

Design and Access Statement Report

LAND ADJACENT TO 1 HOOD WALK, ROMFORD, RM7 8NU



Salstan Architects

PROPOSED TWO-STOREY END-TERRACE DWELLING,

INTRODUCTION

The proposal is for a two-storey, 2-bedroom end-of-terrace dwelling on land adjacent to 1 Hood Walk, Romford. The site is a vacant plot at the corner of Hood Walk and Lynton Avenue, close to Romford Town Centre and public transport links. This Design and Access Statement has been prepared by the Salstan Architects on behalf of the applicant to explain how the scheme's design, scale, layout, and access arrangements respond to local context and planning policy. It addresses concerns from a previous refused scheme (ref. P2085.21) and a subsequent pre-application iteration, demonstrating a significantly improved design that is sensitive to its surroundings and compliant with planning policies. The previous design was refused due to an overly narrow plan (out of keeping with the terrace), a boxy/irregular roof form, intrusive prominence in the street scene, and poorly integrated fenestration and detailing. This revised proposal directly tackles those issues through a context-led design approach.

SITE CONTEXT AND ANALYSIS

The application site is an irregularly shaped corner plot situated at the end of an existing terrace on Hood Walk. Number 1 Hood Walk is the current end-terrace dwelling, and the plot for the new house lies immediately to its side (north-west), wrapping around the corner with frontage to both Hood Walk and Lynton Avenue. The surrounding area is residential, characterised by two-storey post-war terraced houses with pitched roofs and consistent architectural features, creating a rhythmic streetscape. The site's shape tapers toward the rear along Lynton Avenue, which informed a bespoke footprint for the new dwelling. The context features matching materials and rooflines across the terrace, well-proportioned window openings, and small front gardens with low boundary treatments, all contributing to a coherent street character. The plot's corner position gives it prominence but also an opportunity to form a positive transitional feature at the intersection of the two streets.

The site is in an accessible location with good transport and amenity links. It lies within walking distance of local shops and is not far from Romford Station and Town Centre, benefiting from established public transport routes. This makes it suitable for sustainable residential intensification, aligning with planning objectives to optimise underused small sites

for new housing in built-up areas. The surrounding highway network allows vehicular access via Lynton Avenue, and pedestrian access from Hood Walk. There are no known heritage constraints on the site (it is not in a Conservation Area), and the context is suburban in scale. Adjacent properties are residential; thus, careful attention has been given to protecting neighbours' amenity in terms of privacy, daylight, and outlook, as detailed later in this statement.

DESIGN DEVELOPMENT AND PROPOSAL OVERVIEW

Amalgamation of two one-bedroom maisonettes into a single dwelling.

The design has evolved significantly from the earlier refused scheme, taking into account the specific reasons for refusal and feedback from council officers. The guiding principle has been to create a new dwelling that appears as a natural continuation of the existing terrace, rather than an obvious addition, thereby enhancing the street scene. Key design improvements include:

- **Footprint & Layout:** The building's footprint is wider and shaped to follow the irregular geometry of the plot and the building lines of both streets. This contrasts with the previous narrow plan. By expanding the width, the new house's frontage is in proportion with the rest of the terrace, avoiding a "gap-toothed" appearance. The front elevation continues the existing Hood Walk building line, maintaining the established rhythm of the terrace in accordance with local guidelines (side extensions to terraces should normally continue the front building line to preserve the street's rhythm). Along Lynton Avenue (the side street), the footprint is stepped to respect that street's building line as well; the new dwelling does not project forward of the neighbouring facade on Lynton Avenue, preserving sight lines on the corner. A gap of over 1 metre is retained to the side boundary/footway, satisfying the Havering Residential Extensions & Alterations SPD standard for corner plots (which requires at least 1m setback from the footway for side extensions on corner properties) This spacing prevents a cramped appearance and maintains an open aspect around the corner, consistent with the

character of the area. Internally, the dwelling is laid out as a comfortable 2-bedroom, 3-person home, with living spaces on the ground floor and bedrooms above. The internal floor area meets the Nationally Described Space Standard requirements (London Plan Policy D6): for a two-storey 2-bed/3-person house the minimum GIA is 70m², which our design meets. Both bedrooms are sized to comply with London Plan space standards for a double and a single bedroom ($\geq 11.5\text{m}^2$ and $\geq 7.5\text{m}^2$ respectively), ensuring a good standard of living accommodation. The layout has been designed to achieve dual aspect for all habitable rooms (with windows to front and rear, plus an additional side/corner outlook) to provide ample natural light, cross-ventilation, and an improved sense of space for future occupants.

