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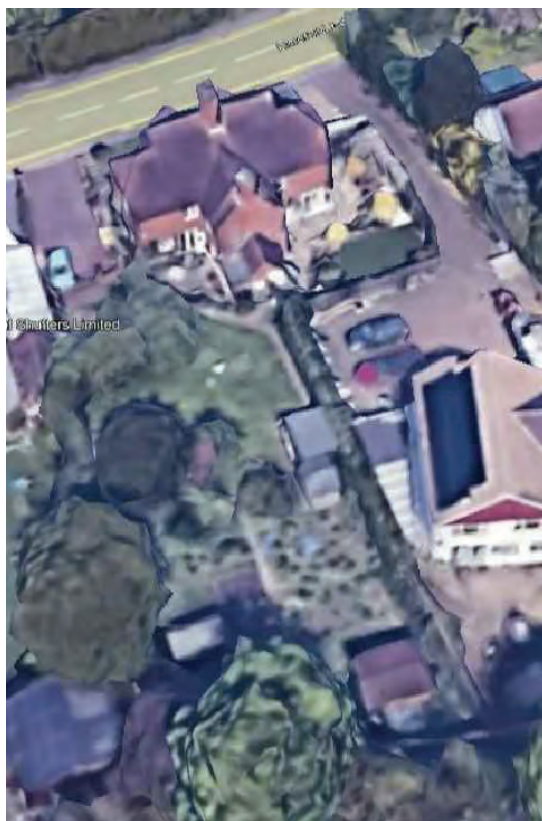
**Site at rear of**  
**164 Harefield Road, UB8 1PP**

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Design and Access Statement  
July 2024

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# 1.0 Introduction



**Introduction**

This design and access statement has been produced to accompany the planning application that FDR Architects have submitted on behalf of the owner of 164 Harefield Road. This application is being made further to receiving valuable pre-application feedback for our proposal.

The application being made is for the construction a 3 bedroom detached family house with off street parking together with private front & rear gardens

The following content shows the stages that have been taken to develop the proposed scheme that has been submitted. This document should be read in conjunction with the submitted planning drawings and additional reports/studies produced by specialist consultants. To gain a further understanding of the schemes development the pre application submissions should also be referred to.

The scheme will also be designed to follow a green & sustainable initiative. Further details are listed within this document.

We would like to make note that the owners & FDR are happy to discuss any amendments that maybe required in order to comply with the planning officer's recommendations and Hillingdon`s planning policy in order to gain a successful application.



## 2.0 Existing Site Context

**Existing Site**

The site is located on Harefield Road. The land use of the area is predominately residential dwellings with heights of buildings within the vicinity ranging from two to three storey's.

The site to which this application relates is located at the rear of 164 Harefield Road and consists of grass land and has an area of 808sqm.

The site is not listed and is not within a conservation area. The closest tube station to the site is Uxbridge, there are also bus links within walking distance of the site.



View from Harefield Road



View of rear of existing house



View towards rear of site



View from Harefield Road



View of existing drive to rear



View towards front of site





## Existing Site Location

## 3.0 Contextual Analysis

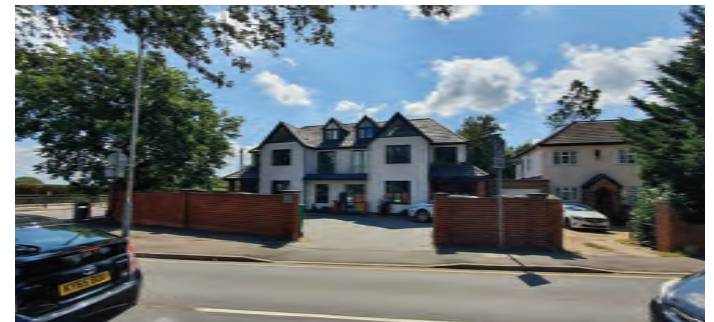
The following is a character and context study of the existing buildings that are situated within the vicinity of the site. For the development of the scheme we concentrated on the immediate vicinity of the site along Harefield Road. The purpose of this study was to enable us to ascertain the correct mass & height for the proposed house and importantly enabled us to incorporate design elements from the local style & context of the neighborhood.





Properties along Harefield Road





Properties along Harefield Road





Properties along Harefield Road

**Contextual Analysis summary:**

The local housing landscape encompasses a diverse array of housing styles and types, ranging from spacious detached and semi-detached residences to rows of townhouses and standalone bungalows & apartment buildings. Many of these homes boast dormers that contribute additional loft space. The houses exhibit varying architectural designs and ages, featuring an assortment of brickwork, rendered finishes, and clay tile facades. Roofs predominantly comprise tiles or slates and are pitched in hipped and gabled configurations.

Over time, a significant number of existing homes have undergone noteworthy modifications, particularly in recent decades. These alterations frequently involve extensions to the sides and rear of the properties, as well as conversions of loft areas. The sizes of individual plots display considerable diversity, a characteristic influenced in part by the historical progression of the local road network.

