



**Design and Access Statement**

Relating to

**Proposed new accessible house**

at

**Land adjacent to 4 Rofant Road**

**Northwood**

**HA6 3BE**

for

**Mr & Mrs Vhora**

Prepared by

**AA+ Architects**

Moor House Farm

Lower Road

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Uxbridge

UB9 5EN

23 February 2023

Project ref: 2022.025/JC

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## Description of Existing House

A Design and Access Statement to support a new Detailed Planning Application for the **erection of a new house on land adjacent to 4 Rofant Road, Northwood HA6 3BE** (the application site).

The application site is located in the developed area of the borough, the site is subject to a Tree Preservation Order (TPO 130) to the south of the site.

The site is located on the west side of Rofant Road, next to its junction with Ashbourne Square. It is occupied by a semi-detached, two storey dwelling with a hipped roof and a large, detached garage to the south of the site. The dwelling is constructed in brick and pebbledash render with a tiled roof. The area is characterised by a variety of dwelling types including detached, semi-detached and terraced developments, with different roof materials.

The site is located in Flood Zone 1 and is at low risk of surface water flooding. The site has a Public Transport Accessibility Level (PTAL) of 2. The rear of the site is adjacent to railway tracks.

The site is not located within an Area of Conservation, nor are the buildings on site or adjacent to statutory or locally listed.

An existing topographical survey and photo sheets are enclosed with the planning application.

## Planning History

The application site has the following relevant planning history:

| Application Reference | Description  | Decision                   |
|-----------------------|--|----------------------------|
| 6923/APP/2022/1490    | Erection of a new single dwelling house with associated landscaping  | Refused, 20 September 2022 |
| 6923/APP/2021/1912    | Part two storey, part single storey rear extension   | Approved, 6 October 2021   |
| 6923/APP/2021/1436    | Single storey rear extension<br>(Application for a Certificate of Lawful Development for a Proposed Development) | Approved, 28 May 2021      |
| 6923/B/93/0490        | Erection of detached garage/store (retrospective application)  | Approved                   |

## **Planning**

Having researched the Local Planning Authority website and our experience with working with the London Borough of Hillingdon the following policies are considered applicable:

### **Part 1 Policies**

PT1.BE1 (2012) Built Environment

### **Part 2 Policies**

| <b>Policy No.</b> | <b>Policy Name</b>  |
|-------------------|---|
| DMHB 11           | Design of New Development                                       |
| DMHB 12           | Streets and Public Realm  |
| DMHB 14           | Trees and Landscaping   |
| DMHB 15           | Planning for Safer Places                                       |
| DMHB 16           | Housing Standards   |
| DMHB 18           | Private Outdoor Amenity Space                                   |
| DMHD 1            | Alterations and Extensions to Residential Dwellings             |
| DMH 6             | Garden and Backland Development                                 |
| DMT 1             | Managing Transport Impacts                                      |
| DMT 2             | Highways Impacts  |
| DMT 5             | Pedestrians and Cyclists  |
| DMT 6             | Vehicle Parking   |
| DMEI 2            | Reducing Carbon Emissions                                       |
| DMEI 7            | Biodiversity Protection and Enhancement                         |
| DMEI 9            | Management of Flood Risk  |
| DMEI 10           | Water Management, Efficiency and Quality                        |
| DMCI 7            | Planning Obligations and Community Infrastructure Levy          |
| LPP D3            | (2021) Optimising site capacity through the design-led approach |
| LPP D5            | (2021) Inclusive design   |
| LPP D6            | (2021) Housing quality and standards                            |
| LPP D7            | (2021) Accessible housing                                       |
| LPP D11           | (2021) Safety, security and resilience to emergency             |
| LPP G1            | (2021) Green infrastructure                                     |
| LPP G6            | (2021) Biodiversity and access to nature                        |
| LPP G7            | (2021) Trees and woodlands                                      |
| LPP H1            | (2021) Increasing housing supply                                |
| LPP SI12          | (2021) Flood risk management                                    |
| LPP SI13          | (2021) Sustainable drainage                                     |

| <b>Policy No.</b> | <b>Policy Name</b>   |
|-------------------|--|
| LPP T5            | (2021) Cycling   |
| LPP T6            | (2021) Car parking   |
| LPP T6.1          | (2021) Residential parking                                   |
| LPP D13           | (2021) Agent of change                                       |
| LPP D14           | (2021) Noise   |
| LPP GG4           | (2021) Delivering the homes Londoners needs                  |
| NPPF2             | NPPF 2021 - Achieving sustainable development                |
| NPPF4             | NPPF 2021 - Decision-Making                                  |
| NPPF5             | NPPF 2021 - Delivering a sufficient supply of homes          |
| NPPF12            | NPPF 2021 - Achieving well-designed places                   |
| NPPF14            | NPPF 2021 - Meeting the challenge of climate change flooding |
| NPPF15            | NPPF 2021 - Conserving and enhancing the natural environment |

We were instructed not to proceed with the Pre-Application for the following reasons:

- The current delay in processing applications.
- The detailed Officer Report comments to address the concerns.

