

STRATEGIC PLANNING COMMITTEE SUPPLEMENTARY AGENDA

7 November 2019

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

- 10 PE/00185/19 - JEWSON DEPOT 307-309 SOUTH STREET, ROMFORD, RM1 2AJ**
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Report attached

Andrew Beesley
Head of Democratic Services

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 Havering LONDON BOROUGH	Strategic Planning Committee 7 November 2019
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Pre-Application Reference:	PE/00185/19
Location:	JEWSON DEPOT 307-309 SOUTH STREET, ROMFORD, RM1 2AJ
Ward:	ROMFORD TOWN
Description:	REDEVELOPMENT OF SITE TO PROVIDE NEW JEWSON WAREHOUSE OF 1260SQM AND ASSOCIATED PARKING; AND 47 RESIDENTIAL UNITS BUILT OVER 4-7 STOREYS AND 557SQM OF COMMERCIAL B1, B8 D1 and D2 SPACE, WITH ASSOCIATED PARKING AND LANDSCAPING.
Case Officer:	NANAYAA AMPOMA

1 BACKGROUND

- 1.1 The proposed development is currently the subject of a preapplication initially submitted in April 2019. Since then a number of meetings have been undertaken between the developer and LB Havering's planning and highways officers with written pre-application and urban design comments being provided throughout the process. The application was also presented to the Strategic Planning Committee on the 8th September 2019 and the Quality Review Panel on the 18th September 2019.
- 1.2 The proposal is being presented to Committee for the second time to enable Members to provide their further comments prior to the submission of a planning application following the further design work undertaken by the applicant.
- 1.3 In particular, Members may wish to consider the following areas:
 - Scale/height of development
 - Affordable Housing

- Housing Mix
- Amenity
- Car parking
- Suitable relationship between commercial B1/B8 and residential

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 legislation procedures.

2 PROPOSAL AND LOCATION DETAILS

Site and Surroundings

2.1 The application site comprises an area of 0.73 hectares and is situated at the corner of South Street and Lyon Road. The site currently benefits from light industrial uses under B1 and B8 and is occupied by Jewson, which are builders merchants. There is a large existing warehouse building to the northern most part of the site with an internal area of 1061square metres.

2.2 The site falls within the Secondary Employment Areas under policy DC10 of the London Borough of Havering's LDC Core Strategy and Development Control Policies DPD 2008 (CS). The area around the site is predominately characterised by two storey residential properties with some commercial uses along Lyon Road. However to the north of the site there are a number of three storey buildings. To the rear of the existing site are residential properties that face onto Dymoke Road; while to the side of the site is private hire company. There is a shifting PTAL rating for the area of between 4(Good) - 6a(Excellent). However the site of the residential unit itself falls within PTAL 5(Very Good). Romford Station is 10mins walk away. The application site is also within Flood Zone 1.

Proposal

2.3 The proposed development comprises up to 47 residential units with commercial at ground floor and the redevelopment of the Jewson's yard to the rear of the site along Lyon Road. The summary of the proposed residential mix is: 13 one beds; 23 two beds; and 11 3 beds.

2.4 Also:

- 14 residential car parking spaces (with 10% disabled).
- 4 van spaces
- 5 commercial spaces
- Movement of existing bus stop further towards Romford Station

- Associated landscaping, cycle parking and refuse storage at ground floor.
- Separate servicing area for commercial uses.
- Separate bin area for commercial and residential uses

2.5 To the rear, the proposal looks to redevelop the existing Jewson site to provide 1260sqm of space. This unit would have its own separate parking and servicing yard. The new building would sit to the further most east of the site.

Planning History

2.6 **P1555.01:** Part change of use to waste transfer site. ***Refused 17th December 2001.***

3 CONSULTATION

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

- LB Havering Highways
- LB Havering Urban Design Team

4 COMMUNITY ENGAGEMENT

4.1 The applicant undertook a public consultation exercise on 30th September. Local residents were invited to make comments on the scheme and have any questions they had answered.

