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DESIGN & ACCESS STATEMENT

**Land Adjacent to 5 Albert Road/24 North Hyde Road,
Hayes,
UB3 4HR**

To accompany a planning application for two new build flats: A three-bedroom 4-person flat at ground floor level, and a two-bedroom 4-person flat at first-floor level on a vacant corner plot.

15.09.2023

Prepared by ES ARCHITECTURE LTD



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1. Assessment and Evaluation

1.1 Context and Design Overview

This application has been prepared using the Hillingdon Local Plan Part 1 and 2, Saved Unitary Development Plan policies, the London Plan 2021 and the Nationally Described Space Standard guidance.

The site is an enclosed plot currently vacant of buildings, comprising of a 1m wooden boundary fence and various road signage, lamp posts, a public refuse point and electrical maintenance cabinets. The plot is situated on the corner of North Hyde Road and Albert Road.

This Design & Access Statement supports a planning application for the permission to build one three-bedroom 4-person flat and one two-bedroom 4-person flat over two storeys.

We believe the proposed scheme meets the criteria for new build dwellings in relation to the overall dimensions and amenity and parking requirements for its location.

It is understood that plots such as the land adjacent to 5 Albert Road maintain visually soft and open street corners. The new dwellings on the property have been therefore designed as a low-density, low-lying proposal. Its above ground building height and proportions match the existing Albert Road dwellings so that it should be in keeping with the character of the local area and have no detrimental visual effect. When completed, the dwellings would provide residential accommodation finished to a high standard ready for family living.

In its low-lying, low-density design, the proposal allows for generous outdoor spaces, both proposed dwellings will have associated amenity space and bicycle and refuse storage, compliant with the Hillingdon Local Plan.

Existing Site



Fig 1.



Fig 2.



Fig 3.



Fig 4.

1.2 Location

Whilst the application site includes the entire 479m² corner plot adjacent to 5 Albert Road, the proposed built over land comprises just 25% of the plot.

The site is situated near a parade of local shops and a large supermarket on North Hyde Road, both accessible by pedestrian crossings immediately adjacent to the site. The plot has excellent links to public transport networks into and around London, such as the Hayes and Harlington train station a 4-minute walk away. The nearest bus stop is Fairey Corner, a 1 minute walk away. The immediate location has a PTAL rating of 5 (2021 forecast PTAL rating of 6A)

The land is located in Flood Zone 1.

The surrounding area is residential in character. The street scene in this locality is characterized in the main by semi-detached properties which are similar in their appearance. In the immediate context there are several larger developments, such as the Asda Superstore and the Hayes and Harlington Community Centre opposite.

The property sits opposite an area of open green space on Station Road.

1.3 Existing Residential Design

The current housing stock near the comprises a typical 1930's semi detached style of dwelling; constructed using red brick and often finished with painted render or sand and cement pebble dash.

2. Design

2.1 Historic Applications not submitted by ES Architecture LTD

There have been two applications submitted in 2019 and 2021 (42985/APP/2019/2676 and 42985/APP/2021/1990 respectively) for the development of this property. Both applications were refused, with the main reasons being for loss of light to neighbours, insufficient amenity space and inconsistency of character with the local housing stock. Both proposals were for the erection of a three-storey building with up to 6 flats. To create these units, the total volume and visual presence of both proposals were much larger than the current proposal.

An appeal for this site, APP/R5510/W/21/3283412, submitted 14 May 2021, and dismissed by the inspector A Price on the 5 August 2021. The main reasons for refusal were:

1. *The proposal would act to infill this currently open space, rising to three storeys, and would be highly visible from North Hyde Road. The building would disrupt the existing layout of the neighbouring residential plots and sit uncomfortably and incongruously amongst them. As such, the development would fail to respond to the local distinctiveness of the site or enhance its context.*
2. *The relationship between the two rows of established residential properties and their interconnectedness would...be lost.*
3. *I do not disagree with the appellant's assessment of the wider area as there are undoubtably some very large developments that exist very close by the appeal site, including the superstore opposite (although I do not have the full history or context of these developments in front of me). However, this does not remove the established relationship of the appeal site with the more suburban residential properties that frame it, and is not sufficiently compelling a reason to accept a larger form of development here.*
4. *I conclude the proposed development would fail to accord with the relevant provisions of Policy BE1 of the Hillingdon Local Plan Part One – Strategic Policies (2012), Policies DMHB11 and DMHB12 of the Hillingdon Local Plan Part Two – Development Management Policies (2020) and Policy D3 of the London Plan (2021). In summary, these policies seek to ensure that all development is of a high-quality design.*
5. *The proposed areas of amenity space are significantly below the requirements of the Local Plan. Not only this, but balconies on the upper floors would be positioned very close to, and overlook, the adjoining busy roads, providing an unattractive and unpleasant environment for occupiers. This would no doubt limit their use throughout the year.*
6. *Similarly, the terrace and garden areas depicted on the ground floor plan...would be immediately adjacent to the road and pavement. Irrespective of any landscaping that could be conditioned to mitigate this, these areas of amenity space would be very uncomfortable to use.*
7. *...users of these cramped spaces would still feel exposed and vulnerable to the high volume of passing traffic, particularly given the location of the appeal site at a signal-controlled junction.*
8. *An area of communal amenity space is proposed to the rear of the new building, adjacent to North Hyde Road. Communal amenity*