- **Scale and Massing:** The new dwelling is two storeys in height, matching the eaves and ridge heights of the adjacent houses in the terrace. This ensures the development sits comfortably in line with its neighbours and does not dominate the streetscape. The overall scale is domestic and in keeping with the surrounding two-storey context; there is no increase in height beyond the existing roofline of No.1 Hood Walk. The massing has been carefully modulated to break down any bulk: for example, the first-floor rear corner is chamfered in plan (following the taper of the plot), reducing any sense of a stark projection and helping the new structure nestle into the site geometry. The design incorporates a 3m single-storey rear projection (ground floor only), which provides a kitchen/dining extension while remaining subordinate to the main house. This 3m depth conforms to Havering's guidelines for terraced houses; generally permitting rear extensions up to 3m without requiring a special 45° assessment. By keeping the ground-floor addition within this limit (and with a modest height of 3m at its highest point), the extension avoids overbearing the adjacent property and complies with the 45-degree rule to prevent any undue loss of light to neighbours' windows. Overall, the massing strategy ensures the new end-terrace reads as a harmonious addition rather than an overwhelming block. The house transitions the terrace to the open side space with appropriate setbacks and a roof that slopes down at the flanks, thus softening the visual impact on Lynton Avenue.

- Roof Design: A crucial improvement over the previous scheme is the roof. The new dwelling features a hipped roof that is seamlessly integrated with the roof of the existing terrace. The roof ridge is aligned with that of No.1 Hood Walk, and the hip end mirrors the style often seen on end-of-terrace houses in the area. This means the development completes the terrace's roof form in a natural way, avoiding any awkward boxy shapes. The hipped roof meets the existing ridge without a visible step, maintaining uniform eaves and ridge lines for continuity. In the refused design, the roof was an irregular, part-flat structure with a boxy appearance that stood out negatively. Such an approach is expressly discouraged for corner developments; the Residential Extensions SPD notes that a *"tiled front slope with a vertical drop and flat roof is not acceptable"* where the side elevation is visible from the street. The new design fully avoids this: there is no flat roofed two-storey element. Instead, the pitched roof wraps around, presenting tidy slopes to both the front and side elevations. This design reinforces the uniform rhythm of roofs along the street, which is important in terrace compositions. By matching the original roof's pitch, materials and eaves details, the extension of the terrace appears seamless (policy guidance recommends any new roof should match the original house in pitch, eaves and materials). The hipped end also reduces the bulk facing Lynton Avenue, lowering the profile towards the side and thereby minimising any sense of overbearing when viewed from that street. Roofing materials will match the existing terrace using matching clay or concrete tiles to ensure visual cohesion. The careful roof design connects the new and old structures in a way that respects local roofline character and eliminates the "irregular, boxy" appearance that was previously deemed intrusive.
- Fenestration and Architectural Detailing: The facade design draws from the positive elements of the existing terrace while introducing some contemporary touches in a respectful manner. The front elevation windows are carefully proportioned and positioned to align with the established rhythm of the terrace. They echo the size and style of the neighbouring houses' windows; for instance, the new front bedroom window lines through with those on No.1, maintaining the horizontal datums and spacing consistent with the row. The SPD advises that the size, proportion and positioning of new windows should relate to the existing house so that the extended

