

 Havering LONDON BOROUGH	Planning Committee 20 August 2026
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Application Reference:	P0817.25
Location:	17 & 17A Essex Road and land to the rear of 13, 15 & 17 Essex Road, Romford, RM7 8BE
Ward	Mawneys
Description:	Demolition of 17 Essex Road and associated outbuildings, and the erection of 8 residential dwellings with associated access off Amberley Way, parking, landscaping, and infrastructure works.
Case Officer:	Victoria Collins
Reason for Report to Committee:	A Councillor call-in has been received which accords with the Committee Consideration Criteria.

1 BACKGROUND

- 1.1 The application follows two formal pre-application advice sessions with the Local Planning Authority, during which the initial site concept was established. Through this iterative process, as well as subsequent amendments made during the determination of the application, the scheme underwent progressive design and highway refinements to directly respond to officer feedback, highways concerns, and consultation responses.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 There are no in principle objections to the proposals and through the application of conditions and legal agreement officers are able to secure a development

that would make an important contribution to housing delivery within the Borough.

- 2.2 The approach to site layout, height and massing represents an acceptable approach given the location of the site.
- 2.3 The application seeks planning permission for the residential redevelopment of the site to provide 8 residential units, comprising a mix of multi-storey houses and flats, alongside associated private and communal amenity space, off-street parking, vehicle access, and landscaping works.
- 2.4 The Council is currently unable to demonstrate a 5-year housing land supply. Paragraph 11(d) of the NPPF is engaged, and the proposed development delivers 8 high-quality homes on underutilised, previously developed (brownfield) land. Therefore, the proposal would benefit from the presumption in favour of sustainable development set out in paragraph 11(d) of the NPPF.
- 2.5 The replacement dwelling along Essex Road and the courtyard layout accessed off Amberley Way appropriately integrate with the surrounding mixed townscape.
- 2.6 Revisions following highway officer input incorporate 2 additional on-site parking spaces, bringing the total parking provision to 11 spaces, resolving initial parking constraints.
- 2.7 Adequate separation distances, obscured glazing arrangements, and hipped roof forms ensure no significant harm to neighbouring occupiers regarding privacy, daylight, or overbearing impact.
- 2.8 The proposal would comply with the Council's adopted design standards, be in keeping with the character of the site and would have an acceptable impact upon the visual amenity of the street-scene. By reason of its scale, bulk and siting, it would not have a significant adverse impact upon the amenities of the neighbouring properties.
- 2.9 The recommended conditions and Heads of Terms would secure future policy compliance by the applicant on the site and ensure any unacceptable development impacts are mitigated. Therefore, officers consider that all matters have now been sufficiently addressed, and the application is recommended for approval.

3 RECOMMENDATION

- 3.1 That the Committee resolve to agree the reasons for approval as set out in this report and delegate authority to the Assistant Director of Planning to GRANT planning permission subject to:

The prior completion of a Legal Agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) and all other enabling powers to secure the following planning obligations:

- entry into a S278 agreement for the construction new access and
- .
- Car free restriction on residents of the new development obtaining parking permits in existing and future Controlled Parking Zones/s to be secured by agreement pursuant to Section 16 of the Greater London Council (General Powers) Act 1974.
- payment of the Councils reasonable legal fee for the drafting and negotiation of the deed payable whether or not the deed proceeds to completion
- payment of the Councils S106 monitoring fee towards the Council costs of monitoring compliance with the deed.
- All contribution sums to be indexed.

- 3.2 That the Assistant Director of Planning is delegated authority to negotiate the legal agreement indicated above.

- 3.3 That the Assistant Director of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

See Appendix 1

- 3.4 That, if by 1 February 2027 the legal agreement has not been completed, the Director of Planning in consultation with the Director of Legal Services is delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Site and Surroundings

- 4.1 The application site measures approximately 0.155ha and comprises No. 17 Essex Road, an expansive plot behind Nos. 13, 15, and 17 Essex Road, and a section of land fronting Amberley Way. The backland area was historically used for commercial vehicle storage, cleaning and servicing.
- 4.2 The surrounding locality is predominantly residential. To the east lie the two-storey residential blocks of Templar Court. To the west are two-storey terraced properties on Essex Road and two single-storey bungalows (Nos. 19A and 25A Essex Road). To the south, Amberley Way is characterised by two-storey semi-detached and terraced housing.

