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PLANNING SUPPORT STATEMENT

With parking and access for
23 Links Avenue, Romford, RM2 6NB



Photo (Courtesy A & P Designs Ltd.) front elevation.

A & P Designs has been instructed to prepare and submit an application for Planning Consent, on behalf of the applicant for works to the above-mentioned property.

Contents

- 1.0 Introduction
- 2.0 Proposal description / Materials
- 3.0 Design & Access
- 4.0 Planning History
- 5.0 Scale & Appearance
- 6.0 Planning Policy
- 7.0 Flood Risk
- 8.0 Conclusion
- Appendix 1 – sunlight study

1.0 Introduction

- 1.1 The property is located within the Marshalls and Rise Park Ward, North of Romford Town Centre, and the River Lea, Links Avenue is **not** within the Gidea Park Conservation Area. The Property is not listed. The property would benefit from Permitted Development. Links Avenue is a wide avenue with occasional trees along the pavements and consists of generally large detached residential dwellings, most of which have been developed extensively, resulting in a mix of architectural styles, roof shapes and materials. On street parking is evident also in this area.
- 1.2 The application is submitted on behalf of the applicant and owner.
- 1.3 The application comprises the following.
6198 01 Location Plan
6198 02 Existing Site Plan
6198 03 Proposed Site Plan
6198 04 Existing Elevations
6198 05 Proposed Plans
6198 06 Street Scenes Existing and Proposed
- 1.4 The property is an existing two / three-bedroom residential dwelling on the North side of Links Avenue, the property backs onto the Romford Golf Club and is a large bungalow with a predominantly hipped roof and front gable. The property includes an integral garage and has generous frontage which is partially lawned with space for multiple vehicles and an existing block paved driveway with a dwarf wall to the front boundary.
- 1.5 There are two tall chimneys to the Western elevation, and a flat roof lean-to extension created historically to the rear.
- 1.6 The amenity to the rear contains no established trees and is currently untended, the distance from the rear of the dwelling to the rear boundary is over 13m in length with the golf course to the rear is appropriate considering its outlook.



Front elevation – street scene showing neighbouring dwellings either side.



Photo – left - showing the rear of the garage and rear door to the kitchen.

Photo - Below - rear elevation





Photo showing neighbouring properties from the rear garden of no.23.

2.0 Proposal Description / Materials

2.1 The proposal is as follows;

‘Proposed First floor addition to create a Chalet style bungalow with storage area to the loft, front addition to extend the garage forward.’

Existing House Walls – White painted textured render with mock Tudor style black painted timber detail.
 Windows – Black painted steel framed fenestration
 Roof – Red Clay Plain tiles
 Black painted timber garage door

Proposed House: Walls – White / cream smooth coat render.
 Roof – Red clay plain tiles to match existing.
 Fenestration – White or light grey composite Heritage flush
 Velux style roof lights.
 Replacement Garage door

3.0 Design & Access

- 3.1 The proposal has been considered with elements of the original style of the bungalow in mind, including the front gables, and the hipped section to the side, retaining and extending one of the two existing chimneys, and one of the bay windows to the front, ground floor elevation.

Front Elevation Existing



Front Elevation Proposed



- 3.2 Access to the property is via an existing block paved driveway from the road which currently could accommodate 4 no. vehicles not including the existing garage.
- 3.5 The rear elevation currently is a mix of window sizes and styles; the proposed rear elevation incorporates three flat roof dormer windows to the first floor with two Velux style roof lights to the loft storage area.

Existing Rear Elevation



Proposed rear elevation



- 3.6 There is very little increase to the footprint of the building, and the width of the property remains the same as existing retaining the distances to the boundary, this together with the hipped roof reduces any perceived impact and draws the eye away from the neighbouring dwellings to reduce the impression of bulk.
- 3.7 The overall the impact of the proposal on neighbouring dwellings and its setting is considered to be minimal. There would be no overlooking or overshadowing as a result of the proposed development, there are no first-floor windows within the side elevations at first floor.

- 3.8 To the East, the neighbouring dwelling is a Chalet Bungalow with dormers to the east elevation and rear. To the West the property is a red brick neo-Georgian style hipped roof detached dwelling

4.0 Planning History

- 4.1 There is no Planning History evident on the Council Website.

