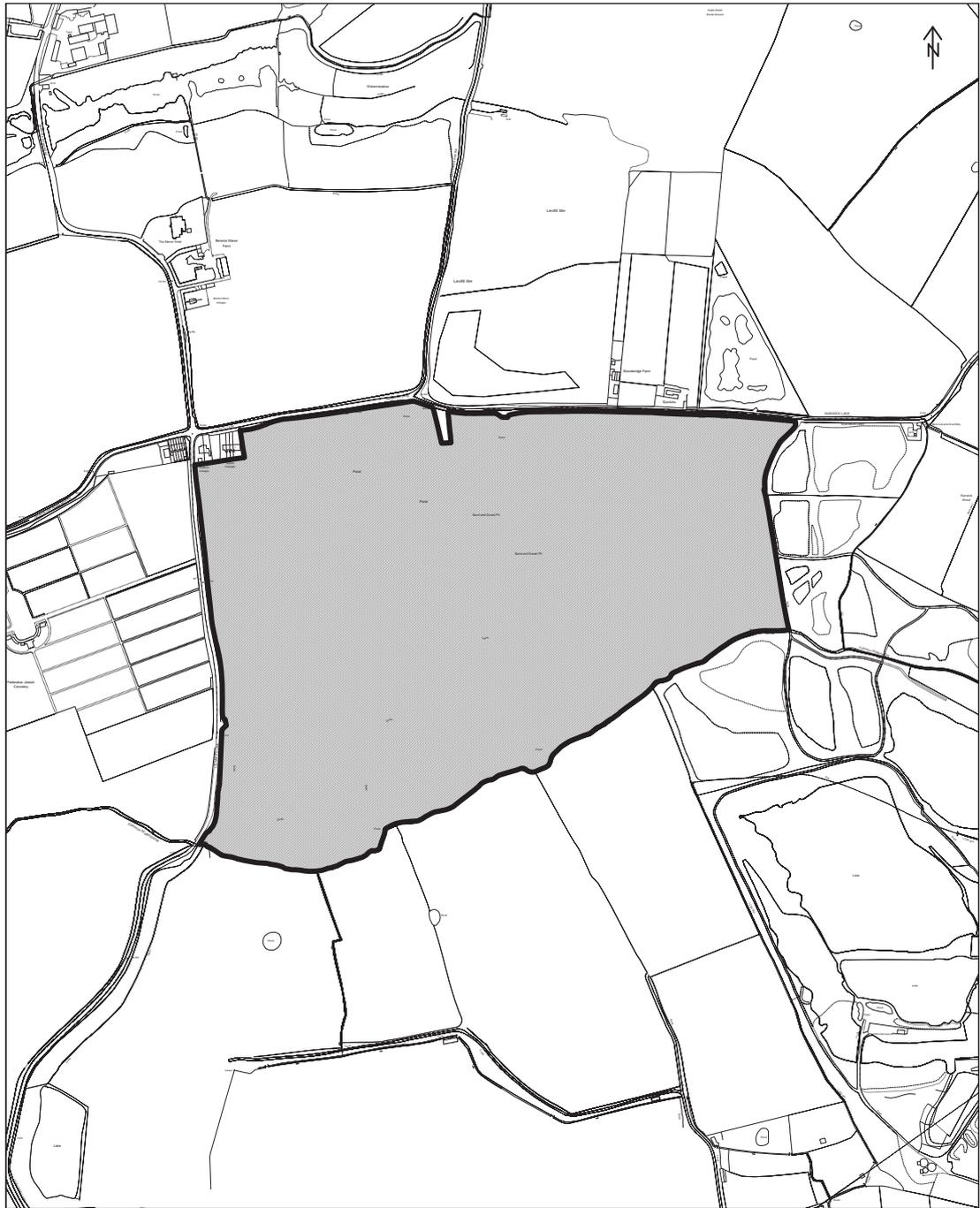


Policy SSA5 - Warwick Lane Landfill Site Community Woodland		Scale 0 40 80 120 160 200 m
	  	Scale @ A4 1:4000
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

POLICY SSA 6 – RAINHAM QUARRY COMMUNITY WOODLAND

Map ref	TQ 549827
Location & Site Description	South of Warwick Lane, Rainham. The site is located to the south of Warwick Lane and to the east of Launder's Lane.
Area (ha)	52.0
PTAL	0
Implementation	Planning permission has been granted for restoration to woodland in accordance with Thames Chase principles
Applicable Core Strategy policies	DC42, DC45, DC48
<p>This former mineral extraction/landfill site should be restored and a community woodland created in line with the Thames Chase Plan.</p>	



Policy SSA6 - Rainham Quarry Community Woodland		Scale 0 80 160 240 320 400 m
	  	Scale @ A4 1:8000
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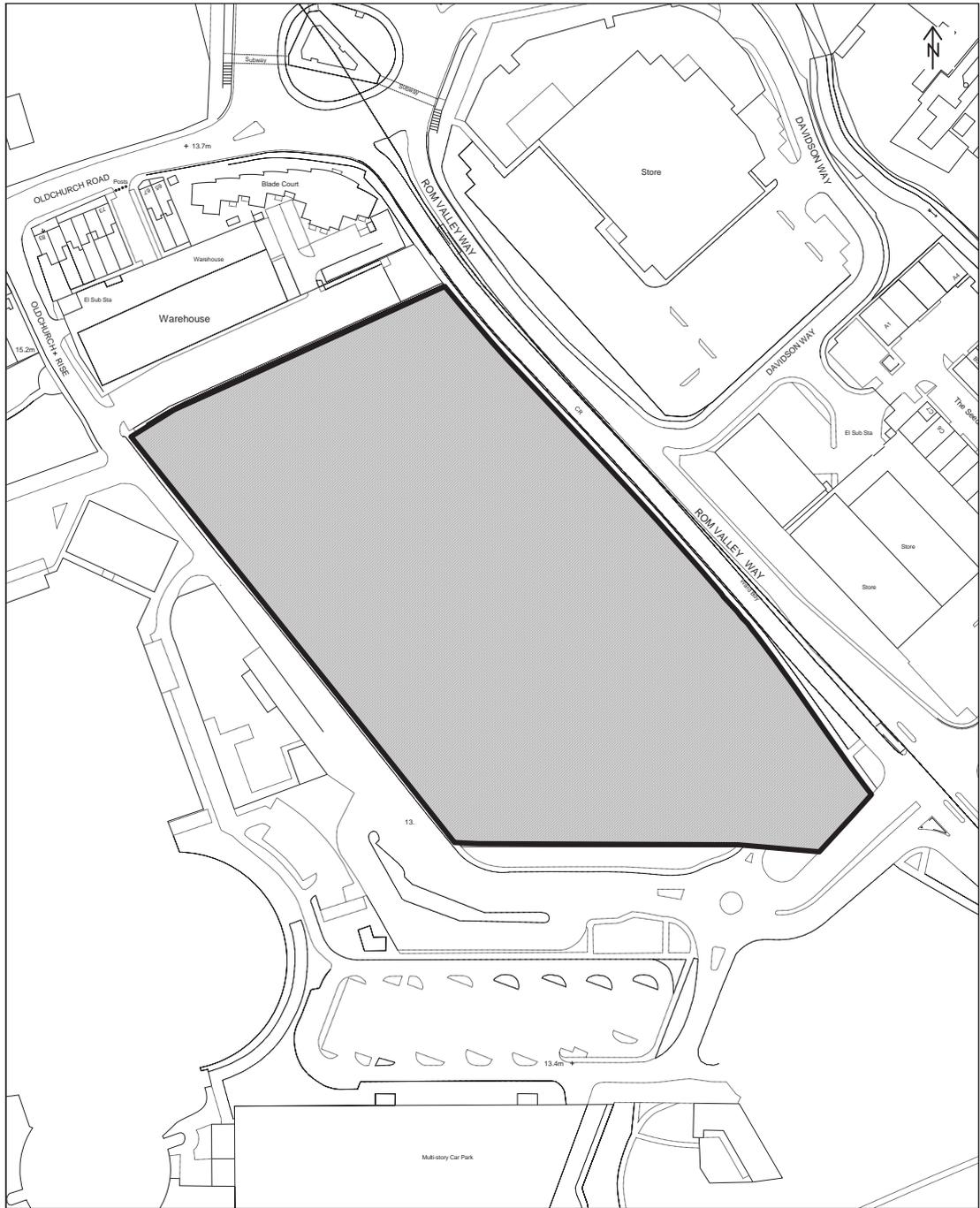
As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 In February 2005 the Government published an implementation plan for greening Thames Gateway called "Greening the Gateway" as part of the Government's Sustainable Communities Plan and this has two objectives. Firstly, there should be a network of well-managed green space to provide a setting for new and existing commercial areas. Secondly, the landscape should be functional leading to benefits for recreation, wildlife and managing flood risk. This is called the Green Grid.
- 1.2 Delivering the Green Grid will involve the creation of new public areas and the enhancement of existing parks and green spaces in London. The green grid sites identified for enhancement in Havering are former mineral extraction sites. These sites are being promoted for restoration to community woodland in line with the Thames Chase Plan. These sites will provide informal recreation opportunities for residents within the Green Belt.

POLICY SSA 7 – ROMFORD ICE RINK

Map ref	TQ 513879
Location & Site Description	Rom Valley Way, Romford. This site is adjacent to Romford Town Centre, immediately east of the Queen's Hospital.
Area (ha)	2.9
PTAL	5-6
Implementation	Site is owned by the London Borough of Havering
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC15, DC18, DC19, DC20, DC21, DC29, DC30, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63.
<p>Only mixed use development comprising residential, leisure and retail facilities will be allowed on the Romford Ice Rink site</p> <p>In line with policy DC2 residential densities should be in the range of 165-275 u/ha with 0-1.5 car parking spaces per unit provided.</p> <p>Development should in its scale and massing be consistent with the Queen's Hospital and Blades Court.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA7 - Romford Ice Rink		Scale
		Scale @ A4 1:1800
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 Opportunities to create accessible, and well designed large scale leisure facilities are limited. The Romford Ice Rink site is on the edge of Romford Town Centre and the northern edge of the site is within 650 metres of Romford Station. The Ice Rink building has a floor plan of 3300 square metres yet occupies a site of 2.9 hectares, meaning 90% remains undeveloped. The Council, therefore, considers that there is significant potential to make better use of this site, through increasing leisure provision and enabling this through residential development.
- 1.2 In particular, the Council considers that this site is a good location for a swimming pool which Romford has lacked since the Dolphin Centre closed as identified in the Havering Open Space and Sports Assessment.

