

Planning, Design and Access Statement

Land R/O 116 Pinner Road, HA6 1BS (fronting Hilliard Road)

Proposal:

*Excavation to create a basement and ground floor to allow for a new
build dwelling*

Statement prepared on 12th September 2016 for:

London Borough of Hillingdon

Introduction

- 1.1. This Planning, Design and Access statement is submitted to support and provide the background and rationale to the proposed development at this site. The submission demonstrates why and how the development is appropriate to the area and shows that it is in accordance with relevant planning policies and guidance.

The Site

- 2.1. The application site in question relates to the rear of a previously used commercial building that has been recently converted to residential use and sold off. The application site which is an existing building in a back land position which remains vacant and redundant. The single storey building front onto Hiliard Road.
- 2.2. The site is relatively flat. The application site is predominantly residential in character although commercial and retail units are situated around along Pinner Road.



- 2.3. There are a number of bus routes along Pinner Road in the vicinity with access to the surrounding towns. Northwood, Pinner and North Harrow. There are 2 underground tube stations, Northwood and Northwood Hills, which are within walking distance from the subject site. Although there may be pressure for car parking in the area, given the close proximity to public transport and with regard to the excellent bus routes in the vicinity, it is considered that the provision of a car parking space is not required, with the London Plan supporting car free development. However, also in support of sustainable transport, cycle storage will be provided within the site.
- 2.4. The site is not within any special character area, nor is it within a Conservation Area or Article 4 area, nor are the buildings or surrounding buildings Listed in any way.

Planning History

- 3.1. The application has previous planning history as shown below. The applications all show the refusal reasons and how the proposal has overcome the previous issues raised by the Local Planning Authority.

Reference	Location	Proposal	Received	Status
22994/APP/2015/3686	116 PINNER ROAD NORTHWOOD	Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval)	05-10-15	Refusal (P)
71277/APP/2015/3682	LAND AT REAR OF 116 PINNER ROAD PINNER ROAD NORTHWOOD HA6	Part demolition, conversion and extension of the existing garage to form a single dwelling house with associated cycle and refuse storage.	05-10-15	Refusal (P)
22994/APP/2015/3202	116 PINNER ROAD NORTHWOOD	Conversion of garage into a 1 bed self-contained flat (Application for Prior Approval under Schedule 2, Part 3, Class P of the Town and Country Planning (General Permitted Development) Order 2015)	21-08-15	Refusal (P)
22994/APP/2015/3009	116 PINNER ROAD NORTHWOOD	Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval)	10-08-15	Refusal (P)

- 1. 22994/APP/2015/3009 –** *Insufficient information has been received and conflicts with the Local Planning Authority's records and applications for the site, as to the existing and approved use of the garage building. In light of such, the development is not considered to consist of a building falling within Class A1 (shops) of the Schedule to the Use Classes Order and cannot be assessed under this Class. The scheme therefore fails to comply with Part 3, Class M(a)(i) of the Town and Country Planning (General Permitted Development) Order 2015*

2. 22994/APP/2015/3202 – *Insufficient information has been received and the information submitted conflicts with the Local Planning Authority's records and applications for the site, as to the existing and approved use of the garage building. In light of such, the development is not considered to consist of a building falling within Use Class A1 (shops) of the Schedule to the Use Classes Order and cannot be assessed under this Class. The scheme therefore fails to comply with Part 3, Class M(a)(i) of the Town and Country Planning (General Permitted Development) Order 2015.*

3. 22994/APP/2015/3686 – *Insufficient information has been received and conflicts with the Local Planning Authority's records and applications for the site, as to the existing and approved use of the garage building. In light of such, the development is not considered to consist of a building falling within Class A1 (shops) of the Schedule to the Use Classes Order and cannot be assessed under this Class. The scheme therefore fails to comply with Part 3, Class M(a)(i) of the Town and Country Planning (General Permitted Development) Order 2015.*