We, however, suggest an open dialogue with the appointed case officer to ensure the proposal is of the highest design quality. In our experience this is the key to creating good architecture.

### **Brief**

The applicants, Mr & Mrs Vhora, have owned the site for several years. The applicant's parents are now elderly and in need of care. Therefore, the design brief is to provide an accessible dwelling so that Mr & Mrs Vhora can care for their elderly parents, whilst allowing them to be involved in all family activities. Studies have shown that the health of the elderly improves when near their families.

The applicants are of British Asian ethnicity, and culturally they do not send their elderly parents to homes, but care for them themselves. Therefore, a solution is required not just for this application, but nationally which allows development to take place to assist in the care of the elderly. As Architects we think this ought to be addressed at national policy level.

## Design

When developing the schematic design, it was essential to provide sufficient privacy between the new house and the existing, while respecting the TPO and with pockets of private garden space.

Please see below table which addresses the comments raised in the officer report:

| Ref | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme   |
|-----|--|---|
| A.1 | The application site is located in the developed area of the borough where new development is acceptable in principle subject to compliance with relevant development plan policies. The application form erroneously states the proposal is not on garden land. | <ul style="list-style-type: none"> <li>• We note that the principle of development is acceptable, the loss of garden is noted and our new proposal has a greatly reduced mass and scale compared to the other dwellings/buildings on the site.</li> <li>• The existing dwelling on the application site will still retain a garden area greater than 60m<sup>2</sup>.</li> <li>• The new development also provides an external garden area of 87m<sup>2</sup> which includes the individual bedroom courtyards, and excludes the area towards the south, which is likely to be shaded by the existing trees.</li> </ul> |
| A.2 | Neighbouring residential amenity and privacy of existing homes and gardens must be maintained, and unacceptable light spillage avoided.  | Neighbourly residential amenity is maintained by tucking the proposal towards the boundary of Ashbourne Square.   |
| A.3 | Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long  | Vehicle access is restricted by a single parking bay between the existing trees, therefore no removal of trees is proposed and root protection areas are respected.   |

| Ref        | LBH Officers Report (OR) –<br><b>1248/APP/2022/660</b>   | AA+ Architects - New Application Scheme  |
|------------|--|--|
|            | access roads will not normally be acceptable   |  |
| <b>A.4</b> | Development on back land sites must be more intimate in mass and scale and lower than frontage properties.   | The new design allows for a split level scheme with a lower ground floor and an upper ground floor, this will reduce the mass, scale and provide a more organic approach to the problem.   |
| <b>A.5</b> | Features such as trees, shrubs and wildlife habitat must be retained or re-provided.   | All existing trees are retained (please refer to the Arboriculture Assessment by Trevor Heaps). Wildlife and habitat will be un-affected, if the scheme is deemed acceptable, appropriate planning conditions can be applied to any forthcoming consent.   |
| <b>A.6</b> | <u>Trees, landscaping and ecology</u><br><br>The proposal would be detrimental to the local character and would not retain protected trees.  | All the trees are retained and the proposal is away from the root protection areas, this is the concept of the proposal.   |
| <b>B.1</b> | <u>Impact on Character &amp; Appearance</u><br><br>Chapter 12 of the National Planning Policy Framework (2021) seeks the creation of high quality, beautiful and sustainable buildings and places through good design. This section of the NPPF states that planning decisions should ensure that developments are, inter alia, visually attractive as a result of good architecture, layout and appropriate and effective | <ul style="list-style-type: none"> <li>• The design is somewhat unconventional, which has been driven by the site and its landscaping. The trees presented the Architects with a natural and organic conceptual plan thereby enabling a courtyard to both bedrooms and is therefore not obtrusive to the neighbours.</li> <li>• The new scheme provides a good architectural solution to the problem.</li> </ul> |

| Ref        | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme  |
|------------|--|--|
|            | landscaping; and are sympathetic to local character.   |  |
| <b>B.2</b> | Policy D3 of the London Plan (2021) requires that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. | Refer to item B.1 above  |
| <b>B.2</b> | Policy GG4 of the London Plan (March 2021) seeks to ensure that more homes are delivered. Policy H1 of The London Plan (2021) promotes the optimisation of the potential for housing delivery on all suitable and available brownfield sites.  | The new development would contribute to the delivery of new homes, the design will be fully accessible for disabled or elderly occupiers, something that appears to be overlooked in the policy documents. There is clearly a high demand for such homes, refer to Appendix for newspaper article. |
| <b>C.1</b> | Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that all new development achieves a 'high quality of design in all new   | The design is of high quality and addresses how we now live, rather than the conventional front and rear gardens.  |