The development of Harefield Road in the latter portion of the 20th century has established a distinct pattern of subdividing larger plots. This has led to the creation of fresh residential cul-de-sacs and the incorporation of new individual dwellings positioned alongside and behind older structures. Notably, the adjacent plot to No. 166 has also been subdivided, resulting in the construction of a detached dwelling at the rear – a concept akin to our proposed design.

Upon review, it was determined that the design and contextual elements showcased by the properties along Harefield road should be integrated into our proposed scheme.

Presented on the following page is a summary encompassing the architectural and contextual aspects of the existing properties situated near the site, with a specific focus on the properties lining Harefield Road.



## Context analysis

- Majority of properties detached and semi detached dwellings
- Age of properties range from late 1800`s to current
- Window Bays & front gables
- 2-3 storeys
- Tiled Cut Pitch roofs
- Onsite Parking
- Facade Materials
  - Brick
  - Render
  - Mock tudor board
  - Timber
- Private Front & rear gardens
- Rear & front garden developments
- Driveways
- Dormer windows
- UPVC, Timber & Metal windows



# 4.0 Existing Developments

The following are examples of similar developments that have been approved within the vicinity:

- 174-174a Harefield Rd
- 178a-e Harefield Rd
- 180a-b Harefield Rd
- 199-199a Harefield Rd
- 213-213a Harefield Rd
- 201-201a Harefield Rd
- 203-203a Harefield Rd
- 12A North Common Rd
- 166a Harefield Rd
- 170a & 170b Harefield Rd
- 172a Harefield Rd
- 176a & 178a Harefield Rd
- 197a Harefield Rd
- 12a & 13a Salt Hill Cl –
- 239 & 241 Harefield Rd
- 245a Harefield Rd
- Land to the rear of 213 & 213a Harefield
- Plot of No. 7 North Common Rd
- 13a North Common Rd
- 14 North Common Rd
- Land to the rear of 15-17 North Common Rd
- 21 & 22 North Common Rd
- Land to the rear of 8 Colnedale Rd

# 5.0 Planning Policy & Pre Application Feedback

The following are the planning policies that we considered to help develop the design of the dwelling in addition they are also the policies considered by the planning officer during our pre application submission.

We have based our response on the feedback received from the planning officer within his report, our responses are in chronological order based on the planning officers comments.

Policy Context:

The following are the policies from the Hillingdon Local Plan (2012 & 2020), NPPF (20201) and the London Plan (March 2021) that were considered relevant for the development of the scheme.

Hillingdon Local Plan Part 1 (2012) and Part 2 (2020)

- DMH 2-Housing Mix
- DMHB 11-Design of New Development
- DMHB 12-Streets and Public Realm
- DMHB 14-Trees and Landscaping
- DMHB 16-Housing Standards
- DMHB 17-Residential Density
- DMHB 18-Private Outdoor Amenity Space
- DMT 1-Managing Transport Impacts
- DMT 2-Highways Impacts
- DMT 6-Vehicle Parking

National Planning Policy Framework:

- NPPF2-Achieving sustainable development
- NPPF5-Delivering a sufficient supply of homes
- NPPF11-Making effective use of land
- NPPF12-Achieving well-designed places

:

London Plan (March 2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Delivering good design
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, securing and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H4 Delivery affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H10 Housing size mix
- HC1 Heritage conservation and growth
- HC3 Strategic and Local Views
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving Air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 8 Waste capacity and net waste self-sufficiency
- SI 13 Sustainable drainage
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Accessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- DF1 Delivery of the plan and planning obligations
- M1 Monitoring

The relevant London Plan SPGs are:

- Accessible London: Achieving an Inclusive Environment (2014)
- Sustainable Design and Construction (2014)
- Shaping Neighbourhoods: Character and Context (2014)
- Control of Dust and Emissions During Construction and Demolition (2014)
- Housing (2016)
- Homes for Londoners - Affordable Housing and Viability (2017)



As noted the following is a summary of the Key Planning Considerations we designed the scheme against together with a summary of how we implemented these considerations into our scheme, our responses are based on the planning officers comments from the pre application report referenced 78241/PRC/2023/147

**The Site and Surrounds**

The officer acknowledged the following:

Properties within the area are predominantly detached, semi-detached and two storeys in height. They are set back from the main road and have off street parking. Their designs vary; however, they have pitched roofs and are finished in mixtures of brick, render and hung tiles. Backland development is not uncommon in the area.

Taking this into consideration you will see that our submitted scheme does not go against the existing setting of the neighbourhood. In particular it is also a backland development together with it being detached, 2 storeys, has off-site parking and finishes comprising of brick, Render & hung tiles,

**Planning history**

There are no previous applications relating to the site.

**Principle of development; Residential Development**

Referring to the officers' comments

The proposed development aligns with the National Planning Policy Framework (NPPF) by effectively utilising land within an established residential area to deliver much-needed housing in the Borough. This contributes positively to both social and economic aspects of the community, in addition to providing level access where currently absent. The emphasis on optimising land use and increasing density, as encouraged by the London Plan policies, further supports the proposed development's suitability for the location.

