



Havering
LONDON BOROUGH

**Strategic Planning
Committee – Developer
Presentation
25 January 2024**

Pre-Application Reference:	W0152.23
Location:	Land bound by Chippenham Road, King Lynn’s Drive and Darfields, Harold Hill
Ward:	Heaton
Description:	Demolition of existing buildings and redevelopment of the site for residential uses in the region of c140 dwellings
Case Officer:	Richard Byrne

1.0 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 without prejudice and along with the comments received as a result of consultation, publicity and notification subject to full consideration of any subsequent application.
- 1.2 The proposed planning application has been the subject of 2 pre-application meetings with officers. There has been a QRP meeting undertaken to date 27th November 2023. Informed by the feedback gained from this meeting and following discussions with officers, the scheme has gradually developed.
- 1.3 The scheme is not finalised and it is anticipated that the proposals will further evolve over the coming months before submission of a planning application. At this stage however, Member feedback in regard to broad principles for the development will be constructive in taking the scheme forward.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is broadly rectangular in shape bound by Chippenham Road to the north, King’s Lynn Drive to the south and Dartfields to the east and west. The site is in two parcels straddling a central plot (which is outside of the application site) occupied by St. Georges Church, a funeral parlour and vicarage. The area of the two parcels measure approx. 0.96 hectares and the site slopes significantly upwards from Chippenham Road to King’s Lynn Drive by 2.6 metres.

- 2.2 The site is not in a Conservation Area and is not in an area of other designations. The site does not have a specific allocation in the Local Plan. It is however part of a wider masterplan being undertaken by the LBH Regeneration Team in Farnham Hilldene. The masterplan area comprises a family welcome centre to the north (phase 1) the Chippenham Road site to the south (Phase 2) and the Farnham Road and Hilldene shopping centre (Phase 3).
- 2.3 The site is adjacent to the existing Farnham Road shopping centre, however, it is has PTAL rating of 1b and 2.
- 2.4 The western parcel of the application site comprises a public house, one detached three storey building occupied by self-contained flats and eight two storey dwellings which all front Chippenham Road.
- 2.5 There are protected trees in the western parcel adjacent to the Chippenham Road boundary. The eastern parcel of the site is occupied by two detached buildings which are two and three storey housing self-contained flats fronting King's Lynn Drive.

3.0 THE PROPOSAL

- 3.1 The proposal relates to a council-led scheme for the demolition of all buildings in the eastern and western parcel with the erection of three principal blocks to accommodate 117 affordable homes and 21 homes for young people.

Affordable Homes	Home for Young People
1bed – 33 No.	1bed - 21
2bed – 63 No.	
3bed – 21 No.	

- 3.2 10% of the affordable home would be for wheelchair users and all units would have bike storage to GLA standards.
- 3.3 The homes for young people are for care leavers with an office for three staff including a meeting room and kitchenette/WC facilities within the building.
- 3.4 The proposed development in respect of height ranges between six storey and four storey. Along Chippenham Road the frontage block would reach six storey with a four storey height along King's Lynn Drive. The middle part of the block in the western parcel and intervening section in the eastern parcel (between Chippenham Road and King's Lynn Drive) facing Dartfields the height is five storey.
- 3.5 The footprint of the proposed built form allows for the retention of trees and courtyard open space to be created.
- 3.6 In the central section of the site on the south side of the church open space and a car park is proposed with access taken from King's Lynn Drive.
- 3.7 Bay parking is proposed off Chippenham Road and the eastern side of King's Lynn Drive. A central car park is proposed with access off King's Lynn Drive. The development proposes 42 spaces on site for the 117 affordable homes equally a ratio of 0.36 spaces per home and 2 staff parking spaces for the young person homes.

4.0 PLANNING HISTORY

- P1274.23 - The Alderman, Chippenham Road, Romford - Demolition of all existing buildings and structures. Currently being considered, no decision made.

5.0 CONSULTATION

- 5.1 Members should note that the proposal being presented to them now may have changed to reflect the QRP's comments below.