5.0 Scale and Appearance

- 5.1 The proposal has resulted in an increase in height of 2.6m. at the highest apex of the roof of 8.8m, reducing to 8.1m. This is an increase in height of 2.5m, this is of course a not insignificant increase, however, would be considered reasonable when reflecting on the height of surrounding dwellings within Links Avenue, where there has been considerable development within the street scene.



Photo – dwelling opposite



Existing boundary between no 23 and 25 very little sunlight penetrates between the properties as existing.

- 5.2 When considering scale, the increase of footprint totals 14.2 square metres, being a front extension to the garage at ground floor, this allows the garage area to be brought forward and a utility room to be created to the rear within the existing garage footprint.
- 5.3 When considering neighbouring dwellings, the design has been created to minimise impact to the neighbouring dwelling with the roof being pitched away from No.25, no windows are included within the flank wall adjacent to the boundary of no. 25. It is considered that there is limited effect to the existing windows (within the flank wall of no. 25) as there is already limited access for sunlight here.

Please see Appendix 1. showing Sunlight study as the direction and orientation of the properties indicate limited over shadowing even in the winter months.



Photo 4. Drone photo (courtesy A & P Designs Ltd) showing aerial view of existing and neighbouring dwelling.

- 5.4 When considering the extent of development of properties along Links Avenue, the scale is considered modest with the resultant proposal fitting well into the existing street scene whilst maintaining and respecting the special character of this curved Avenue with acknowledgement of the style of the original dwelling.
- 5.5 The aspect to the rear of these properties would be considered of significant importance, with the view over the golf course being an important relevance, the dwelling would not be increasing footprint to the rear.
- 5.6 The design of the roof to the rear creates a chalet style to reduce the impact of a first floor
- 5.7 Vertical expansion is more space-efficient, especially when plot size or garden space is limited, helping retain valuable outdoor areas, as is the case here.
- 5.8 Several neighbouring properties have undergone similar vertical extensions, making the proposed first floor consistent with this evolving streetscape.
- 5.9 The proposed addition of a first floor to the existing bungalow is a justified response to the evolving needs of its occupants. It provides essential additional living space without expanding the building's footprint extensively, thus preserving outdoor space. The extension is designed to complement the architectural character of the area and aligns with local planning precedents. Structurally, the bungalow can support this vertical expansion, and the project offers a cost-effective, sustainable alternative to relocation or rebuilding.

6.0 Planning Policy

6.1 Residential Extensions and Alterations Supplementary Planning Document Adopted 2011

- DC3 Housing Design and Layout
- DC33 Car Parking
- DC60 Trees and Woodland
- DC69 Other Areas of Special Townscape or Landscape Character

7.5 Residential design and amenity

Policy 7

Residential design and amenity

Residential development should be of a high design quality that is inclusive and provides an attractive, safe and accessible living environment for new residents whilst ensuring that the amenity and quality of life of existing and future residents is not adversely impacted.

To protect the amenity of existing and future residents the Council will support developments that do not result in:

- i. Unacceptable overlooking or loss of privacy or outlook;
- ii. Unacceptable loss of daylight and sunlight; and
- iii. Unacceptable levels of noise, vibration and disturbance.

To ensure a high quality living environment for residents of new developments, the Council will support residential developments that:

- iv. Meet the National Space Standards and the London Plan requirement for floor to ceiling heights;

- v. Are sited and designed to maximise daylight and sunlight;
- vi. Incorporate an appropriate level of high quality, usable green infrastructure and amenity space that is designed to be multi-functional and offer a range of environmental benefits and leisure and recreation opportunities;
- vii. Provide both balconies and communal amenity space in flatted schemes; and
- viii. Maximises the provision of dual aspect accommodation unless exceptional circumstances are demonstrated;

In any development affordable and market housing will be expected to have the same external appearance and equivalent amenity in relation to views, daylight, noise and proximity to open space.

New developments should promote independent living by utilising designs which can allow for alterations to be made in the future. The Council will require 90% of new build housing to meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings', with the remaining 10 percent meeting Building Regulation requirement M4(3) 'Wheelchair User Dwellings'.

The Council will support and encourage proposals which provide adaptations enabling residents to live independently and safely in their own homes.

Policy 23

Transport Connections

The Council will support and encourage developments in Havering in the locations that are most accessible by a range of transport options.