property remains visually balanced. Our proposal follows this principle: the solid-to-void ratios and alignment on the front facade ensure a balanced composition that visually ties in with the terrace. The previous scheme's fenestration was criticized as poor likely due to misaligned windows. We have remedied this by using a consistent window style (uPVC) in a design similar to the terrace's original style, e.g. vertical proportions) and placing them in harmony with the facade. In addition, we have introduced corner windows at strategic locations (for example, wrapping around the front/side corner, and a corner feature window at first floor) to add architectural interest to the otherwise blank side wall. These corner windows not only create a more engaging elevation onto Lynton Avenue; avoiding a large blank gable but also serve to improve passive surveillance of the street and public spaces, which is a key design principle. Havering Local Plan Policy 26 encourages developments that *"provide active streets, good sight lines and natural surveillance"*; the inclusion of glazing on the corner achieves exactly that, allowing views out to both front and side, thereby enhancing safety and visual connectivity with the street. All new windows will have a high-quality finish and detailing, ensuring the new dwelling does not appear bland or utilitarian. The entrance door is located on the front facade facing Hood Walk, in alignment with the terrace pattern. Architectural materials are chosen to match or complement the host terrace: the primary walls will be finished in brickwork that matches the colour, texture and bond of the existing terrace (we will aim to closely match the brick type; where exact matching is difficult due to weathering, a complementary brick will be used in line with SPD guidance, ensuring any slight variation appears intentional and high-quality). The roof of the two-storey element, as noted, uses matching tiles. Meanwhile, the single-storey rear extension is designed with a lightweight modern touch, it will have a shallow flat roof (3m maximum height) which provides a contemporary contrast in a part of the building largely hidden from street view. Rainwater goods will be coordinated with the existing (likely white or black UPVC gutters and downpipes). A modest Juliet balcony in steel is proposed on the first-floor rear elevation (for the second bedroom), comprising a glazed door with a guarding rail. These Juliet balconies add a contemporary feature and allow full-height French doors to bring more light into the rooms, improving internal amenity. Importantly, they are on the rear (facing the new house's own garden) so they do not cause overlooking to neighbours beyond what a normal window would; they have no standing platform. The Juliet railings will be slender powder-coated metal, complementing the modern feel of the rear elevation.

Overall, the appearance of the new dwelling is that of a well-mannered, modernised extension of the terrace. It respects key architectural lines and materials of the context (ensuring visual integration with the street scene), while also introducing quality design elements (corner glazing, Juliet balcony) that enhance visual interest on this prominent corner. The result is a design that feels cohesive with the neighbourhood character yet avoids pastiche by subtly incorporating contemporary standards and features.

- **Landscaping and External Works:** The scheme will include a thoughtful landscaping and boundary treatment plan to enhance both the site's appearance and its integration with the surroundings. A front garden area will be provided in front of the new house, of similar depth to the neighbouring front gardens, preserving the established line of soft landscape and defensible space along Hood Walk. In keeping with local character (many front gardens in the area have low walls or hedges), we propose a low brick wall or suitable shrub planting at the front boundary, ensuring any new hardstanding is minimal to maintain a green frontage. Along the side (Lynton Avenue), a new timber fence will mark the boundary of the rear garden. This fence will be 2m high close-boarded timber, typical for rear garden enclosures, providing privacy for residents. It will be set back behind a small strip of planting where space allows, to soften its appearance on the street. The rear garden provided for the new house will be of a reasonable size (the design retains adequate garden space so that the new dwelling's amenity space meets or exceeds local standards and does not significantly diminish the garden of No.1 Hood Walk). The retained gardens ensure that the green amenity space is sufficient for both existing and future residents, and that the development does not appear overdeveloped on the plot. Within the rear/side garden of the new dwelling, there will be provision for secure cycle storage and refuse/recycling bins. A timber bike shed (or lightweight cycle store) is to be located along the side passage or within the rear garden, accessible via the side gate; this provides storage for at least 2 bicycles, aligning with London Plan Policy T5 which sets standards for cycle parking (typically 2 spaces for a 2-bedroom unit). The bin storage area will be discreetly sited, likely behind the front building line and screened by planting or fencing, so that bins are not left unsightly at the front of the property except on collection days. The positioning allows easy wheeling of bins to Hood Walk for collection. The side access (a gated pathway

