



**Pre-Application Reference:**

**PE/00894/19**

**Location:**

**HOUSING OFFICE, THE ALDERMAN PH,  
ROTHBURY HOUSE, CREDITON HOUSE  
AND 70-84 CHIPPENHAM ROAD,  
ROMFORD, RM3**

**Ward:**

**GOOSHAYS**

**Description:**

**RESIDENTIAL LED REDEVELOPMENT  
OF SITE FOLLOWING DEMOLITION TO  
PROVIDE 200 NEW HOMES, 70%  
AFFORDABLE HOUSING WITH A RANGE  
OF 1-4 BED UNITS, 0.5 PARKING RATIO,  
URS, BUILT OVER 3-7 STOREYS WITH  
ASSOCIATED PARKING AND  
LANDSCAPING.**

**Case Officer:**

**NANAYAA AMPOMA**

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## **1 BACKGROUND**

- 1.1 The application has been brought forward as part of the joint venture partnership with Wates and the London Borough of Havering. This partnership aims to deliver over 5,200 homes across 12 sites within the Borough. The pre-application is at a very early stage.
- 1.2 The proposal is being presented to Committee for the first time to enable Members to provide their initial comments prior to the submission of the formal planning application.
- 1.3 In particular, Members may wish to consider the following areas:
  - Scale/height of development
  - Housing Mix
  - Amenity
  - Car parking

- Loss of pub
- Impact on the church/vicarage
- Level changes

1.4 For clarification, the pre-application proposals referred to in this report are not yet subject to any current application for planning permission. Therefore comments made in response to the developer's presentation are provisional, non-binding and are given without prejudice to the determination of any subsequent planning application. Any formal submission shall be subject to the normal planning legislative procedures.

## 2 PROPOSAL AND LOCATION DETAILS

### Site and Surroundings

- 2.1 The application site falls within the Gooshays Ward. The site sits south of the Harold Hill District Centre. It is divided at its central point by the St George's Church and vicarage. The site is split in two parts one measuring 0.4 hectares and the other measuring 0.56 hectares. One of the main constraints on the site is the sharp level slope across the length and width of the site. Currently, there are a number of mix uses on the site. The uses include The Alderman pub, the former London Borough of Havering Council offices and car park, a number of residential blocks and terraced housing.
- 2.2 There are no specific constraints on the site. There is a shifting PTAL rating for the area of between 1b (Very Poor) - 2(Poor). Harold Wood Station is 30 minutes' walk away. The application site is also within Flood Zone 1.

### Proposal

- 2.3 The application proposes to demolish the below units:
- Housing Offices
  - 70-84 Chippenham Road
  - The Alderman
  - Rothbury house
  - Credition House
- 2.4 It is then proposed to redevelop the site to provide 200 C3 units with a current proposed breakdown as below:

Tenure/ Unit type	1 Bed	2B4P	3B5P	4B6P	Total	% of total units
Total	54	99	44		200	100

- 2.5 Also:
- 100 residential car parking spaces (with 10% disabled).
  - Associated landscaping, cycle parking and refuse storage at ground floor.

### **Planning History**

- 2.6 There are no relevant planning permissions or applications for the site.

## **3 CONSULTATION**

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

- Mayor of London
- London Fire Brigade
- Environment Agency
- Natural England
- Thames Water
- Essex and Suffolk Water
- EDF Energy
- National Grid
- Transport for London:

## **4 COMMUNITY ENGAGEMENT**

- 4.1 In accordance with planning legislation, the developer will be engaging with key stakeholders, such as local Members and businesses, on these proposals as part of the pre-application process.

## **5 MATERIAL PLANNING CONSIDERATIONS**

- 5.1 The main planning issues for consideration are:

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

### *Urban Design*

- 5.2 The proposed development is due to be considered by the Havering Quality Review Panel in January 2020.

- 5.3 No clear design details have been provided at this stage. What has been provided are indications of scale and the distribution of buildings on the site.

- 5.4 The development has an opportunity, through its alignment to the shopping centre and Dartfields to make a significant contribution to the quality of the public realm in this location. In order to deliver 200 units, it has been indicated that a 4–7 storey high development would be provided. It is important that any scale is well managed to ensure it does not overwhelm the existing character within the area. Details regarding the materials are also required.
- 5.5 Careful consideration also needs to be given to the pedestrian experience owing to the stark level changes
- 5.6 Further details regarding Daylight/Sunlight, air quality would be required to ensure the private and public open space is of sufficient quality.

#### *Amenity*

- 5.7 At this stage details provided are indicative only. Therefore officers are able to come to a preliminary assessment on amenity. The church site includes a vicarage which would be considered a residential dwelling. Confirmation of impact on the vicarage would thus be required to ensure that their existing amenity is not significantly impacted. Any impact on the amenity of future residents to the development in terms of daylight/sunlight, outlook, enclosure or loss of privacy would also need to be assessed. However, at this stage, no formal daylight/sunlight or amenity assessments have been submitted to confirm the likely relationship.
- 5.8 Nevertheless, the initial submission states that 80% of the units are projected to be dual aspect. 4% (8 units) are indicated to be single aspect north facing units, which is contrary to the London Plan and further details would be required.
- 5.9 No initial shadow studies have been provided. These will be required.
- 5.10 Outside amenity space for future occupiers has not been clearly identified at yet. It is important that quality of residential amenity is assured and of a good standard. Therefore further detailed designs are required.
- 5.11 In addition, there is likely to be sources of noise from the church use at the centre of the site. Therefore a Noise Assessment will be required as part of the formal submission.

#### *Environment*

- 5.12 No assessments of environmental impact or energy efficiency has been provided thus far. 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 policy, a financial contribution for carbon offsetting might be sought to address any shortfall in achieving those targets.

#### *Parking*

- 5.13 The site is boarded by Chippenham Road, Kings Lynn Drive and Dartfields. The PTAL rating for the site is between 1b-2. The site is 30 minutes' walk away from its nearest rail/tube station at Harold Wood. The submission documents state that there would be 100 off street parking spaces provided. This would give a parking ratio of 0.5. Depending on the current levels of on-street parking and whether there would be future parking restrictions in place, further consideration as to parking impact would be required.

#### *Affordable housing*

- 5.14 It is proposed to provide 70% affordable housing within the development. This is in keeping with policy.

### **FINANCIAL AND OTHER MITIGATION**

- 6.1 The proposal would likely attract the following section 106 contributions to mitigate the impact of the development:
- Highways and transport contributions
  - Carbon offset contributions
  - Employment and skills
  - S106 Monitoring fee
  - S106 drafting fee
- 6.2 The Havering Community Infrastructure Levy (CIL) has been adopted as of the 1<sup>st</sup> September 2019. Therefore the development is likely to be CIL liable for both the Mayoral and LB Havering. As such subject to the resulting floor space, the following charges would be applicable:
- Mayoral CIL would be applied at a rate of £25 per square metre
  - LB Havering CIL would be applied at a rate of £125 per square metre, should it be implemented

### **CONCLUSIONS**

- 7.1 The development is still in the pre-application stage and additional work remains to be carried out. At this early stage, Members' guidance will be most helpful to incorporate as the various elements are brought together.