COMMUNITY NEEDS

POLICY SSA 8 – UPMINSTER CEMETERY AND SOUTH ESSEX CREMATORIUM

Map ref	TQ 569851
Location & Site Description	Ockendon Road, Upminster. Upminster Cemetery adjoins South Essex Crematorium to the east of the site and is accessed via Ockendon Road to the south of the site.
Area (ha)	8.3
PTAL	0-1
Implementation	The existing site and allocated site is owned by the London Borough of Havering
Applicable Core Strategy policies	DC31, DC45, DC48, DC58, DC59.
<p>An area of 8.3 hectares has been identified to the east of the existing Upminster Cemetery and to the north of the existing South Essex Crematorium to provide for future burial space needs and to meet future crematorium needs.</p> <p>Development of the site should ensure that:</p> <ul style="list-style-type: none"> • Any relocation of existing buildings and minor extensions to them or the provision of ancillary small scale buildings satisfies Green Belt policy DC45 • The use of the land has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems unless sufficient mitigation measures can be secured through conditions attached to the planning permission, or a legal agreement. • The use of the land has no adverse impact on biodiversity and the adjacent Cranham nature reserve • A traffic assessment is provided to ensure that impact on the local road network and the environment is known and mitigated against. • It is consistent with the objectives of the Thames Chase Plan. <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	

REASONED JUSTIFICATION

- 1.1 Currently, burial space needs and land for the burial of cremated remains in Havering are increasing by more than 1.62 hectares every five years. The South Essex Crematorium and the Upminster Cemetery are close to maximum capacity. Cemetery space within Havering is essential as 18% of the total population is over 65 in comparison to neighbouring boroughs which ranges between 7% (Barking and Dagenham) and 14% (Redbridge). These facilities also serve neighbouring boroughs, including Barking and Dagenham, Brentwood and Thurrock. There is also a requirement under the Civil Contingencies Act to allocate sufficient space for emergency provision.
- 1.2 There is, therefore, a need to plan for future burial space. Land at Romford Cemetery cannot be used due to waterlogging and attendant groundwater pollution concerns. However, there is the potential to extend Upminster Cemetery and the South Essex Crematorium to meet burial space and crematorium needs. This site specific allocation in Corbets Tey addresses this need by extending Upminster Cemetery and allocating adjoining land to bury cremation remains.
- 1.3 Particular attention must be paid to relevant Core Strategy Development Control policies dealing with water quality, biodiversity, transport and green belt to ensure that the use of the allocated land does not have an adverse impact on water quality, biodiversity, traffic congestion, and the open character of the Green Belt.

TRANSPORT

POLICY SSA 9 – CHANNEL TUNNEL RAIL LINK

Map ref	Channel Tunnel Rail Link
Location & Site Description	This rail link runs adjacent to the existing London, Tilbury, Southend railway and includes the railway and land either side of it.
Area (ha)	Not applicable
PTAL	Not applicable
Implementation	Not applicable
Applicable Core Strategy policies	DC37
<p>The London Borough of Havering is required by the Secretary of State to facilitate the Channel Tunnel Rail Link and in doing has identified land for safeguarding in the borough, in accordance with Core Strategy Policy CP10 and DC37.</p> <p>Please consult the ‘Standard guidance notes for proposed development in the vicinity of the Channel Tunnel Rail Link’ which are available from the Channel Tunnel Rail Link.</p>	

Please see the Proposals Map for the extent of this site.

POLICY SSA 10 – CROSSRAIL

Map ref	Crossrail
Location & Site Description	The safeguarded land includes the London Liverpool Street - Southend Line and land either side of it from the boundary with Barking and Dagenham to the Essex boundary.
Area (ha)	Not applicable
PTAL	Not applicable
Implementation	Not applicable
Applicable Core Strategy policies	DC37
<p>The London Borough of Havering is required by the Secretary of State to facilitate Crossrail and in doing has identified land for safeguarding in the borough, in accordance with Core Strategy Policy CP10 and DC37.</p> <p>For proposed development in the vicinity of Crossrail please contact Cross London Rail Links.</p>	

Please see the Proposals Map for the extent of this site.

REASONED JUSTIFICATION

- 1.1 Directions have been made by the Secretary of State for Transport to Havering to safeguard land for the Channel Tunnel Rail Link and separately for the Crossrail scheme. These policies safeguard land for the Channel Tunnel Rail Link, and Crossrail, which defines the limit of lands subject to consultation.

London Riverside sites

Places to live

SSA11	Beam Park	52
SSA12	Rainham West	57
SSA13	Rainham - Land Between Railway and Broadway	63

Transport

SSA14	Rainham Traffic Management System	66
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Culture

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Heritage

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London Riverside Sites

- 1.1 Havering Council is working in partnership with the London Thames Gateway Development Corporation (LTGDC), the Greater London Authority, the London Development Agency, Transport for London, the Highways Agency and adjoining local authorities to address the many opportunities the London Riverside Area presents for new development.⁹ All the sites within London Riverside are within the London Thames Gateway Development Corporation area, and therefore any major applications for new development in this area will be determined by them.
- 1.2 The London Riverside area is identified as an Opportunity Area within the London Plan (2004) and is within the Thames Gateway Growth Area identified in the Government's Sustainable Communities Plan.¹⁰ The regeneration of London Riverside therefore has national and regional support. The London Plan states that the planning framework for the area should reflect the vision of the London Riverside Urban Strategy .
- 1.3 In line with Local, Regional and Central Government ambitions the partners are proposing new residential communities, opportunities for entertainment, leisure, recreation, open space, greater access to the Thames and Rainham Marshes, new transport links and high quality employment areas to provide jobs for the existing and new populations.
- 1.4 The Local Development Framework will plan for the future of London Riverside through a combination of policies and policy designations within the Core Strategy and sites within this Site Specific Allocations Document. In addition, Havering's Local Development Scheme identifies that the Council intends to adopt a Supplementary Planning Document for London Riverside. This will set out detailed guidance on the development of the sites within the London Riverside Area including masterplans for Rainham Village, Rainham West and Beam Park. An integrated transport assessment will be undertaken to measure the cumulative transport impacts that might result from a combination of new developments on the London Riverside sites.
- 1.5 The purposes, powers and responsibilities of the London Thames Gateway Development Corporation are explained in more detail at the end of Section 10, Implementation and Monitoring, of the Core Strategy and Development Control Policies Development Plan Document, and its boundary is shown in Figure 2 of the Core Strategy.

⁹ The London Thames Gateway Development Corporation is referred to in this document as either 'LTGDC' or 'Development Corporation'

¹⁰ Communities Plan, Sustainable Communities Building for the Future, DCLG, 2004

As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

PLACES TO LIVE

POLICY SSA 11 – BEAM PARK

Map ref	TQ505829
Location & Site Description	Land between Marsh Way and the boundary with the London Borough of Barking and Dagenham, north of the London, Tilbury, Southend line and south of A1306.
Area (ha)	11.6
Existing PTAL	1
Predicted future PTAL	3
Implementation	Site is owned by the London Development Agency. Havering Council is working in partnership with C2C, Transport for London, The Department for Transport Rail Group, LDA, and LTGDC to secure the successful upgrade of the London, Tilbury, Southend line and new station at Beam Reach.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC15, DC19, DC20, DC21, DC25, DC26, DC29, DC30, DC32, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC72

Residential and ancillary education, community, leisure, recreation and retail uses will be allowed within the Beam Park site.

A new station ‘Beam Park Station’ is proposed to be created on the London Tilbury Southend line to serve the existing communities, Beam Park, Rainham West, Beam Reach Business Park and the Centre for Engineering and Manufacturing Excellence (CEME) complex.

The new station must be of a high quality inclusive design integrated with the Beam Park development, integrated with other public transport, provide an inclusive pedestrian and cyclist environment offering safe and attractive links to CEME and proposed and existing new communities.

Residential development must be phased so that the completion of new homes coincides with the implementation of a high standard of public transport improvements, such as ELT and Beam Park Station, which deliver a Public Transport Accessibility Level commensurate with the densities allowed on this site.

Densities should be in the range of 30-150 units per hectare and car parking provided within the range of a maximum of 1-1.5 spaces per new home. However, within approximately 100 metres north of Beam

As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

Park station once it is operational, densities above this may be acceptable formed around a new local centre incorporating ancillary, retail, recreation, leisure and community uses. Car parking standards for non residential uses must be consistent with DC33.

In line with Core Strategy Policy DC2 and DC6 a mix of 1,2,3, 4 and 5 bed homes should be provided. New buildings should be predominantly three storeys high with a mix of houses and flats.

In line with DC72 contributions will be sought for community facilities and leisure and recreation facilities to meet the needs of the new households. Contributions may also be sought towards the cost of the East London Transit and Beam Reach Station and other public transport improvements.

Development must achieve a tight mix of uses, be arranged on a traditional urban street layout and employ a permeable block structure with built development reinforcing the street pattern, providing continuity of frontage and maximizing surveillance of the public realm.

Pedestrian and cycling linkages must be provided east-west through the heart of the site, and the road layout must enable a bus service to be routed through it.

In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.

Development must embrace the A1306 frontage and seek to integrate the new and existing communities north and south of the road.