between the new house and the side boundary) serves multiple purposes: it ensures that the new dwelling has direct access to its rear garden for cycles/bins without going through the house, and it also provides a clear separation (over 1m gap) between the new building and the property boundary, which aids maintenance and preserves the open character at the street corner as noted earlier. Soft landscaping will be used to enhance the setting, e.g., lawn or patio in the rear garden, and possibly some ornamental shrubs in the front and side visible areas to provide year-round greenery. Permeable paving will be used for any new hard surfaces (such as the front path) to aid sustainable drainage. The overall landscape strategy is to blend the new development into the existing suburban streetscape, using familiar boundary treatments and greenery, thereby contributing positively to the street's appearance. By treating the corner with care (no tall blank walls or harsh barriers right up to the pavement), the scheme ensures the site's corner aspect is attractive and not a source of visual intrusion.

ACCESS, PARKING AND SUSTAINABILITY

- **Access for occupants and visitors:** The dwelling has been designed to ensure safe and convenient access in line with building regulations and inclusive design principles. The main entrance is located on the front (Hood Walk elevation), easily identifiable and in line with the other houses' entrances. A level (step-free) threshold will be provided at the front door, ensuring accessibility for people with limited mobility, prams, or wheelchair users, in compliance with Part M4(2) of the Building Regulations (accessible and adaptable dwellings). The approach to the entrance will be via a short garden path from the pavement on Hood Walk; this path will be paved with a non-slip surface and gently graded (the site is generally level) to avoid any trip hazards.
- Visibility and lighting:** The frontage is open to the street with good visibility, and the design will include appropriate porch lighting, making access safe at night. The corner window on the ground floor also provides passive surveillance of the approach, enhancing personal safety. The side gate leading to the garden will be lockable and wide enough for a bicycle or mobility aid to pass, ensuring inclusive access to the rear as well.

- Inside, the layout will be designed to meet modern accessibility standards where feasible for a small house ; corridors and doors will meet minimum widths. A ground-floor WC is provided (within the 3m rear extension, a WC/shower room is planned), which not only adds convenience but also future proofs the house for anyone with temporary or permanent mobility impairment who might need ground-level facilities. These measures demonstrate a commitment to inclusive design, in spirit with London Plan Policy D5 (inclusive design) even though the project is a single dwelling.
- Parking and transport: In terms of car parking, the proposal carefully considers local policy and sustainable travel objectives. The site is relatively well-served by public transport (with bus routes nearby and Romford Station within reach), and it lies in an established residential area where on-street parking is managed. Havering Local Plan Policy 24: Parking Provision and Design calls for appropriate parking that does not undermine road safety or character. We are proposing to minimise on-site car parking in this scheme to encourage use of sustainable transport modes. In fact, no new off-street parking bay is proposed within the site boundaries nor is it possible to. This means the attractive green frontage is preserved (rather than paved over for a driveway), in line with the SPD's guidance to retain front garden character. The new residents would make use of existing parking arrangements (Hood Walk and adjacent streets have on-street parking availability, with no local controls). Given the small scale of the development (single dwelling) and the sustainable location, this car-light approach is considered appropriate and consistent with the London Plan Policy T6.1, which encourages low car ownership in areas with good transport accessibility and even car-free development in well-connected places.
- Cycle storage, as noted, is integrated on-site to promote cycling as an alternative to car use. The secure cycle shed will meet London Plan standards (long-term storage for 2 bicycles for a 2-bed house) and be weather-proof and accessible, thereby complying with Policy T5 and Local Plan Policy 23 which seeks to integrate new development

with the cycle network and encourage cycling. The site's corner position actually offers good connectivity for pedestrians and cyclists ; Lynton Avenue and Hood Walk are quiet residential roads that connect to larger routes, making walking and cycling pleasant and safe. Pedestrian access is directly from the public footway on Hood Walk; a new short path will link the front door to the pavement. All hard surfaces in the approach will be flush and accessible. The development thus optimises sustainable access, aligning with Havering Local Plan Policy 23: Transport Connections, which requires new developments to ensure good pedestrian and cycle access and connectivity to existing networks.