space in lieu of private amenity space is generally not supported by Local Plan policies unless there are strong planning reasons for it. For similar reasons to those set out above, this space would not feel comfortable to use by reason of its position adjacent the busy North Hyde Road.

9. I do not agree with the argument that because many of the units will not accommodate families, the occupiers of these units would have less need or pressure for external amenity space. Similarly, I do not consider it appropriate to rely on the open space (including that next to Old Station Road or of nearby developments) in lieu if appropriate on-site provision.

2.2 Design Approach of Previously Refused ES Architecture Application

The most recent application, 42985/APP/2022/2336, was submitted by ES Architecture on 21st July 2022. The proposal submitted was designed in consideration to the above reasons given for appeal dismissal by the Inspector. Details of the design approach for the previous application are stated below:

- The '1930's semi' style flats and sub-terranean new build property proposed on the site was designed in consideration to the first refusal point on the previous Appeal dismissal. The addition of the new dwellings supports Policies GG2, SD.1 and H2 of the London Plan. The previous application had proposed a larger development, resembling a block of flats typology. The new proposal in this application however will be visible from street level as a two-storey property and will replicate the same scale, style and bulk of the existing streetscape.



Refused Proposal (42985/APP/2021/1990) 2021: Albert Road Elevation

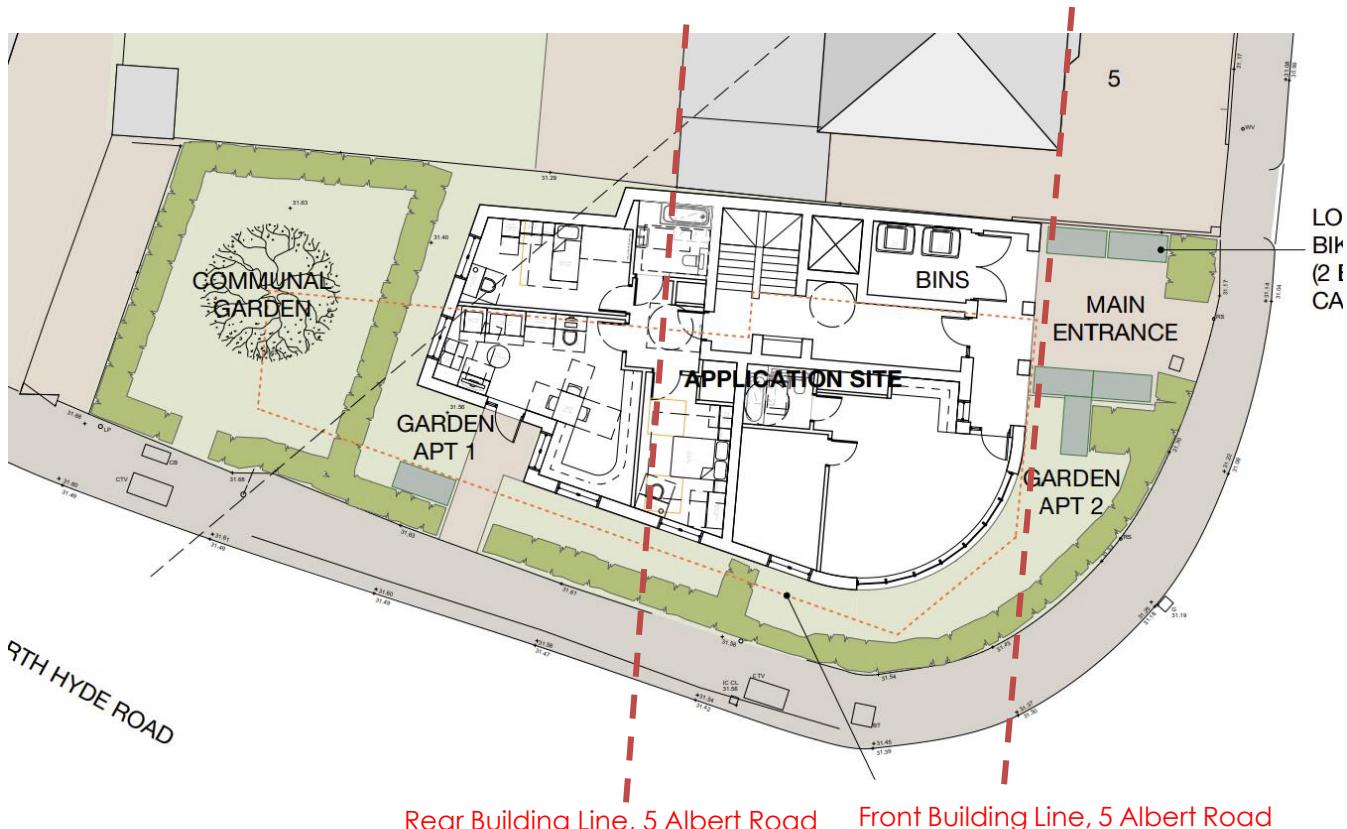


Previous Proposal (42985/APP/2022/2336) 2022: Albert Road Elevation

- The previous proposal 42985/APP/2022/2336 also maintained the building line of the street to maintain congruity with its immediate context. The previously proposed building was traditional in design and had been designed to match with the neighbouring properties in the surrounding area. The form of the scheme reflects the density and character of the surrounding area and is suitable in scale. The height of the eaves and ridge of the building frontage matched the adjacent buildings. The new build related well to the layout, characteristics and scale of its neighbours for use now and in the future. The render, brick and roof tiles are to match the colour and appearance of the neighbouring properties. The window sizes reflected the proportions of neighbouring properties.

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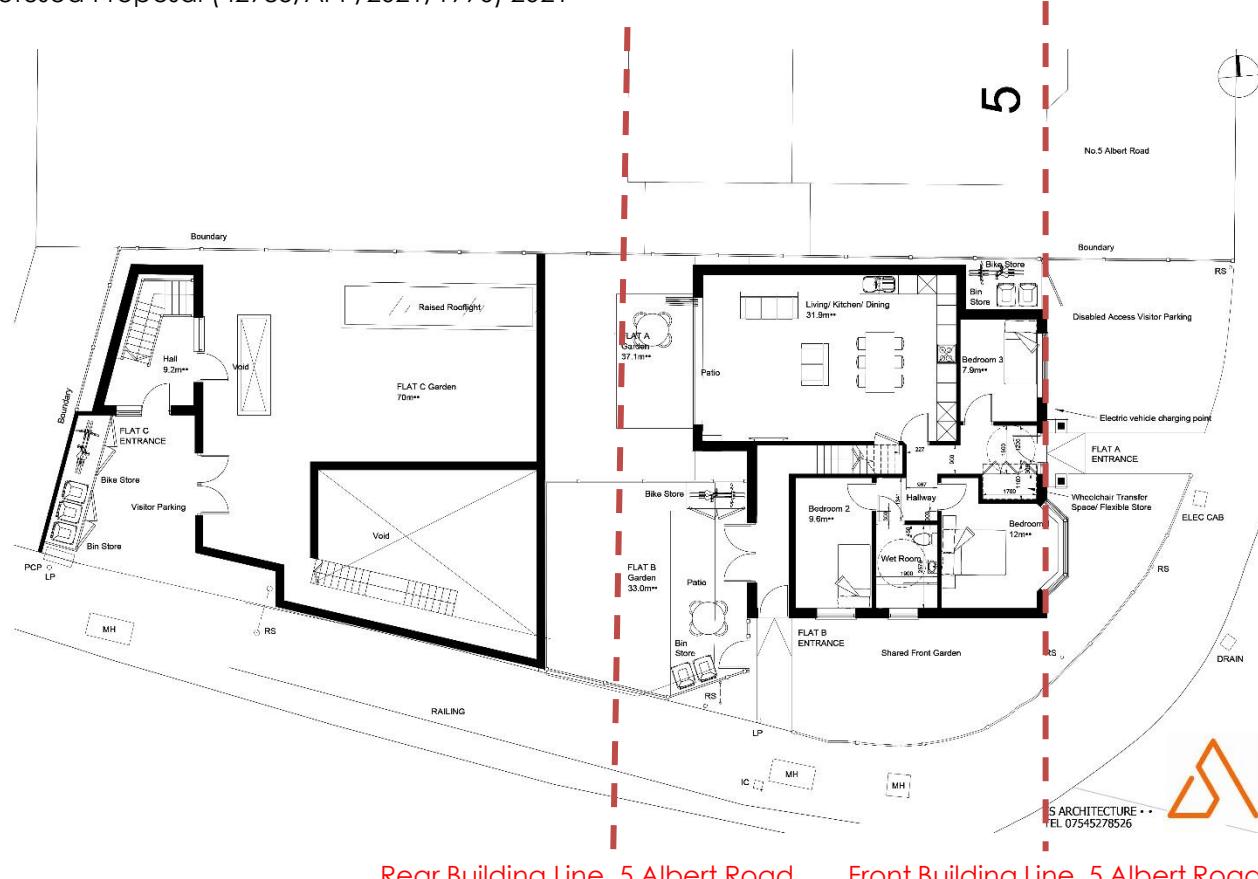
Land adj. to 5 Albert Road, Hayes



