

Design and access statement

Proposed conversion of detached garage into 1 bedroom dwelling for single occupancy with front extension, new pitch roof, existing off street parking and rear garden

Site located @ east of 2 and 2a Tennyson Road Harold Hill, Romford RM3 7AD

Site Description:

The application site relates to a detached garage located on the rear of 2 and 2a Tennyson Road, accessed via Harrow Crescent Road.

The application site has an area of 96sqm, with a detached garage building footprint of 37sqm plus rear garden and front parking with existing dropped kerb. The garage is being used for domestic storage.

The character of the surrounding area is mainly residential with adjacent and opposite bungalows and 2-storey terraced houses. The surrounding area has a distinct spacious suburban character due to:

- The majority of dwellings being semi-detached/terraced dwellings
- They have large forecourts providing off street parking
- They have spacious rear garden
- There are few parking restrictions.

The Site is situated within the built-up area of Harold Hill. The surrounding area boasts excellent public transport links and essential amenities within walking distance, promoting a sustainable lifestyle.

Description of Proposal:

The proposed planning application is for the conversion of existing detached garage to 1 Bedroom dwelling for single occupancy with an open plan kitchen/sitting room, shower room and a bedroom. It will also have rear garden (22 sqm) with and 1 off street car parking space in front driveway. A new pitched roof and front facade extension with front door and large window for improved aesthetics and natural light penetration, enhancing the dwelling's energy efficiency.



Existing Front picture



Proposed 3D Front view

Design Considerations

Density: The conversion will create a single occupancy dwelling, minimizing strain on local infrastructure and contributing to accommodating London's growing population, as outlined in Policy 4.1 of the London Plan and Policy HS1 of the Havering Local Plan.

Scale & Appearance: The design will respect the scale, character, and materials of the surrounding area. High-quality, sustainable materials will be used to enhance the overall appearance of the property, creating a positive contribution to the streetscape (Policy 7.9 of the London Plan and Policy BE2 of the Havering Local Plan).

Landscaping: Existing landscaping will be retained wherever possible, promoting biodiversity and contributing to a pleasant environment. The rear garden will provide a minimum of 22 square meters of private amenity space for the dwelling, aligning with the London Plan's policy for access to good quality open space (Policy 7.12) and the Havering Local Plan's policy of protecting existing trees and vegetation (Policy NE3).

Access

Transport Network: The site benefits from excellent public transport links, with bus stops located less than 50 meters away offering frequent services. Gidea Park train station is also within a 1.6-mile radius. This easy access to public transport encourages sustainable travel choices, as promoted by the London Plan (Policy 4.8) and the Havering Local Plan (Policy TR1).

Local Amenities: The surrounding area offers excellent pedestrian access to essential amenities such as post office, shopping center, health center, and primary school, reducing reliance on private vehicles and fostering a walkable neighborhood (Policy 4.7 of the London Plan and Policy CC1 of the Havering Local Plan).

Car Parking: While on-street parking is readily available in the area, the development will provide one off-street parking space at the front. The access from the footpath to the front door will be level and suitable for prams and wheelchairs, ensuring accessibility for all (Policy 5.2 of the London Plan and Policy EQ1 of the Havering Local Plan). Additionally, we will explore options for incorporating bicycle storage within the development, further promoting sustainable transport choices.

Consultation

Flood Risk: According to the Environment Agency website, the site is located in Flood Zone 1, with a low risk of flooding. Therefore, no separate flood risk consultation is required.

Access Groups: As this is a private dwelling, consultation with access groups was not mandatory. However, we are committed to inclusive design principles and will ensure the dwelling meets accessibility standards.

Landfill Assessment: The Environment Agency website indicates no landfill sites within a 1000-meter radius of the site. Therefore, no separate consultation is required.

Conclusion

The proposed conversion of the detached garage presents a sustainable and efficient use of space. The design respects the surrounding context, provides a high-quality living environment for a single occupant, and prioritizes pedestrian and public transport access. The development will have minimal impact on local infrastructure and utilizes existing amenities and transport links. We believe this proposal aligns with the London Plan's vision for sustainable development, efficient land use, and creation of a positive living environment, as well as the Havering Local Plan's policies for intensification and place making.