| Ref        | LBH Officers Report (OR) –<br><b>1248/APP/2022/660</b>  | AA+ Architects - New Application Scheme  |
|------------|---|--|
|            | buildings, alterations and extensions'.   |  |
| <b>C.2</b> | Harmonising with the local context, by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. | It would be difficult to match the current language of Rofant Road. However, while respecting the scale of the development and its surrounding buildings, a fresh look has provided a scheme that addresses the items listed.  |
| <b>C.3</b> | Ensuring the use of high quality building materials and finishes.   | The materials proposed are of high quality with longevity in mind. A natural render with a natural slate pitched roof, a lead rolled flat roof and single ply flat roof, all borrowed from the existing palette on the street. |
| <b>C.3</b> | Ensuring that the internal design and layout of development   | The internal layout is designed for accessible living this can easily be adapted for future users.   |

| Ref | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme   |
|-----|--|---|
|     | maximises sustainability and is adaptable to different activities.   |   |
| C.4 | Protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure. | The new proposal addresses these concerns, refer to comments above. We have proposed new planting, which will contribute to the biodiversity and if acceptable can form part of a planning condition to any forthcoming consent.  |
| D.1 | The design of the proposed detached, two-storey dwelling is different to the local context. The footprint has an inverted 'L' shape, located approximately 2m to the south of the existing house, with a 1m gap each side of the proposed boundary.                              | Our proposal is also quite different in context; however the curve of the design softens the relationship between the boundaries and its relationship to the existing buildings. In fact our proposal is mostly hidden behind the trees, refer to the CGI's in the application documents.   |
| E.1 | The proposed dwelling would have a maximum depth of approximately 12.1m including a 5m deep single storey rear element and features a stepped-in first floor rear element to accommodate a 45 degree line of sight from the centre of a window in a recently approved            | <p>The proposed dimensions are as follows:</p> <ul style="list-style-type: none"> <li>Width: 6.7m (at its widest point) and 3.4m at its narrowest point, compared to 12.1m of the refused scheme.</li> <li>15.8m length typical on the curve.</li> <li>Refer to drawing C01 which also shows the refused scheme in dotted.</li> </ul> |

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|            | first floor rear extension to the existing house.  |  |
| <b>F.1</b> | <p>It is noted the proposed dwelling would be sited on lower ground levels relative to the host dwelling. The proposed dwelling would have a pitched roof with a 8.4m high ridge and front and rear gable end projections. The projecting first floor front gable would be supported by two posts and sited 1.5m in front of the ground floor element which is set back. The eaves height would be 5.9m.</p>   | <p>The proposed height dimensions are as follows:</p> <ul style="list-style-type: none"> <li>• Ridge: 4.5m from the ground level, compared to 8.4m</li> <li>• Eaves: 2.3m and 3.3m from the ground level, compared to 5.9m.</li> </ul> |
| <b>G.1</b> | <p>Whilst the ridge height of the proposed dwelling appears similar to the existing house, the eaves of the proposed dwelling would be 60cm higher than the eaves height of the existing dwelling and the forward gable would project 4.4metres, resulting in a disproportionate and visually dominant building design and appearance in a prominent corner plot. This visual dominance is further exacerbated by two large front gable-ends in a street scene</p> | <p>The new proposal addresses the visual dominance concerns raised in the previous scheme.</p>   |

| Ref        | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme   |
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|            | characterised by hipped roofs with smaller gable features.   |   |
| <b>H.1</b> | <p>The proposed exterior materials consist of white render, timber cladding, a tiled roof, fiberglass flat roof for the single storey rear element and double glazed windows and doors. The choice of materials would be considered uncharacteristic of the materials found on properties within the street scene, which is for the most part characterised by facing brick. In addition, the disproportionately large windows further exacerbate the detrimental visual impact of the development proposal.</p> | <p>Our design borrows materials from the existing palette within the area, natural render, natural slates, lead rolled roof and single ply roof.</p>              |
| <b>J.1</b> | <p>In addition, the proposed dwelling would be set back 7m beyond the rear extended building line of the host dwelling and the rear building line of the adjacent neighbour No.2B. The siting of the proposed dwelling in a set back position would fail to harmonise with the prevailing pattern of development and therefore would result in harm to the visual amenities of the street scene.</p>   | <p>The new scheme is set back from no.4 Rofant Road, away from any adjoining properties, therefore there is no need to harmonise with any prevailing pattern.</p> |