4. 71277/APP/2015/3682 –

- **Design and Scale:** *The proposal, by reason of its unacceptable design, size, scale, siting, proportions, massing and form would fail to provide a high quality design response to the area, appearing as an incongruous addition within the street scene, that has had little regard to the pattern, design and grain of the existing development. Overall, the application would constitute an unacceptable overdevelopment of the site that fails to comply with the National Planning Policy Framework, Policy 3.5 and 7.4 of the London Plan, Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.*
- **Parking:** *The proposal would result in the loss of two off street car parking spaces for the existing residential units at No. 116 Pinner Road and fails to provide any off street parking spaces for the proposed unit. The proposal would thus provide insufficient parking provision for the existing and proposed residential units and would therefore result in an increase in on-street car parking, in an area where such parking is at a premium, to the detriment of the free flow of traffic in the surrounding roads and conditions of general highway and pedestrian safety. The scheme therefore fails to comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.*

- **Impact to Neighbours:** *The proposed development, by virtue of its siting, size, scale, bulk, design and proximity, would be detrimental to the amenities of the adjoining occupier of the residential unit in the rear of the ground floor of 116 Pinner Road, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.*
- **Non-standard reason for refusal:** *The proposed development would result in the partial loss of the existing amenity space for the occupiers of the residential unit in the rear of the ground floor of 116 Pinner Road, to the detriment of the residential amenity of the adjoining occupier. Therefore the proposal would be contrary to policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: HDAS: Residential Layouts.*
- **Quality of Accommodation:** *The proposed development, by reason of its internal layout, and size and scale of the development proposed, would result in a development with poor outlook and natural light from the ground floor habitable room windows. The ground floor and garden areas would be overlooked from the surrounding buildings to an unacceptable degree, and the inadequate level of amenity space proposed would be detrimental to the amenities of future occupiers. Overall, the proposal would be contrary to Policy 3.5 of the London Plan, Policy BE13, BE19, BE20 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: HDAS: Residential Layouts.*

3.2. The applicant acknowledges that the 3 previous prior applications were refused due to insufficient information. It was to the attention that the garage building fell within Class A1 (Shops). However, following instructions by the local Authority, a full planning application was submitted.

3.3. The full planning application was submitted (71277/APP/2015/3682) on 05/10/2015 but was refused. The refusal reasons can be summarised as design and scale, parking, impact on neighbours, impact on residential amenity and quality of accommodation. The applicant acknowledges the issues raised by the planning authority and has carefully considered the revised resubmission. In terms of design, size, scale, siting, proportions, massing and form, the proposed development would consist of a basement floor rather than a first floor addition in order to reduce the harm caused to the neighbouring amenity and character of the area.

3.4. The basement floor would contain a bedroom and a bathroom with a glass floor to the side of the property. Above the glass floor/conservatory, there would be a reinforced glass to allow amenity space for the future occupiers as well as high levels of natural light to the basement

floor. On the ground floor, there would be a kitchen, dining and living room. Refuse and recycling and cycle storage would be located to the front of the site (as shown on the floor plans and elevations). It is considered that the design has taken into consideration the previous reasons for refusal and provides solutions for the delivery of additional housing which would respect the national and local planning policies and the wider area.

3.5. As Hilliard Road is within a non-controlled parking zone, it is considered that the loss of two car parking spaces is a benefit rather than a negative. As national, regional and local policies promote car free development, it is considered that the loss of two car parking spaces with replacement of a new housing unit would be much more beneficial for the area. It is also prudent to point out that the adjoining property "114 Pinner Road" has had a recent grant of permission for two units at ground floor level similar to a proposal to the front of 116 Pinner Road. However, the approval at no.114 Pinner Road did not include parking provision. This demonstrates that the highways officer and the council believe there to be a limited requirement for parking provision for small studio and 1 bedroom flats. It is considered that this proposal should not have to re-provide 2 car parking spaces at the rear of 116 Pinner Road as the council have not taken a consistent approach at 116 Pinner Road (22994/APP/2015/1029) and 114 Pinner Road (40595/APP/2015/3301), as 114 Pinner did not require to provide on-site parking (please see attached highways statement). In regards to parking provision for this new 1 bedroom unit, it is not considered that parking provision would be required due to the minor nature of the scheme and that car ownership for dwellings for this size are in low demand. A transport statement has previously been submitted and that transport statement highlighted and confirmed there to be provision for on-street car parking on Hilliard Road if required. The same transport statement has been submitted as part of this application.