Moreover, the intensification of land use on a small site not only maximizes its potential but also adheres to broader policy objectives outlined in the London Plan. By increasing density in an Outer London location, the proposal responds to the demand for housing while minimising urban sprawl and promoting sustainable development practices.

In light of these considerations, it's evident that the provision of a new home through this development aligns with both national and local planning policies, making it a suitable addition to the area.

**Backland Development**

We acknowledge the officers' comments and Policy DMH6 and the emphasis on preserving local character, amenity space, and biodiversity, it is important to highlight that the proposed development takes these factors into account.

Regarding the loss of unprotected trees on the site, we recognise the significance of greenery and are committed to replacing any trees that may be affected by the development. A landscaping plan has been submitted as part of the application to ensure the retention or re-provision of trees, shrubs thus maintaining the ecological balance of the area.

Taking on board the officer's comments, we have redesigned the scheme to meet the criteria outlined in Policy DMH6. While the dwelling is indeed located behind No.164 Harefield Road, its design and scale have been carefully considered to minimise visual impact and maintain the intimacy of the surrounding properties. The reduced 2 storey height is now proportionate to the scale of neighbouring frontage properties, ensuring harmony within the streetscape.

Furthermore, the development has been designed with utmost consideration for neighbouring residential amenity and privacy. Measures such as appropriate positioning of windows and setbacks from property boundaries have been incorporated to mitigate any potential adverse impacts on the amenities of all neighbouring properties.

In conclusion, we acknowledge the importance of Policy DMH6 in guiding development within the area, we believe that the proposed dwelling strikes a balance between meeting housing needs and respecting local character and amenity. With appropriate mitigation measures in place, the development can contribute positively to the neighbourhood while complying with relevant planning policies

**Housing Mix**

We appreciate the recognition by the officer that the proposed scheme aligns with Policy H10 of the London Plan (2021) regarding the need for additional family housing. The inclusion of a 3-bedroom dwelling directly responds to this policy, catering to the demand for larger housing units suitable for families.

Furthermore, in accordance with Policy DMH1 of the Hillingdon Local Plan (2020), the proposal ensures that there is no net loss of existing self-contained housing, as the new dwelling will be within the rear garden. This maintains the residential floorspace of the existing property, thereby complying with the policy objectives.

Additionally, Policy DMH2 emphasises the importance of providing a mix of housing units of different sizes to address the borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. By proposing a 3-bedroom dwelling, the development acknowledges and responds to the identified housing need within the borough.

We are pleased that a proposed family-sized house has been welcomed and considered acceptable by the planning officer. This demonstrates the development's positive contribution to meeting local housing needs while adhering to relevant planning policies and guidelines.

**Design**

Taking into consideration the feedback received for the pre application scheme by the officer, we are pleased to acknowledge the extensive revisions we have made to the scheme submitted in response to the officer's concerns. The following are the various points raised, particularly in relation to the policies highlighted:

1. Reduction in Building Height and Size:  
The decision to lower the building height and reduce its depth and size is in direct response to concerns raised by the officer regarding Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), which emphasises the importance of harmonizing with the local context. By ensuring the development is subordinate to surrounding properties, these revisions address concerns about visual impact and scale while aligning with the principles outlined in Paragraph 135 of the NPPF (2023).
2. Change in Design Aesthetic:  
We have redesigned the aesthetics of the scheme from a contemporary design to a more traditional one, incorporating features and materials such as brick, render, hung tiles, front gables. These changes directly address the officer's concerns about Policy D3 of the London Plan (2021) and Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012). These policies emphasise the need for development proposals to positively respond to local distinctiveness and enhance the quality of the built environment. By aligning the design aesthetic with the surrounding built environment, the revised scheme better reflects local character and history.
3. Addition of Parking Spaces:  
The provision of two parking spaces for both the existing house and the new dwelling directly addresses concerns raised by the officer regarding the impact on parking availability and compliance with local parking standards, as outlined in Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).
4. Garden Size of existing dwelling at no. 164:  
The revised garden size of the existing property exceeds recommended standards, the revised scheme addresses concerns about maintaining the character of the area and adhering to Policy DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), which emphasizes the preservation of gardens and amenity space.

Taking into account the revisions made to the scheme and their alignment with the policies highlighted by the officer, it is evident that the proposed development now better meets the requirements outlined in the NPPF, the London Plan, and relevant local planning policies. These adjustments demonstrate a commitment to achieving high-quality design, enhancing local distinctiveness, and addressing concerns raised by the planning officer.

**Trees and Landscaping:**

Further to the planning officer's comments we would like to confirm that the revised scheme fully acknowledges and addresses the requirements outlined in Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) regarding trees and landscaping:

*Retention or Enhancement of Existing Landscaping and Trees:* The development will prioritise the retention or enhancement of existing landscaping, trees, and biodiversity features wherever feasible. This commitment ensures the preservation of the natural character and ecological value of the site.