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| <b>K.1</b> | <p>The dwelling would be positioned in close proximity to the site boundary in places and would appear cramped in its plot, visually prominent and reducing and harming the open character of this corner location. The visual prominence of the dwelling and the reduced openness of the site would be further exacerbated by the proposed close boarded fencing along part of the side boundary, with the low wall and black painted railings across the new vehicular crossover needing to be reduced in height to 0.6m to provide visibility splays.</p> | <p>The new design sits more comfortably on the site, it does not appear constrained within its boundaries, it retains the openness of the site. Please refer to the application documents.</p>         |
| <b>L.1</b> | <p>The existing side boundary treatment comprises of dense hedging and trees that contribute to a verdant character along this section of Ashbourne Square. The hedging is not shown in the plans but would be replaced with the new boundary treatment. The proposal would also impact on trees which is discussed further in Section 7.14 'Trees, landscaping and Ecology' of this report.</p>   | <p>There is no need to replace any hedging as the impact on the trees would be minimal in this design as it is well away from the RPA's. The height of the building is concealed behind the trees.</p> |

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|------------|--|--|
| <b>M.1</b> | The development proposal would relate poorly to the street scene, not only in terms of its incompatible design and unsympathetic materials, but also by virtue of its siting and juxtaposition which does not harmonise with the local context or respect the building uniformity and established building line. | Refer to the points made above, but the main street scene is no longer a concern, refer to drawing C21 in the application documents.   |
| <b>N.1</b> | Impact on Residences on Ashbourne Square   | <ul style="list-style-type: none"> <li>• Refer to our drawing C03</li> <li>• Distance from no.1 Ashbourne Square is circa 25m</li> <li>• Distance from no.2 Ashbourne Square is circa 20m</li> <li>• We have designed out any window to window issues</li> </ul> |
| <b>P.1</b> | Impact on no.2B Rofant Road  | There are no adverse effects on the no.2B the proposal is set well away from the no.2B.  |
| <b>R.1</b> | Impact on no. 4 Rofant Road  | The 45-degree line would be obstructed with the new proposal, however the form of the design would not adversely impact the 45 degree line. Further studies can be undertaken if the proposal is deemed acceptable.  |
| <b>S.1</b> | Internal Living Accommodation  | The scheme is designed to provide accessible living and therefore meets the London Plan room size requirements for a 2-bedroom   |

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|------------|---|---|
|            |   | 3-person unit. The single bedroom has been included to allow for any carer that may need to stay over. The internal arrangement also allows for wheelchair storage, which is often overlooked.  |
| <b>T.1</b> | Private Outdoor Amenity Space   | <ul style="list-style-type: none"> <li>• Courtyards area = 5m<sup>2</sup> each (10m<sup>2</sup> in total)</li> <li>• Garden area = 87m<sup>2</sup></li> </ul>   |
| <b>U.1</b> | Traffic impact, Car/cycle parking   | <ul style="list-style-type: none"> <li>• 2no. Secure bicycle lockers have been provided with a timber clad finish<br/><a href="https://www.thebikestoragecompany.co.uk/product/amazon-eco-2-cycle-locker/">https://www.thebikestoragecompany.co.uk/product/amazon-eco-2-cycle-locker/</a></li> <li>• Refer to drawing C01</li> </ul>  |
| <b>V.1</b> | <u>Vehicular Access Provision</u><br><p>This would require a maximum width of 3.6m at the back of footway and 4.8m at the edge of kerb. The proposed new crossing would also need to be constructed to the appropriate Council standards executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense. The same parameters would also apply to the existing crossover for No.4 on Rofant Road that would need to be relocated and modified, albeit this is not shown on the proposed drawings. As this would</p> | <ul style="list-style-type: none"> <li>• The proposal can accommodate the requirement set out by Highways, these can be secured by way of a planning condition to any forthcoming consent.</li> <li>• We would urge the council to consider a crossover constructed in heavy duty plastic grass driveway grids, which would harmonise better with the surroundings and protect the RPA's, this would ensure minimum damage.</li> <li>• Any hedging will be maintained to a height of 0.6m in order retain adequate visibility unless the hedging formed part of a TPO.</li> </ul> |