3.6. It is considered that removing the first floor addition and replacing it with a basement extension would mean that issues relating to overshadowing, loss of light and loss of outlook would be considerably reduced as the development would simply excavate downward which would have no impact to the neighbours. The proposal would thereby be similar in scale to the existing single storey building currently on site.

3.7 In relation to amenity space, the ground floor flat at the rear of 116 Pinner Road has amenity space. This flat has been sold off on a long lease. The application site has an amenity as part of this proposal which meets the requirements of the London Plan. The quality of the accommodation will be at the highest standard and would be of a contemporary nature. The bedroom at the basement level will have a glass floor/conservatory with a reinforced glass which would allow high levels of natural light to enter. Part of the amenity space will not be

overlooked as it will be at basement floor level. The development would not cause poor outlook nor will it be overlooked from the surrounding buildings due to the design.

- 3.8. Overall, the applicant and agent have considered and accepted the previous refusal reasons. The issues of character, amenity, parking, design, outlook and overlooking have all been identified. The revised scheme is considered to be of a high standard which would be in keeping with the character whilst ensuring the national and local planning policies are respected and harm is not caused to the wider area.

The Proposal

- 4.1. The proposal is to excavate the ground to create a basement extension and ground floor to allow for a new dwelling. The dwelling would consist of 1x1 bedroom unit, which would add to the high quality, sustainable housing stock in the borough. The bedroom would be located on the basement floor with the bathroom, and the kitchen, dining and living space would be on the ground floor. The bedroom would have a conservatory with a reinforced glass floor at ground floor level. This has been designed to ensure future occupiers receive the maximum levels of natural light. Given the large space to the rear of the site, it is considered that this space can be utilised to provide the much needed housing for the growing population of Hillingdon.
- 4.2. The development will not dominate the street scene, as the property has enough amenity space between the adjacent property at 116 Pinner Road. As the development comprises of a basement floor level and ground floor level, it is considered the new build will not harm the surrounding neighbours or the character of the area, due to its respectable size. Even though the wider locality consists of mainly two-storey attached properties arranged as houses and flats on Hilliard Road with some commercial units facing onto Pinner Road, the applicant has considered having a first floor on this site would cause harm to the character and surrounding neighbouring properties, therefore, a basement extension has been considered. Keeping within the size of the original unit and excavating a basement is a proposal which would respect the wider area and the national and local planning policies.

Main Planning Considerations

- 5.1. The main planning considerations in respect of this application are addressed below. Each consideration is assessed in the context of the relevant policies and guidance.

- 5.2. The relevant policies and guidance are contained within the statutory development plan, which comprises the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), London Plan (2015), Part1: Strategic Policies – previously known as the Core Strategy (2012) and Part2: Development Management Policies (2015).
- 5.3. Also of relevance are the Supplementary Planning Documents (SPD) which are the Planning Obligations (2014), Affordable Housing (2006) and The Hillingdon Design and Accessibility statement (2010).
- 5.4. The site comprises a brownfield site within a sustainable and predominantly residential area with elements of office and commercial units along Pinner Road. There are no buildings of merit on the site, and the site is not within any special character area.
- 5.5. National and local planning policies continue to identify spaces and places for development to meet the need for new housing. Such a need is well documented and is a material consideration to this application, which will provide a new dwelling unit, within a good sustainable location close to local amenities, schools, parks and health facilities.
- 5.6. With regard to the compliance with planning policies in relation to the principle of this residential development, it is the Development Management Policies (2015), with reference to Strategic Policies (2012), that are perhaps the most relevant, which can be summarised below:

Strategic Policies (2012)

- 5.7. **Policy H1: Housing Growth** – The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document (LDD).