Policy SSA11 - Beam Park		Scale 0 25 50 75 100 125 m
		Scale @ A4 1:3500
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 The partners involved in the regeneration of London Riverside are committed to achieving sustainable communities in the area stretching from the boundary of Barking and Dagenham which runs through to Dover's Corner, sandwiched between the A1306 and London Tilbury Southend Line, together with the employment uses fronting the north side of the A1306.
- 1.2 The Beam Park site is bounded to the south by the London, Tilbury, Southend line and to the north by the A1306. Its eastern boundary is formed by the Victor Engineering Site and its western boundary by the River Beam.
- 1.3 The site is largely vacant as its previous industrial use has ceased and is currently used as open storage by the Ford Motor Company. The site was formerly designated as part of the Rainham Employment Area in the Havering Unitary Development Plan, 1993 (UDP). However the alignment of the A13 means this part of the Employment Area no longer enjoys a strategically advantageous location. The subsequent detrunking of the A13 and associated environmental improvements call for a different land use strategy for the area and this has made the site suitable for de-designation to help address oversupply with regard to future business needs. Therefore, the Havering Employment Land Review recommends that all of the site can be released from the Rainham Employment Area for non-employment uses.
- 1.4 The opportunity to release this site from the Strategic Employment Area reserve enables this site to make a significant contribution to identified local and sub-regional housing need.
- 1.5 The successful development of this site depends on significant public transport improvements.
- 1.6 Currently public transport accessibility in this part of Havering is poor. The nearest stations are Dagenham Dock and Rainham Stations which are both over 2 kilometres away. Even then they are only served by 2 trains per hour which run between London Fenchurch Street and Southend. Other public transport such as the District Line is on the periphery of the area. The only convenient public transport is in the form of several limited bus routes which alone are inadequate to serve the growth in households proposed for this area. The lack of public transport is therefore a barrier to securing high quality sustainable communities in this area, and without significant improvements sub-optimal development is the likely scenario. London Riverside partners therefore agree that a new station at Beam Reach on the London Tilbury Southend line is imperative to serve the proposed new households, students of CEME and employees in this area. London Riverside Partners are also pressing for improved service frequency on

the line to 6 services per hour (a 'metro' service standard) and for increased capacity using 12 coach trains.

- 1.7 In addition the East London Transit (ELT) is proposed to run along the A1306 and improve the current low levels of public transport provision in this area. Therefore the policy seeks to ensure that much better public transport is introduced to the area, such as Beam Park station and ELT would provide, as a pre-requisite to enable residential development at the densities and car parking standards proposed. Organising development around the needs of pedestrians and cyclists is also important and the layout of new development must facilitate the penetration of bus services. Particular attention should be paid to ensuring safe and convenient links to the proposed Beam Park Station to the south. Development must also embrace the A1306 frontage to maximize accessibility to the proposed East London Transit and also help integrate the development visually and functionally with the existing communities of South Hornchurch and Rainham.
- 1.8 The desired mix of new units is set out in Core Strategy Development Control Policy DC2 and the policy aims to ensure that a range of units sizes and tenures is provided so that a truly mixed and balanced community is achieved. For this reason the policy seeks to ensure that a preponderance of flatted development is avoided and instead seeks to secure a more balanced mix of houses and flats. The policy also seeks to ensure that new development is predominantly three storeys high, again to ensure the development is integrated visually and functionally with the existing communities of South Hornchurch and Rainham. However the policy recognizes that higher densities may be appropriate immediately north of Beam Park station where a new local centre is considered necessary to provide day to day facilities. It is important to note that the Havering Retail and Leisure Study does not consider there is enough expenditure to support an additional centre of significant size such as a district centre here as this would dilute the focus on Rainham and mean expenditure would not be used to enhance the centre. It therefore suggests that a local top-up shopping function together with other limited services would be more appropriate for local residents, and the policy reflects this. However the proposed redevelopment of the Roman Close local centre on the Mardyke Estate may also serve this site.
- 1.9 The Council intends to prepare a Supplementary Planning Document which will include detailed design guidelines for the development of this site and associated London Riverside sites and more detailed guidance on the delivery of the pre-requisite social and physical infrastructure needed to serve the new households.

POLICY SSA 12 – RAINHAM WEST

Map ref	TQ515826
Location & Site Description	Land to the west of Bridge Road, north of the London Tilbury Southend Line and east of the Victor Engineering Site, including the strip of mixed uses north of the A1306.
Area (ha)	33.3
Existing PTAL	1-2
Predicted future PTAL	3
Implementation	This policy splits the site into parcels of land reflecting fragmented land ownership. London Riverside Partners will work together to deliver this policy.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC13, DC15, DC19, DC20, DC21, DC25, DC26, DC29, DC30, DC32, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC72
<p>Residential and ancillary community, retail, recreation, educational and leisure uses, and appropriate employment uses will be allowed within the Rainham West site.</p> <p>South of the A1306 at least 33% of the site area must be developed for compatible employment uses which may be B1 (a, b or c) or B8 and education, community, recreation and leisure uses ancillary to the residential. Consideration will be given to reducing this figure where intensive employment uses are provided, for example multistorey office blocks. In some cases the retention of existing high quality employment uses where they are compatible with residential uses may be allowed. New employment uses should be accommodated in buildings that have an urban character, rather than industrial sheds, complementing the scale and character of nearby housing.</p> <p>Residential development must be phased so that the completion of new homes coincides with the implementation of a high standard of public transport improvements such as ELT and Beam Park Station which deliver a Public Transport Accessibility Level commensurate with the densities allowed on this site. Densities should be in the range of 30-150 units per hectare and car parking provided within the range of a maximum of 1-1.5 spaces per new home. Car parking standards for non-residential uses must be consistent with DC33.</p> <p>In line with Core Strategy policies DC2 and DC6 a mix of 1, 2, 3, 4 and 5 bed homes should be provided. New buildings should be predominantly three storeys high.</p> <p>In line with DC72 contributions will be sought for community facilities and leisure and recreation facilities to meet the needs of new</p>	

As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

households. Contributions may also be sought for public transport improvements in advance of the implementation of the East London Transit and environmental improvements to the A1306.

South of the A1306 only comprehensive development proposals of the following sub-sites which include an integrated mixture of employment, residential and where necessary community, leisure and recreation uses will be allowed.

1. Dovers Corner
2. Carpet Right
3. Mudlands
4. Rainham Steel
5. Suttons Industrial Park
6. Somerfields

Single use applications will not be allowed. Applications must demonstrate clearly how they enable the development of adjacent sites within the Rainham West site.

Development must be arranged on a traditional urban street layout and employ a permeable block structure with built development reinforcing the street pattern providing continuity of frontage and maximizing overlooking of the public realm.

Pedestrian and cycling linkages must be provided east-west through the heart of the site, and the road layout must enable a bus service to be routed through it.

At the eastern end of the site development must:

- Provide a positive relationship with the proposed recreation of the historic quay on the River Ingrebourne and the adjacent Rainham Village
- Reflect the character of the Rainham Conservation Area.
- Provide convenient access for pedestrians and cyclists to Rainham Town Centre, Rainham Station and Ingrebourne Creek.

In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.

North of the A1306 comprehensive residential redevelopment of the blocks defined by the roads running perpendicular to the A1306 is encouraged. Where this is not possible development must not prejudice the development of adjoining sites.

Development either side of the A1306, must embrace the road frontage and seek to integrate the new and existing communities north and south of New Road.



Policy SSA12 - Rainham West		Scale 0 100 200 300 400 500 m
		Scale @ A4 1:10000
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 The partners involved in the regeneration of London Riverside are committed to achieving sustainable communities in the area stretching from the boundary of Barking and Dagenham which runs through to Dover's Corner sandwiched by the A1306 and London Tilbury Southend Line, and including the employment uses fronting the north side of the A1306.
- 1.2 The Rainham West site is bounded to the south by the London Tilbury Southend line. Its western boundary is formed by the Victor Engineering Site and its eastern boundary by Bridge Road. From Bridge Road to Cherry Tree Close its northern boundary is formed by the A1306 from which point it includes a narrow strip of mixed uses to the Dagenham Corridor. The A1306 runs through the heart of the site. The area south of the A1306 used to form part of the Rainham Employment Area. The area north of the A1306 was previously designated as the New Road Employment Area.
- 1.3 South of the A1306 the site has uses commensurate with its previous designation as the Rainham Employment Area. The alignment of the A13 means this part of the Employment Area no longer enjoys a strategically advantageous location, and the subsequent detrunking of the A13 and associated environmental improvements call for a different land use strategy for the area.
- 1.4 This has made the site suitable for de-designation to help address oversupply with regard to future business needs. Therefore the Havering Employment Land Review (2006) recommends that two thirds of the Rainham West site south of the A1306 can be released from the Rainham Employment Area for non-employment uses, and that the remaining area is appropriate for residential compatible employment uses.
- 1.5 The review recommends that the whole of the New Road Employment Area is no longer needed for employment uses. Therefore Core Strategy, Core Policy CP3 de-designates this site and highlights in line with Core Policy CP1 that the land use priority is housing.
- 1.6 South of the A1306 current uses on the site range from large warehouse style operations such as Carpet Right and Somerfields Depot to smaller format commercial and employment uses. Given the size of the site it is very unlikely that the whole site will come forward as one for redevelopment. At the same time the successful redevelopment of the site will only be achieved through strategic interventions. Therefore the site has been split up into the following constituent sites. The piecemeal development of these constituent sites will not be allowed.