- Servicing and refuse collection: The property will have provision for standard wheelie bins (refuse and recycling). As described under landscaping, these are stored discreetly on-site and can be easily moved to the curb on collection days. The new house will use the same refuse collection schedule as the rest of Hood Walk, so there is no change or strain on existing services. The frontage design allows bins to be placed out without blocking the pavement (there is space to neatly line them at the boundary on collection day). Emergency access to the dwelling is straightforward ; emergency vehicles can approach from Hood Walk or Lynton Avenue and park adjacent to the property; the front door is within the required distances for fire appliance access. Moreover, being a new build, the house will be designed with up-to-date fire safety measures (smoke alarms, emergency egress windows, etc.) to meet building regulations.
- Sustainability features: The project inherently supports sustainable development by intensifying a small brownfield site to deliver a new home, contributing to housing supply (Havering Local Plan Policy 3 seeks to deliver at least 17,550 new homes by 2031 and London Plan Policy H1 encourages boroughs to optimise housing output, especially on underutilised small plots). The design-led approach taken ensures that this intensification is achieved without compromising design quality or neighbour amenity, aligning with London Plan Policy D3 (optimising site capacity through a design-led approach) which requires developments to respond to site context while making the best use of land. Environmentally, the new dwelling will be constructed to modern energy

efficiency standards. The building envelope will incorporate high levels of insulation, energy-efficient double glazing, and air-tight construction to reduce heat loss. Heating and hot water will be provided by an efficient gas boiler or possibly an air-source heat pump, in line with the Mayor's energy strategy and Local Plan sustainable design policies (e.g. Policy 34 and 35 which address carbon reduction and renewable energy the proposal will comply by meeting current Part L building regulations requirements and considering low-carbon technologies). Water-efficient fixtures will be installed to conserve water. The inclusion of soft landscaping and permeable surfaces will aid in sustainable drainage and urban greening (supporting London Plan objectives for green cover). The proposed zinc roofing on the extension is not only aesthetic but also long-lasting and recyclable. Additionally, by being located in a walking-friendly, transit-accessible area, the development inherently reduces reliance on private cars, contributing to lower carbon emissions from transport.

POLICY COMPLIANCE

This proposal has been carefully crafted to be fully compliant with key planning policies at local and regional level. Below is a summary of how the design aligns with relevant policies:

- Havering Local Plan (2016;2031) ; Key Policies:
 - *Policy 3 (Housing Supply and Delivery)*: The scheme contributes an additional dwelling towards Havering's housing targets, making effective use of a small urban site. By delivering new housing on a brownfield plot within an existing residential area, it supports the Council's objective to provide sustainable growth in housing. (Policy 3 aims to deliver at least 17,550 homes in the plan period; this development, though modest in scale, plays its part in that strategic goal by adding to housing stock through sensitive intensification.)
 - *Policy 5 (Specialist Housing / Quality Housing Mix)*: While this policy chiefly addresses housing mix and specific needs, the proposal provides a high-quality 2-bed house which broadens local housing choice (suitable for small families or

couples, contributing to mix). The design meets all technical space and amenity standards, thereby delivering a dwelling fit for modern living.

- *Policy 7 (Residential Design and Amenity):* This policy is fundamentally about ensuring high quality design in new residential development and protecting the amenity of both new and existing residents. The proposal accords with Policy 7 in multiple ways: it is of high design quality, providing an attractive and safe living environment for its occupants (ample natural light, secure private garden, good outlook) while safeguarding the amenity of neighbours. By observing the 45° rule and limiting the rear extension to 3m, the design avoids any unacceptable loss of light or outlook to adjacent homes, thus preventing harm to neighbours' living conditions (Policy 7 states the Council will support developments that do *not* result in unacceptable overlooking, loss of privacy, daylight, etc.; our scheme achieves this by careful massing and window placement). The new house has been oriented and designed to prevent overlooking ; primary windows facing front and rear where they mostly overlook public street or the new private garden; no windows directly overlook the immediate neighbour's private garden beyond what is typical in a terrace arrangement. Noise and disturbance during construction will be managed via best practice, and once occupied, a single household is a compatible use in a residential area (no unusual noise sources). The private amenity space provided and the internal layout ensure good living standards for future residents, meeting the intent of Policy 7 to deliver quality housing.