Development Management Policies (2015)

- 5.8. **Policy DMH 2: Housing Mix** – The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.
- 5.8. **Policy DMH 6: Garden and Backland Development** – There is a presumption against the loss of back gardens due to the need to maintain local character, amenity space and

biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- 1) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- 2) 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 access roads will not normally be acceptable;
- 3) development on backland sites must be more intimate in mass and scale and lower than frontage properties;
- 4) features such as trees, shrubs and wildlife habitat must be retained or re-provided

5.10. As such the principle of the development of this site for residential purposes is considered to be respectful, and in accordance with the requirements of the Strategic Policies (2012) and Development Management Policies (2015).

Siting, Scale, Design and Appearance

6.1. The overall architectural language will not be altered and will remain within the era of its traditional appearance. All materials to be use will also be in keeping with the building externally and those of the surrounding area.

6.2. The development will be keeping within the original line of the building. The scale and bulk of the design will not cause harm to the surrounding properties and character of the wider area. Given that the proposal respects Policy DM6: Garden and Backland Development in terms of design, size, appearance, it is considered that the new build development would utilise this vacant and redundant piece of land by providing high quality residential accommodation in an area where pressure is growing for housing supply. The proposal would simply redevelop the existing single storey structure to the Rear of 116 Pinner Road to allow for a 1 bedroom dwelling.

6.3. Access to the dwelling will be from the front of the property fronting Hilliard Road (as shown on floor plans).

The Standard of Accommodation

- 7.1. The proposal would provide an excellent standard of accommodation for future occupiers. The dwelling is designed for occupation by young professionals, for which there is a strong need and demand in this area.
- 7.2. All dwellings would comply with the nationally described space standards, as set out in the DCLG's document "Technical Housing Standards" (March 2015) and also the standards identified within the Mayor of London's Housing Supplementary Planning Guidance (March 2016). *Appendices A and B* make comment as to how the development will meet the relevant detailed requirements, and further clarification is also provided in the Design and Access Statement.
- 7.3. Storage areas for the refuse and cycle parking will be provided to the front of the building along Hilliard Road.

The Impact on Neighbouring Properties

- 8.1. The design of the building and its setting has been carefully considered to ensure that there is no adverse impact on the amenities of the adjoining occupiers. Windows have been carefully positioned and are of a form to prevent overlooking or loss of privacy. The proposed development has been carefully considered and positioned in order to make sure there is no adverse impact in terms of loss of daylight, sunlight, outlook or privacy, visual intrusion or overlooking. Given that the surrounding area contains buildings which are larger in height and size, the proposed development is considered to have an acceptable impact to the neighbouring properties due its scale and size. The applicant has considered if a first floor addition was to be implemented, the harm to the neighbouring amenities would be an issue, which is why a basement extension is considered more appropriate for this location.
- 8.2. It is appreciated that the construction of the development may cause some disturbance that is inevitable, but it is envisaged that this can be kept to a minimum through adherence to the Considerate Constructor's Scheme. The applicant also acknowledges that there may be some difficulties in construction vehicles accessing the site, and will ensure that the appropriate consents are received from the relevant authorities so as to ensure that traffic flows in the surrounding residential roads are not adversely affected.
- 8.3. It can therefore be concluded that overall there is no adverse impact on the amenities of the adjoining and surrounding properties and the character of the area, and that the proposal complies with all relevant policies that seek to protect the amenities of adjoining occupiers.

Parking and Highway Considerations

- 9.1. The site is within an area of good public transport facilities with Northwood and Northwood Hills underground stations in close proximity to the application site, as well as bus stops along Pinner Road.
- 9.2. Given the good access to public transport and the sustainable location of the site, car parking is not included in this application. However, Hilliard Road does not fall within a Controlled Parking Zone (CPZ), therefore, provides the opportunity for free parking for along the road.

Sustainability

- 10.1. The proposal is for an excavation to create a basement to allow for a new build to the current vacant single storey building. The site is on a brownfield site in a sustainable location in an appropriate manner, without any adverse harm to the character of the area or the amenities of the surrounding properties.
- 10.2. The location is considered to be very sustainable and a suitable for an extension of this size in order to provide additional housing units.
- 10.3. The development carried out would be of the highest standard and would achieve a good quality finish.
- 10.4. The proposal would be a car free development and will have cycle parking spaces provided on site.

Ecology and Landscaping

- 11.1. The site in its current use has no ecological benefit.