4.2 The applicant has reported that comments were received regarding the location of the proposed building being close to the existing north boundary in that it would result in residents looking at a blank grey wall. In response the applicant has relocated the building away from this boundary.

4.3 Other concerns raised included ecology and parking. The applicant will look to respond to these as the development progresses and at submission stage.

5 SPC 12TH SEPTEMBER 2019 COMMENTS

The application was originally presented to Members on the 12th September. During this session Members provided their initial comments on the scheme. The applicant has since provided a respond to these comments as follows:

SPC COMMENT	APPLICANT RESPONSE
A keenness to understand in more detail the relationship between the residential units and the proposed/retained commercial use. What are the impacts and how could these be managed?	Further drawings have been submitted to better demonstrate this relationship. This is to be presented to Members in the Developer's second presentation.

The trading hours of the proposed/retained commercial use.	At present further work is required to determine the nature of the exact use Class that would operate at the ground floor of the mixed use building. However once confirmed opening hours will be agreed with officers and presented to the Committee at submission stage.
An opportunity to improve outlook from residential units with additional landscaping (as opposed to a view of a Jewson yard).	The internal layouts have been reviewed and dual aspect units have been maximised. Including the use of obscure glazing where there may be sensitive amenity concerns.
How the traffic movements would be managed on site 1) within the mixed use component to the front and 2) within the yard to the rear.	A Transport Preapplication note has been submitted to officers for review by the Transport Officer showing tracking for residential and commercial parking at the mixed use block as well as the movement of cars within the Commercial Jewson site.
How would any parking overspill be managed on the surrounding streets	The part of South Street the site is located has a no waiting or parking restriction. However in regards to the wider area options are being explored for securing the scheme as car free.
Further detail should be provided to explain the rationale behind the unit mix. Could more family units be provided	Family units increased from 8 to 11 and now represent 23% of the overall units.
Potential to improve the quality of the frontage on to Lyon Road	Further progress has been made to the design of this frontage.
Details were sought about the refuse and recycling arrangements	Two locations at either side of the block have been provided for refuse and recycling.
Sustainability credentials of the buildings	Sustainability Statement to be submitted at application stage.
Further consideration was invited on whether 7 storeys was contextually appropriate	The design has progressed further with three main palettes of materials introduced to help soften the appearance of the block and the 7 th floor has been stepped back from the main facade to reduce the appearance of bulk

6 Quality Review 19th September Comments

- 6.1 The panel welcomes the way the scheme makes more efficient use of the site, providing new homes as well as commercial space, and reinforcing the existing residential neighbourhood. In particular, the panel supports the generosity of the podium-level amenity space. Overall, it feels that the proposals are a good attempt to resolve some of the severe constraints on the site, not least in relation to the lack of clarity over the status of Lyon Road. As a result of these constraints, the panel accepts the rationale for locating all entrances along South Street. However, it would encourage a design that can be adapted, if in future it becomes possible to create entrances on Lyon Road. While the scale of development is markedly different from the scheme's immediate neighbours, the panel feels this could be justified by a high quality building. It suggests that it would be more appropriate, given the scale of development proposed, if the architecture reflected an industrial aesthetic, rather than the piecemeal residential context. Finally, the panel is concerned by the number of single aspect units and would like to see this reduced.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues for consideration are:

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

Urban Design

7.2 The proposals were considered by the Havering Quality Review Panel on 19th September 2019. Their comments are provided in section 6 of this report.

7.3 Officers are largely happy with the direction of design for the scheme. The satisfactory integration between the two elements of the development and how best to manage the relationship are forming a part of the design proposals and site layout.

7.4 The proposed redevelopment of the Jewson site would provide further investment into the B1/B8 use and is in the keeping with the existing use of the site. Any newly proposed warehouse building must be of a size that would increase or maintain the existing employment levels at the site. It is also important that servicing and parking for large industrial vehicles are reprovided by the development to ensure the developments viability. This is being proposed under the scheme.