*Landscape Scheme:* A comprehensive landscape scheme has been provided as part of the application, incorporating both hard and soft landscaping elements tailored to the character of the area. This scheme will not only enhance the visual quality of the development but also support and enhance biodiversity and amenity, particularly in areas lacking green infrastructure.

*Living Walls and Roofs:* Where space for ground-level planting is limited, the inclusion of living walls and roofs will be considered where feasible, in accordance with the principles of sustainable design and green infrastructure.

*Tree Protection and Replacement.* Where trees of merit are identified, measures such as tree root protection areas and an arboricultural method statement will be provided to ensure their protection. Any trees to be removed will be replaced either on-site or through contributions to offsite provision, in line with the policy requirements. It should be noted all trees currently onsite at the time of this application will be retained.

As noted in accordance with these requirements, the proposed submission includes full soft and hard landscape details, with a focus on retaining and enhancing trees and greenery wherever possible. Measures have been taken to mitigate any loss of trees, ensuring the continued enhancement of the site's ecological value and contributing to the overall sustainability and amenity of the area.

**Amenity**

Preservation of Light and Outlook:

The planning officer noted that the proposed pre-application scheme would not result in any harmful loss of light or outlook to neighbouring properties, due to its siting and the substantial separation distance from adjacent properties. This underscores the thoughtful positioning of the development to mitigate adverse effects on neighbouring amenity, daylight, and sunlight.

Mitigation Measures for Side Windows:

The planning officer acknowledged that the proposed first-floor side elevation windows on the pre-application scheme serve non-habitable spaces and suggests the potential use of obscure glazing to further alleviate overlooking concerns. We have taken this comment onboard and incorporated a side window for a non-habitable room. This reflects a proactive approach to safeguarding the privacy of neighbouring properties.

Impact of Front Windows:

Despite the positive aspects noted above, the planning officer expresses concern about the potential overlooking impact of the proposed first-floor front windows on neighbouring property No.164. Views into the ground floor rear elevation windows and garden of No.164 could result in privacy loss and overlooking, detracting from the amenities of its residents. The planning officer also raises concerns about views into the rear elevation windows of property 162 Harefield Road, which could lead to a harmful loss of privacy for its occupants.

We acknowledge the concerns regarding the potential overlooking impact of the first-floor front windows. To address this, we have revised the scheme so that all windows are positioned 21m or more away from neighbouring windows, effectively eliminating any overlooking issues. Additionally, the height of the building has been drastically reduced.

We have also taken note of the planning officer's observation regarding property No.166a, which is orientated to minimise direct views into the rear elevations of adjacent properties. You will now see that our proposed building has been rotated similarly to No.166A to further mitigate any potential overlooking concerns for neighbours.

These design adjustments ensure compliance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) while preserving the amenity of neighbouring properties.

Overall, we remain dedicated to addressing the concerns raised by the planning officer and ensuring that the proposed development enhances the amenity of both the site and its neighbouring properties. We will continue to collaborate closely with the planning authority to achieve a mutually satisfactory outcome that complies with relevant planning policies and fosters positive community relations.

**Internal Amenity**

As with the previous scheme, referring to our revised scheme that has been submitted you will see that it complies with Policy DMHB 16 and also exceeds minimum space requirements set out in the London (2021). Habitable rooms within the property would also have good access to outlook and light.

**External Amenity**

Regarding external amenity space, our revised scheme not only meets but exceeds the requirements outlined in Policy DMHB 18: Private Outdoor Amenity Space of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). This policy mandates that all new residential developments provide good quality and usable private outdoor amenity space, with specific area requirements based on the number of bedrooms.

Our proposed development, would provide approximately 288sqm of external amenity space, surpassing the policy requirements for a property with three or more bedrooms. This ensures that future residents will benefit from ample outdoor space for recreational activities and relaxation.

Furthermore, we have enhanced the amenity provision for the existing 3-bedroom property at no. 166 by enlarging its proposed rear garden. The rear garden size now exceeds the minimum requirements stipulated by policy, totaling 93sqm of private, usable amenity space for the existing residents.

In summary, our new scheme not only meets but exceeds the policy requirements for external amenity space, demonstrating our commitment to providing high-quality living environments for both existing and future residents.

**Parking Provision and Access**

Our revised scheme maintains the provision of two off-site parking spaces, consistent with the previous scheme which was deemed compliant. Furthermore, we have introduced two additional parking spaces for the existing property at No.164, enhancing parking facilities for both properties and aligning with Policy DMT 6 of the Hillingdon Local Plan: Part Two and Policy T6.1 of the London Plan (2021).

The utilisation of an established access way as a shared access to the new plot ensures compliance with Policy DMT 5, facilitating safe and convenient access for pedestrians and cyclists. A transport assessment and statement, produced by an independent consultant, has also been included in our submission, demonstrating adherence to Policy DMT 2 of the Hillingdon Local Plan and Policy T6.1 of the London Plan (2021).

