



**Havering**  
LONDON BOROUGH

**Strategic Planning  
Committee  
27 June 2019**

<b>Pre-Application Reference:</b>	<b>PE/00064/19</b>
<b>Location:</b>	<b>CORAL CAR PARK, LONDON ROAD, ROMFORD</b>
<b>Ward:</b>	<b>BROOKLANDS</b>
<b>Description:</b>	<b>RESIDENTIAL DEVELOPMENT OF 88 UNITS WITH ASSOCIATED PARKING AND AMENITY SPACE</b>
<b>Case Officer:</b>	<b>ELIZABETH REYNOLDS</b>

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## **1 BACKGROUND**

- 1.1 This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 1.2 The pre-application enquiry was initially submitted in February 2019, a meeting was held between the Agent, Applicant and LB Havering planning and highways officers with written pre-application and urban design comments being provided in March. Since then, further pre-application discussions have taken place.
- 1.4 Informed by the above feedback and following discussions with officers, the scheme has been further developed.

## **2 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 2.1 The proposed development comprises up to 88 residential units and 44 parking spaces (10 of which would be blue badge compliant). The proposal

currently includes 39 x 1 bedroom units, 40 x 2 bedroom units, 7 x 3 bedroom units and 2 x 4 bedroom units – 35% of which would be affordable housing. The development would be split between two buildings made up of four cores (A, B, C, and D). The ground floor would primarily comprise access, parking, cycle storage, and refuse / recycling facilities, though 12 duplex units would also be located at this level with direct access from the street. The tallest portion of the building (G+5 floors) is located at the corner of London Road and Spring Gardens.

### **Site and Surroundings**

- 2.2 The L-shaped site measures 0.41 hectares and is located on the corner of London Road and Spring Gardens. The site is vacant save for two small buildings in the north eastern corner of the site, with the remainder of the site used as surface level car parking. The topography of the site is flat and free of vegetation aside from several mature trees around the perimeter of the site. The car park is used for motorcycle tuition and overspill parking for the Romford Greyhound Stadium, the latter of which is no longer required on account of the major improvement works currently underway at the stadium. The northern and western boundary of the site front Spring Gardens, with the southern boundary fronting London Road, brick and steel warehouses are located adjacent to the eastern boundary of the site. The area surrounding the site is a mix of residential, industrial and commercial uses. The prevailing residential typology is 1930s semi-detached terraces, though there are newer flatted developments including three to four storey apartment blocks on Spring Gardens. The Crown Public House to the west of the site has been granted planning permission (appeal reference APP/B5480/W/16/3153011) for a change of use from A4 (drinking establishing) to C3 dwelling houses), part demolition of the public house and construction of 24 apartments. Crowlands Primary School is located to the south west of the site, on the opposite side of London Road. The Coral Greyhound Stadium is also located south of London Road. Romford town centre is located 1.25km east of the site. The site has a Public Transport Accessibility Level (PTAL) of 1B, with access to bus route 86 (Stratford to Romford) from the stop immediately in front of the site, and train services to Liverpool Street, Shenfield and Upminster available from Romford Station.

### **Planning History**

- 2.3 There is no record of planning applications on the site.

### **3 CONSULTATION**

3.1 The following consultees have commented as part of the pre-application process:

- LB Havering Highways
- LB Havering Urban Design

### **4 COMMUNITY ENGAGEMENT**

4.1 In accordance with planning legislation, the developer expects to consult the local community on these proposals as part of the pre-application process, however this engagement has not yet taken place as the proposal continues evolve through the pre-application process.

### **5 MATERIAL PLANNING CONSIDERATIONS**

5.1 The main planning issues raised by the application that the committee must consider are:

- Urban design
- Amenity
- Environment
- Parking
- Affordable housing

Urban Design

5.2 The development has an opportunity, through its alignment on London Road, to make a significant contribution to the quality of the public realm in this location. The 4 – 6 storey development is not considered overwhelming in scale, however it is taller than surrounding buildings and mediation of this scale is an important design consideration. Careful consideration also needs to be given to the pedestrian experience on Spring Gardens which currently has a negligible setback and no street planting. The description of site constraints and opportunities is sound, and has informed the site layout. The proposed layout seems broadly acceptable, though care should be taken to integrate the site with land to the east to ensure the future development potential of the adjacent site is not blighted. Communal gardens should provide adequate high quality play space for all age groups. Daylight / sunlight assessments should be undertaken, together with acoustic, wind and air quality to ensure the private and public open space is of sufficient quality.

#### Amenity

- 5.3 The eastern elevation of the proposed development is set back between 18 and 20 metres from the adjacent property. No overlooking of existing dwellings to the north, south or west of the site is predicted given their distance from the site. The amenity of future residents could however be diminished by the proximity of units to service areas, sources of noise and communal spaces.

#### Environment

- 5.4 No assessments of environmental impact or energy efficiency were provided with the pre-application enquiry. An energy statement needs to be submitted with the application to demonstrate that the proposal can achieve London Plan requirements for carbon reduction (zero carbon emissions for all residential buildings constructed after 2016). In accordance with the Council's Planning Advice Note, a financial contribution for carbon offsetting might be sought to address any shortfall in achieving those targets.

#### Parking

- 5.5 The site has street frontages to London Road and Spring Gardens, the latter of which is a quiet walking route to school. The site has a PTAL of 1b, which is low, though is connected by bus to Romford Station. Immediately around the site are yellow lines and the streets south of London Road have controlled parking. Further along Spring Gardens, there are no parking controls. The proposed unit typology may suggest a lower level of car ownership and there is potential for a car club space within or adjacent to the site, this would potentially allow for a slight decrease in parking provision on the site.

#### Affordable housing

- 5.6 It is proposed to provide 35% affordable housing within the development.

### **Financial and Other Mitigation**

- 5.7 The proposal would likely attract the following section 106 contributions to mitigate the impact of the development:

- Public realm improvements of an amount yet to be determined
- Up to £6528,000 towards education ( on the basis of £6,000 per unit) if Havering CIL is not in place
- CPZ review

Contributions for affordable housing would only be sought if insufficient provision is made on site.

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

- Mayoral CIL would be applied at a rate of £25 per square metre
- LB Havering CIL would be applied at a rate of £70 per square metre, should it be implemented

### **Conclusions**

5.9 The development is still in the pre-application stage and additional work remains to be carried out on it.