Contaminated Land

- 12.1. It is acknowledged that the existing and proposed use of the site will not raise a potential source of contamination.

Flood Risk

- 13.1. The site is not in an area at risk of flooding

Relevant Planning Policy and Guidance

14.1. Reference to relevant planning policies and guidance has been made above in relation to the matters to which they relate. However it is useful to summarise and reiterate that all relevant policies and guidance have been taken into account in preparing this scheme.

National Planning Policy and Guidance

14.2. The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) set out the Government's economic, environmental and social planning policies. They encourage the building of new homes and acknowledge that there should be a presumption in favour of sustainable development, particularly where it responds to local character and history.

14.3. There is a need for family residential accommodation in the area. Residential development on brownfield land is an entirely acceptable use, particularly in such a sustainable location. It is material to the determination of the application that the Council must enable housing development within its area, particularly where it meets an identified demand.

Regional Planning Policies (The London Plan)

14.4. Policy 3.5 of the London Plan (as amended by the MALP in March 2016) requires the design of all new housing developments to enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of public, communal and open spaces. Other policies of relevance to this case that have been considered include the following:

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 6.3 Road Safety
- Policy 6.9 Cycling
- Policy 6.11 Smoothing traffic flow and tackling congestion

- Policy 6.13 Parking
- Policy 7.2 Ease of Access
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.15 Pollution, Noise and Disturbance

14.5. The Mayor's Housing Supplementary Planning Guidance (March 2016) sets out minimum space standards for new residential development and provides guidance on the quality of new housing and internal space standards. The appropriate standards have been achieved, as set out in *Appendices A and B*. The proposal is therefore in accordance with the main requirements of the London Plan.

Local Planning Policies

14.6. It is the local planning policies that are perhaps more relevant as they are more specific and detailed to the area within which they apply. In this respect the applicant has therefore given careful consideration to the development in the context of local plan policies, including the following Strategic Policies (2012) and Development Management Policies (2015):

- H1 Housing Growth
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 6 Garden and Backland Development
- DMH 7 Provision of Affordable Housing
- DMT 4 Public Transport
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMCI 4 Open Spaces in New Development

14.7. The following Unitary Development Policies (2012) can be seen on the following page.

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.4	(2015) Local character
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

Policy Conclusion

14.8. Whilst the development itself is a well-considered design that will fit comfortably into the site and its surroundings, the applicant has also carefully considered the proposal in the context of all relevant planning policies. There is no fundamental conflict with the requirements of these policies, and the proposal is considered to be fully in accordance with the Local Development Plan.

Conclusion

15.1 This development is a satisfactory form of development that respects the surround area and national and local planning policies. There does not appear to be any major conflict with local planning policies or guidance and the benefits of the proposal are significant:

- A residential use and a new, high quality and bespoke development that will sit comfortably with its surroundings,

- The provision of 1x1 bedroom new build that comfortably exceeds minimum standards, and for which there is an identified need and demand,
- Environmental and ecological benefits within the site and to the surrounding area through the provision of a sustainable development
- An improvement to the amenities of the adjoining occupiers, and,
- No adverse impact on parking or highway safety.

In conclusion, the applicant and agent consider the proposal is well conceived, not having a harmful impact on the character and appearance of the area in general and would not be detrimental to the amenities of neighbouring occupiers. The proposal provides for improvements to much needed residential accommodation, satisfying planning policies and allows the site to be used more efficiently and effectively. We look forward to hearing from the Planning Officer in due course. If there is anything additional information required the Planning Officer is requested to contact the agent at their earliest convenience.

APPENDIX A

COMPLIANCE WITH TECHNICAL HOUSING STANDARDS

The development has been assessed against the Technical Requirements as set out in Section 10 of the Technical Housing Standards (DCLG, March 2015). Comment on how the proposal meets the identified standards are provided below:

a)The dwelling provides at least the gross internal floor area and built-in storage area set out in the table (as identified above).

This is achieved for the unit.

b)A dwelling with two or more bedspaces has at least one double (or twin) bedroom.

