

Havering Local Plan 2016-2031

Housing Position Statement

Annex 5

Capacity Analysis

LB Havering Local Plan - Capacity Assessment

Matalan Site (117 North Street)

The site (0.81 ha) is located a short distance to the north of Romford Town Centre.

To the west it borders the River Rom, to the north are small industrial units and a few low quality houses are located to the south. The site is currently accessed directly off North Street.

It is occupied by a Matalan Store and its surface car park.

This capacity assessment based on the sketch layout assumes a flatted development, suitable for this central location.

Two options have been tested, one with retail and commercial space on the ground floor and another option with residential uses only.

Building heights vary from 4-6 storeys, with taller elements bordering North Street.

The site is in a PTAL rating of 5 and it requires less than 1 parking space/unit for flats.

Average proposed parking ratios shown on the capacity sketch allow for up to 1 space/unit in semi under-croft level with garden area on top within the courtyard.

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.

Approximate Development areas - Option 1

Total site area: 0.8 ha

Total building footprint: 2,847 sqm

Total residential capacity: 147 flats*



Approximate Development areas - Option 2

Total residential capacity: 139 flats*

Total retail area: 544 sqm

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Land at the Junction of Sandgate Close/Crow lane

The site (1.43 ha) is sandwiched between streets with suburban housing and the Royal Mail sorting office. To the north of the site lies the railway and to the south it is bound by Crow Lane. Access to the development is assumed to be from Sandgate Close.

A previous planning application for 150 units on this site had been refused on the grounds of character and appearance and the proposed living conditions of future occupants. The sketch layout illustrating the development capacity aims to make a transition between the urban character envisaged for the Gasworks site and the suburban development to the west of the site.

The capacity assessment assumes a mixture of flats and town houses. Taller building elements are located along south and east edges of site, ranging from 4-5 storeys, to address the main thoroughfare and potential future development area of the Gasworks site.

Town houses of 3 storeys are located on the western edge of site to create a positive relationship with the existing houses.