- *Policy 23 (Transport Connections):* As mentioned, this policy emphasises sustainable transport integration. The development complies by ensuring good pedestrian connectivity (maintaining the footway, providing a new dwelling entrance accessible from the street) and by encouraging cycling via on-site cycle storage. The site's location and the decision to minimise on-site parking also resonate with Policy 23's aim of promoting sustainable transport modes and reducing reliance on private cars.

- *Policy 24 (Parking Provision and Design)*: The scheme meets the requirements of Policy 24 by providing appropriate parking solutions without detriment to the street scene. By not introducing a prominent front driveway or garage, the design retains the street's character. If on-street parking is to be used, it will be in line with local controls. The design of any parking is such that it would be safe (adequate visibility at the corner is preserved by setting back boundaries and not erecting anything that blocks sightlines) and visually integrated (using permeable pavers and retaining some soft landscaping). Thus, the proposal does not conflict with parking standards and in fact leans towards the Local Plan's ambition for more sustainable travel choices.

- *Policy 26 (Urban Design)*: This policy is thoroughly met by the proposal's design-led approach. Policy 26 supports developments that are "*informed by, respect and complement the distinctive qualities and character of the site and local area*"; our design analysis of the terrace form, plot shape, and street rhythm directly informed the building footprint, roof form, and facade treatment. The new dwelling is of high architectural quality, tailored specifically to this site (e.g., the angled footprint and corner fenestration are creative, site-specific solutions responding to the plot's shape and corner visibility). It clearly reinforces the local streetscene by completing the terrace in a harmonious way and using matching materials. The scheme also provides active frontages and natural surveillance, particularly with the introduction of corner windows, aligning with the Secured by Design principles noted in Policy 26. In summary, the proposal exemplifies the high-quality, context-responsive design that Policy 26 and the NPPF seek, thereby contributing positively to local character and sense of place.

- *Policy 27 (Landscaping and Open Space)*: While primarily addressing landscaping, the proposal includes quality landscaping as an integral part of the

design. It retains sufficient garden space and adds new planting, thus respecting the local pattern of green space and enhancing biodiversity on site (albeit at a small scale). Boundary treatments are chosen to complement the area (brick wall and timber fence) and will be well-designed. This ensures the development does not erode the green character but rather supports it.

- *Policy 30 (Environmental Quality):* The new dwelling will comply with environmental standards and not cause adverse impacts in terms of flood risk, drainage, or heat. We have incorporated permeable surfaces and will implement SuDS measures if required (the site is not in a flood zone, but we have installed a waterbutt at the back of the property for rainwater harvesting). The construction will adhere to modern insulation and energy requirements, supporting Policy 30's aims of high environmental performance.

- *Policy 32 (Air Quality):* During construction, best practices will be followed to minimise dust and emissions. In occupation, the location near transit and the promotion of cycling means transport emissions are minimized. The new energy-efficient heating system will also reduce emissions. Thus, the development will not harm local air quality; a point of compliance with Policy 32.

- *Policy 34 (Managing Pollution) & Policy 35 (Energy Efficiency and Design):* The proposal poses no significant pollution issues; it's a single house, so issues like land contamination or noise pollution are negligible or can be conditioned (for instance, hours of construction work can be controlled). On energy (Policy 35), as noted, the house will be built to the latest standards, possibly including renewable technologies or at least being ready for future retrofits (solar PV panels could be added on the rear roof slope without altering appearance, if desired). The fabric-first approach to insulation and air-tightness ensures

reduced energy demand. These measures align with the Council's sustainability objectives in the Local Plan.