Rear Building Line, 5 Albert Road

Refused Proposal (42985/APP/2021/1990) 2021

Front Building Line, 5 Albert Road



Rear Building Line, 5 Albert Road

Front Building Line, 5 Albert Road

Previous Proposal (42985/APP/2022/2336) 2022

- The previous application 42985/APP/2022/2336 included private amenity spaces which were in accordance with Policy DMBH 18.A and table 5.3: Private Outdoor Amenity Space Standards of the Local Plan Part 2. See Table A for the private garden areas of each dwelling.

Table 5.3: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

- The previous proposal for the site details the use of a 200mm, 1.8m masonry wall which separated Flat B's garden from the pavement and road side. Dense shrubs will be planted along the garden wall to further reduce noise impact. Moreover, the depth of Flat B's garden from the roadside is far greater than those of the previously proposed scheme, creating more open space away from the road.
- Each apartment would have included provision for secure and screened off refuse and bicycle storage on the ground floor with direct access to the street for collection. This had been designed in accordance with Policy DMBH 11.D of the Local Plan Part 2.
- Parking provision is not required as part of the new development of the property, as stated in the London Plan, Chapter 10, table 10.3. The immediate area has been issued a PTAL rating of 5 (2021 forecast PTAL rating of 6A) and is therefore classified as a Car Free area. Parking provision had however been provided for visitors to the site and disabled users, this is to reduce parking congestion on the road. The parking provision would have complied with policy T6 and T6.1 of the London plan, where new developments should provide electric vehicle charging points.
- The proposed Flat C on the site comprised of a generous living space and three bedrooms, situated below ground level. The dwelling had been designed as such to safeguard the openness of the site, as well as maximising the provision of private outdoor amenity space for the residents of the property. Sunlight amenity for the neighbour is also preserved as the bulk of the dwelling is below ground and would not overshadow the southern aspect of garden at 5 Albert Road. The dwelling had been designed to meet the requirements of the minimum gross internal floor areas and built-in storage as set out in the technical

housing standards - Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan.

- All new build flats would achieve Building regulations U value targets, feature 3kwh airsource heat pumps, as well as heat recovery systems to reduce energy demand in the winter months. All new windows installed will also be triple glazed. This follows Policy DME1 2: Reducing Carbon Emissions, A) of the Local Plan Part 2.

A report was received from the council on 22nd May 2023 stating the proposal would have been refused for the following reasons:

1. *The proposed development, by reason of the loss of the open space (adopted highway land), the physical siting, size, scale and bulk of the buildings on this prominent corner plot, forward projection beyond the established building line on North Hyde Road and excessive size of the proposed rear dormer, would result in a cramped, visually obtrusive form of overdevelopment of the site. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general.*
2. *Insufficient evidence has been submitted to demonstrate that the proposed development would achieve a minimum floor to ceiling height of 2.5 metres for at least 75 per cent of the Gross Internal Area of each of the proposed dwellings. The proposal would therefore provide a substandard form of residential accommodation to the detriment of the future occupants...*
3. *The proposed development by virtue of inadequate gross internal area of the proposed dwelling labelled as Flat B, would result in a substandard form of residential accommodation to the detriment of future occupants of this proposed residential unit.*
4. *The proposed development, by virtue of the subterranean and internal layout of proposed Flat C, would afford future occupants of this proposed residential unit with poor outlook and poor levels of natural light. Additionally, the future occupants of Flat C would experience an unreasonable loss of privacy due to the elevated rear windows of proposed Flat B directly (and obliquely at close proximity) facing down towards the subterranean habitable rooms of Flat C.*
5. *The proposed development, by virtue the rear elevated windows serving proposed Flat B directly (and obliquely at close proximity) facing down into the subterranean courtyard and ground floor garden space of Flat C, would result in an unreasonable loss of privacy for the future occupiers of the external amenity space of Flat C.*