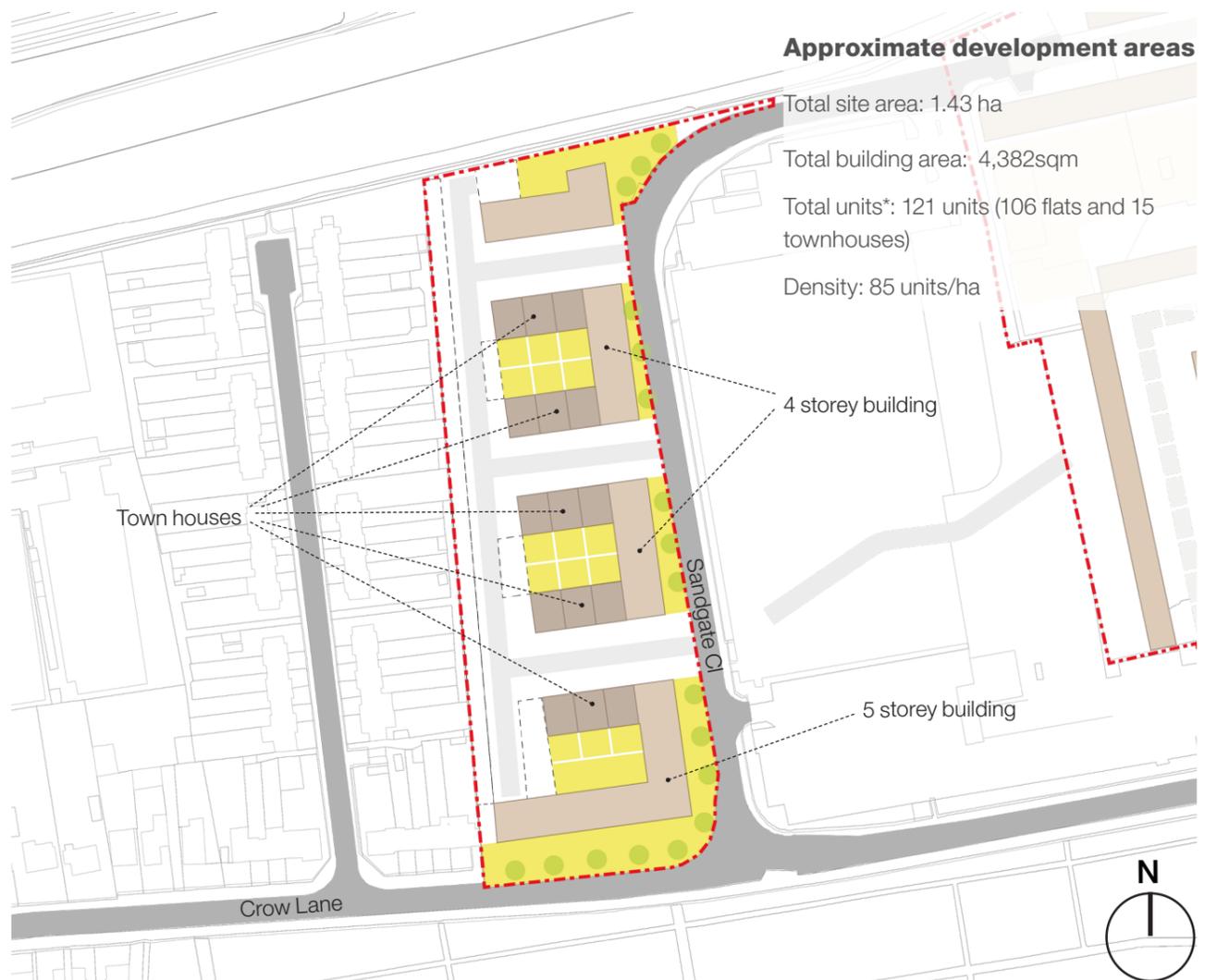
The site is in a PTAL rating of 1a and it requires 1 - 1.5 parking space/unit for flats and 1.5 - 2 parking space/unit for houses.

The development capacity delivers the following average parking allowance:

- 0.5-1 car parking space per unit (flats)
- 1-2 car parking spaces per townhouse

While the PTAL rating is currently low, with development coming forward towards the east including the Gaswork site, pedestrian links to the town centres and public transport are anticipated to improve. This is likely to lead to improved PTAL ratings.

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



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Quarles Campus

Previously developed land within the greenbelt. The site of 3.67ha is currently occupied by a Technical College. To the west of the site lies a predominately residential area and to the east the site is enclosed by Hatter's Wood and Dagnam Park beyond that.

The existing college buildings range from 1 to 3 storeys. Significant existing tree planting on the boundary as been retained and the existing access point reused.

The development capacity assessments as illustrated in the sketch layout largely proposed new development on previously developed area with the playing fields retained as open space. Building heights vary between 2- 3 storeys, allowing for houses and blocks of flats.

Apartments (3 storey) at entrance to site, terraced and semi detached houses within site.

This site is in a PTAL rating of 1b/2 and it requires 1 - 1.5 parking space/unit for flats and 1.5 - 2 parking space/unit for houses.

The capacity study demonstrates an average parking allowance of 1 parking space per apartment , 1 - 2 parking spaces per house. This is at the lower end of the parking requirements.

Approximate development areas

Total site area: 3.67 ha

Number of units: 138 units (60 houses and 78 flats)

Density: 38. u/ha



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Station Parade and Tadworth Parade

This site of 1.38ha, comprises existing retail space on the ground floor with two floors of residential above.

The Site Allocation DPD (2012) identifies this site suitable for redevelopment, with the requirement to retain / re-provide the retail floor space on the ground floor.

The site is located adjacent to Elm Park Station and is suitable for higher density development and lower car parking standards.