- 4.3 The site is not located within a conservation area and there are no listed buildings in the immediate vicinity and located within Flood Zone 1.

5 Proposed Development

- 5.1 The proposal seeks full planning permission for the demolition of No. 17 Essex Road and all existing outbuildings and the erection of 8 residential units comprising of: Plot 1: 2-bed 4-person 2-storey house; Plots 2, 3, 6 & 7: 2-bed, 3-person houses/apartments; Plot 4: 2-bed 3-person first-floor flat; Plot 5: 1-bed 2-person ground-floor flat (M4(3) wheelchair adaptable) and Plot 8: 4-bed 5-person replacement house along Essex Road.
- 5.2 Creation of a vehicular access route off Amberley Way via a 3.7m wide private driveway with footway infrastructure and the provision of 11 on-site parking spaces (incorporating the 2 additional spaces added during re-consultation) and associated soft landscaping.

6 Planning History

- 6.1 Planning application Ref: P0063.17 was refused on 10.08.2017 for the demolition of No.17 Essex Road, demolition of workshops and boundary wall on Amberley Way. Erection of semi-detached 4-bedroom property on Essex Road and block of 9 No 2-bedroom flats on Amberley Way, erection of bin store and parking spaces for the following reasons:

The proposed layout of the development would be inadequate resulting in substandard accommodation for future residents through lack of internal space, poor outlook, limited light and poor-quality amenity space provision, detrimental to future residential amenity and contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD, Policy 3.5 of the London Plan (as amended), the DCLG Technical Housing Standards and the Residential Design SPD.

The proposed dwelling would, by reason of its excessive width, two storey gable roofed front projection, fenestration, lower eaves height, siting and proximity to the western boundary of the site, appear dominant, visually intrusive and incongruous in the streetscene harmful to the character and appearance of the surrounding area contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

The proposed flatted block would, by reason of its crown roof and high eaves line, appear overbearing, visually intrusive and incongruous in the streetscene when viewed from Amberley Way harmful to the character and appearance of the surrounding area contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

The proposed flats, would by reason of their height, scale, bulk, mass, siting, and position close to the boundaries of the site, be an unneighbourly development and appear dominant, overbearing and visually intrusive in the rear garden environment and the first floor balcony of flat No. 6 would result in undue overlooking and loss of privacy harmful to the amenity neighbouring

properties particularly No.'s 19a and 25a Essex Road contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

The proposal, by reason of the creation of one, four bedroom, seven person dwelling combined with no off street car parking provision for the proposed property, would result in increased parking congestion in surrounding streets. The proposal, by reason of the creation of nine, two bedroom residential units and the cumulative impact of the width and siting of the access road and the lack of pedestrian visibility splays and a turning head would impede the vehicular entry and egress of the site harmful to highway and pedestrian safety contrary to Policies DC32, DC33 and DC34 of the Local Development Framework and the guidance contained in the National Planning Policy Framework.

In the absence of a legal agreement to secure contributions towards the demand for school places arising from the development, the proposal fails to satisfactorily mitigate the infrastructure impact of the development, contrary to the provisions of Policies DC29 and DC72 of the Development Control Policies DPD and Policy 8.2 of the London Plan.

- 6.2 Planning application Ref: P1052.09 was refused on 05.11.2009 for the demolition of the existing house at No. 17 Essex Road and replacement with a new house, demolition of existing workshops and hardstanding at rear of Nos. 13 and 17 Essex Road and replacement with 5 No. two-storey houses to the Amberley Way frontage for the following reasons:

The proposed development would, by reason of its unsatisfactory site layout, height and character of the proposed buildings and small rear garden areas result in a cramped form of development out of character with the locality and represents an overdevelopment of the site. The proposal would have a detrimental impact upon of the street scene and provides a poor residential environment for future occupiers contrary to Policy DC61 of the LDF Development Control Policies Development Plan Document.

The proposed terrace of houses would by reason of its position close to the boundaries, height and bulk result in a visually intrusive and overbearing form of development which would result in a loss of light and be materially harmful to the amenity of adjacent occupiers and thereby contrary to Policy DC61 of the LDF Development Control Policies Development Plan Document.