1. Dovers Corner

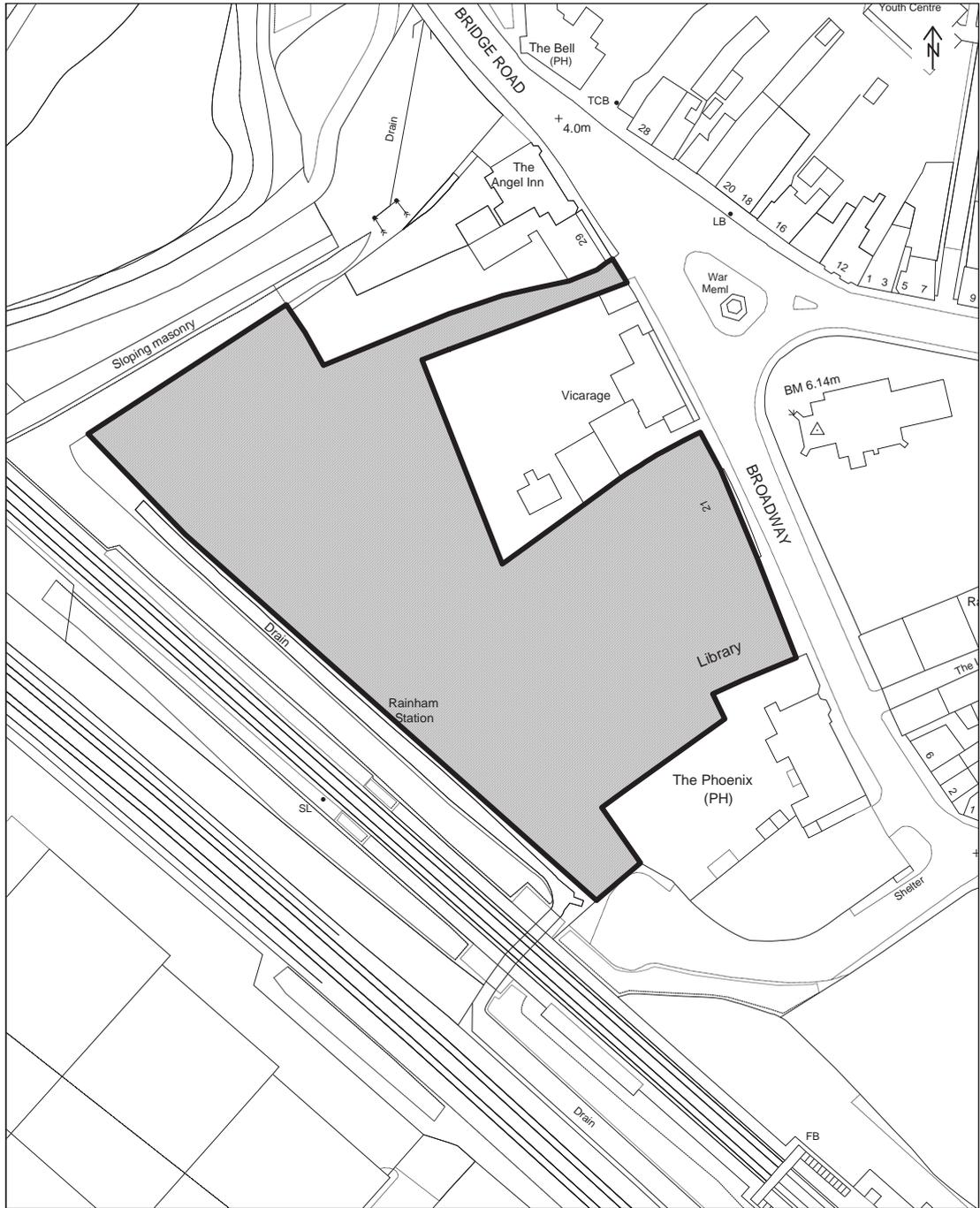
As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

2. Carpet Right
 3. Mudlands
 4. Rainham Steel
 5. Suttons Industrial Park
 6. Somerfields
- 1.7 Proposals which bring forward any combination of the above sites will be welcomed.
- 1.8 The opportunity to release this site from the Strategic Employment Land reserve, therefore, enables this site to make a significant contribution to identified local and sub-regional housing need, while continuing to provide valuable employment opportunities through mixed-use schemes.
- 1.9 The East London Transit (ELT) is proposed to run along the A1306 and improve the current low levels of public transport provision in this area. Therefore the policy seeks to ensure that a high standard of public transport is introduced to the area, such as ELT would provide, as a pre-requisite to enable residential development at the densities and car parking standards proposed. This requirement does not apply to Dover's Corner which is already within walking distance of Rainham Station and the bus services which serve Rainham Village. It is also important to ensure that the new development is organized around the needs of pedestrians and cyclists and also facilitates the penetration of bus services. Particular attention should be paid to ensuring safe and convenient links to Rainham Station to the East and the proposed Beam Park Station to the West. Development must also embrace the A1306 frontage to maximize accessibility to the proposed East London Transit and also help integrate the development visually and functionally with the existing communities of South Hornchurch and Rainham.
- 1.10 The desired mix of new residential units is set out in Development Control Policy DC2 and the policy aims to ensure that a vital mix of units sizes and tenures is provided so that a truly mixed and balanced community is achieved. For this reason the policy seeks to ensure that a preponderance of flatted development is avoided and instead seeks to secure a more balanced mix of houses and flats. The policy also seeks to ensure that new development is predominantly three storeys high again, to ensure the development is integrated visually and functionally with the existing communities of South Hornchurch and Rainham.
- 1.11 North of the A1306, land ownership is more fragmented. In line with previous Supplementary Planning Guidance for the area the Council encourages comprehensive redevelopment of the constituent blocks which make up this part of the site. These blocks are defined by the roads which run off perpendicular from the A1306.

- 1.12 The Council intends to prepare a Supplementary Planning Document which will include detailed design guidelines for the development of this site and associated London Riverside sites and more detailed guidance on the delivery of the pre-requisite social and physical infrastructure needed to serve the new households.
- 1.13 The Council, working with its regeneration partners, will continue to offer assistance to existing firms to relocate to suitable alternative locations.

POLICY SSA 13 – RAINHAM - LAND BETWEEN RAILWAY AND BROADWAY

Map ref	TQ521821
Location & Site Description	Land between London Tilbury Southend Line and the Broadway Rainham west of Rainham Station.
Area (ha)	0.77
PTAL	3-4
Implementation	The LTGDC is assembling this site which includes acquisition of the Council owned Rainham Library and Council offices. The rest of the site is in private ownership.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC15, DC16, DC21, DC25, DC26, DC29, DC30, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC67, DC68, DC72
<p>Only residential and community uses will be allowed on the land between the railway and Broadway. In addition retail and leisure uses will be encouraged along the Broadway frontage. Residential development must be within the 30-150 units per hectare density range and car parking provided within the range of 0-1.5 spaces per new home. New development should:</p> <ul style="list-style-type: none"> • respect local distinctiveness the existing historic street pattern and scale of development • retain and enhance views to and from the village and create a distinctive and quality frontage along Broadway to add to the Townscape of the conservation area • not exceed three storeys in height • provide enhanced pedestrian and cycling links to Rainham Station • gain access from the eastern entrance to the site • contribute towards the cost of the Rainham Traffic Management Scheme <p>The loss of the library will only be allowed where a suitable replacement facility has been provided to the Council's satisfaction.</p> <p>A heritage statement must be submitted with any application evidencing how the development preserves or enhances the character of the Rainham Conservation Area and makes a positive contribution to the Listed Buildings and Buildings of Local Historical and/or Architectural Interest within and beyond the site.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA13 - Rainham Land Between Railway and Broadway		Scale 0 10 20 30 40 50 m
	  	Scale @ A4 1:1000
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