The site capacity assessment based on the illustrative sketches has tested two options.:

Option 1 works with the levels of the bridge to allow for a street level frontage and improved public realm and legibility. This options assumes a higher density to overcome potential viability issues and abnormal costs in regard to level changes.

This options accommodates car parking in the form of ground / basement parking and achieves the required standards of 0.5-1 space per unit.

Commercial and retail uses are accommodated on the ground floor, with 4-6 floors of residential above.

The detail design would need to carefully manage the relationship to the adjacent houses and ensure that buildings step down towards their gardens.

Option 2 works with the existing levels, while still aiming to improve the street level frontage adjacent to the station.

Car parking is provided at 0.5 units per dwelling.

As in option 1 commercial / retail is provided on the ground floor with 4-5 storeys of residential above.

The density between the two options ranges from 110-160 u/ha.

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



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Victoria Hospital

The site is located in a residential area to the north east of Romford Town Centre. The surrounding development consists of 2 storey semi-detached houses.

The site itself (0.63 ha) is used by a Primary Care Trust that occupies a number of historic buildings of varying quality, including a 3 storey block and 1 storey former hospital building. The buildings are mostly from the 1930s and 30s and parts are locally listed.

For the purpose of the development assessment it has been assumed that all existing buildings would be demolished.

The development capacity informed by the sketch layout identifies a mix of houses and flats at 2 and 3 storeys and a overall capacity of 52 dwellings.

This site is in a PTAL rating of 2/4 and it requires 1 - 1.5 parking space/unit for flats and 1.5 - 2 parking space/unit for houses.

The capacity study demonstrates an average parking allowance of 1 parking space per apartment , 1 - 2 parking spaces per house. This is at the lower end of the parking requirements.

Approximate Development areas

Total site area: 0.63 ha

Total building area: 4,050 sqm

Total units*: 52 (46 flats and 6 houses)

Density: 81 u/ha

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



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Land adjacent to Hexagon House, Mercury Gardens

The site is located within Romford Town Centre, adjacent to Hexagon House. It has been used as surface car park, accessed via Grimshaw Way. The site has no direct access onto the ring road.

Hexagon House is 9 storeys and the new leisure centre is approximately 6-7 storeys (residential equivalent) in height. LB Havering have had confidential pre-application discussions regarding development on this site.

The capacity assessment based on the sketch layout assumes residential development of 8 -10 storeys. This is seen as appropriate given the context and location immediately on the ring road.

This site is in a PTAL rating of 6a/6b and it requires zero - less than 1 parking space/unit for flats.

Parking is provided underground at an average parking ratio of 0.5 spaces per unit.

The relationship to the adjacent buildings has been carefully considered in order to create an appropriate quality for residential units and accommodate some amenity space.