The Council supports development which ensures safe and efficient use of the highway and demonstrates that adverse impacts on the transport network are avoided or, where necessary, mitigated. Major planning applications will require a transport assessment in line with TfL's Transport Assessment Best Practice Guidance.

When bringing forward a planning application full Travel Plans or Travel Plan Statements will be required for development reaching certain thresholds as set out in Transport for London's (TfL) latest Guidance on Travel Plan requirements.

The Council will work with its partners, including developers, the Mayor of London and central government to improve transport infrastructure and the connectivity of the borough by:

- i. Maximising the development opportunities supported by Crossrail as well as the benefits for local businesses and residents;
- ii. Lobbying for an increased train frequency and greater capacity on the Essex Thameside (C2C) line serving Rainham, Upminster and the proposed Beam Park stations;
- iii. Lobbying for peak time 'fast' services serving Romford Station;
- iv. Progressing improved north to south public transport connections in the borough, improving access to the Romford and Rainham and Beam Park Strategic Development Areas and Queens Hospital
- v. Improving bus connections to/from key trip generators such as Queens Hospital;
- vi. Enhancing strategic transport links across the borough;
- vii. Improving road safety in the borough, especially in the vicinity of schools and KSI "hotspots";
- viii. Providing residents with options to travel sustainably and enabling walking and cycling
- ix. Working with partners to provide sustainable access to key employment areas across the borough including Rainham Employment Area and Queens Hospital;
- x. Requiring new development to optimise sustainable access and other future transport connections, wherever applicable;
- xi. Tackling key congestion "hotspots" through remodelling of Gallows Corner and Romford Ring Road to improve motor vehicle traffic flow and improve air quality;
- xii. Promoting the benefits of active travel to schools, local businesses and developers and supporting the development, delivery and monitoring of school, residential and workplace travel plans;
- xiii. Ensuring good sustainable access between new developments and public transport interchanges in the borough to promote active travel;
- xiv. Supporting new developments that include shared use routes for people walking and cycling which lead to public open spaces and parks to promote active recreational activities;
- xv. Taking an active role in the A127 Corridor for Growth project through cross borough engagement with Essex County Council and seeking improvements to the A127 that will facilitate growth along this corridor; and
- xvi. Working with neighbouring authorities to better co-ordinate highway works.
- xvii. Working with partners including the port of London Authority to explore opportunities for utilising the River Thames for freight and passenger transport to reduce traffic congestion and support local businesses.

The Council will work positively with those who share its ambition to deliver these key transport infrastructure improvements and will support development proposals that are able to contribute to their delivery.

Policy 26

Urban design

The Council will promote high quality design that contributes to the creation of successful places in Havering by supporting development proposals that:

- i. Are informed by, respect and complement the distinctive qualities, identity, character and geographical features of the site and local area;
- ii. Are of a high architectural quality and design;
- iii. Provide creative, site specific design solutions;
- iv. Respect, reinforce and complement the local streetscene;
- v. Provide active streets, good sight lines and natural surveillance;
- vi. Are designed in accordance with the principles of Secured by Design;
- vii. Respond to distinctive local building forms and patterns of development and respect the visual integrity and established scale, massing, rhythm of the building, frontages, group of buildings or the building line and height of the surrounding physical context;
- viii. Fully integrate with neighbouring developments, existing path and circulation networks and patterns of activity particularly to accommodate active travel;
- ix. Provide well-defined public realm with defensible private spaces;
- x. Are built of high quality, durable, robust, low maintenance materials that integrate well with surrounding buildings;
- xi. Provide a high standard of inclusive access for all members of the public;
- xii. Demonstrate adequate on-going maintenance and management arrangements; and
- xiii. Make use of design competitions or other creative processes that can improve the design quality.

The council will require development proposals of a strategic nature to be subject to Design Review.

Policy 27

Landscaping

The Council will support development proposals that incorporate a detailed and high quality landscape scheme which:

- i. Takes full account of the landscape character of the site and its wider setting;
- ii. Retains and enhances existing landscape features that contribute positively to the setting and character of the local area;
- iii. Demonstrates how existing landscape features will be protected during the construction phase;
- iv. Maximises opportunities for greening, through the planting of trees and other soft landscaping;
- v. Provides strong boundary treatment that integrates with and is sympathetic to the local landscape character and street scene; and
- vi. Supports natural habitats and opportunities for enhancing biodiversity.