**Secure Cycle Parking:**

Referring to our scheme you will see that adequate secure cycle parking facilities have been incorporated, meeting policy requirements and promoting sustainable transportation options in line with Policy DMT 5 of the Hillingdon Local Plan: Part Two and Policy T6.1 of the London Plan (2021).





**Electric Vehicle Charging Points (EVCP's)**

In line with the London Plan (2021) and the planning officer's recommendations we have provided 1 'active' & 1 'passive' space.

**Vehicular Trip Generation and Access Arrangements**

Our submitted scheme complies with the requirements outlined in Local Plan: Part 2 Policies DMT 1 and DMT 2, which necessitate the consideration of traffic generated by proposed developments in terms of local highway capacity, traffic flows, and general highway safety conditions.

A stated by the planning officer the proposed development is not anticipated to significantly impact peak period traffic movements, with only 1-2 additional vehicle movements expected during crucial peak morning and evening hours. This marginal increase in vehicular activity can be absorbed within the local road network without notable detriment to traffic congestion or road safety, aligning with the policy objectives.

**Vehicular Access Arrangements & Internal Parking Layout**

Our scheme incorporates the same vehicular access arrangements that utilise the existing access and driveway, which were deemed fit for purpose by the planning officer. The internal parking layout allows for passenger vehicles to enter and leave the site in a forward gear, in accordance with recommended highway safety practices.

Furthermore, as previously stated by the panning officer we have addressed concerns regarding safety-related sight-line requirements, by having no high front boundary treatment with the public highway (Harefield Road). This existing scenario ensured safety for all road users and pedestrians.

Additionally, we would like to draw attention to the independent transport statement that has been produced and submitted as part of our application. This statement provides further evidence of compliance with relevant policies and demonstrates the acceptability of the proposed vehicular access arrangements and internal parking layout.

**Operational Refuse Requirements**

We have carefully considered the comments regarding refuse collection and have implemented measures to ensure compliance with the council's waste collection parameters.

As noted by the planning officer while the site envelope is set back in excess of the maximum distance collection parameter of 10m, we acknowledge the importance of adhering to good practice in waste management. To address this, arrangements will be made by future occupiers to position waste bin storage within the specified distance from the collection point on refuse collection days.

**Construction Management Plan (CMP)**

As suggested by the planning officer a CMP will be produced by way of condition of a formal planning approval.

**Energy Efficiency and Renewable Energy**

We are committed to complying with Policies EM 5 and DMEI 2 of the Local Plan, which emphasise the importance of reducing carbon emissions and promoting the use of renewable energy sources.

Our proposed development will explore the potential for integrating renewable energy technologies such as photovoltaic (PV) panels and heat pumps to contribute to sustainability objectives. We recognise the significance of these technologies in reducing carbon emissions and enhancing energy efficiency.

Furthermore, we have prepared a sustainability statement as part of our submission, which outlines our approach to energy efficiency measures and renewable energy integration. We invite the planning authority to refer to this document for detailed information on our strategies to meet sustainability requirements and promote environmentally friendly practices.

**Accessibility**

We acknowledge the importance of ensuring accessibility for all residents, including those with disabilities, in accordance with Policy D7 of the London Plan (2021).

Our submitted scheme will comply with accessibility standards, including providing suitable housing options for diverse populations, as outlined in the policy.

Details regarding level access and compliance with Building Regulation requirement M4(2) for accessible and adaptable dwellings have been meticulously considered and incorporated into our submission. Plans have been provided to demonstrate how the proposed development meets the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition). These plans include clear access zones within entrance areas, passageways, living spaces, bathrooms, and bedrooms, ensuring accessibility throughout the property.

