



Havering
LONDON BOROUGH

**Strategic Planning
Committee
15 August 2019**

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

1 BACKGROUND

- 1.1 The proposed development is the subject of a preapplication initially submitted in February 2019. A meeting was held between the developer 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.
- 1.2 The proposal is being presented to Committee for the second time following its initial presentation at the Committee on the 27th June 2019. In response to comments made during that Committee there have been subsequent changes made to the scheme. The purpose of the second presentation is for the developer to explain the latest proposals; the amendments made and enable Members to make further comments prior to the submission of a planning application.
- 1.3 Issues raised by Members at the last presentation were:
- Clarification sought on whether the existing trees around the perimeter of the site would be retained.
 - Clarification was also sought on the amenity space strategy.

- The developer was invited to consider the level of car parking provision and whether the proposed provision would be appropriate given the low level of bus accessibility.
- The developer was also invited to consider whether the proposed unit types meet the borough's accommodation needs, notably family units.
- Further detail was sought on how the ground floor layout of the development takes into account designing out crime principles.
- Further details were sought on the width of the junction between London Road and Spring Gardens with regards sight lines for vehicle access and egress to the site.

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 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 existing 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.

2.2 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.

Proposal

- 2.3 The proposed development comprises up to 88 residential units. This remains the same as previously presented. However there has been an increase in the number of family units following Members comments.

Unit type	Original SPC	Proposed	% of current mix
1 Bedroom	39	37	-2
2 Bedroom	40	34	- 6
3 Bedroom	7	15	+8
4 Bedroom	2	2	-
Total	88	88	-

- 46 car parking spaces (with 9 disabled spaces), 2 car club spaces
- Associated landscaping, cycle parking and refuse storage at ground floor.

Planning History

- 2.4 There are no relevant planning records.

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 engaged with the local community in April 2019. This was also attended by some local Councillors.

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 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. A 4 – 6 storey development may not be considered overwhelming in scale in terms of London Road setting. However it is taller than surrounding buildings and mediation of this scale is an important design consideration, particularly in relation to relationship to single storey bungalows in Spring Gardens. There are concerns over whether the materials and treatment of the top floor are satisfactory given the context of the site and the need to break up the mass to reduce the impression of a single large building. Careful consideration also needs to be given to the pedestrian experience on Spring Gardens as the proposal currently has a negligible setback and no street planting. The developer's assessment 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.
- 5.3 An initial Daylight/Sunlight analysis has been provided, but this only relates to surrounding amenity and not the quality of the proposed development in ensuring adequate daylight/sunlight levels for future occupiers. This, together with acoustic, wind and air quality assessments would be required to ensure the private and public open space is of sufficient quality.
- 5.4 Following Member comments, the developer had a meeting with the Secured by Design Officer and they have stated that they have incorporated the comments made into the current scheme. It should also be noted that the Secured by Design Officer will be consulted by officers should a formal application be forthcoming.
- 5.5 The developer has confirmed that a number of trees are to be provided along both the southern boundary of the site, fronting onto London Road. These will replace those existing.

Amenity

- 5.6 The southern 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.

- 5.7 The initial daylight/sunlight analysis carried out by the developer indicates that the proposal has some impact on neighbours but not to a significant degree. This will need to be considered further by officers.
- 5.8 Following Members comments each flat would benefit from its own amenity space. An additional 729sqm of communal space is also being provided at the roof levels of floors 4, 5 and 6. The quality of these spaces will be an important factor. Officers have previously stated that it would not be supported for the development to have a terrace area on the roof of the 6th floor as this would create added bulk to the development and make that element appear as 7 stories. The proposed development also aims to meet the Mayor's play area provisions.

Environment

- 5.9 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

- 5.10 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. However, the site 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.
- 5.11 Following Members comments, the proposed car parking spaces have been increased from 44 to 46. This includes 9 disabled parking spaces. The developer has made provision for a car club with two spaces allocated in order to encourage sustainable modes of travel at the site. The developer has stated that the provision of a car club would reduce the need for car parking, suggesting that the provision of the car club with 2 vehicles would be equivalent to 26 car parking spaces. The developer has also conducted a survey of availability of spaces in surrounding streets which suggest there is parking capacity on street.
- 5.12 Following Members comments further assessment has been undertaken by the developer in respect of the junction between London Road and Spring Gardens.

Affordable housing

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

FINANCIAL AND OTHER MITIGATION

6.1 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

6.2 The Havering Community Infrastructure Levy (CIL) will be adopted September 2019. Therefore the development is likely to be CIL liable. 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 on it.