6. The proposed development, by virtue the rear elevated windows serving proposed Flat B directly (and obliquely at close proximity) facing down into the subterranean courtyard and ground floor garden space of Flat C, would result in an unreasonable loss of privacy for the future occupiers of the external amenity space of Flat C.
7. In the absence of a legal agreement to prevent the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area, the proposed development is likely to lead to an increase in pressure for on-street parking and have a consequent adverse effect on highway safety, through inconsiderate and potential hazardous parking and a risk to road users.
8. The overprovision of on-site parking spaces in a connected location with a high level of public transport accessibility would discourage the use of more sustainable modes of transport, and detriment opportunities to create mixed and vibrant places that are designed for people rather than vehicles.
9. The height and siting of the proposed boundary treatment would obstruct visibility splays for the proposed parking space and crossover onto North Hyde Road, and would also obstruct views of the retained road signs.
10. In the absence of a Basement Impact Assessment by a suitably qualified person, it is not possible to properly assess the impact of the proposed development on material planning considerations, including flood risk, ground instability and the water environment. Given that this issue is fundamental to the acceptability of the scheme, this matter needs to be addressed at the application stage and cannot be dealt with by condition.

The new design proposal and this supporting statement considers the above reasons given for the refusal of the previous planning permission. In the following sections of this document, these reasons for refusal will be considered with regards to the amended proposal plans.

2.3 Planning Policy

National Planning Policy Framework

Chapter 5

Para. 60: To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para. 70: Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 69a) suitable for housing in their area.

Chapter 9

Para. 105: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Chapter 12

Para. 130: Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)

The London Plan 2021

Chapter 1, Best Use of Land:

Policy GG2: of the London Plan 2021 states that; to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:

- A) enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites
- B) prioritise sites which are well-connected by existing or planned public transport

- C) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling
- D) applying a design-led approach to determine the optimum development capacity of sites

Chapter 2, Opportunity Areas:

Para. 2.1.1 states that Opportunity Areas are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Opportunity Areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two. When developing policies for Development Plans, allocations and frameworks, boroughs should use the indicative capacity figures as a starting point, to be tested through the assessment process.

Table 2.1 of the London Plan identifies Heathrow/Elizabeth Line West as an Opportunity Area with a capacity for new homes. Hayes has been given an indicative capacity for 4,000 new homes and Heathrow 13,000.

Policy SD1 Opportunity Areas states that Boroughs, through Development Plans and decisions, should:

- 1) clearly set out how they will encourage and deliver the growth potential of Opportunity Areas
- 2) support development which creates employment opportunities and housing choice for Londoners
- 3) plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary
- 4) recognise the role of heritage in place-making
- 5) establish the capacity for growth in Opportunity Areas, taking account of the indicative capacity for homes and jobs in Table 2.1

Chapter 3, Design

Para. 3.1.8 states that, as change is a fundamental characteristic of London, respecting character and accommodating change should not be seen as mutually exclusive. Understanding of the character of a place should not seek to preserve things in a static way but should ensure an appropriate balance is struck between existing fabric and any proposed change. Opportunities for change and transformation, through new building forms and typologies,

should be informed by an understanding of a place's distinctive character, recognising that not all elements of a place are special and valued.

Policy D2.A, states that the density of development proposals should:

- 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels.
- 2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services)

Policy D3:

A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

C) In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

The proposal has also been designed to conform to the design led approach as set out in Policy D3.D, 1) to 13) in the London Plan, addressing Form and Layout, Experience, and Quality and Character.

Policy D6:

A) Housing development should be of high-quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.

D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables

(for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

The proposal has been designed to conform to the minimum gross internal floor areas and built-in storage as set out in the technical housing standards - Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan.

Chapter 4, Housing

Policy H2 states that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making.

Para 4.2.1 states that small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.

Chapter 10, Transport

The proposal takes into consideration the requirements for parking as set out in Policy T6 and T6.1 of the London Plan, particularly in relation to developments which are well connected to public transport links.