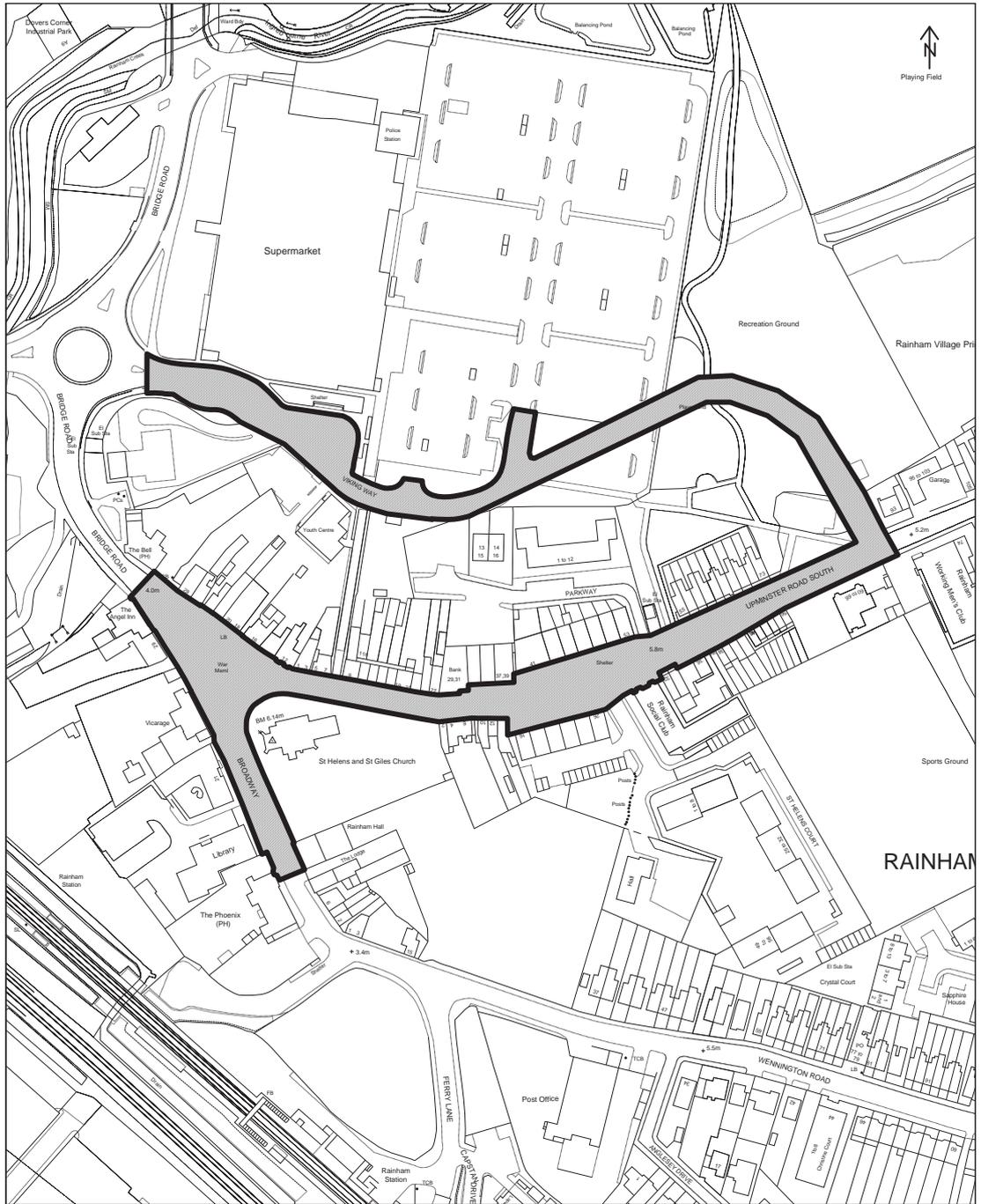
REASONED JUSTIFICATION

- 1.1 This site covers the backland which is situated between the Broadway and the London, Tilbury and Southend Railway. The site boundary excludes number 29 the Broadway, and the Vicarage which are both Grade II Listed Buildings and the Phoenix Public House and Angel Inn. All these buildings individually and collectively make an important contribution to the character of the Conservation Area. However, it includes the former Council offices and Rainham Library as neither of these buildings make a positive contribution. The redevelopment of the library will only be allowed provided that it is re-provided either on site or in a similarly convenient location.
- 1.2 Although outside the Core and Fringe retail areas, this site is within the confines of Rainham District Centre and therefore retail and leisure uses will be encouraged along the Broadway frontage to help integrate the proposed redevelopment of the station interchange with the rest of the district centre. In addition residential development is considered an appropriate use here with a density range of 30-150 units per hectare, with a corresponding car parking standard of 0-1.5 spaces per unit, reflecting its proximity to Rainham Station and nearby bus services. Development must preserve or enhance the character of the Conservation Area and must be no higher than three storeys in height. Particular care must be taken regarding the relationship between the new development and the Angel Inn, Vicarage and Phoenix Public House and the design and layout of the buildings along the Broadway frontage to ensure they make a positive contribution to the character of the village.
- 1.3 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

TRANSPORT

POLICY SSA 14 – RAINHAM TRAFFIC MANAGEMENT SYSTEM

Map ref	TQ521822
Location & Site Description	Bridge Road, Viking Way, Bridge Road and Upminster Road South.
Area (ha)	Not applicable
PTAL	1-2
Implementation	Havering Council will seek agreement with affected private land owners, Future funding may be available from the LTGDC and Transport for London.
Applicable Core Strategy policies	DC32, DC33, DC34, DC35, DC36, DC61, DC62, DC67, DC68, DC72
<p>The management of traffic in Rainham will be improved through the introduction of a new traffic management system. This will involve the removal of one direction of traffic from Upminster Road South, the extension of Viking Way through to Upminster Road South, and the creation of a T-junction to replace the traffic island where Upminster Road South meets the Broadway. It will include designated cycle lanes and improved pavements. A new parking system for short-term users will be introduced to create a safer village environment. Traffic calming measures will also be implemented. The materials used must preserve or enhance the character of the Conservation Area. With regard to DC72, contributions may be sought from development in Rainham Village towards the cost of the scheme.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA14 - Rainham Traffic Management System		Scale 0 20 40 60 80 100 m
		Scale @ A4 1:2000
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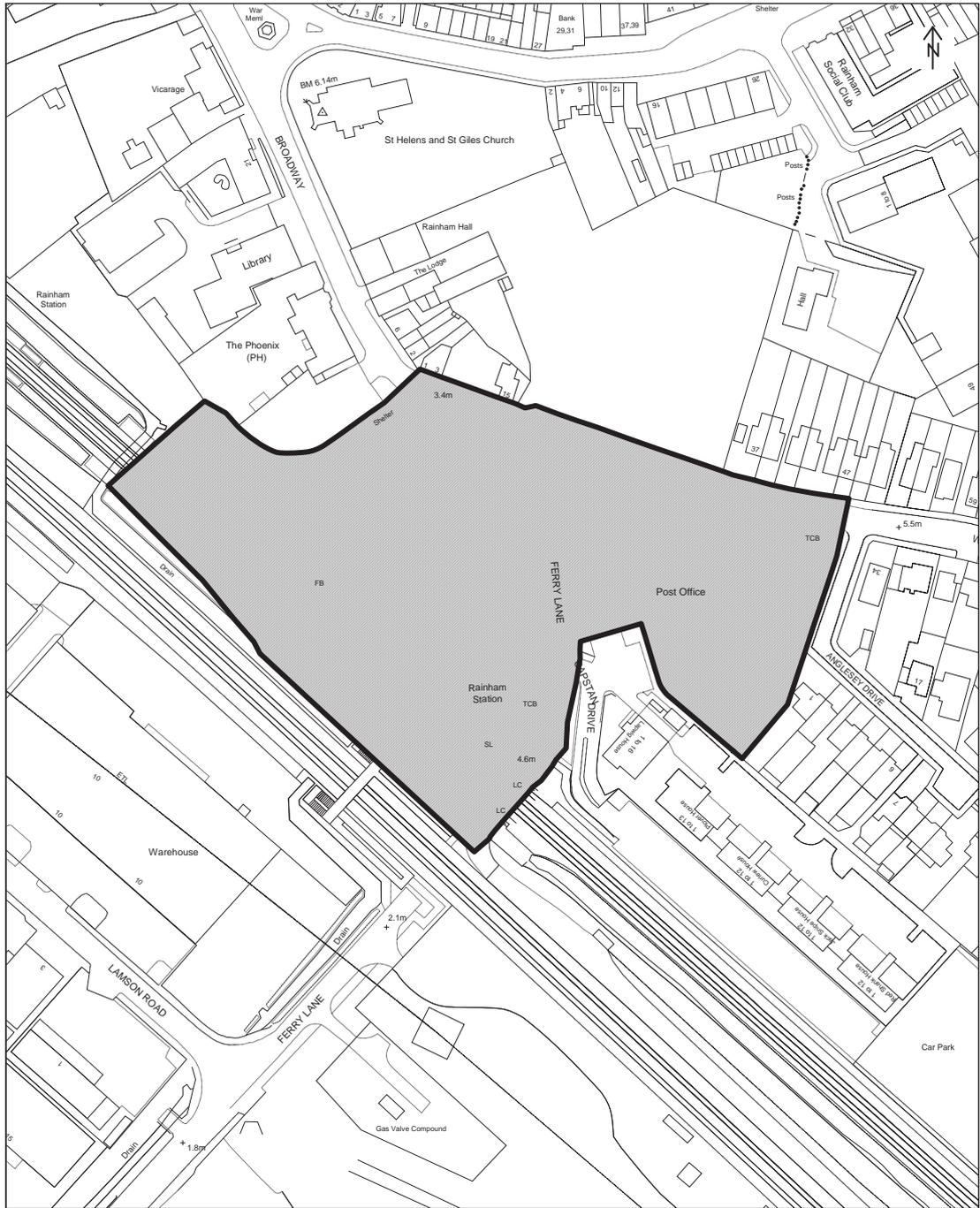
As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 A new traffic management system is considered necessary in Rainham Village to help to promote the vitality of the shopping parade and create improved conditions for pedestrians, cyclists, public transport users and motorists. The extension of Viking Way through to Upminster Road South will help release the development potential of the plots which front Upminster Road South and enable consolidation of the retail core.
- 1.2 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

POLICY SSA 15 – RAINHAM STATION TRANSPORT INTERCHANGE AND CIVIC SQUARE

Map ref	TQ521821
Location & Site Description	The site is to the south of Wennington Road, to the west of Anglesey Drive and to the north of and including Rainham Station.
Area (ha)	1.5
PTAL	3
Implementation	The site is owned by the LTGDC, Network Rail and the Post Office.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC15, DC16, DC19, C21, DC25, DC26, DC29, DC30, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC67, DC68, DC72
<p>To increase the attractiveness of public transport, improve community facilities and the public realm, and to signify the area's civic importance the redevelopment of Rainham Station and the land to the north will be allowed provided that the following is provided:</p> <ul style="list-style-type: none"> • A new civic square reinforced by landmark mixed use buildings of acknowledged design quality incorporating new community, retail and leisure uses at ground floor level with residential above. Residential development must be within the 30-150 units per hectare density range and car parking provided within the range of 0-1.5 spaces per new home. • An upgraded station providing convenient and safe interchange facilities between bus, taxi, cycling, walking, transit and rail. • Terminating, turning and standing facilities for public transport services including East London Transit • An improved pedestrian and cyclist access across the railway lines to Ferry Lane and the London Riverside Conservation Park. • A high quality public realm using quality hard and/or soft landscaping and street furniture, as appropriate. <p>Development must safeguard important views into and out of the village.</p> <p>A heritage statement must be submitted with development proposals evidencing how the development preserves or enhances the character of the Conservation Area and enhances the setting of Rainham Hall. Rainham Station will be promoted as a major transport interchange.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



<p>Policy SSA15 - Rainham Station Transport Interchange and Civi Square</p>	<p>Scale 0 15 30 45 60 75 m</p>
<p> Havering LONDON BOROUGH</p> <p>  </p>	<p>Scale @ A4 1:1500</p>
<p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>Based upon the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown © copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering: 100024527</p>

