

1. The proposed development amounts to over-interstification of residential properties in a small area which includes new developments at North St, Angel Way, Angel Way Car Park (proposed), Waterloo Rd, Bridge Close and the Liberty (proposed), A total of over 5000 new dwellings, bringing an estimated 11,000 new residents to Romford.
2. The proposed development, in conjunction with the other new developments, will have an adverse effect on the local bus network, which has not been upgraded since the approval of the Local Plan in 2021. The framework travel plan makes unfounded assumptions about the modal share, and shift in travel patterns..
3. The proposed development, in conjunction with the other new developments, will have an adverse effect on the local rail network, which has not been upgraded since the approval of the Local Plan in 2021, to cope with the additional residents, using C2C and TFL overground services from Romford Station.
4. The proposed development will have an adverse effect on the provision of on street parking for residents. New residents in the Como St development will look to nearby residential streets to park their cars, as there are no resident's parking spaces in the submitted plans. Conditions to restrict new residents from acquiring permits will be largely unenforceable.
5. The proposed development, in conjunction with the other new developments, will have an adverse effect on traffic and congestion, particularly in the area around North St and St Edwards Way. Havering has one of the highest levels of car ownership in London, and a poor public transport network.
6. The proposed development will have an adverse effect on local health services. Many of our GP surgeries and dentists are not accepting new NHS patients, and an urgent review and upgrade of healthcare provision is needed for Romford. Recently LBH refused an application to expand one of the largest surgeries in the borough in North St.
7. The proposed development, in conjunction with the other new developments will have an adverse effect on the provision of school places. The new school which was to be delivered by LBH as a part of the Bridge Close development, will be delayed by years, or possibly not even happen.
8. The proposed development, in conjunction with the other new developments will have an adverse effect on the provision of water and sewerage services.
9. The proposed development will have an adverse effect on the provision of healthcare at Queens Hospital. Patients are already spending days on trolleys in hospital corridors. There needs to be an urgent review of services at Queen's, with a phased expansion to match the multitude of proposed new developments in Havering.

10. The proposed development will create a loss of privacy for many nearby residential properties. Even at 9 storeys high the properties in Linden St will be overlooked.
11. The proposed development will alter the established character of the neighbourhood, making it feel claustrophobic and overcrowded.
12. The provision of a green space is far too close to busy local roads; we'd suggest that residents and visitors wouldn't use the area that fronts North St, due to traffic noise and air quality.
13. The other green space along the River Rom, is quite secluded, and will attract anti-social behaviour. The car park and the nearby RUSSC club already have serious problems with anti-social behaviour.
14. The proximity of development to the subway leading to St Edwards Way, which is the focus for anti-social behaviour, calls into question the safety of residents being encouraged to use active or sustainable transport, or being able to use the new green spaces.
15. The proposed development is between 13-17 minutes walk to Romford St. and is beyond what's considered to be an acceptable distance for residents to walk to transport hubs. Havering has high car ownership and low levels of active travel compared to other London boroughs. The bus routes that run from Como St to Romford station are often packed and hard to use.
16. The proposed development will be in an area with air quality readings up to 40% above the WHO guidelines, and its proximity to the ring road will be detrimental to the health of the new residents. When the subways are filled in, the surface crossing will slow traffic and concentrate vehicle emissions.
17. The proposed design has no connection to the existing built environment, which is fine grain urban, consisting of rows of terraced and semi detached houses. It is unsympathetic, and alters the character of an established area. The design has more in common with the multi coloured concrete jungle across the roundabout in St Edwards Way
18. The proposed development claims to be in close proximity to shops, services and offices, which is clearly an over statement. The local shops in North St are of poor quality, and are largely food takeaways. Across the road in the North St corridor, the newly created retail units are largely empty, and that end of North St is hardly used by shoppers and visitors.