Local Plan

This planning proposal is designed to meet the requirements of Hillingdon Local Plan Part 1, Strategic Policies and Local Plan Part 2, Development Management Policies.

- Policy BE1.1) to 11) of the Hillingdon Local Plan Part 1 (Nov 2012) states that all new development achieves a high quality of design in all new buildings, alterations and extensions which is also appropriate to the identity and context of Hillingdon.
- Para. 4.6 of the Local Plan Part 2 (2020) states that there is a substantial borough wide requirement for three-bedroom properties, new developments for residential schemes will need to demonstrate that this has been taken into account.
- Policy DMHB 11: Design of New Development, A) to D) Local Plan Part 2 (2020)
- Policy DMHB 18: Private Outdoor Amenity Space, A) to D) Local Plan Part 2 (2020)
- Policy DMEI 2: Reducing Carbon Emissions, A) Local Plan Part 2 (2020)

- Para 2.14 of the Local Plan Part 2, Site Allocations and Designations (2020), identifies that Crossrail will be a catalyst for growth in Hayes, where the station will be modernised as a public interchange. New residential developments within proximity to the station will benefit from the improved public transport link
- Para 2.17 of the Local Plan Part 2, Site Allocations and Designations (2020), states that proposals for a mix of retail, residential and other town center uses will be actively encouraged in Hayes.

The proposal for a ground floor accessible flat (Flat A) as part of this application has been designed to meet the spatial requirements set out in Hillingdon Local Plan, Accessible Hillingdon Supplementary Planning Document.

2.4 Revised Design Approach

Having carefully considered all aspects of local and national planning policies as well as past planning feedback from Hillingdon Council, we believe that the characteristics of the site enables the construction two traditionally designed flats of good quality. The addition of the new dwellings supports Policies GG2, SD.1 and H2 of the London Plan.

1. *The proposed development, by reason of the loss of the open space (adopted highway land), the physical siting, size, scale and bulk of the buildings on this prominent corner plot, forward projection beyond the established building line on North Hyde Road and excessive size of the proposed rear dormer, would result in a cramped, visually obtrusive form of overdevelopment of the site. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general.*

In response to the above comments made by the Planning Inspector, the proposed dormer and loft accommodation for Flat B has been removed. The forward projection is on the building line of Albert road. The opposing corner of plots all sit outside the building line of the adjoining road and this is common place for the area a clear example being 18 Kieth Road. We feel the siting on the plot gives generous sight lines around the plot and is not a cramped development. The distance from the footpath is generous in comparison to other properties in the area.

2. *Insufficient evidence has been submitted to demonstrate that the proposed development would achieve a minimum floor to ceiling height of 2.5 metres for at least 75 per cent of the Gross Internal Area of each of the proposed dwellings.*

In drawing 21_018_P6, we have demonstrated that flats have been designed to allow for a 2.5 meter ceiling height across the entire floor area to provide a

high quality level of accommodation, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).

3. *The proposed development by virtue of inadequate gross internal area of the proposed dwelling labelled as Flat B, would result in a substandard form of residential accommodation to the detriment of future occupants of this proposed residential unit.*

Flat B has a GIA of 84.2m² over 2 storeys, exceeding the minimum space standards set by Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021). Please see table in section 2.7 Proposed Areas for more information. We have achieved this by removing the loft floor.

4. *The proposed development, by virtue of the subterranean and internal layout of proposed Flat C, would afford future occupants of this proposed residential unit with poor outlook and poor levels of natural light. Additionally, the future occupants of Flat C would experience an unreasonable loss of privacy due to the elevated rear windows of proposed Flat B directly (and obliquely at close proximity) facing down towards the subterranean habitable rooms of Flat C.*

Flat C has been omitted from this application.

5. *The proposed development, by virtue the rear elevated windows serving proposed Flat B directly (and obliquely at close proximity) facing down into the subterranean courtyard and ground floor garden space of Flat C, would result in an unreasonable loss of privacy for the future occupiers of the external amenity space of Flat C.*

Flat C has been omitted from this application.

6. *The proposed development, by virtue the rear elevated windows serving proposed Flat B directly (and obliquely at close proximity) facing down into the subterranean courtyard and ground floor garden space of Flat C, would result in an unreasonable loss of privacy for the future occupiers of the external amenity space of Flat C.*

Flat C has been omitted from this application.

7. *In the absence of a legal agreement to prevent the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area, the proposed development is likely to lead to an increase in pressure for on-street parking and have a consequent adverse effect on highway safety, through*

inconsiderate and potential hazardous parking and a risk to road users.