The proposed development would by reason of the arrangement of parking spaces result in future occupiers having to undertake unreasonably awkward and dangerous reversing to the detriment of highway safety. Furthermore, the absence of a footpath along the proposed access road would be likely to create unacceptable conflict between vehicles and pedestrians. The proposal is considered to be contrary to Policy DC32 of the LDF Development Control Policies Development Plan Document.

The proposed development fails to provide a satisfactory method for the storage and collection of refuse and recycling. The proposed enclosures to the rear of plots 1 to 5 would be impractical and inconvenient for future occupiers. The proposal is therefore considered contrary to Policy DC36 of the LDF Development Control Policies Development Plan Document.

6.5 Rear of 15 Essex Road

L/HAV/778/80 - Open storage for 20 cars - Approved.

6.6 13 & 17 Essex Road, Romford

L/ROM/260/63 - Poultry building- Approved.

6.7 Former garage development site at the rear of 79 Essex Road

P0646.19 - Adaption of 79 Essex Road to form new access road with visibility splay and five new detached dwellings to rear on former garage site - Approved 30.08.2019.

7 LOCAL REPRESENTATION

7.1 Neighbours were notified via letter to 49 neighbouring properties. 20 representations along with a petition containing 30 signatures objecting to the scheme were received and summary of concerns raised are as follows:

- Inappropriate Access - create a new vehicular access into a quiet cul-de-sac, rather than utilizing existing access points from Essex Road or alternative routes such as Templar Court.
- Inadequate off-street parking provision for the proposed eight dwellings, removal of existing on-street parking spaces on Amberley Way, reliance on outdated parking survey data, and exacerbation of severe local parking saturation.
- Increased vehicle movements along Amberley Way and Marlborough Road, leading to traffic delays, congestion at the junction near the A12, and general highway dysfunction.
- Creation of a new vehicular junction on a road bend with poor visibility, increased risk to pedestrians, elderly residents, and children playing in the cul-de-sac.
- Inability of large refuse trucks, delivery vans, and heavy goods vehicles to safely turn or manoeuvre within the narrow street layout, potentially obstructing emergency service access.
- Excessively cramped layout, out-of-character architectural styles and rooflines, overdevelopment of backland sites, and failure to comply with Local Plan Policy LP26 and London Plan Policy D3.
- Loss of established mature trees and Green Infrastructure: Demolition of the terminating boundary wall, loss of (including T1, T3, T4), removal of green buffers providing natural screening, and premature vegetation clearance ahead of ecological surveys.
- Overbearing appearance, loss of privacy/overlooking, increased noise, light, dust, and air pollution both during construction and throughout regular operation.
- Disputes regarding right of way, unclear ownership of the green area at the end of the road, and potential disruption to underground utility cables and street lighting.
- Alleged failure to properly notify all immediate neighbours and concerns over setting an undesirable precedent for future backland development.

Officer's Response

Insofar as they relate to material planning considerations, the matters raised within the public representations and the petition are fully addressed in the relevant appraisal sections of this report.

Regarding consultation procedure, Council records confirm that all required neighbouring occupiers were duly consulted in accordance with statutory publicity requirements and the Council's Statement of Community Involvement.

Others

Councillor Call-In

7.2 Former Councillor Jason Frost called-in the application for the following reasons:

- The proximity to the boundaries of the plot give rise to a cramped appearance and overdevelopment of the site which would be harmful to the character of the area.
- The intensified use and development of the site would pose a significant risk to highway users due to the proximity of the access point to the development to the nearby properties in Amberley Way and the bend the road.
- The proposed development has the potential to significantly increase vehicle movements in an area that is already under pressure from existing traffic. On street parking capacity in Amberley Way and the adjoining stretch of Marlborough Road is severely stretched, the additional traffic and parking demands from the development would only serve to exacerbate the existing issue.
- Amberley Way's existing road infrastructure is unsuitable for the scale of the proposed development. The access road is narrow and not designed for the size and volume of modern vehicles. Emergency service access could be compromised, and local residents may face longer response times in the event of an incident.
- This proposal can therefore be deemed contrary to Policy 26 of the Local Plan (2021) and Policy D3 of the London Plan 2021 by virtue of the fact that the scale and massing are out of keeping with the surrounding area, creating an overbearing presence that would undermine local character.
- Furthermore, the site layout prioritises vehicle access over pedestrian safety and fails to adequately support safe movement patterns. The development therefore poses a risk to road and pedestrian safety, while delivering poor quality public realm and failing to positively contribute to the areas' sense of place.