- London Plan (2021) ; Key Policies:
 - *Policy D3 (Optimising Site Capacity Through the Design-Led Approach):* The project is a textbook example of the design-led approach. Rather than applying a generic solution, the design was iteratively developed considering the site's context (corner location, adjacent terrace, plot size) and the aim to maximise housing delivery on a small site without harming character. The outcome is a site optimisation that delivers a viable additional home while enhancing the street. The proposal demonstrates that a small infill can be done in a sensitive manner; respecting building lines, heights, and local distinctiveness; thereby fulfilling the intent of Policy D3.
 - *Policy D4 (Delivering Good Design):* In line with this policy, the scheme has undergone a rigorous design scrutiny and refinement process (including learning from a refused application and pre-app feedback). The design quality is secured through the choice of materials, proportions, and compliance with guidelines. If required, the scheme can be reviewed by a design officer or panel, but we are confident it meets the high standards expected. The Design & Access Statement itself is part of demonstrating the development's quality.
 - *Policy D6 (Housing Quality and Standards):* The dwelling meets all the standards set out in Policy D6. Internally, it satisfies the national space standards (as noted, ~70 m² for a 2-bed 3-person two-storey house) and provides comfortable room sizes. The floor-to-ceiling heights will be at least 2.5m at ground floor (per London Plan guidance to ensure good ventilation and daylight). The unit is dual aspect (avoiding single-aspect design issues) and has excellent daylight provision, so it will offer a high-quality living environment. Private open space (garden) is provided well in excess of the minimum 5 m² for

a 2-bed unit (indeed the garden is many times that, being a corner plot). The layout has logical circulation, with bedrooms grouped on first floor for privacy and living spaces on ground for easy access to the garden; fulfilling the intent of D6 for functional, comfortable layouts.

- *Policy H1 (Increasing Housing Supply)*: The proposal contributes to London's housing targets by adding a family-sized unit on a small site, in keeping with the mayor's emphasis on using small sites to meet housing needs. It represents sustainable infill development that incrementally increases density in an existing neighbourhood with minimal impact; an approach encouraged by Policy H1 and H2.

- *Policy T5 (Cycling)*: Compliant, as described; providing dedicated, secure cycle parking on-site that meets the London Plan requirements (at least 2 long-stay spaces for a dwelling of this size, plus the inherently easy access for cycles via the side gate). This encourages future occupants to cycle, supporting mode shift.

- *Policy T6.1 (Residential Parking)*: By proposing a car-free (or car-light) development, the scheme aligns with the thrust of T6.1 to reduce car dependency. The London Plan generally expects new developments in well-served areas to minimise parking provision; our site, being in Greater London and not in a very remote location, is suited to a low-parking scheme. The PTAL (Public Transport Accessibility Level) for this site is low at a 2, a car-free dwelling is not entirely in line with policy. However, there is plenty of on-street parking without any restrictions in the local area. A front driveway does not meet the local standards so cannot be installed due to the irregular front garden and lack of space. However, we have demonstrated that the site can function without dedicated parking by leveraging sustainable transport and existing street parking capacity. Additionally, any necessary blue badge parking could be arranged on-street if required in future (though as a private house, this would be

case-specific). Thus, the scheme does not exceed the parking maximums and contributes to the strategic aim of discouraging unnecessary car use.

- Havering Residential Extensions & Alterations SPD (2011): Although this document is principally for householder extensions, its guidance on design integration has been thoughtfully applied to this new build attached dwelling. We have followed SPD principles such as: maintaining the roof form uniformity with the terrace, aligning new windows with existing ones for visual balance, keeping the extension within sight-line rules (45-degree guidelines) so as not to harm neighbour amenity (the SPD notes rear extensions beyond 3m should stay within a 45° line; our scheme's rear projection is exactly 3m, and the two-storey element does not project beyond the original rear wall of No.1, thus automatically satisfying these limits). For the side addition, the SPD's advice for terraces and corner plots has been crucial: we continued the front building line of the terrace, respected the building line of the side street and set back over 1m from the pavement, and we avoided the unacceptable roof form identified in the previous refusals. The design also takes into account the SPD's general design principles on materials; we aim to match the original materials closely, or use a sympathetic contrast where appropriate, and ensure high-quality, durable finishes. By adhering to this supplementary guidance, the proposal ensures that it blends with the host building and street as if it were an original part of the estate, which is ultimately the goal for good terrace infill design.