My client will agree to a legal agreement in place to prohibit future occupants to apply for parking permits. This will ensure the development will not be detrimental to highway safety.

8. *The overprovision of on-site parking spaces in a connected location with a high level of public transport accessibility would discourage the use of more sustainable modes of transport, and detriment opportunities to create mixed and vibrant places that are designed for people rather than vehicles.*

All parking provision has now been removed from this application.

9. *The height and siting of the proposed boundary treatment would obstruct visibility splays for the proposed parking space and crossover onto North Hyde Road, and would also obstruct views of the retained road signs.*

Proposed boundary has been set in by 1 meter so as not to obstruct views of the junction. The barriers on the footpath will have the same obstruction as the proposed low height picket fence and there is a significant line of sight around the corner.

10. *In the absence of a Basement Impact Assessment by a suitably qualified person, it is not possible to properly assess the impact of the proposed development on material planning considerations, including flood risk, ground instability and the water environment. Given that this issue is fundamental to the acceptability of the scheme, this matter needs to be addressed at the application stage and cannot be dealt with by condition.*

Flat C has been omitted from this application.

Response to additional points in Refusal Summary:

It was noted:

Having regard to planning permission ref. 29834/APP/2023/503 (dated 13-04-2023), it is considered that the approved part two storey, part single storey side/rear extension at No.5 Albert Road, would result in a loss of outlook, sense of enclosure and overbearing impact for the future occupiers of proposed Flats A and B, noting the close proximity of their habitable rear elevation windows and bi-folding doors. Similarly, it is considered that the approved part two storey, part single storey side/rear extension at No.5 Albert Road would result in a loss of outlook, sense of enclosure and overbearing impact for the external amenity space of proposed Flat A.

We would like highlight the recently approved application at 5 Albert Road mentioned above (29834/APP/2023/503) was used in the committee meeting as a reason for the refusal for the previous scheme. We agreed to **three** extensions of time for our application to be determined, and in this time the neighbours application was submitted and approved before the committee meeting occurred. Therefore no considerations to the neighbour's proposed extension could have been made in our design, as this was not brought to our attention any sooner than a week before the committee meeting, nor was this highlighted by the planning officer when putting forward their concerns during the committee meeting.

I would argue this is a failure of the planning department to not make a decision on our application sent in on 21st of July 2022, and to subsequently use an approved application, which had only been submitted on the 21st February 2023 and approved 13th April 2023, as a case to why our application was to be refused.

On this application we have increased the massing of this corner against the neighbouring extension to reflect the approved extension as requested.

2.5 External Provision

In response to the above comments made by the Planning Inspector, the new proposal includes private amenity spaces which are in accordance with Policy DMBH 18.A and table 5.3: Private Outdoor Amenity Space Standards of the Local Plan Part 2. See Table A for the private garden areas of each dwelling.

Table 5.3: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

The new proposal for the site details the use of a 1.8m wooden fence which will separate Flat B's garden from the pavement and road side. This fence is to be set in from the boundary by approximately 1m so as not to obstruct views of the existing road signage.

Moreover, the depth of Flat B's garden from the roadside is far greater than those of the previously proposed scheme, creating more open space away from the road.

Each apartment will include provision for secure and screened off refuse and bicycle storage on the ground floor with direct access to the street for

collection. This has been designed in accordance with Policy DMBH 11.D of the Local Plan Part 2.

Parking provision is not required as part of the new development of the property, as stated in the London Plan, Chapter 10, table 10.3. The immediate area has been issued a PTAL rating of 5 (2021 forecast PTAL rating of 6A) and is therefore classified as a Car Free area.

2.6 Internal Accommodation

The application proposes to erect one three-bedroom flat and one two-bedroom flat, each with outbuildings at the rear of the garden which will create a home office for home working. In the proposal's height, bulk, style, positioning and materiality, it has been designed to harmonise with the Albert Road residential built context.

The main habitable rooms of the flats have been designed to maximise natural light to habitable rooms. Windows have been positioned primarily on the east (Albert Road), and west (rear garden) elevations to offer the best outlook from the property and minimise road noise permeating the south façade. Flat B windows which overlook the garden of Flat A will be obscured to prevent overlooking.

As the proposed massing of the flats does not extend past the rear building line of 5 Albert Road, the scheme will not prevent sunlight from the south from penetrating into the garden of the neighbouring property. There will therefore be no loss of amenity to the neighbouring properties.