CONSULTATION RESPONSE

7.3 A summary of statutory Consultee consultation responses are detailed below:

- **London Fire Brigade:** No objection. No further fire hydrants required.
- **London Fire and Emergency Planning Authority:** No comments received

- **Metropolitan Police Secure by Design Officer:** No objection subject to the attachment of secured by design conditions and informative.
- **LBH Environmental Health (Land Contamination, noise, air quality):** No objection subject to conditions governing contaminated land, air quality neutral and residential boilers.
- **LBH Highways:** No objection subject to conditions, legal obligations and informatives being applied: restrict parking permits; S278
- **LBH Waste:** No objection, the Council's standard guidance to be adhered.
- **Anglian Water:** No comments
- **Place Services BNG –** No objections subject to conditions.
- **Place Services -Tree –** No objections subject to conditions.

8 Planning Policies

National Planning Policy Framework (2024)

London Plan (2021) policies:

GG2 – Making the best use of land; D1 - London's form, character and capacity for growth; D3 Optimising site capacity through the design-led approach; D4 - Delivering good design; D5 Inclusive design; D6 Housing quality and standards; D7 Accessible housing; D11 Safety, security and resilience to emergency; D14 Noise; H10 Housing size mix; SI1 Improving air quality; SI2 Minimising greenhouse gas emissions; SI5 Water infrastructure; SI6 Digital connectivity infrastructure; SI7 Reducing waste and supporting the circular economy; SI12 Flood risk management; SI13 Sustainable drainage; T1 Strategic approach to transport; T2 Healthy Streets; T3 Transport capacity, connectivity and safeguarding; T4 Assessing and mitigating transport impacts; T5 Cycling; T6 Car parking and DF1 Delivery of the Plan and Planning Obligations.

London Housing Design standards SPG (2023)

The London Housing Design Standards Supplementary Planning Document (SPD) provides guidance on the implementation of the London Plan's housing design policies and promotes the delivery of high-quality, well-designed residential development. It provides guidance on matters including inclusive design and accessibility, internal space standards, private outdoor amenity space, daylight and sunlight, outlook, privacy, dual aspect dwellings, circulation space, ceiling heights, cycle parking and residential quality. These matters have been taken into account in the assessment of the proposal, where relevant.

Havering Local Plan (2021) policies:

3 - Housing supply; 5 - Housing mix; 7 - Residential design and amenity; 12 - Healthy communities; 23 - Transport connections; 24 - Parking provision and design; 26 - Urban design; 27 – Landscaping; 30 - Nature conservation; 33 - Air quality; 34 - Managing pollution; 35 - On-site waste management and · 36 - Low carbon design, decentralised energy and renewable energy.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by the application that the committee must consider are:

- Principle of Development
- Design, Character and streetscene
- Quality of residential accommodation
- Inclusive design
- Secured by Design
- Housing mix
- Amenities of the neighbouring occupiers.
- Transport and Highways
- Equality
- Community Infrastructure Levy
- BNG, Trees & Sustainability

Principle of Development

9.2 On the 12th of December 2024, the Government published the Housing Delivery Test result for 2023. The Housing Delivery Test Result for 2023 is 61%. In accordance with the NPPF the "Presumption" due to housing delivery therefore applies. In terms of housing supply, based on the latest 2024 Housing Trajectory, Havering is able to demonstrate 3.4 years supply of deliverable housing sites. The NPPF (paragraph 11d) states that where the delivery of housing was substantially below (less than 75%) the housing requirement over the previous three years, the policies which are most important for determining the application are considered out of date. This means that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This is commonly referred to as the "tilted balance" in favour of sustainable development and is a significant relevant material consideration in the determination of the planning application. The proposed development would offer a modest contribution to housing supply and delivery, and this would weigh in favour of the development.

9.3 Policy H1 of the London Plan seeks to optimise potential housing delivery across London, particularly through higher density residential development on brownfield sites. The London Plan has set a 10-year housing target of 12,850 homes a year for the period between 2019/20 to 2028/29.