7.5 At the front of the site it is important to note that there is an obligation for the development to provide commercial at ground floor. In keeping with policy DC10 which requires that there is no significant net loss of B1/B8 use at the site. The proposals do accord with this aspiration and may also introduce D1 and D2 uses although their exact nature of the use has not been agreed.

7.6 The development has an opportunity, through its alignment on South Street and Lyon Road, to make a significant contribution to the quality of the public realm in this location. The proposed scale of the development is largely considered acceptable at the location especially given the stepped design of the block and the set back of the 7th floor. Three material palettes are also being introduced to further help reduce the appearance of bulk and massing. Overall, at 7 storey building would be taller than the surrounding buildings and mediation of this scale is an important design consideration.

7.7 Careful consideration has been given to the pedestrian experience on South Street with a suitable level of set back from the public walk way provided. The development's relationship to the ownership of Lyon Road is remains unresolved. However an entrance is being created through the set back of the building on the applicant's site. The proposed layout seems broadly acceptable though it is required that there is some refinement to some of the internal layouts. Communal gardens should provide adequate high-quality play space for all age groups and further landscape work is underway.

7.8 Further details regarding Daylight/Sunlight, air quality would be required to ensure the private and public open space is of sufficient quality.

Amenity

7.9 Owing to the corner plot location of the Jewson site the only likely residential development to be impacted is 301-305 South Street. This development is three storeys tall with a brown brick exterior. The proposed development has been designed to have a stepped effect. Therefore the bulk of the development closest to this residential block would be four storeys before stepping up one level at the building's mid-section. This four-storey element has also been further pulled away from this residential block to help reduce any appearance of dominance and initial shadow studies provided demonstrate that any likely overshadowing when compared to the existing arrangement may not be significant.

7.10 It should be noted that at this existing residential property's flank wall there are no windows as these face onto the street only. Therefore the proposed residential build at the Jewson site is unlikely to have any impact on the amenity of future residents by way of loss of privacy. However no formal daylight/sunlight or amenity assessments have been submitted at this stage to confirm the likely relationship. As such more detailed Sunlight and Daylight details are required. At this stage comments on amenity are provisional and would not prejudice any forthcoming application or the formal statutory consultation period.

7.11 Outside amenity space for future occupiers is provided at podium level. This level will also make provisions for the required play for the development. It is important that quality of residential amenity is assured and of a good quality. Therefore further detailed landscape designs are required.

7.12 In addition, it is important for the development to ensure that a complementary relationship is created between the commercial and residential uses at the site in order to ensure the development is experienced at its best. There is likely to be sources of noise from the rear and ground floor commercial units if

proper sound proofing is not provided. Therefore a Noise Assessment will be required as part of the formal submission.

Environment

- 7.13 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 policy, a financial contribution for carbon offsetting might be sought to address any shortfall in achieving those targets.

Parking

- 7.14 Access into the site will be via South Street for the mixed-use commercial unit and Lyon Street for the commercial Jewson site. The site is 10 minutes walk from Romford Station. However owing to the PTAL methodology the site's PTAL rating fluctuates between 4-6a. 14 off street parking for residents is proposed and 9 spaces for the ground floor commercial element. The Jewson yard will continue to have its own designated parking area. However subject to details regarding parking pressures on the road the development could be secured with no right for parking permits for future residents to park on the road. This would mean that any new cars into the area as a result of the development, would only be able to park at the site.

Affordable housing

- 7.15 It is proposed to provide 35% affordable housing within the development. This is compliant with London Plan policy.

8 FINANCIAL AND OTHER MITIGATION

- 8.1 The proposal would likely attract the following section 106 contributions to mitigate the impact of the development:
- Highway improvement contribution
 - CPZ review
 - Transport contributions
 - Carbon offset contributions
 - Restriction on parking permits
 - Reasonable legal fees
 - S106 Monitoring fee
- 8.2 The Havering Community Infrastructure Levy (CIL) has been adopted as of the 1st 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.

9 CONCLUSIONS

- 9.1 The development is still in the pre-application stage and additional work remains to be carried out on it. However officers are happy with the direction of design work subject to any further comments from Members.