As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

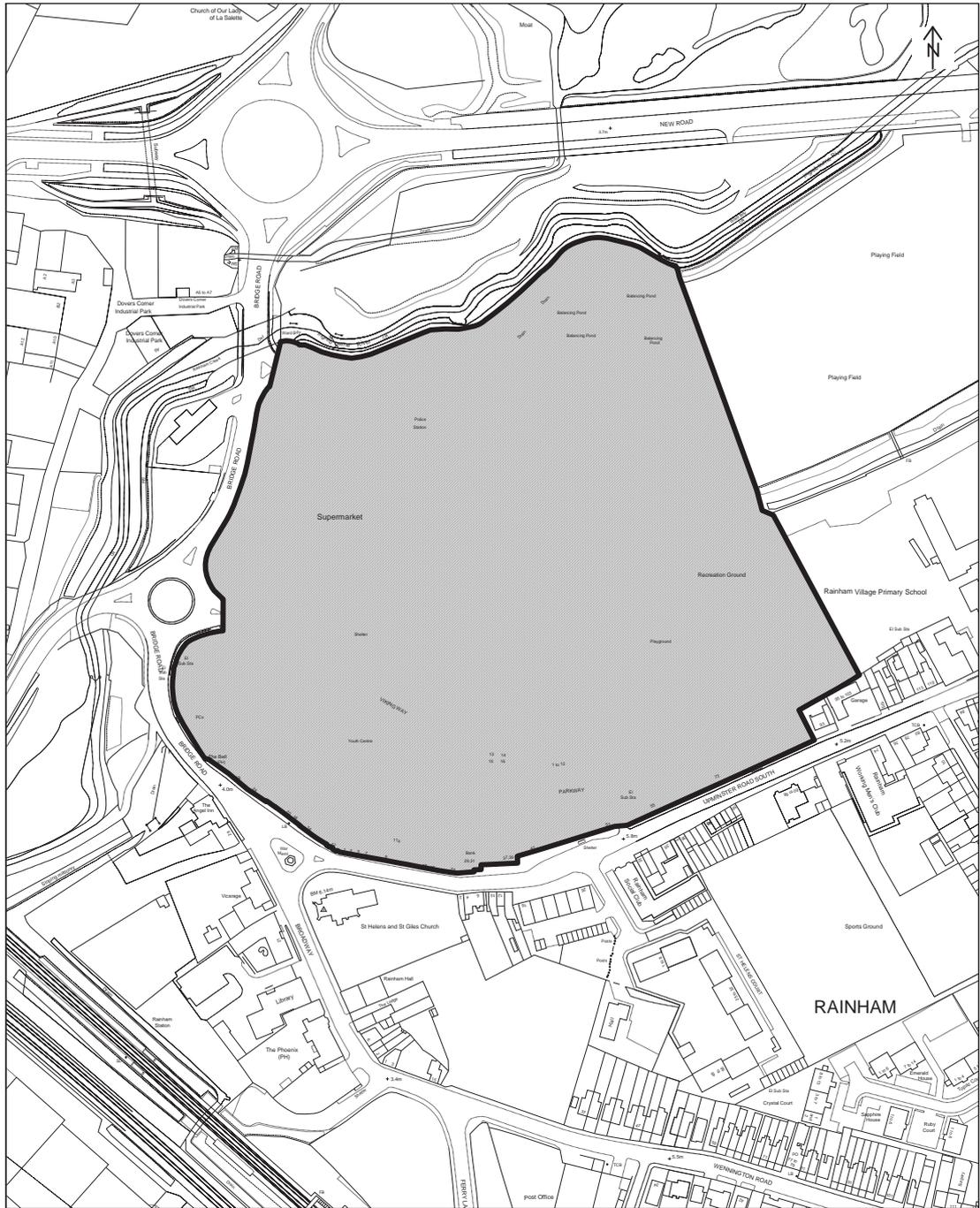
- 1.1 Rainham Station has been identified as the main transport hub for this part of London Riverside offering a Gateway into the Docklands and London, and to the London Riverside Conservation Park. The station's redevelopment is therefore a crucial component in the regeneration of London Riverside.
- 1.2 Befitting its proposed new role, the partners want to achieve a high quality interchange here with an improved public realm and anchored by two landmark mixed use buildings.
- 1.3 The station in the future will serve three primary purposes.
- It will be the main gateway for residents in the existing and proposed communities to access employment opportunities in other parts of London Riverside, Canary Wharf, Stratford and Central London
 - It will be the main local gateway for access to the Olympic Park via West Ham
 - It will be the main gateway for visitors from the South East and London to access the London Riverside Conservation Park
- 1.4 The intention is that residents from new and existing communities in Rainham and South Hornchurch will be able to reach the station via East London Transit and high quality bus services. A turn around facility is planned in front of the station. London Riverside partners are also looking to secure funding for increased length and frequency of trains on the London Tilbury Southend Line. Improvements to pedestrian and cyclist access across this line and the Channel Tunnel Rail Link (CTRL) line are crucial to improve accessibility to the visitor destinations south of the station, and to link to any proposed tram/bus service to these.
- 1.5 At present, Rainham Station is detached from the heart of Rainham Village. The redevelopment of the station presents the opportunity to better integrate it visually and functionally into Rainham Village. The land north of the station is within the Rainham Conservation Area and has exciting potential to improve the setting of the Grade II* listed Rainham Hall and grounds through the provision of a new civic square. The final component of this redevelopment is the provision of two landmark mixed use buildings. Again these must make a positive contribution to the conservation area and either preserve or enhance its setting. However, the buildings need to also help integrate the station into the fabric of the village. It is considered that community uses are appropriate here. In particular, there is potential to re-provide a much improved Rainham library here, which will help along with the new public square to increase the civic importance of this area.

- 1.6 Due to the sensitiveness of the site the heritage, and design and access statements for the landmark buildings should be reviewed by Design for London.
- 1.7 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

TOWN CENTRES

POLICY SSA 16 – RAINHAM CENTRAL

Map ref	TQ521824
Location & Site Description	Includes land east of Bridge Road, south of Ingrebourne Creek, north of Bridge Road/Upminster Road south and west of Rainham Village Primary School.
Area (ha)	7.3
PTAL	2
Implementation	Environmental improvements, shop front scheme currently being carried out in this area.
Applicable Core Strategy policies	DC2, DC3, DC6, DC7, DC15, DC16, DC21, DC25, DC29, DC30, DC33, DC34, DC40, DC48, DC49, DC50, DC51, DC52, DC53, DC55, DC56, DC59, DC61, DC62, DC63, DC67, DC68, DC72
<p>Any redevelopment of this site should:</p> <ul style="list-style-type: none"> • Better integrate the foodstore functionally and visually into the heart of Rainham Village • Provide a positive frontage to Bridge Road • Improve the retail offer of the units within the fringe and core retail areas along the Broadway and Upminster Road South • Provide new homes with a density range of 30-150 units per hectare, predominantly three storeys high and with 0-1.5 car parking spaces per unit • Protect and improve the existing open space • Improve the amenity and biodiversity value of Ingrebourne Creek • Be accompanied by a heritage statement evidencing how the proposal preserves or enhances the character of the Conservation Area and the setting of listed buildings. • Provide contributions towards the implementation of the Rainham Traffic Management System <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering’s Strategic Flood Risk Assessment.</p>	



Policy SSA16 - Rainham Central		Scale
		Scale @ A4 1:2500
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