- 9.4 Policy 3 of the Havering Local Plan aims to meet a minimum housing supply of 1,500 homes within Havering by prioritising the development of homes on small sites across the borough, prioritising all non-designated land for housing when it becomes available and supporting the re-use of brownfield sites when they become available. The proposals would provide 8 residential units to help to meet the borough's target.

Design, character and street-scene

- 9.5 Local, London-wide and national planning policy and guidance seeks to ensure that new development is well designed. Good design is a key aspect of sustainable development, creates successful places in which to live and work and helps make development acceptable to communities. Development plan policies seek to ensure that new development is designed so that it respects the distinctive identity and character of the site and area, is of a high architectural quality, provides site specific design solutions, reinforces and complements the streetscene, responds to local patterns of development and respects the visual integrity and established scale and massing of the site and wider area. It also supports the use of high-quality materials that integrate with surrounding buildings.
- 9.6 The proposal is to replace No. 17 Essex Road with a two-storey dwelling designed to mirror the Edwardian/Victorian proportions, bay windows, and render finishes off the street. The replacement dwelling would have a width of 6.2m, eaves height of 5.5m and a maximum height of 8.5m. Although the new dwelling would project beyond the existing building line, the proposed building line would match the building line of number 15 Essex Road and create a pair of semi-detached dwellings.
- 9.7 The rear of site would adopt a lower-profile, courtyard layout with shallow hipped roofscapes at approximately 5m eaves height and maximum height of approximately 8m. It is designed to avoid an overbearing visual presence relative to Templar Court and surrounding residential plots.
- 9.8 It is found that the design, size, siting and scale of the development are such that it would not result in any significant harm to the character and appearance of the site, the streetscene nor the area more widely. The development is considered to be acceptable and compliant with the objectives of the relevant planning policy and guidance in these regards. The proposal is found to have overcome the reasons for refusing the previous applications at the site. In addition, a condition has been included to require appropriate materials, to ensure the use of high-quality materials.

Quality of residential accommodation

- 9.9 Policy D6 of the London Plan provides the minimum quantitative standards for private internal space, private outdoor space and floor to ceiling heights for all tenures of residential housing. Single aspect units should normally be avoided and only provided where these units would constitute a more appropriate design solution in terms of optimising the capacity of a particular site whilst ensuring good design. Potential issues associated with single aspect units in terms of passive ventilation, privacy, daylight, overheating and noise should also be adequately addressed and single aspect units that are north facing contain three or more bedrooms or are exposed to significant adverse impacts should normally be avoided.
- 9.10 These requirements are also further elaborated within the London Housing Design Standards Supplementary Planning Document (SPD). These set out a benchmark unit per core per floor ratios. Together these form the pivotal backbone for the quality of any future residential accommodation.
- 9.11 All proposed residential units meet or exceed the minimum internal floorspace and floor-to-ceiling height requirements set out in Policy D6 of the London Plan. Furthermore, each dwelling benefits from dual-aspect views, providing adequate levels of privacy, outlook, and natural daylight. Private external amenity space is provided for all units in excess of the minimum space standards outlined in Policy LP26 of the Havering Local Plan.
- 9.12 A Daylight and Sunlight Assessment (prepared by T16 Design, dated May 2025) was submitted in support of the proposals to evaluate potential lighting impacts on surrounding residential properties as well as internal daylight levels for future occupants. The assessment was undertaken in accordance with the BRE guidance document.
- 9.15 Overall, the proposal would provide a high quality of living accommodation and amenity to the future occupiers of the development, in accordance with the aforementioned policies. Appropriate conditions would be imposed to ensure compliance with the policy requirements.

Inclusive Design

- 9.16 Policy D5 of the London Plan requires all new development to achieve the highest standards of accessibility and inclusive design, ensuring that buildings can be entered and used safely, easily and with dignity by all users, are convenient and welcoming with no disabling barriers, and provide independent access without undue effort, separation or special treatment. Similarly, Policy 7 of the Havering Local Plan seeks to ensure that new residential development incorporates inclusive design principles and provides accessible homes.

The proposed development has been designed to incorporate inclusive design principles, with all ground floor dwellings and houses meeting the Building Regulations requirement M4(2) (Accessible and Adaptable Dwellings). However,

the two first-floor flats would not achieve M4(2) compliance as step-free access cannot be provided, although they would meet the M4(1) standard. As such, six of the eight proposed dwellings (75%) would comply with the M4(2) standard, representing a departure from the 90% requirement of Policy D7 of the London Plan.