The privacy of the existing neighbours will be safeguarded due to the set back of the proposal from the rear building line of 5 Albert Road, preventing overlooking. The design of the new build provides no detriment to the appearance of the street or the neighbours.

The new apartments comply with the minimum gross internal floor areas and built-in storage as set out in the technical housing standards - Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan. The floor areas for the property are set out in Table A.

Flat A has been designed to be compliant with the Accessible Hillingdon Supplementary Planning Document. Door openings, corridor widths, and rooms have been designed to be accessible by wheelchair users. Additionally, adequate internal space by the front entrance has been created to allow for the turning of a wheelchair as well as a wheelchair storage and transfer zone.

2.7 Proposed Areas

Using the Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan, the internal room and external areas for the proposed dwellings comprise of:

Flat A: 3 Bed 1 storey 4 persons	National and Local Space Standards in sqm	Proposed Area in sqm
GIA Total (excluding office)	74	86.5
GIA Ground floor		86.5
Bedroom 1	11.5 (>2.75m wide)	12.0
Bedroom 2	7.5 (>2.15m wide)	9.6
Bedroom 3	7.5 (>2.15m wide)	7.9
Bathroom		4.9
Kitchen /Dining/Living		40.6
Storage ground floor	2.5	2.5
Hallway ground floor		7.7
Office		9.1
Flat B: 2 Bed 2 storey 4 persons	National and Local Space Standards in sqm	Proposed Area in sqm
GIA Total	83	84.2
GIA ground floor (entrance)		5.3
GIA 1 st floor		78.9
Bedroom 1	11.5(>2.75m wide)	11.9
Bedroom 2	11.5 (>2.75m wide)	11.5
Bathroom		5.1
En-suite		2.6
Hallway 1 st floor		5.4
Kitchen /Dining/Living		39.2
Storage	2.5	2.5
Office		12.2

The required and proposed garden areas for the new dwellings are:

Garden Area in sq m	Private Outdoor Amenity Space Standards, Local Plan Part 2. sqm	Flat A Sq.m	Flat B Sq.m
Total Garden Area	25 for 2 bed flat 30 for 3 bed flat	112.9	107.5

2.8 Material Use

The proposed new flats have been designed to harmonise with the local street scene. It will be a masonry construction with a brick and render outer skin to match the existing character of the road. Roof tiles used will also match the existing residential properties. A porch finished with zinc cladding will provide shelter for access to Flat A.

The rear garden perimeter will be lined with a 1.8m high wooden fence set in a metre for privacy when viewed at street level. A low-level picket fence set in a metre will be used around the perimeter of the front shared garden to maintain openness of the corner when viewed at street level, and so as not to obstruct visibility splays and to avoid harming highway safety. All fences will be set in by 1m from the plot boundary so as not to obstruct the existing road signage. Low level planting behind this fencing will also soften the appearance of the boundary.

3. Access

Access to the flats will be via two separate entrances on different elevations to maintain the appearance and character of the two storey houses on Albert Road. Flat A has a front entrance off Albert Road and Flat B from North Hyde Road. As it is an accessible dwelling, the entrance for Flat A will be suitably ramped. Both flats have access to rear gardens through the dwelling, with Flat A benefitting from direct garden access from the kitchen, and Flat B from the ground floor entrance corridor. Flat B has gated external garden access.

Each dwelling will include secure, covered storage for bins and 2 bicycles with direct external access to and from the property.

3.1 Pedestrian

The main pedestrian access to Flat A will be from the Albert Road elevation, Flat B will have its main access from the eastern end of the North Hyde Road elevation.

3.2 Waste

The provision for the bin stores to be covered and located near the front entrance of each property. Flat A's bin stores are located on the front driveway off Albert Road. Flat B's bin storage will be within the rear garden of the property in proximity to the garden gate.

4. Landscaping Strategy and Plan

The plot is currently laid to lawn featuring multiple signage units, an electrical cabinet and lamp posts around the perimeter of the plot. The proposed landscaping strategy will mean that no existing units on site will need to be relocated.

The proposed landscape strategy will include shade tolerant border shrubs, such as Boxwood will be planted on the road-side of the gardens to mitigate the noise from the main road. Similar shrubs will be used on the perimeter of the front garden to soften the boundary on the corner of the plot. It is intended a more open and appealing visual appearance will be created by these low shrubs.

Each property's rear garden will comprise a decking/patio area. The gardens will be laid to lawn with shrubs and perennial plants in borders at the side and rear. This will provide low maintenance areas.