This is achieved for the unit.

c)in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide

The bedroom is a minimum of 2.15m in width and have floor areas greater than 7.5m².

d)in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²

N/A.

e)one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

This is achieved for the unit.

f) any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area).

The floorspace calculations take into account this requirement.

g)any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all

The floorspace calculations take into account this requirement.

h)a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement

The floorspace calculations take into account this requirement, and any built-in wardrobes would not reduce the effective width of the rooms.

i) the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

This is achieved for the unit.

APPENDIX B

COMPLIANCE WITH THE MAYOR OF LONDON'S HOUSING SUPPLEMENTARY PLANNING GUIDANCE (MARCH 2016)

The development has also been assessed against the 41 Standards set out within the Mayor of London's Housing Supplementary Planning Guidance (March 2016). Comment on how the proposal meets the identified standards are provided below:

Standards 1 and 2 – Defining Good Places.

The drawings and supporting information to this application demonstrate how the proposal relates to the surrounding area and how it integrates and complements the existing built environment.

Standards 3 and 4 – Communal and Public Open Space.

Not applicable to this development, although the enhanced access will in effect provide some additional "communal space" that will be of benefit to proposed residents, and enhance the streetscene and the sense of place.

Standard 5 – Play Space

Not applicable to this development.

Standard 6 – Density

The proposal is consistent with the prevailing density within this urban area, and appropriate to the PTAL rating as clarified in the supporting documentation to the application.

Standard 7 – Residential Mix

The proposed dwelling will provide an opportunity for young professionals.

Standards 8 and 9 – Entrance and Approach

The entrance (along Hilliard Road) will be visible and clearly identifiable, and consistent with the other properties in the area.

Standard 10 – Active Frontages

The new dwelling would face towards Hilliard Road would be clearly identifiable.

Standard 11 – Access

The development will meet the requirements of the Building Regulations.

Standards 12 to 16 – Shared Circulation

Not applicable to this development.

Standards 17 to 19 – Car Parking

The proposal is for a car free development, and would be in accordance with the Mayor of London's maximum restraint based standards.

Standards 20 to 21 – Cycle Storage

Safe and secure covered cycle storage will be provided for each dwelling within the proposed access, and incorporated into the landscaping of the development as indicated on the landscaping drawings.

Standards 22 to 23 – Refuse Storage

Refuse and recycling facilities will be provided for the dwelling in a manner suitable for the site and its location.

Standards 24 and 25 – Dwelling Space Standards

The proposal meets the nationally described space standard and the requirements of Approved Document Part M.

Standards 26 and 27 - Private Open Space

The open space provided meets the requirements.

Standard 28 – Privacy

The plans and supporting information demonstrate that there would be a satisfactory relationship between buildings, spaces and habitable rooms.

Standard 29 – Dual Aspect

The dwellings would not be single aspect and a considered design approach to this development ensures that all rooms will have good levels of outlook, daylight and sunlight, noise insulation and ventilation.

Standard 30 – Noise

Not applicable to this development.

Standard 31 – Floor to Ceiling Heights

All ceilings would be at least 2.5m in height for at least 75% of the gross internal area.

Standard 32 – Daylight and Sunlight.

All rooms will receive adequate levels of daylight and sunlight. The adjoining properties will all receive the same amount of natural light as they currently do with this development in place

Standard 33 – Air Quality

The development is in a residential street in a suburban area where air quality is good.

Standard 34 – Environmental Performance

The environmental performance of the building is expected to exceed minimum requirements and make the fullest contribution to the mitigation of and adaptation to climate change

Standard 35 – Energy and CO2

The proposal meets the minimum targets for carbon dioxide emissions.

Standard 36 – Overheating

The proposal due to its siting, orientation and construction will avoid overheating.

Standard 37 – Water

The proposal will be constructed in accordance with the Building Regulations in respect of water consumption.

Standards 38 and 39 – Flooding and Drainage

The area is not in an area at risk of flooding.

Standard 40 - Ecology

The site has no ecological value in its existing form.

Standard 41 – Materials

The Planning, Design and Access Statement confirms the overall architectural language will not be altered and will remain within the era of its traditional appearance. All materials to be used will also be in keeping with the building externally and those of the surrounding area.