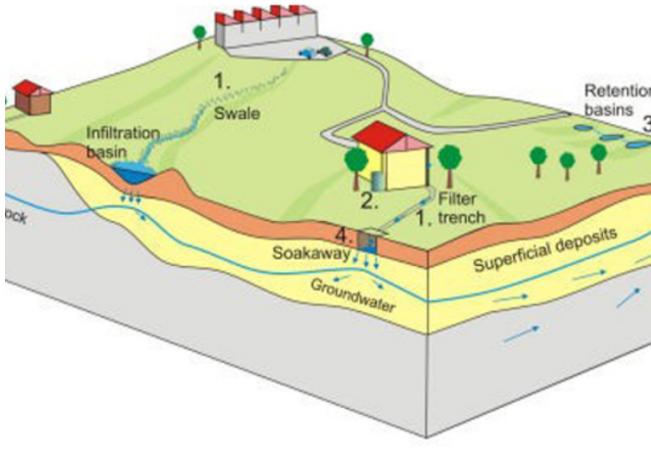
| Ref        | LBH Officers Report (OR) –<br><b>1248/APP/2022/660</b>   | AA+ Architects - New Application Scheme  |
|------------|--|--|
|            | also necessitate the removal and relocation of an established street-lamp column, all associated costs would need to be borne by the applicant/developer.  |  |
| <b>W.1</b> | <p><u>Parking provision</u></p> <p>The maximum parking requirement for the new 2-bedroom residential unit would be in the order of 2 on-plot spaces which should be provided on-site in order to comply with the adopted Hillingdon parking standard. As depicted, this standard is not met with one space proposed on the frontage.</p> <p>However, in contrast, for a PTAL rating of 2, the London Plan (2021) would require a maximum of 0.75 spaces per 2 bedroom dwelling.</p> <p>Taking this into account, the proposed provision of one parking space for the new dwelling and two parking spaces for the host dwelling is considered acceptable.</p> | <p>The development allows of 1no. car disabled car parking space with an EV charging point, constructed of heavy-duty plastic grass driveway grids, which retains the health of the trees.</p> |
| <b>X.1</b> | Cycle Parking  | Refer to item u.1 above.   |
| <b>Z.1</b> | Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve  | The design complies with Approved Document M, M4(3) for wheelchair users, refer to article in the Appendix.  |

| Ref         | LBH Officers Report (OR) –<br>1248/APP/2022/660   | AA+ Architects - New Application Scheme  |
|-------------|---|--|
|             | <p>the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwelling meeting Category M4(2) 'accessible and adaptable dwellings'.</p>   |  |
| <b>AA.1</b> | <p><u>Trees Landscaping</u></p> <p>The proposed site/block plan shows several trees along the southern boundary and the removal of 2no trees within the TPO area on adopted highway to facilitate the formation of a new vehicle crossover. An arboricultural report has been submitted in support of this application. However, this report does not acknowledge the removal of these two street trees. In the absence of any supporting information to justify and mitigate the removal of 2no Council trees (which are also outside the application site), the proposed development would result in the removal of healthy</p> | <ul style="list-style-type: none"> <li>• No trees are to be removed in the new scheme.</li> <li>• All protection measures of the existing trees is contained in the Arboriculture Assessment, accompanying this planning application.</li> </ul> |

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|-------------|--|---|
|             | <p>Council trees that contribute positively to the local landscape character of the street scene.</p> <p>The plan also shows the retention of a number of trees to the rear of the site. Given the constraints of the site with very limited space for machinery, and the delivery and storage of materials, there are significant concerns with how the dwelling could be constructed without harmfully affecting the trees. The submitted arboricultural report does not address these concerns and therefore does not make adequate provision for the protection and long-term retention of valuable trees.</p> |   |
| <b>AB.1</b> | <p><u>Ecology</u></p> <p>It is noted that the application site is not located within or adjacent to a nature reserve or a protected nature conservation site.</p> <p>Nevertheless, in the event of an approval, a condition would be secured requiring an ecological enhancement plan to be submitted to the Council for consideration.</p>  | <p>Noted and agree to a suitable planning condition if the new scheme is deemed acceptable.</p> |

|             |  |   |
|-------------|--|---|
| Ref         | <b>LBH Officers Report (OR) –<br/>1248/APP/2022/660</b>  | <b>AA+ Architects - New Application Scheme</b>  |
| <b>AC.1</b> | <p><u>Refuse</u></p> <p>Refuse collection for the existing dwelling would continue from Rofant Road with collection from the new dwelling via Ashbourne Square. No details have been provided of where the refuse would be stored and collected from, however there is space on the site for acceptable arrangements. In the event of an approval, a planning condition would be included.</p>   | <p>A position for refuse and recycling storage has been shown on our proposal. We have assumed 60 litres of refuse and 60 litres of recycling per bedroom; existing refuse arrangements will continue.</p> <p>Further details of the refuse/recycle storage can be controlled by way of a planning condition attached to any forth coming planning consent, as suggested in the Officers Report (OR).</p> |
| <b>AD.1</b> | <p><u>Renewable Energy</u></p> <p>In the event of an approval, a condition would be secured requiring a sustainability energy statement is submitted to demonstrate that the proposal would achieve at least a 10% improvement beyond Building Regulations 2013. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day maximum water consumption.</p> | <p>Noted and agree to a suitable planning condition if the new scheme is deemed acceptable.</p>   |