Approximate development areas

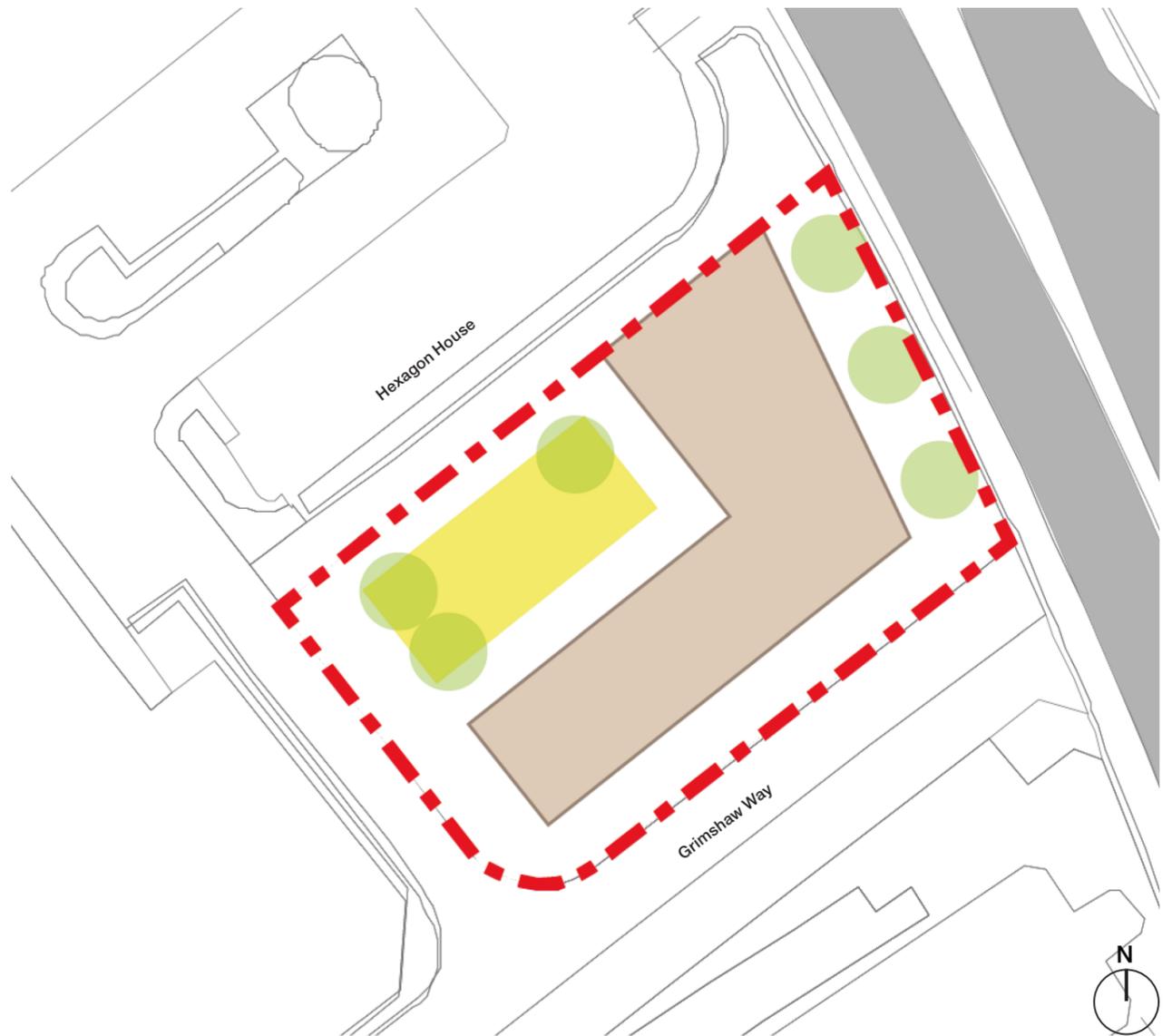
Site area: 0.15 ha

Total GEA: 6,300 sqm

Total NIA: 5,040 sqm

Approx no. units: 84 units*

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



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Brooklands House & detection House, Brooklands Approach

The site is located between a row of houses and The River Rom. It is currently occupied by industrial warehouses.

Site access is provided via Brooklands Approach, directly of North Street.

To the south lies a new residential development of blocks of flats of 4 storeys in height. In this development car parking spaces are provided in the form of undercroft parking.

The capacity assessment has considered two options. These differ in the site allocation boundary, with option 2 showing a more comprehensive development.

The capacity assessments illustrated in the sketch layouts demonstrate a site capacity of 77 (option 1) - 96 (option 2) dwellings. These dwellings are provided in a series of pavilion blocks of 4 storeys.

From an urban design perspective 4 storey development is seen as appropriate. However, parking requirements restrict the number of units that can be delivered on site

This site is in a PTAL rating of 5 and it requires 1 - 1.5 space/unit for flats.

For the purpose of the assessment it has been assumed that all parking is provided as surface car park. This delivers an average car parking ratio of min 0.7 spaces per unit across the site. The use of undercroft parking could increase the parking allowance and improve the public realm and landscape quality of the proposals.

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.