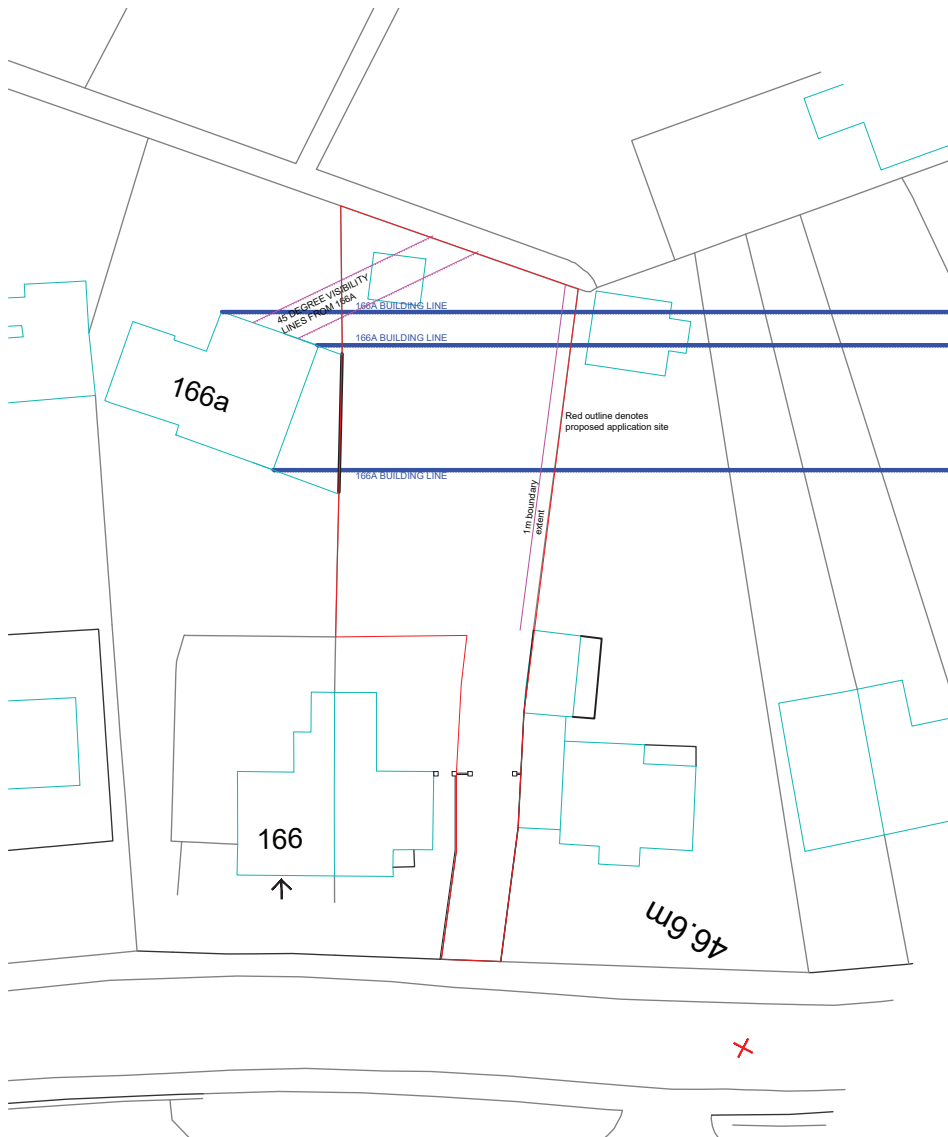
Moreover, a scaled drawing, accompanies our submission, illustrating the required dimensions and clear access zones as per the accessibility standards. This includes a detailed section drawing depicting a level access threshold with a chamfered or bullnose profile, adhering to the specified height requirements.

We are fully committed to ensuring that our proposed development meets the necessary accessibility standards to provide inclusive and equitable housing options for all residents.



# 6.0 Site Constraints

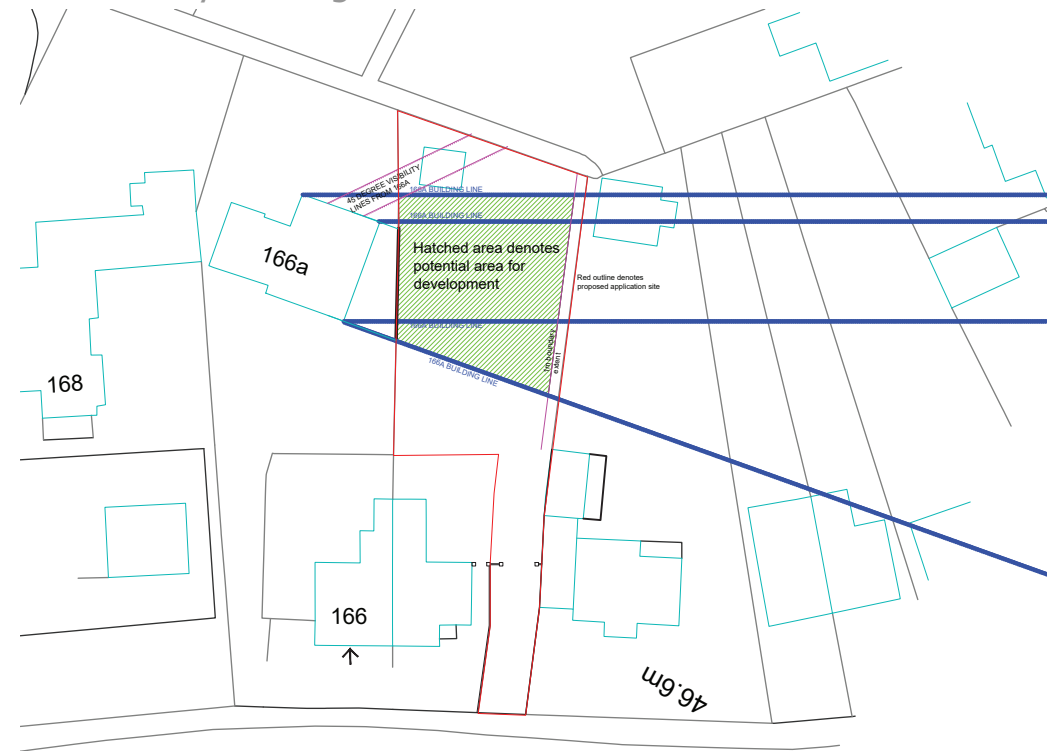
Further to the pre application advice received and our comments noted in the previous sections. We began to redesign the scheme. The following is a study carried out to gauge the site constraints. Identifying these constraints allowed us to further develop the design of the building mass.