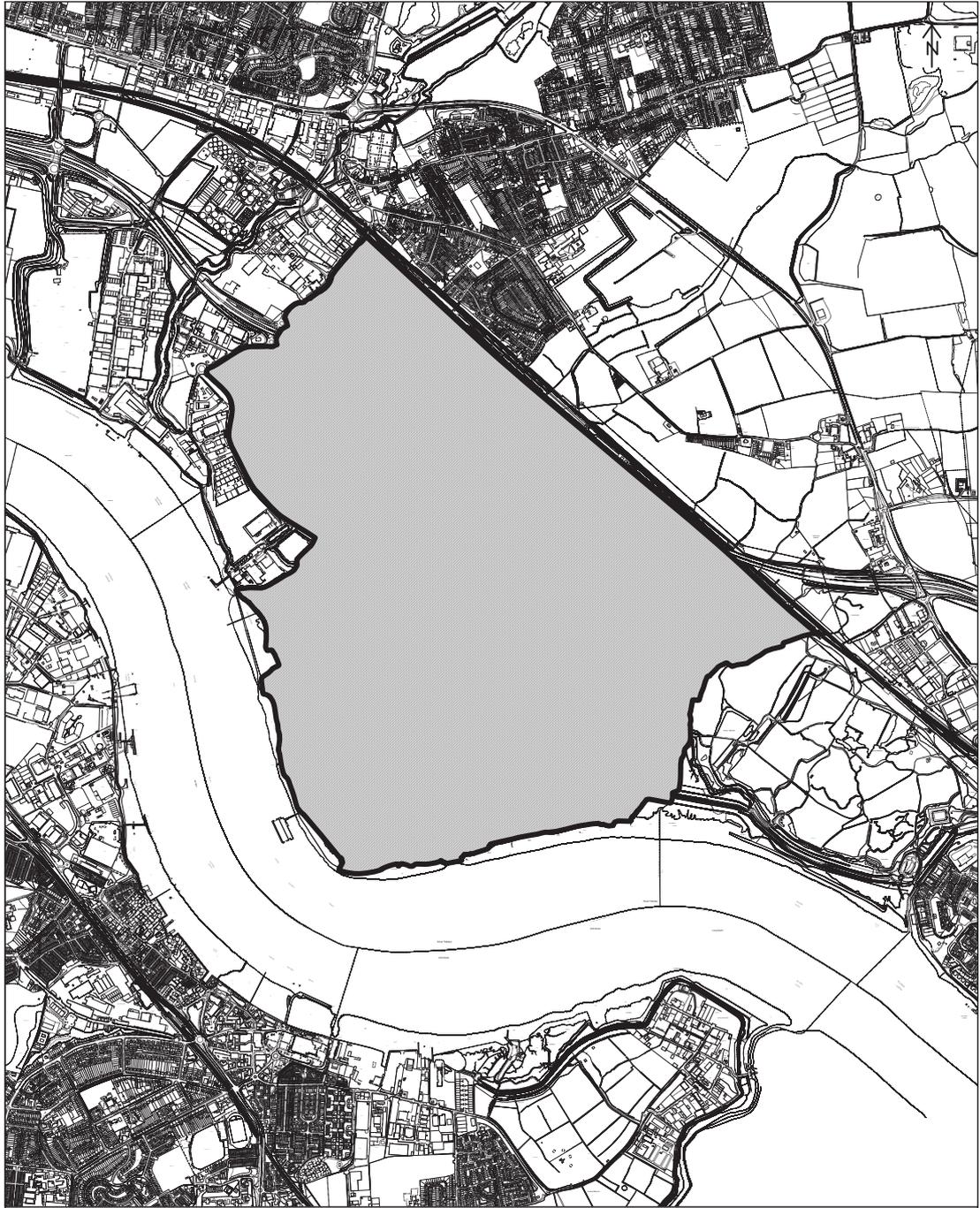
- 1.1 This site is bounded to the west by Bridge Road, to the South by Upminster Road South, to the north by the Ingrebourne River and the East by the eastern boundary of the public open space.
- 1.2 The boundary incorporates the Tesco supermarket, the buildings along Bridge Close and Upminster Road South and the public open space to the east, and the land either side of the Ingrebourne Creek to the north.
- 1.3 The site, therefore, covers the major part of Rainham's retail floorspace and includes:
 - 12-28 Broadway – Fringe Area
 - 9-53 Upminster Road South – Retail Core
- 1.4 Havering's Retail and Leisure Study, 2006, identifies that the Tesco store has had a detrimental impact on the vitality and viability of the town centre and effectively performs as a one stop shop as it does not appear to generate any significant number of trips to the remainder of Rainham Town Centre. The study identifies that there is scope for some improvement to the retail offer within Rainham Town Centre due to the additional population proposed in London Riverside. The study therefore identifies scope for small to medium development in the centre of Rainham to provide larger shop units to attract national and independent retailers and to encourage additional investment into the centre. This is in line with Core Policy CP4.
- 1.5 The objective of this site allocation therefore from a retailing perspective is two fold, firstly to better integrate the Tesco store into Rainham Village to encourage linked trips, secondly to improve the remaining retail offer in Rainham of the units along Upminster Road South and the Broadway within the balance of uses set out in DC16. This will be enabled by the proposed new Rainham Traffic Management System (see SSA15).
- 1.6 There is the opportunity to make better use of the land adjacent to Tesco which at present is mainly used for surface car parking. Drawing the store closer to the heart of Rainham Village, and remodeling the car park will enable residential development to be introduced to the site which can take advantage of views to the east and north of the site across the open space to the Ingrebourne Valley. The redevelopment of the Rainham West site means that Bridge Road will no longer separate Rainham from the employment uses but instead act as the interface between the new communities and the town centre. Any redevelopment of the Tesco's site therefore must present a positive frontage to Bridge Road and the proposed improvements to the Ingrebourne Creek.

- 1.7 The existing buildings along the Broadway and Upminster Road South are within the Rainham Conservation Area and any proposals must be accompanied by a heritage statement evidencing how they maintain or enhance the character or appearance of the conservation area and the setting of the adjacent listed buildings including the Grade I listed Church of St Helens and St Giles and the Grade II* listed Rainham Hall and the Grade II listed numbers 2, 4, 6, and 8 Rainham Road South.
- 1.8 Any redevelopment must also improve the nature conservation and recreational value of the Ingrebourne Creek and the land either side of it, which lies to the north of the site, and protect and improve the recreation and playgrounds to the east.
- 1.9 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

CULTURE

POLICY SSA 17– LONDON RIVERSIDE CONSERVATION PARK

Map ref	TQ525800
Location & Site Description	The site is bounded by Ferry Lane, the River Thames, the London Tilbury Southend Line and Havering's boundary with Thurrock.
Area (ha)	520.5
PTAL	0
Implementation	<p>The existing landfill permission expires in 2018 and the site is required to be restored by then. Havering Council has an option on the land and a trust has been established for ongoing maintenance.</p> <p>The Site of Special Scientific Interest is owned by Havering Council/Royal Society for the Protection of Birds.</p> <p>The remainder of the site is in a few large private ownerships.</p> <p>CLG, Thurrock Thames Gateway Development Corporation and LTGDC funding has already been used to provide new trails, boardwalks and outdoor classroom facilities and an Environment and Education Centre and further funding will be sought to implement, manage and maintain the park and associated infrastructure.</p>
Applicable Core Strategy policies	DC9, DC19, DC20, DC22, DC33, DC34, DC35, DC40, DC45, DC48, DC49, DC50, DC51, DC52. DC55. DC56. DC58, DC61, DC62, DC63, DC72
<p>The London Thames Gateway Development Corporation, the Royal Society for the Protection of Birds, Havering and Thurrock Councils, the Thurrock Riverside Thames Gateway Development Corporation and other agencies will work in partnership to deliver the London Riverside Conservation Park 'Wildspace for a World City'. Improvements to public transport from Rainham Station will be sought to enable sustainable access to the site.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering's Strategic Flood Risk Assessment.</p>	



Policy SSA17 - London Riverside Conservation Park		Scale 0 250 500 750 1000 1250 m
	  	Scale @ A4 1:24428
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