Officers have carefully considered this shortcoming. Given the small scale of the development, the fact that the majority of the dwellings would achieve M4(2) compliance, and that providing lift access solely to serve the two first-floor flats would require a fundamentally different building form and introduce disproportionate design, servicing and management implications, it is considered that the limited conflict with Policy D7 is outweighed by the overall benefits of the proposal. On balance, the development is considered to have appropriately incorporated the principles of inclusive design and is acceptable in this regard.

- 9.17 Further details are to be secured by condition to ensure that the houses and units at the ground floor level would be in full compliance with the provision of M4 (2), and the first-floor units to comply with M4(1) As such, the relevant condition will be applied.

Secured by Design

- 9.18 In terms of safety and security, the Police find the scheme acceptable subject to Secured by Design standards and detailed application for the Secured by Design award scheme and achieve a certificate of Compliance, this can be achieved by relevant conditions.

Housing Mix

- 9.19 Policy 5 of Havering's Local Plan Policies seeks to support development proposals that provide a mix of dwelling types, sizes and tenures and sets out an indicative mix for market and affordable housing as below:

	1 bed	2 bed	3 bed	4+ bed
Market Housing	5%	15%	64%	16%
Affordable Housing	10%	40%	40%	10%

Table 1: Housing mix policy requirements

- 9.20 The borough's housing needs indicate a greater emphasis on family sized accommodation and the priority being 2+ bed properties with 1 bed properties less of a priority. The policy equally states that it would have

regards to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities.

- 9.21 Policy H10 of the London Plan states that new development should generally consist of a range of unit sizes and sets out a number of factors that should be considered when determining the appropriate housing mix on a particular scheme. This includes housing need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of a site in relation to town centres and public transport access, the requirement to optimise housing potential, and the relationship between new build housing supply and demand within the existing stock.

The proposed housing mix as below:

	1b2p	2b3p	2b4p	4b5p
Market Housing	1	5	1	1
	12.5%		12.5%	12.5%
Total%	12.5%	62.5%	12.5%	12.5%

Table 2: Housing mix proposed

- 9.22 Of the 8 total residential units proposed, 1 (12.5%) would be 1b2p unit, 5 (62.5%) units would be 2b3p, 1 x 2b4p (12.5%) and 1 x 4b5p (12.5%), and the units would be private housing with a mix as 1, 2, 3 and 4 bedrooms as stated above. On balance, while the proposal represents a departure from the prescriptive numerical target of Local Plan Policy 5, the housing mix is justified. It successfully optimises the site without compromising residential amenity, highway safety, or character, while responding directly to the design refinements agreed during pre-application engagement. The proposal is therefore considered acceptable and compliant with the broader objectives of Policy 5 and London Plan Policy H10.

Amenities of the neighbouring occupiers.

- 9.23 Local, London-wide and national planning policy and guidance seeks to secure development which protects amenity. Policy 7 of the Havering Local Plan identifies that development should be of a high design quality that ensures the amenity and quality of life of existing and future residents is not adversely impacted. To protect amenity the Council will support developments which do not result in unacceptable overlooking or loss of privacy, outlook, daylight and sunlight. The Council will also support development which does not cause unacceptable levels of noise, vibration and disturbance.
- 9.24 The physical relationship between the proposed dwellings and existing neighbours has been carefully considered. Plots 6 and 7 maintain a setback distance of approximately 6.67 metres from No. 17 Amberley Way and

approximately 4m away from its boundary. Window placement and obscure glazing specifications are implemented on upper floor elevations to prevent direct loss of privacy to adjoining private garden areas. Similarly, a separation distance of approximately 7.56m is maintained between the development and No. 19A Essex Road, with hipped roof forms utilised to limit visual bulk along shared boundary lines.