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| AE.1 | <p><u>Flooding and Drainage</u></p> <p>The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk.</p> <p>It is noted that part of the site is shown to be at risk of surface water flooding, primarily the area south of the host dwelling in proximity to the proposed parking area. A drainage statement has not been submitted by the applicants to demonstrate how surface water and groundwater runoff would be managed. In the event of an approval, a condition would be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be</p> | <ul style="list-style-type: none"> <li>• We note that the OR states that a development would not increase the risk of flooding on the site.</li> <li>• We agree to a suitable condition attached to any forthcoming planning consent; we provide the following statement in support of a sustainable drainage system: <ul style="list-style-type: none"> <li>○ A suitably qualified consultant will need to look at the source control methods that decrease the volume of water entering the drainage network, this may include intercepting run-off water for subsequent re-use, such as irrigation.</li> <li>○ We could also consider a green roof for evapotranspiration (this was not suggested in the documents as the OR made clear mention of matching the existing materials).</li> <li>○ Pre-treatment, such as vegetated swales or filter trenches prior to discharge to water courses or aquifers.</li> <li>○ Retention systems that delay the discharge of surface water.</li> <li>○ Infiltration system, such as infiltration trenches and soakaways</li> <li>○ We would need to understand the infiltration capacity of the ground and potential impacts, ground</li> </ul> </li> </ul> |

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|------|--|---|
|      | <p>submitted to the Council for consideration. Also, the landscaping condition would have been worded in such a manner to ensure that permeable hard surfacing is used for the front forecourt and parking area.</p>   | <p>stability and water quality, a worthwhile study if the design is deemed acceptable.</p> <ul style="list-style-type: none"> <li>○ See below diagram, taken from the BGS website:</li> </ul>  <ul style="list-style-type: none"> <li>• Another study we and our applicants will need to undertake is a basement assessment, by a suitably qualified consultant, this will help inform the SuDS strategy. We suggest this forms part of a planning condition, if the scheme is deemed acceptable.</li> </ul> |
| AF.1 | <p><u>Noise or Air Quality</u></p> <p>Railway tracks are located at the rear of the application site. This is an existing major noise source. However, residential development in this location is not a new sensitive use. The proposed dwelling would be located in a residential location amongst other</p> | <p>The Architects have experience in building new housing near railway tracks and would agree to a suitable planning condition, if the design was deemed acceptable, for acoustic insulation enhancement.</p>   |

| Ref         | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme  |
|-------------|--|--|
|             | <p>dwellings. Therefore the siting of the dwelling is acceptable, both in terms of not compromising the railway use (the Agent of Change principle) and providing an appropriate acoustic environment for prospective residents. In the event of an approval, consideration may be given to ensuring enhanced sound insulation of the dwelling to mitigate potential noise nuisance from railway sources.</p>  |  |
| <b>AG.1</b> | <p><u>Neighbouring residents' response</u></p> <p>Objections were received from 13 neighbouring residents from 9 addresses. The concerns raised are summarised as follows:</p> <p>i. Impacts on Neighbouring Residential Amenity: loss of privacy, overlooking, loss of sunlight amenity.</p> <p>ii. Design, Scale, Layout, Appearance and Density: bulk, massing and roof form obtrusive, poor materials, modern build/ design not in keeping with area, unsympathetic with adjacent properties, higher density living, overdevelopment, proximity of</p> | <ul style="list-style-type: none"> <li>Many of the objections have been dealt with through the new design, the 'modern build' reference may still apply however the new scheme is much softer than the previous and the materials proposed will be taken from the existing palette.</li> <li>If acceptable to the planners, we would propose a SuDS review.</li> <li>'Right of way' – This is no different to any dwelling having a crossover into their front drive, one would still have to cross the pavement.</li> <li>Our client is willing to discuss the concerns with his neighbours.</li> </ul> |

| Ref | LBH Officers Report (OR) –<br>1248/APP/2022/660   | AA+ Architects - New Application Scheme |
|-----|---|---|
|     | <p>building to the road, insufficient separation distances between dwellings, detract from the rural feel of the road.</p> <p>iii. Highway Impacts: inadequate parking provided, increased highway and parking congestion and pressures including during school drop-off and pick up times, would leave no room for emergency vehicles to access the homes in Ashbourne Square, risk to highway and pedestrian safety.</p> <p>iv. Lack of cycle storage and bin storage.</p> <p>v. Impacts on Green Infrastructure: removal of protected trees, loss of greenspace, landscape amenity, lack of tree survey, loss of gardens, loss of habitat that supports wildlife and biodiversity, urbanisation replacing green space with buildings and hardstanding.</p> <p>vi. Inadequate consultation - site notices have not been displayed or letters circulated to homes in Ashbourne Square.</p> <p>vii. Incorrectly answered application form.</p> <p>viii. Construction Impacts: noise</p> |   |