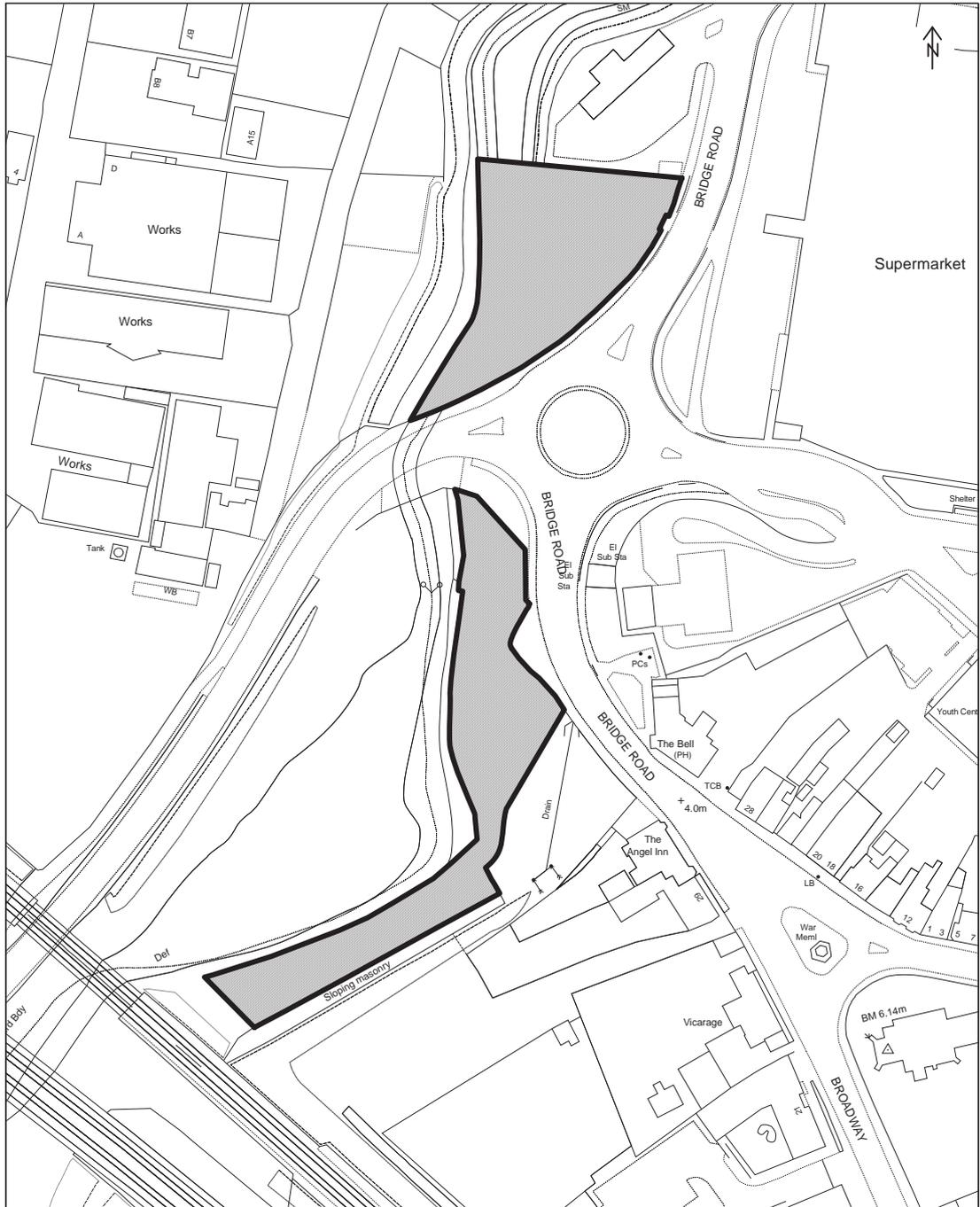
REASONED JUSTIFICATION

- 1.1 The London Riverside Conservation Park covers the Inner Thames Marshes SSSI (Rainham, Wennington and Aveley Marshes) which are north of Coldharbour Lane and the waste and employment uses including the Veolia Landfill Site which are south. Most of the SSSI is managed by the RSPB as a nature reserve. The western part of the marshes is owned by the Council. The Veolia Landfill permission expires in 2018 and will be progressively restored as public open space. Havering Council has the option to acquire the site, and a trust has been established to cover ongoing maintenance costs.
- 1.2 The Coldharbour Lane area has been de-designated and has been included within the London Riverside Conservation Park Site Specific Allocation. The Coldharbour Lane Commercial Area as previously designated in the Havering UDP, comprises a landfill site which has a temporary permission up to 2018, ancillary waste uses including an Autoclave, material recycling facility and composting facility. These also have temporary permissions tied to 2018, with the exception of the Autoclave which has permission to 2020, as residues from these are landfilled. There are also a number of other employment uses in the far south east of the site on the former Freighmaster Estate site. The medium to long term aspirations of the Council and the Development Corporation is to incorporate the former Coldharbour Lane Commercial Area into the London Riverside Conservation Park in its entirety, once the landfill tipping is complete and the land restored. At this date the other waste uses will also cease and the Council considers that use of this site for waste and other employment uses beyond this date would generate a level of heavy vehicle movements along Coldharbour Lane which would seriously conflict with and jeopardize the enjoyment of and plans for the London Riverside Conservation Park. The employment uses will be acceptable in their current location in the short term, however the Council and its partners aim to incorporate them into the London Riverside Conservation Park in the medium to long term.
- 1.3 The London Plan identifies that Rainham Marshes and the adjacent riverside open space should be planned to provide a 'regionally important environmental and leisure asset for East London'. The Government's 'Greening the Gateway' strategy similarly identifies this as an 'internationally significant conservation park', forming a key part of its aim of creating a network of green open space to improve the quality of life for all those who live and work in the Thames Gateway.
- 1.4 The London Riverside Conservation Park is projected to attract several hundreds of thousands of visitors annually, whilst protecting, enhancing and conserving the nationally important marshland habitat and creating new areas of accessible green space in line with Green Grid principles which will provide a setting for major cultural events and include a range of exciting outdoor visitor attractions.

- 1.5 The park will include a visitor centre situated between the nature reserve and the restored riverside parkland, on the edge of the landfill site overlooking the Wennington Marshes and a 'green tram' is proposed to run from both Rainham and Purfleet to this centre, enabling people to access the whole site in a sustainable way. The multi-use Rainham to Purfleet Path is being developed to provide excellent accessibility for pedestrians and cyclists.

POLICY SSA 18 – INGREBOURNE CREEK

Map ref	TQ520824
Location & Site Description	Land between Bridge Road and Ingrebourne Creek.
Area (ha)	0.4
PTAL	1-2
Implementation	LTGDC funding will be sought to implement the improvements.
Applicable Core Strategy policies	DC22,DC26 DC33, DC34, DC35, DC48, DC51, DC55, DC56, DC57, DC58, DC59, DC61, DC62, DC63, DC68, DC72
<p>The historic quay on the river Ingrebourne will be restored as a public recreation facility with an emphasis on water based recreation and community uses. The Ingrebourne Valley Greenway will be expanded along the Creek towards the river Thames to provide recreation opportunities.</p> <p>The site will be protected as open space and may include a café to meet the demand created by the new water based recreation facility.</p> <p>A positive relationship and improved accessibility will be provided between the proposed recreation use of the historic quay on the River Ingrebourne and the adjacent Rainham Village.</p> <p>In line with DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering’s Strategic Flood Risk Assessment.</p>	



Policy SSA18 - Ingrebourne Creek		Scale
		Scale @ A4 1:1250
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

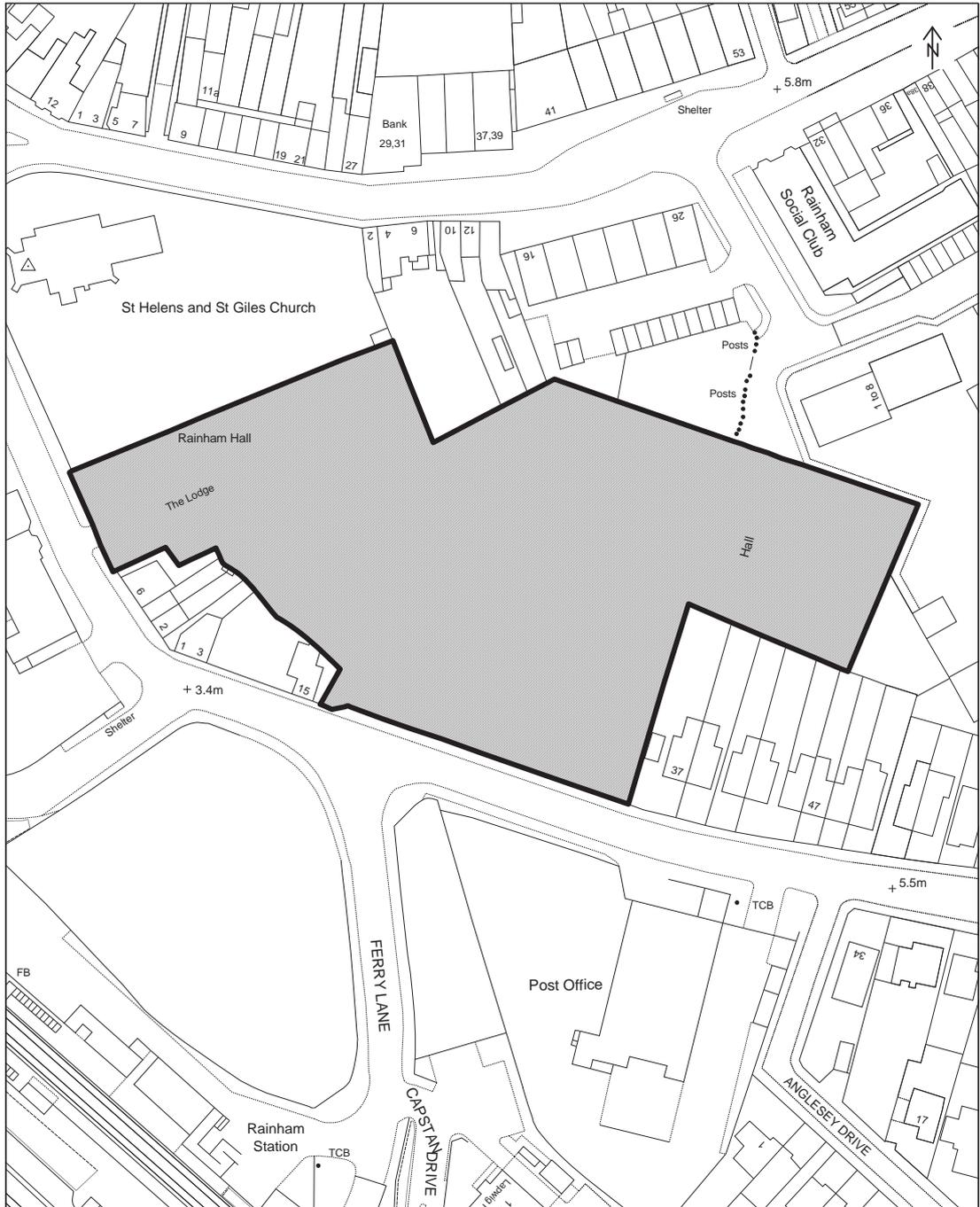
REASONED JUSTIFICATION

- 1.1 The Ingrebourne Creek is located between Dover's Corner and Bridge Road. It presents an exciting opportunity to integrate visually and functionally the proposed new communities in Rainham West with Rainham Village and establish a sense of place.
- 1.2 This policy seeks to enhance the historic quay and provide facilities for the existing and new communities in the area and supports the provision of a café ancillary to the site's recreational use. The proposed redevelopment of the Tesco's site will also help define this important gateway into Rainham Village and Rainham West.
- 1.3 The Council in partnership with the Development Corporation will also aim to increase public access to and the recreational value of land between Ingrebourne Creek and the Ferry Lane Link Road.
- 1.4 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

HERITAGE

POLICY SSA 19 – RAINHAM HALL AND GROUNDS

Map ref	TQ521821
Location & Site Description	Land to the north of the Broadway and Wennington Road, to the south of 2-26 Upminster Road South and to the south east of St Helens and St Giles Church including Rainham Hall and grounds.
Area (ha)	0.8
PTAL	3
Implementation	The site is owned by National Trust. Havering Council and LTGDC will work with the National Trust and English Heritage in implementing this policy.
Applicable Core Strategy policies	DC2, DC3, DC7, DC34, DC35, DC40, DC48, DC59, DC61, DC62, DC63, DC67, DC68, DC72
<p>Rainham Hall and grounds will be preserved or enhanced and their recreational value increased to ensure they continue to make a positive contribution to the character and vitality of Rainham Village. Pedestrian access will be improved across the site to provide better linkages between Rainham Station and Upminster Road South</p> <p>In line DC48 a Flood Risk Assessment must be carried out which satisfies the requirements of Havering’s Strategic Flood Risk Assessment.</p>	



Policy SSA19 - Rainham Hall and Grounds		Scale
		Scale @ A4 1:1000
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As well as satisfying the Site Specific Allocation Policy, applications for planning permission will also be judged against the relevant Core and Development Control Policies of the Core Strategy and related Supplementary Planning Documents.

REASONED JUSTIFICATION

- 1.1 This site is centred on Rainham Hall and gardens within the Rainham Village Conservation Area and includes:
- Rainham Hall and gardens – Grade II* listed
 - The Lodge – Grade II* listed
- 1.2 The focus of this allocation, therefore, is on ensuring that the setting of these listed buildings and their contribution to the character of the Conservation Area is preserved or enhanced, in recognition not only of their heritage value but also their importance in creating a sense of place and civic pride and as a reference point for the redevelopment opportunities within the rest of the village. The National Trust, who own the property, are working in partnership with the Council and the LTGDC to increase access to Rainham Hall and grounds and its recreational value.
- 1.3 The site includes a small site behind St Helen's Court which has scope for residential development. Even though this site is not within the Conservation Area any development here must be extremely sensitive to the area's heritage value and therefore must be accompanied by a heritage statement which evidences how the proposal preserves or enhances the character or appearance of the conservation area and setting of listed buildings.
- 1.4 The London Riverside Supplementary Planning Document will set out detailed design guidance on the development of this site and the other sites within Rainham Village as well as Beam Park and Rainham West.

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