- 9.25 Numerical modelling of the 38 surrounding windows confirms that all surrounding openings retain at least 80% of their existing Vertical Sky Component (VSC) values. Similarly, annual and winter sunlight hours (APSH/WPSH) across all 28 qualifying south-facing windows remain well within acceptable BRE tolerances. Overshadowing tests indicate that neighbouring private amenity areas retain over 80% of their existing areas receiving at least two hours of direct sunlight on 21st March.
- 9.26 Internally, Target Daylight Factor (DFT) calculations demonstrate that all assessed habitable rooms within the proposed development meet or exceed the recommended internal daylight benchmarks.
- 9.27 It is considered that the design, size, siting and scale of the development proposed are such that it would not result in any significant unacceptable impact on the amenities of the site, neighbouring occupiers nor the wider area to a degree that would justify a refusal of planning permission. The proposal is found to be acceptable and compliant with the objectives of the relevant planning policy and guidance in these respects.

Parking, Traffic and Transportation

- 9.28 Policy 24 of the Havering Local Plan sets out the appropriate parking standards for different parts of the borough and states that where a development proposal would result in a net loss of car parking spaces the applicant will be required to demonstrate that there is no need for them. It also identifies that the Council will support proposals which consider the location and layout of parking provision as an integral part of the design process, site parking close to people's homes in areas with natural surveillance and provide appropriate landscaping, that visually screens car parking to the front of dwellings.
- 9.29 Although the Public Transport Accessibility Level (PTAL) of the site is 1b, there are public bus services nearby, with bus stops located on Mawney Road at approximately a three-minute walk from the Essex Road frontage, and a five-minute walk from the Amberley Way frontage. Romford Railway Station is situated 1.4miles away from the site.
- 9.30 Vehicular access to the site is divided across two entry points to accommodate both existing and proposed arrangements. Primary access to No. 17a Essex Road and the single frontage plot (Plot 8) is served directly from Essex Road. Rear vehicular access to the curtilage of No.

17a Essex Road, along with access to the internal courtyard development (Plots 1–7), is provided via a 3.7-metre-wide private driveway off Amberley Way.

- 9.31 The proposed creation of the new vehicular access crossover on Amberley Way necessitates the relocation of an existing street lighting column (lamppost). The applicant has agreed to secure these highway works via a Section 106 Legal Agreement, which will obligate them to enter into a Section 278 Agreement with the Local Highway Authority to cover the relocation and associated works at the applicant's expense.
- 9.32 Under Policy 24, the proposal would be required to provide a minimum of 8 car parking spaces, the proposed scheme provides a total allocation of 11 off-street parking spaces across the site—comprising 9 spaces within the internal courtyard for Plots 1–7 and 2 dedicated spaces on-frontage for Plot 8. This total provision fully exceeds the minimum requirements of Policy 24.
- 9.33 The proposed access crossover would result in the loss of four (maximum) on-street parking spaces on Amberley Way. This impact has been considered against the submitted Parking Survey (dated 7th–8th October 2024), which identifies an unrestricted kerbside length of approximately 112.1m, equating to around 15 informal parking spaces (utilising half-on/half-off footway parking). The survey records overnight parking demand ranging from 40% occupancy (6 vehicles) to periods of full occupancy. It is acknowledged that nearby properties, including Nos. 15 and 17 Amberley Way, currently rely on on-street parking and that the removal of kerbside spaces has the potential to increase competition for the remaining parking.
- 9.34 Notwithstanding this, the proposed development provides on-site parking to serve the new dwellings in accordance with the Council's parking standards for a PTAL 1b location. Whilst the submitted evidence does not quantify the precise parking demand likely to be generated by the development, the provision of on-site parking is expected to substantially accommodate the parking needs of future occupiers, thereby limiting reliance on on-street parking. Having regard to the scale of the development, the limited loss of on-street parking spaces, the provision of on-site parking and the absence of an objection from the Council's Highway Authority, it is not considered that the proposal would result in a severe residual cumulative impact on the local highway network or justify withholding planning permission. The proposal is therefore considered to comply with Policy 24 of the Havering Local Plan.
- 9.35 In accordance with Policy T5 of the London Plan (2021), residential developments are required to provide secure, covered, and accessible long-stay cycle parking based on unit sizes (specifically, 1.5 to 2 spaces for multi-bedroom dwellings), alongside short-stay visitor parking. The submitted proposal makes adequate provision for cycle storage across the scheme. As detailed in the Cycle and Refuse Store Schedule (Drawing PP-13327749_03.06) and Site Plan (Drawing 02.03 G), each dwelling is provided with a dedicated cycle store located within its respective private

garden area. Plots 1 through 7 are allocated "Small" stores accommodating 2 to 3 cycles each, while Plot 8 features a "Medium" store accommodating 3 to 5 cycles. Additionally, short-stay visitor cycle storage for 2 bicycles is provided on-site near the main entrance/turnaround area. The overall cycle parking provision meets and exceeds minimum strategic policy requirements and is considered acceptable in terms of design, accessibility, and quantity.