All proposals will be required to demonstrate that adequate arrangements have been made for future maintenance and management and major development proposals should be supported by a comprehensive Management Plan.

Policy 34

Managing pollution

The Council will support development proposals that:

- i. Do not unduly impact upon amenity, human health and safety and the natural environment by noise, dust, odour and light pollution, vibration and land contamination;
- ii. Do not pose an unacceptable risk to the quality of the water catchment, groundwater or surface water; and
- iii. Optimise the design, layout and orientation of buildings and the use of green infrastructure to minimise exposure to the above pollutants.

Policy 35

Waste management

The Council will support residential, commercial and mixed use development proposals that:

- i. Provide adequate internal storage space within their premises to enable the occupiers to separate, store and recycle their waste;
- ii. Provide adequate, secure, external or communal storage facilities on site which allow for the separate storage and collection of waste, reusable items, recyclable materials and compostable waste;
- iii. Include on-site waste management, which minimises the need for waste transfer, where it is feasible to do so;
- iv. Allow for convenient and safe access to manage waste, including for older persons or persons with disabilities;
- v. Allow for convenient and safe access for waste collection services;
- vi. Implements high quality design solutions to minimise the adverse visual impact of waste facilities on site;
- vii. Enable waste from mixed-use schemes to be segregated in separate secured areas; and
- viii. Provide innovative solutions to reduce waste at source.

Policy 36

Low carbon design and renewable energy

The Council will seek to optimise the energy efficiency of buildings and support low carbon and renewable energy developments including energy efficiency improvements to existing buildings.

The Council requires major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction set out in the London Plan will be met. The Council will require a cash in lieu contribution to the Council's Carbon Reduction Fund on any shortfall to secure the delivery of carbon dioxide savings elsewhere.

7.0 Flood Risk

- 7.1 The address is at Low Risk of flooding from Rivers or seas and at Low Risk of flooding from Surface water flooding. The development will not increase flood risk elsewhere as a result of the proposal, in addition the proposal will not interfere with the potential flow capacity of any surface water.

Flood risk summary

Your selected location: 23, Links Avenue, Romford, RM2 6NB

This information tells you the flood risk of the land around a building, not the building itself.

► [How we assess an area's flood risk](#)

► [Flood risk and climate change](#)

Surface water [More about your surface water flood risk](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2040 and 2060

Very low

Low

Medium

High

Rivers and the sea [More about your rivers and sea flood risk](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2036 and 2069

Very low

Low

Medium

High

Surface water: understand your flood risk

Your selected location: 23, Links Avenue, Romford, RM2 6NB

This information tells you the flood risk of the land around a building, not the building itself.

How likely a surface water flood is

The yearly chance of surface water flooding is:

Very low

 staying at

Very low

 between 2040 to 2060

8.0 Conclusion

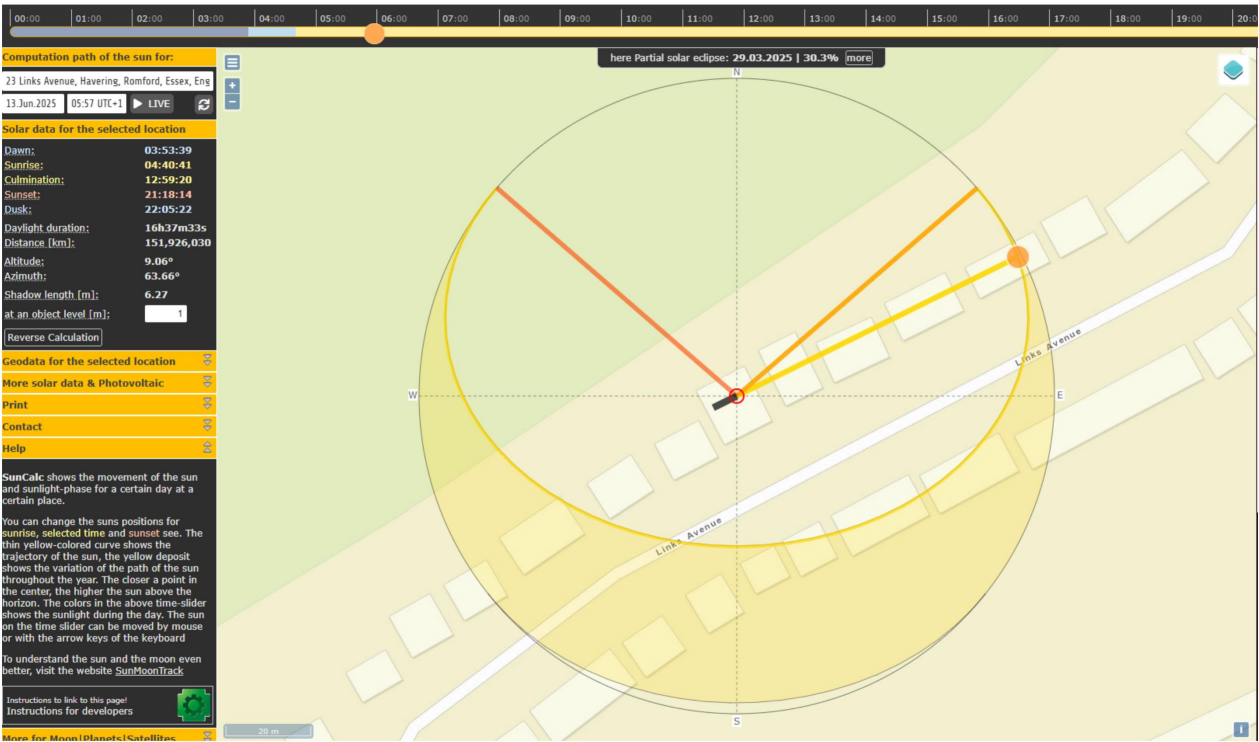
- 8.1 The applicant has instructed A & P Designs Ltd to apply for the proposed development as described.
- 8.3 No biodiversity will be affected as a result of this proposal. An inspection of the loft was undertaken and whilst we are not qualified Ecological Consultants, we do take a keen interest in the preservation of Relevant Habitats and take every opportunity to assess our projects where we feel there is the possibility of wildlife habitation – in this case the rooves, eaves (closed detail) facias and soffits, were found to be in good order with no gaps permitting access by bats or other mammals, aerial photos were taken to check for loose tiles and general state of the roof and chimneys, an inspection was made internally with particular emphasis on the presence of the droppings internally, and the associated signs of habitation, none were found.
- 8.4 The property does not lie within a flood risk zone.
- 8.5 In terms of material considerations, as a result of the proposal there would be no detrimental effect or significant harm on the existing street scene or to neighbouring dwellings in terms of overshadowing (due to orientation), privacy or overlooking. Parking provision would be improved by the proposal.
- 8.6 The proposal would not detrimentally affect the character of the area or cause any detrimental impact to the character or appearance of the landscape or street scene in accordance with Policy.
- 8.7 The proposed materials are compatible with the original dwelling and character of the area.
- 8.8 This proposal would be considered exempt from Biodiversity Net gain due to this being a householder application.

With the above in mind, we trust that approval will be forthcoming.