Approximate development areas

Option 1

Total site area: 0.52 ha
 Total GEA: 5,830 sqm
 Total NIA: 4,660 sqm
 Approx no. units: 77 units*
 Approx parking / unit: 0.87 spaces
 Approx parking area: 1,413 sqm (approx. 67 spaces)

Approximate development areas

Option 2

Site area: 0.59 ha
 Total GEA: 7,200 sqm
 Total NIA: 5,760 sqm
 Approx no. units: 96 units*
 Approx parking / unit: 0.7 spaces
 Approx parking area: 1450 sqm (approx. 69 spaces)



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Station Approach, Upminster

The site is located to the southeast of Upminster Station and is currently a large station surface car park with rear gardens and the railway to the south and north.

Site access is provided via Station Road/Station Approach.

To the south lies 2 storey semi detached houses with long back gardens.

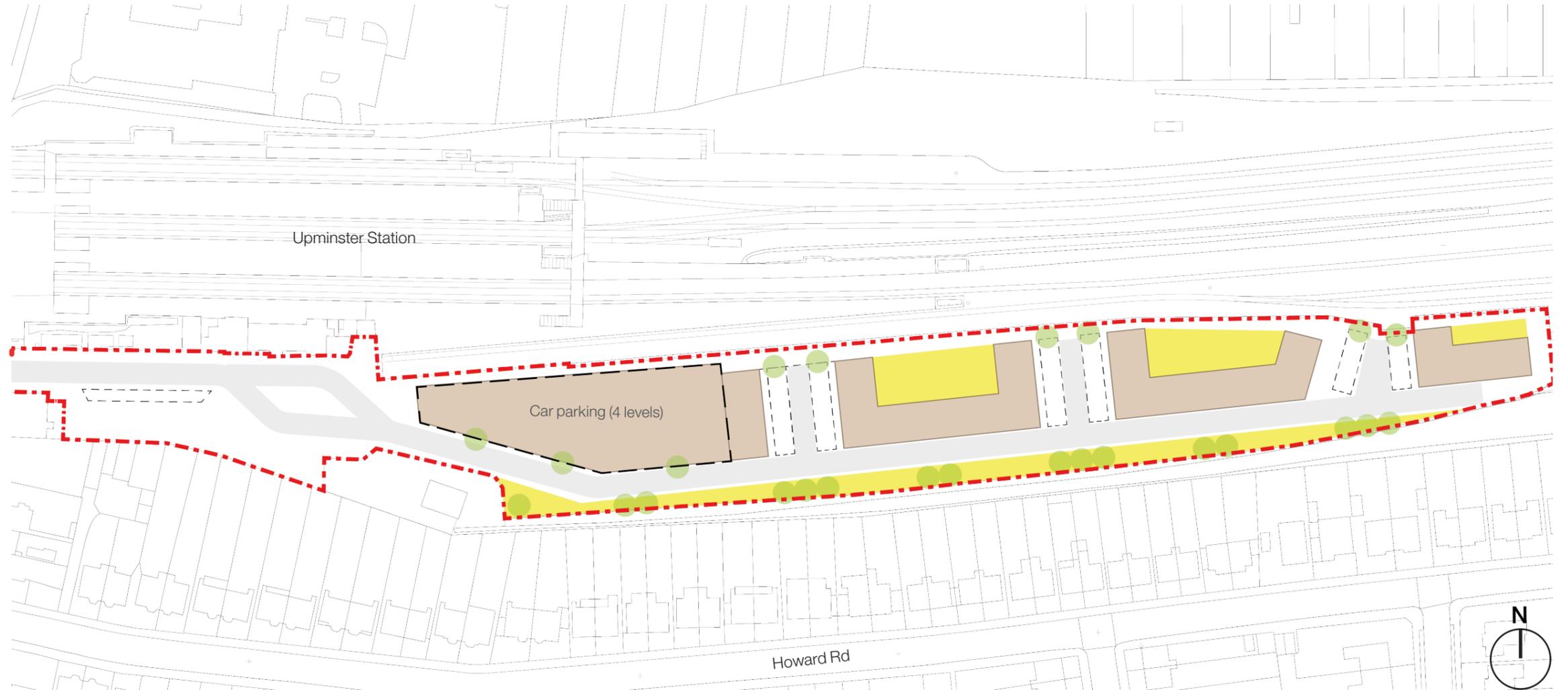
The capacity assessments illustrated in the sketch layouts demonstrate a site capacity of 100 dwellings. These dwellings are provided in a series of pavilion blocks of 3-5 storeys. The station car parking would be redivided in a 4 storey decked car park at the entrance of the site.