- 9.36 The proposed layout integrates refuse storage within the individual garden store outbuildings for each plot (PP-13327749_03.06), allowing containers to be kept out of public view and sheltered. The delivery and servicing management assessment confirms that the refuse collection arrangements would strictly comply with local operational criteria. As demonstrated on Swept Path Analysis Plan 9728-204(A) and Figure 4.1, refuse collection vehicles can safely stop on Amberley Way and Essex Road within 25 metres of the designated refuse collection points and communal stores. The maximum drag distance for residents and collection operatives from the store locations to the collection vehicle remains under 30 metres and 25 metres respectively, over step-free surfaces. Residents will move their bins to the designated collection point on collection days. The proposed waste storage volume, external store design, and collection arrangements would be considered functional, compliant with local guidance, and therefore acceptable.

Equality and Diversity

- 9.37 The Equality Act 2010 (as amended) imposes important duties on public authorities in the exercise of their functions and specifically introduced a Public Sector Equality Duty. Under this duty, public organisations are required to have due regard for the need to eliminate unlawful discrimination, harassment and victimisation, and must advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. In considering this application and preparing this report, officers have had careful regard to the need of one of the members of the family who suffers from impaired mobility and the requirements of the Equality Act 2010 (as amended). It is concluded that the decision recommended will not conflict with the Council's duties under this important legislation.

10 Others

CIL

- 10.1 The development creates new residential floorspace (with a total Gross Internal Area of 612. 734sq.m) and is therefore liable for payment under the Havering and Mayoral Community Infrastructure Levy regimes. Mayoral CIL = £15,325 (613 sq.m x £25) and Havering CIL = £76,625 (613 sq.m x £125), with a CIL total of £91,950 subject to indexation.

BNG

- 10.2 The scheme incorporates a comprehensive landscaping and ecological enhancement strategy designed to significantly improve the site's habitat value compared to its existing brownfield condition. Place Services (Ecology) have assessed the submitted Biodiversity Net Gain Report and preliminary ecological appraisals, raising no objections subject to appropriate planning conditions to secure the implementation, management, and long-term monitoring of the minimum 10% net gain.

Trees

- 10.3 The application is supported by an Arboricultural Survey and Impact Assessment evaluating the site's existing vegetation, which predominantly consists of low-value scrub, modified grassland, and a single poor-condition tree within the rear garden of No. 13 Essex Road proposed for removal. Place Services (Arboriculture) have reviewed the submitted tree reports and raise no objections to the development. Standard arboricultural planning conditions are recommended to ensure strict adherence to the Arboricultural Method Statement, tree protection measures for retained off-site trees during construction, and the delivery of the approved heavy-standard compensatory tree planting scheme.

Sustainability

- 10.4 The proposed scheme incorporates a robust sustainability framework aligned with national and local design policies. The development maximises energy efficiency through the implementation of solar photovoltaic (PV) arrays on suitable roof spaces and the utilisation of air source heat pumps to serve heating and hot water demands. Further environmental benefits are secured through the reuse of an underutilised brownfield site, electric vehicle charging infrastructure, and secure cycle storage for future residents. Overall, the proposal represents a high-standard, climate-resilient development that efficiently utilises resources in accordance with the National Design Guide to comply with Policy SI 2 of the London Plan and Policy 36 of the Local Plan.

11 Conclusions

- 11.1 The proposed redevelopment provides eight residential dwellings on brownfield land, contributing positively to local housing supply under the presumption in favour of sustainable development. Revisions made to the scheme successfully address previous highway, design and amenity considerations.
- 11.2 The proposal is found to be acceptable and compliant with the objectives of the relevant planning policies and guidance. The proposal would not significantly harm the character and appearance of the site, the street scene

or the surrounding area. The proposal's residential amenity and highways impacts are also considered to be acceptable. As there are no other material planning considerations which would justify reaching a different conclusion, it is recommended that planning permission is granted subject to conditions and the completion of a legal obligation.