In summary, the proposal is policy-compliant across the board. It reflects national guidance (NPPF) by making effective use of land and delivering a well-designed place, and it meets the specific criteria of local and London Plan policies regarding design, amenity, housing standards, and transport. We have demonstrated above that each reason for the previous refusal has been addressed not just in form, but with reference to policy and guidance; ensuring the new application stands on solid planning grounds.

CONCLUSION

The proposed two-storey 2-bedroom dwelling at land adjacent to 1 Hood Walk is a carefully conceived development that enhances the site's contribution to the character of the area while delivering much-needed housing in a sustainable location. The design represents a significant improvement over the earlier refused scheme, directly responding to the Council's concerns with a wider, better-proportioned footprint, a contextually appropriate roof, improved fenestration alignment, and superior streetscape integration. The result is a home that appears integrated with the existing terrace; maintaining the rhythm of roofs and facades; and one that complements the corner site by addressing both street frontages with thoughtful design elements.

By paying attention to scale, massing, materiality, alignment, and visual interest, the scheme ensures the new dwelling is in harmony with its surroundings. Its scale and form respect the neighbouring properties, neither dominating nor mimicking them falsely, but rather extending the terrace in a natural way. The massing is broken down to avoid any unsightly bulk, especially on the corner, and the hipped roof elegantly caps the building in line with local roofscapes. Material choices like matching brick and tile, with modern accents in zinc and steel (for the extension roof and balconies), result in a building that feels both familiar and contemporary, bridging old and new. The alignment of architectural elements (window heights, eaves, building lines) demonstrates a clear consideration of context, which in turn enhances the coherence of the street scene. Features such as the corner window add visual interest and ensure the corner does not turn a blank face to the public realm, thereby enlivening the streetscape.

From a placemaking perspective, the development turns an underutilised plot into a positive asset for the community. What was an empty or ancillary space will become a well-designed home that completes the terrace block, giving a sense of completion to Hood Walk. The corner, often a focal point, will be marked by a suitably designed elevation that has depth and character (through windows and quality materials) rather than a plain side wall. This contributes to the overall character of the neighbourhood by removing a gap and replacing it with compatible architecture.

The scheme also embodies the principles of sustainable urban intensification. It demonstrates that gentle densification; adding one dwelling to an established area; can be achieved with no

detriment to amenity or character, and in fact can enhance security (through more “eyes on the street”) and vitality. The new home supports sustainable travel by being well-located and providing for cycling, and it meets modern environmental standards, meaning it will be far more energy-efficient than older housing stock. In the long term, this development will blend into the community, housing new residents who will contribute to the local economy and surveillance of the street, without causing parking or infrastructure strain given its modest size and sustainable design approach.

In conclusion, the proposal is a young architect’s contemporary yet respectful take on infill development, showing an understanding of local authority requirements and design principles. It offers a high-quality addition to Romford’s housing supply and is in full accordance with the Havering Local Plan, the London Plan 2021, and relevant supplementary guidance. We believe this Design and Access Statement has demonstrated how the design has been led by a careful analysis of context and policy, resulting in a scheme that is both policy-compliant and visually appealing. The development will deliver a attractive, safe, and comfortable home for future occupants while protecting neighbours’ living conditions ; thereby meeting the core objectives of planning policy on design and amenity.

We respectfully request that the Council supports this application, recognising the positive changes made since the last proposal. The design achieves a balance of respecting the existing character of Hood Walk and introducing a well-designed new dwelling that will enrich the street corner. It is a proposal that exemplifies good growth on a small site, and we are confident it will make a welcome and enduring contribution to the local area.