QRP Comments – 21 November 2023	
<i>Height and massing</i>	
<ul style="list-style-type: none"> • Supports the proposed approach to the form and massing proposed for the development. However, it suggests exploring whether the massing of Buildings A2 and B2 could be redistributed, with the higher blocks remaining to the north. A2 and the south-facing element of B2 on Kings Lynn Drive could be reduced by one storey, with the height moved to A1 and to the eastern elements of B1 and B2 on Dartfields (East). This could create a more sympathetic relationship with the site's surroundings, as well as improving the block's form factor. 	
<ul style="list-style-type: none"> • The design team should consider how plans for the high street masterplan phase immediately to the north will relate to the proposals. It is Report of Formal Review Meeting 21 November 2023 HVQRP38_Chippenham Road that the massing and height of the development should respond to the emerging as well as the existing context, and an ongoing conversation is therefore needed. 	
<i>Architecture</i>	
<ul style="list-style-type: none"> • The architectural approach is developing in a positive direction. Façade studies incorporate interesting depth and variation, and the link to the slope of the site is a promising concept. 	
<ul style="list-style-type: none"> • The loss of The Alderman public house creates policy issues. However, it does not consider that the pub makes a positive architectural contribution and thinks its retention would compromise the quality of the scheme as it occupies a significant area of the site. 	
<ul style="list-style-type: none"> • The inclusion of access decks gives depth to façades. It notes that the dual aspect design of some units relies on windows that will open over decks, which may reduce their use. The design approach should aim to balance these factors. 	
<ul style="list-style-type: none"> • Many flats have balconies that overlook the courtyards. It suggests that the design should also offer options for balconies with more privacy that face gable ends. This could be achieved by moving some decks to the opposite side of blocks. 	
<i>Landscape and amenity</i>	
<ul style="list-style-type: none"> • Acknowledges the challenging nature of the site topography. However, fully responding to and incorporating this into the designs will prove crucial to the scheme's success. It therefore recommends developing a three-dimensional study of the landscape to help ensure site levels inform the design approach. 	
<ul style="list-style-type: none"> • Encourages more work to resolve the way the site relates to nearby green spaces. It could act as a key link from the high street to the network of green spaces to the south on Kings Lynn Drive. The development can play a more 	

<p>positive role in this network by providing a route through the site rather than creating a blockage.</p>	
<ul style="list-style-type: none"> • Encourage the development of a safe crossing over Kings Lynn Drive from the site to allow children to reach the adjoining green space. This route and the quality of the existing space should form part of the play strategy for the site, in conversation with council officers. 	
<ul style="list-style-type: none"> • The courtyards, currently dominated by play space, should include a wider range of space type so that they provide social spaces for all age groups within the new residential community. The inclusion of swings should be reconsidered, as they make inefficient use of space. 	
<ul style="list-style-type: none"> • Asks for further thinking on how the development's urban greening factor can be increased. The design of the courtyards should be reconsidered, including the removal of swings, to reduce the areas of hard surfacing and create more opportunity for planting. Further opportunities for greening should be sought across the site. 	
<p><i>Site layout</i></p>	
<ul style="list-style-type: none"> • Recommends developing a clear movement strategy for the site, showing how pedestrians and cyclists will access and navigate it. This should include consideration of how people will arrive at the site from across the wider area, and the way it fits into the movement networks of Harold Hill. 	
<ul style="list-style-type: none"> • More work is needed to consider how disabled people will access the site. The steepness of Dartfields makes access to accessible flats via the site perimeter to the units adjacent to Kings Lynn Drive, impossible. This could either be addressed by modelling access via cores on Chippenham Road and courtyards. Alternatively, all wheelchair accessible units could be moved to blocks fronting onto Chippenham Road. 	
<ul style="list-style-type: none"> • Concerned that the central car park could be vulnerable to antisocial behaviour. It recommends distributing parking across the site instead, which could also allow buildings to be more closely grouped together, occupying more of the central space. More discussions should take place with Council officers on managing parking, including on surrounding streets. 	
<ul style="list-style-type: none"> • Notes that parking close to the colonnades on Chippenham Road could conceal entrances to the building, removing passive surveillance. The panel advises using sections to consider how this can be addressed. 	
<p><i>Site boundaries</i></p>	
<ul style="list-style-type: none"> • Further thinking about the quality and function of the spaces around the site's buildings. More work is needed to ensure that spaces around the edge of site are designed purposefully and are not left over 	
<ul style="list-style-type: none"> • South-western corner of Block A1 creates a pinch point with the pavement on Dartfields, which needs to be addressed. 	
<ul style="list-style-type: none"> • The panel also suggests considering the quality of the views into the courtyard from the site boundaries. A combination of solid and open boundary treatment could allow for an interesting mix of glimpses into courtyards. 	

Sustainability	
<ul style="list-style-type: none"> • Supports the net zero carbon strategy for the development but asks for a more detailed sustainability strategy to show how it will be achieved without the use of offsetting. This should include more consideration of how the material strategy for the development will address embodied carbon, and how the heating and ventilation approach will reduce operational carbon. This is particularly important in light of the proposed demolitions. 	
<ul style="list-style-type: none"> • Suggests using self-supported structures for the deck access walkways instead of reinforced concrete to reduce both thermal bridging and the scheme's embodied carbon impact. 	
<ul style="list-style-type: none"> • Pleased to see that windows are horizontally aligned and their size well-balanced. It notes that they should be fully openable to allow purge ventilation. 	
<ul style="list-style-type: none"> • Also suggests that the depth of window reveals for north-facing flats may need to be reduced to allow enough solar gain 	
<ul style="list-style-type: none"> • The potential to host include sustainable drainage systems (SuDS), which would benefit from the site's gradient, and asks for designs to be developed 	