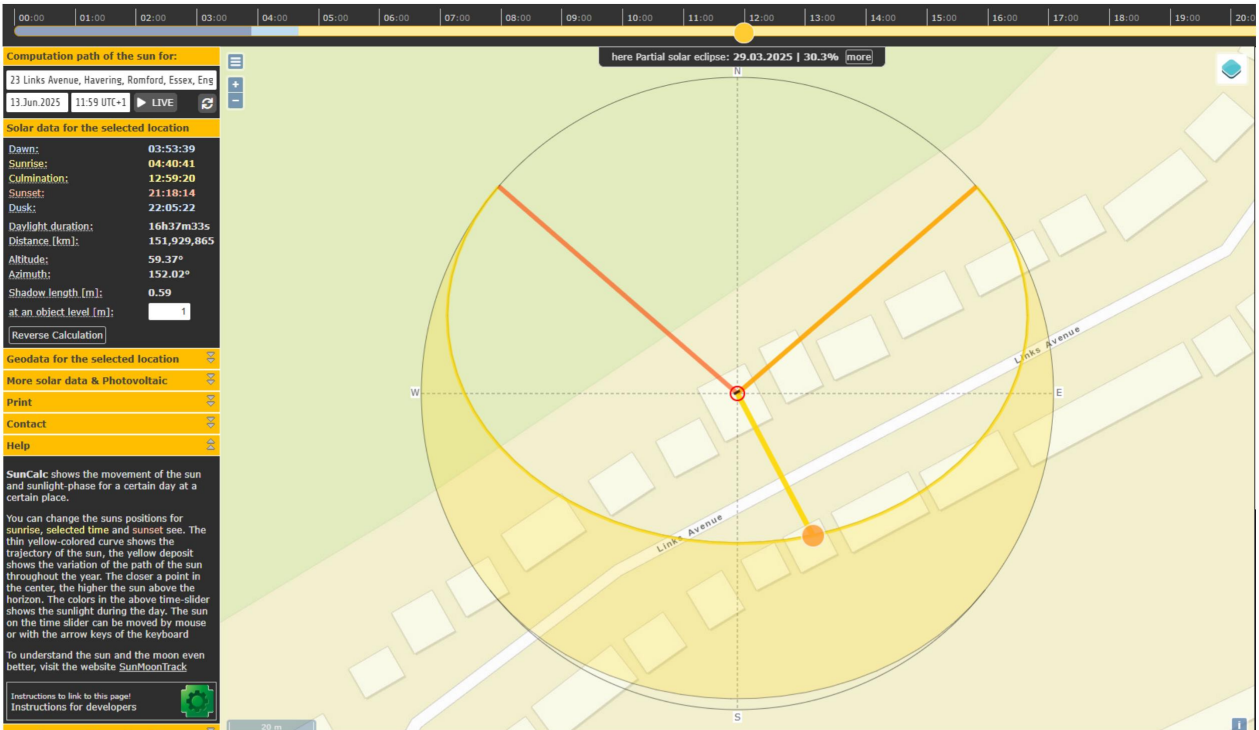
Penny Little
A & P Designs Ltd

23/05/2025

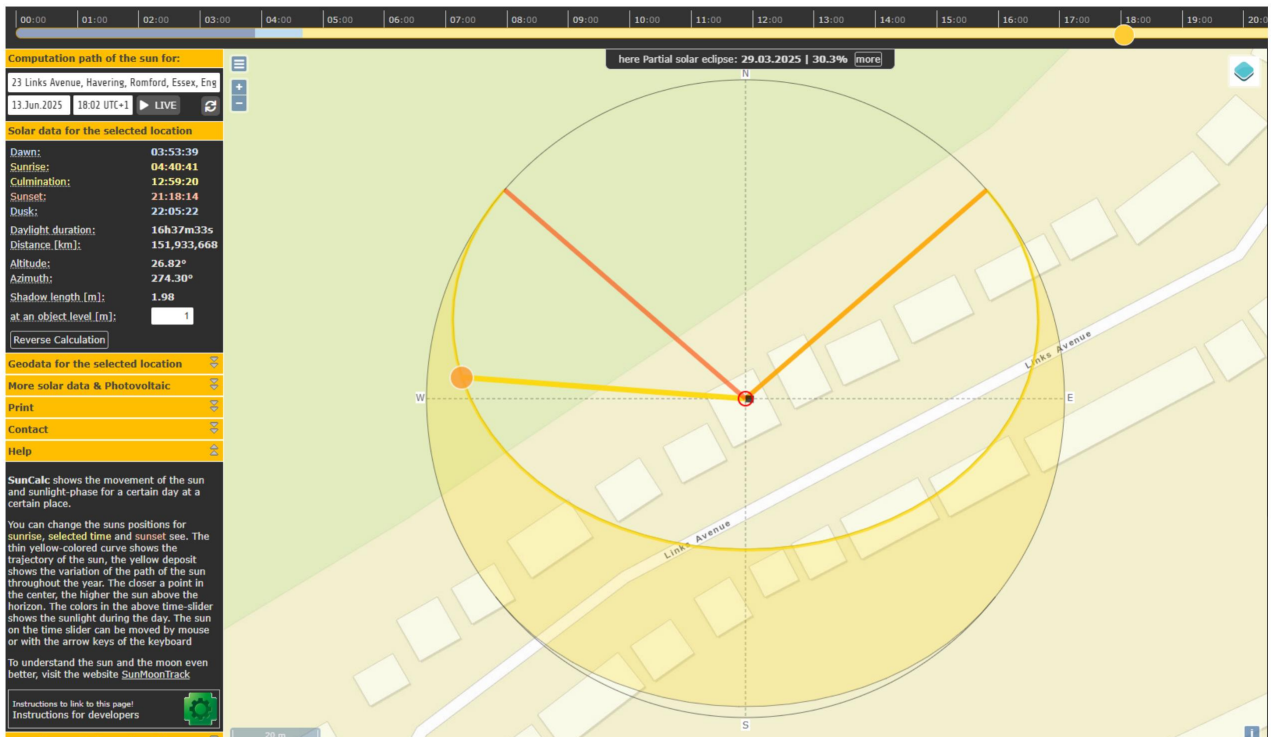
Appendix 1
Sunlight / shadow analysis



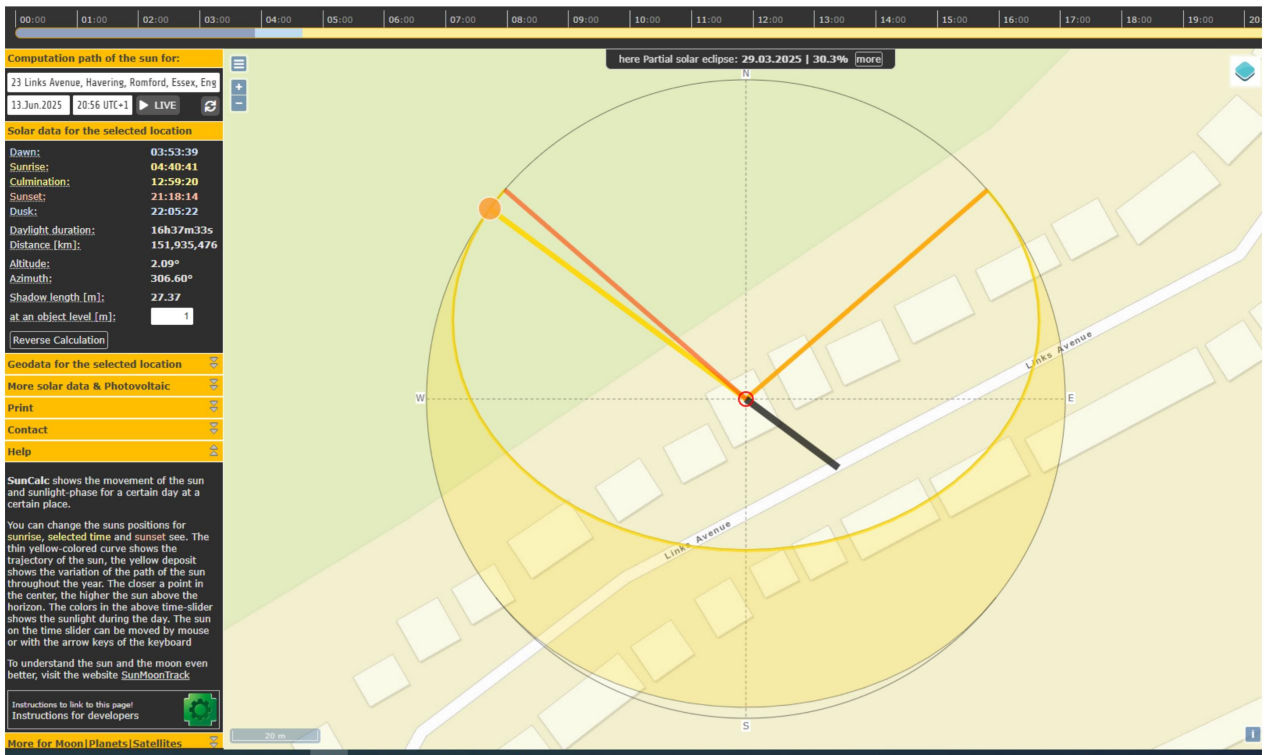
Amount of shadow produced at 6am shadow direction is from the East to West. - June



Amount of shadow produced at Midday – minimal shadow – June



Amount of shadow produced at 6pm – starting to show from west to east



Amount of shadow produced at 9pm – evident from Northwest to Southeast

Company Registration No. 4698556
VAT Registration No. 812 1639 55



member of
local surveyors direct