| Ref         | LBH Officers Report (OR) –<br><b>1248/APP/2022/660</b>   | AA+ Architects - New Application Scheme   |
|-------------|--|---|
|             | <p>and dust, disruption from construction delivery vehicles and parking congestion, restrictions on traffic movement, broken paving slabs on public footway.</p> <p>ix. No information on foul sewage provisions.</p> <p>x. Property devaluation.</p> <p>xi. Right of Way: The proposal would impact on public right of way requiring access across Council land onto Ashbourne Square. The applicant does not hold the title of the land it needs to cross to access Ashbourne Square which forms the title basis of the development of Ashbourne Square.</p> |   |
| <b>AH.1</b> | <p><u>Northwood residents association</u></p> <p>"Policy DMH 6: Garden and Backland Development - this is garden development that under DMH 6 is not supported by LBH except in exceptional circumstances. Exceptional means closer to one in a hundred cases rather than ninety-nine in a hundred cases. This proposed development is not exceptional in a good way and has an adverse</p>  | <p>The design brief that was given to the Architects was that an accessible dwelling is required for the applicants' elderly parents. The family does not want to put their parents into a care home. They want to be a part of the care process and for that to happen a purpose designed dwelling is required, which has full accessibility with a wheelchair.</p> <ul style="list-style-type: none"> <li>• The design caters for wheelchair use under Part M of the Building Regulations.</li> <li>• Living spaces provided on both levels.</li> </ul> |

| Ref  | LBH Officers Report (OR) –<br>1248/APP/2022/660  | AA+ Architects - New Application Scheme   |
|------|--|---|
|      | <p>impact on the streetscene and on the neighbouring residential properties in Ashbourne Square. The applicant has not stated how this is exceptional in the application documents."</p>   | <ul style="list-style-type: none"> <li>• There are exceptional circumstances in this case; the applicant wishes to erect an independent dwelling that is Part M (Building Regulations, Category 3) compliant for their elderly parents.</li> <li>• Carers will be required but the close locality of the applicant will enable the best possible care for proposed occupiers while at the same time being part of the family, this is clearly the best approach for elderly parent care.</li> <li>• There is a severe shortage of accessible homes, only 7.5% homes are planned for wheelchairs between 2020-2030. Target figures are 15-20%.</li> <li>• Refer to Appendix for Accessible Housing - Mail Online Article.</li> <li>• We feel these are exceptional circumstances.</li> </ul> |
| AJ.1 | <p><u>Reasons for refusal</u></p> <p>The proposed dwelling by reason of its size, scale, bulk, height, depth, width, materials, siting and design, in this prominent position, would fail to harmonise with the local context, established street pattern and building lines and would result in the closing of an important gap characteristic to the area. The proposed dwelling would</p> | <p>The matters relating to the reasons of refusal have been addressed in this section of the Design and Access Statement. We encourage an open dialogue with the appointed case officer so that the best solution can be delivered.</p>   |

| Ref | LBH Officers Report (OR) –<br>1248/APP/2022/660   | AA+ Architects - New Application Scheme |
|-----|---|---|
|     | <p>be incongruous, visually dominant and detrimental to the visual amenities of the street scene and the character and appearance of the area.</p> <p>The proposed development would result in the loss of two healthy Council owned trees on adopted highway within a tree preservation area that contribute positively to the local landscape character of the area. In addition inadequate provision is made to safeguard the existing trees within the site and adjacent tree preservation area that would be affected.</p> |   |

## Access

The existing street access will be retained, with a new entrance from the proposed crossover between the existing trees from Ashbourne Square.

The new proposals will comply with the Building Regulations current at the time of commencement, and in particular with Approved Document M.

Refuse/Recycling, Bicycle storage and parking has been discussed above in the design section.