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

- Mayor of London
- London Fire Brigade
- Thames Water
- Essex and Suffolk Water
- EDF Energy
- National Grid
- Transport for London
- NHS Trust
- Department for Education
- Place Services (Ecology)

6.0 COMMUNITY ENGAGEMENT

- Two consultation events were held at the Harold Hill Library on 18th and 20th July 2023 to present the wider phased masterplan for residents and local businesses. The feedback received highlighted a range of priorities, including the need for affordable and social housing, enhanced community infrastructure such as schools and healthcare services, and provisions for maintaining shared green spaces.
- The feedback from residents will form part of the Statement of Community Involvement submitted by the Applicant at submission.

7.0 MATERIAL PLANNING CONSIDERATIONS

7.0.1 The main planning issues raised by the proposal relate to:

- Principle of Development
- Design Quality and Scale
- Mix of housing

- Quality of accommodation
- Access and parking
- Open spaces
- Energy and Sustainability
- QRP Feedback
- Impact on infrastructure provision and mitigation
- Financial and Other Mitigation

7.1 Principle of Development

- The site is within the built up area relatively close to schools, leisure centres and shops. There would be loss of existing homes on the site, however, the applicant has considered adaption of the existing buildings within the site and has come to the view it is more appropriate for the site to be fully re-developed. There is subsequent scope for new housing within the site especially given this is for affordable homes and specialist care meeting the borough's need.
- Although this site is a standalone application, issues that are likely to impact later phases of the masterplan in the wider area should be considered. For example, how parking is likely to be distributed, provision of play/amenity space, potential to improve key pedestrian/cycle routes. Information on these and any other relevant issues should be provided.
- In respect of the public house in the western parcel, the demolition and loss is considered under a separate application (see planning history).

7.2 Design, Quality and Scale

- Officers agree with the majority of the points raised by the QRP in respect of design. The applicant has reduced the height of the built form along King's Lynn Drive to normalise across the site taking into account the level differences. Further proposals however would need to be shown alongside of emerging phase 3 shopping precinct proposals.
- Suggest balconies are revisited depending on building side, capturing of light and presence in the street.
- There are concerns with the proximity of the built form with the corner of the block sited close to the back edge of the pavement to Dartfield's as it would be 5 storeys in height (western side of site).
- Given the low-rise suburban nature of Dartfields the transition from the two storey housing directly opposite the site will be important and the effect on amenity is to be carefully considered. Cross sections drawings have been requested to understand the relationship with existing housing with respect to design and impact on the amenity of occupiers in terms of outlook / overbearing impact.
- Further consideration needed to show the frontage of the site on respect of boundary treatments and level changes within the site with the Chippenham Road streetscene.

7.3 Mix of housing

- The mix of affordable housing, which would be 1, 2 & 3 bedroomed has been discussed with the Council's housing team and is considered to be acceptable.

7.4 Quality of accommodation

- Need to demonstrate that adequate light can be provided to all units and equally that the scale of the scheme does not adversely affect the light to any nearby residential properties.

7.5 Access and Parking

- Consideration of parking, access and servicing issues required and any proposed loss of street parking is likely to be of particular relevance.
- Review of the central car park bays, its location and proximity to the buildings as current position is not particularly overlooked.
- Require consideration across site showing accessibility, route through the site – between Blocks A1/B1 and the Funeral Centre would improve connectivity between the precinct and land to the south.
- Transport Assessment including parking surveys of the surrounding area will be required.
- A cycle strategy should be provided.

7.6 Open spaces

- There is a need to demonstrate that there is satisfactory levels of communal amenity space/playspace for the future occupiers including details of quality of provision for all ages of children and parents. Following a slight amendment to the scheme following QRP the proposal may be able to provide all the playspace required for all age groups within the site. Child yield/play requirements should be able to be generated to demonstrate how London Plan standards can be adhered to.

7.7 Energy and Sustainability

- The intention for the Chippenham Road development is to connect to the district heating network within the Farnham and Hilldene Scheme.
- In the interim period between the completions of the two schemes, Chippenham Road will have a temporary solution (Air Source Heat Pumps) which will enable it to operate independently until the energy centre is built and subsequently the district heating network becomes available.

7.8 Impact on infrastructure provision and mitigation

- At this early stage of the scheme development, options for any on-site infrastructure requirements arising from the development should be considered taking into account it is an affordable led scheme.

8.0 CONCLUSION

- 8.1 The proposed development remains in the pre-application stage and additional work remains to be carried out. The scheme will be progressed through a design led approach over the coming months. At this early stage, Members' guidance will be most helpful to incorporate as the various elements are brought together.