From an urban design perspective 3-5 storey development is seen as appropriate given the proximity of neighbouring properties and the general heights in the area.

This site is in a PTAL rating of 4/6a and it requires less than 1 parking space/unit for flats.

For the purpose of the assessment it has been assumed that all residential parking is provided as surface car park or as semi undercroft with roof gardens to the rear. This delivers an average car parking ratio of up to 1 spaces per unit across the site - however this could be reduced due to the public transport accessibility level of the site.

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



Approximate development areas

Total site area: 1.31 ha

Total GEA: 7,750 sqm

Total NIA: 6,200 sqm

Approx no. units: 100

Density: 75 u/ha (inc station parking area)

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222-226 South Street

The site is located just to the south of the Romford ring road and backs onto the River Rom.

Site access is provided via Oldchurch Road.

To the south lies a 2-3 storey residential development with a 3/4 storey office building to the west.

The capacity assessments illustrated in the sketch layouts demonstrate a site capacity of 51 dwellings. These dwellings are provided in a 6-8 storey block to the street and a small mews block to the south.

From an urban design perspective development of this scale could be appropriate in terms of location, however will be significantly taller than the immediate neighbours.

This site is in a PTAL rating of 6a/6b and it requires zero - less than 1 parking space/unit for flats.

For the purpose of the assessment it has been assumed that all parking is provided as underground/undercroft. This delivers an average car parking ratio of min 0.6 spaces per unit across the site .

*Note: Residential capacity are based on a 20% allowance for circulation, bins and ancillary uses and an average units size of 60 sqm.



Approximate development areas

Total site area: 0.34 ha

Total GEA: 3,670 sqm

Total NIA: 2,936 sqm

Approx no. units: 51 units*

Density: 150 u/ha

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Gaswork site

The site is located to the south-west of Romford town centre and is within a 20 minute walk (1000m) from the town centre and Romford train station. Links from within the site will be further shortened and improved when the new pedestrian crossing is completed to the south of the Railway bridge on Waterloo Road.

The site covers an area of approximately 6.2ha and is under the ownership of National Grid Property Holdings (NGPH) and National Grid Gas (NGG). The site was formerly used for gas works operations, and all the gas mains and cylinders currently remain on site along with a Pressure Reducing Station (PRS) located in the middle of the site.

The site is severely constraint including:

- Contamination;
- Infrastructure features, such as Gas Pressure Reducing Station (PRS) and pipelines;
- A single vehicular access point not suitable for larger volumes of traffic;
- Noise, due to the proximity of the railway in the north and busy roads in the south;
- Existing trees along the north eastern boundary.

Approximate Development areas

Total site area: 6.2ha

Total area GIA: 34,320 sqm (including a mix of houses and flats)

Total units: 450 units, including 66 houses.

Note: GIA has been calculated on an average unit size of 60sqm and 20% communal circulation and ancillary space.*

This site is in a PTAL rating of 2/3 and it requires 1 - 1.5 parking space/unit for flats and 1.5 - 2 parking space/unit for houses.

Parking

Parking is provided at an average of 0.8 spaces per dwelling and a total of 360 spaces.

While the PTAL rating is currently low, with development coming forward towards the east, pedestrian links to the town centers and public transport are anticipated to improve. This is likely to lead to improved PTAL ratings.

Note: The above information is based on the draft Development Brief.

