



<b>Pre-Application Reference:</b>	<b>PE/00185/19</b>
<b>Location:</b>	<b>JEWSON DEPOT 307-309 SOUTH STREET, ROMFORD, RM1 2AJ</b>
<b>Ward:</b>	<b>ROMFORD TOWN</b>
<b>Description:</b>	<b>REDEVELOPMENT OF SITE TO PROVIDE NEW JEWSON WAREHOUSE OF 1260SQM AND ASSOCIATED PARKING; AND 47 RESIDENTIAL UNITS BUILT OVER 3-6 STOREYS AND 6000sqm OF COMMERCIAL B1 AND B8 SPACE, WITH ASSOCIATED PARKING AND LANDSCAPING.</b>
<b>Case Officer:</b>	<b>NANAYAA AMPOMA</b>

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## 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.
- 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 a planning application.
- 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 At the front of the site, the proposed development comprises up to 47 residential units with commercial at ground floor. The below table provides a summary of the proposed property mix:

Tenure/ Unit type	1 Bed	2 Bed	3 Bed	Total	% of total units
Social rented		3	6	9	19
intermediate	4	2		6	13
Market	10	20	2	32	68
Total	14	25	8	47	100

2.4 Also:

- 30 residential car parking spaces (with 10% disabled).
- Associated landscaping, cycle parking and refuse storage at ground floor.
- Separate servicing area for commercial uses.
- Separate bin area for commercial 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.

### **Planning History**

2.6 **P1555.01**: Part change of use to waste transfer site. ***Refused 17<sup>th</sup> 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 Details of community involvement have not been provided at this stage.

## **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 on 19<sup>th</sup> September 2019.

5.3 There are two elements to the development – the redevelopment of the existing Jewson site to the rear and the mixed-use residential development to the front of the site. The proposed residential units to the front would also sit alongside commercial uses at ground floor.

5.4 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.

- 5.5 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.
- 5.6 The development has an opportunity, through its alignment on South Street and Lyon Rod to make a significant contribution to the quality of the public realm in this location. A 3 – 6 storey development may be acceptable at this location. However it is important that any scale is well managed to ensure it does not overwhelm the existing character within the area which is predominately two and three storeys. Overall, at 6 storeys the building would be taller than the surrounding buildings and mediation of this scale is an important design consideration. There are concerns over whether the materials and treatment are satisfactory although detailed material palettes have not been provided at this stage.
- 5.7 Careful consideration also needs to be given to the pedestrian experience on South Street with a suitable level of set back from the public walk way. The development's relationship to Lyon Road is unresolved as the ownership is unknown. 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.
- 5.8 Further details regarding Daylight/Sunlight, air quality would be required to ensure the private and public open space is of sufficient quality.

#### *Amenity*

- 5.9 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 three storeys before stepping up one level and then a second level. This means that in relation to this existing three storey block the massing would form a complementary relationship. At this property's flank wall there are no windows as the windows face onto the street. Therefore the proposed residential build at the Jewson site is unlikely to have any impact on the amenity of future residents by way of daylight/sunlight, outlook, enclosure or loss of privacy. However no

formal daylight/sunlight or amenity assessments have been submitted at this stage to confirm the likely relationship.

- 5.10 The initial shadow studies provided suggest that there would be likely overshadowing from the development onto this block in the winter months. This will need to be considered further by officers. At this stage comments on amenity are provisional and would not prejudice any forthcoming application or the formal statutory consultation period.
- 5.11 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 designs are required.
- 5.12 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*

- 5.13 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*

- 5.14 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. Off street parking is proposed although the exact number of spaces has not yet been agreed at this stage. However subject to details regarding parking pressures on the road the development could be secured with no right or 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.
- 5.15 At present the application provisionally proposes 30 parking spaces.

#### *Affordable housing*

5.16 It is proposed to provide 32% affordable housing within the development. This is below the policy requirement of 35% and so would have to be justified through a viability approach.

## **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) 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 on it.