## Appendix A

List of documents submitted with the application.

| <b>Drawing no.</b>     | <b>Drawing title</b>                        |
|------------------------|---|
| <b>S01</b>             | Site Location Plan                          |
| <b>S02</b>             | Existing photo sheets                       |
| <b>S03</b>             | Existing photo sheets                       |
|                        |   |
| <b>Midland Surveys</b> | Existing topographical survey               |
|                        |   |
| <b>C01</b>             | Proposed ground floor and first floor plans |
| <b>C02</b>             | Proposed roof plan and elevations           |
| <b>C03</b>             | Proposed site layout                        |
| <b>C10</b>             | Proposed sections                           |
| <b>C20</b>             | Proposed axonometric                        |
| <b>C21</b>             | Proposed view looking west                  |
| <b>C22</b>             | Proposed view looking southwest             |
| <b>C23</b>             | Proposed view looking north                 |
| <b>C24</b>             | Proposed view looking northeast             |
| <b>C25</b>             | Proposed view looking northeast (aerial)    |
| <b>C26</b>             | Proposed view looking northwest (aerial)    |
| <b>C27</b>             | Proposed view looking southwest             |
| <b>C28</b>             | Proposed view looking east                  |
| <b>C29</b>             | Proposed view looking east                  |
|                        |   |
| <b>DAS</b>             | Design and Access Statement                 |
|                        |   |
| <b>CIL</b>             | Completed CIL form                          |
|                        |   |
| <b>Trees</b>           | Arboriculture Assessment by Trevor Heaps    |

## Appendix B

Mail Online Article

# **'We moved 300 miles just to find a wheelchair friendly home': Disabled Britons are being forced to move to the opposite end of the country due to shortage of accessible properties**

- People are having to move away from families and support networks for homes
- One couple had to leave Somerset for a house 300 miles away in County Durham
- There is a national shortage of accessible homes, with waiting lists lasting years

By [EVE SIMMONS, DEPUTY HEALTH EDITOR FOR THE MAIL ON SUNDAY](#)

PUBLISHED: 23:00, 6 August 2022 | UPDATED: 23:00, 6 August 2022



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Disabled Britons are being forced to move to the opposite end of the country from their family and support networks due to a national shortage of accessible homes.

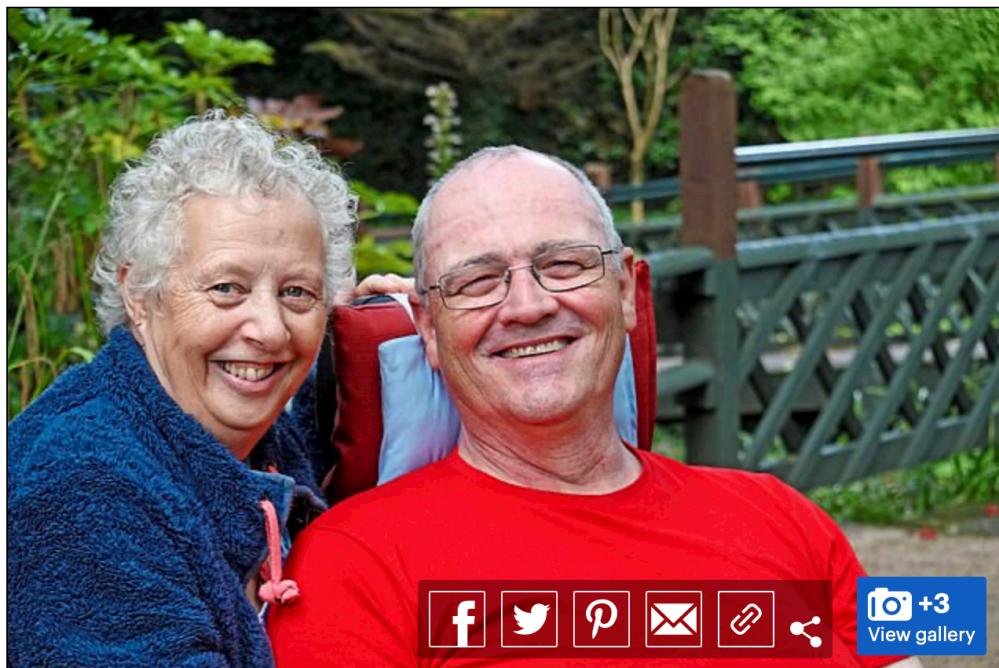
Among the cases uncovered by The Mail on Sunday is a 52-year-old paraplegic man who had to close down his business when he had no choice but to move to a bungalow more than 100 miles from his home in Essex.

And a 28-year-old woman with learning disabilities and a history of self-harm who needed round-the-clock care was moved from **Birmingham**, where she lived with her family, to Hertfordshire.

Now her residential care home has been threatened with closure and she faces being shunted to Scotland. The disruption has left her increasingly anxious and her carers fear she is a danger to herself.

Meanwhile, one profoundly disabled boy has been left traumatised after his parents were faced with a move from London to Birmingham – taking him away from his special needs primary school.

‘The school offered everything for this child – one-on-one personal care and education,’ says Jo Underwood, a solicitor at the charity Shelter who is involved with the case.



**UPHEAVAL:** Mary and Mike Nevin had to move to an accessible home at the other end of England