**Site Constraints**

## Site Constraints

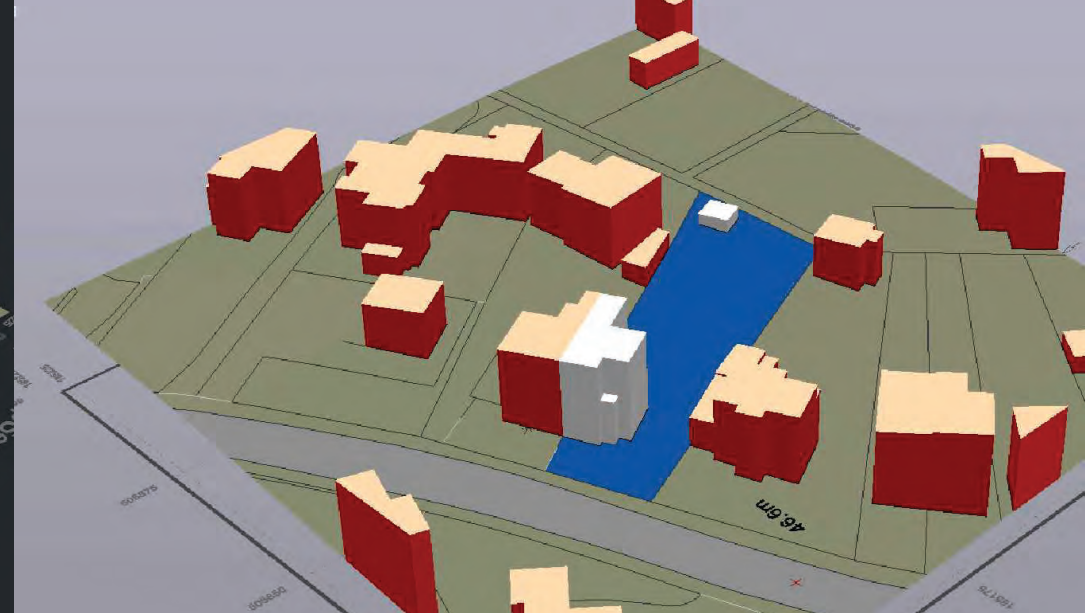
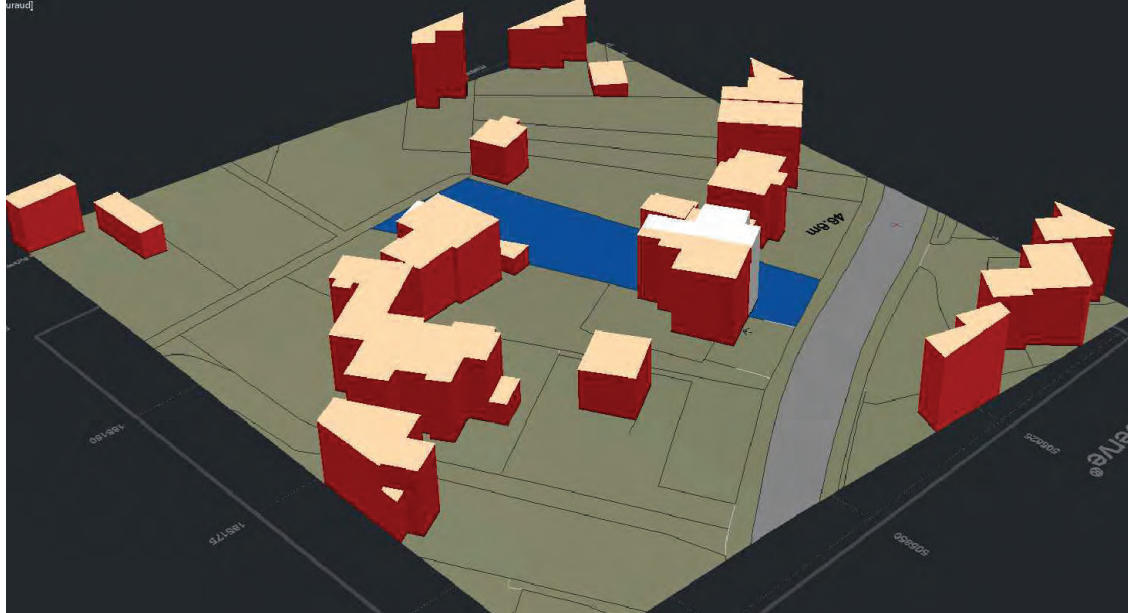
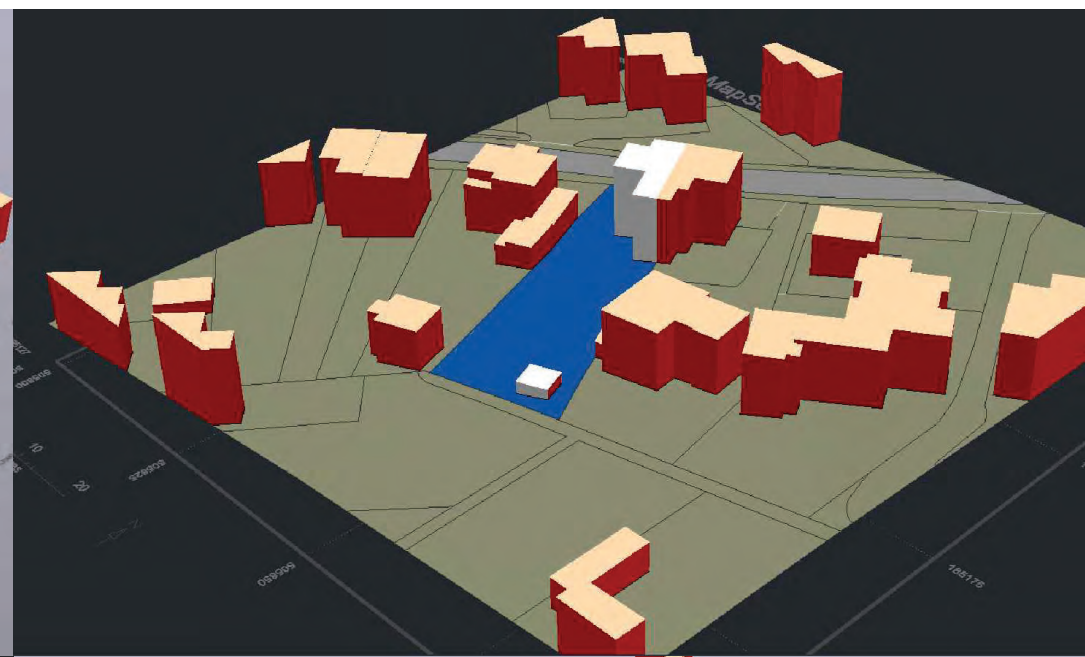
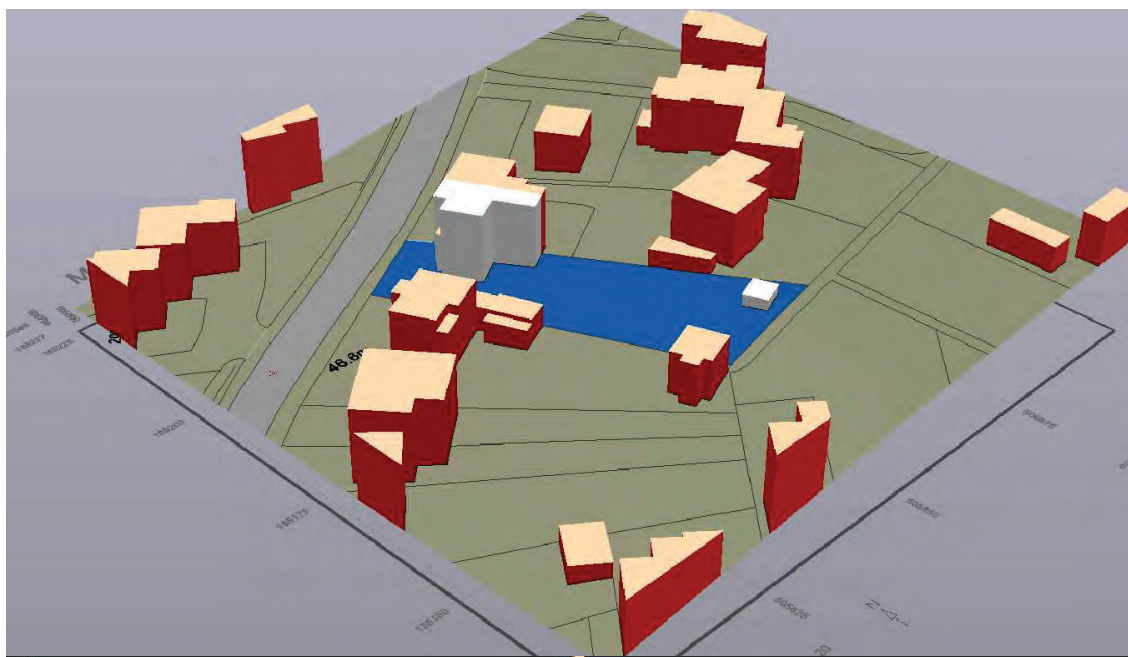
- Building lines from no.166a neighbouring house
- 45 degree visibility lines from no.166a neighbouring house
- 1m distance from side boundary.
- Site slopes upwards by approximately 1 storey from the front to the rear of the whole site.
- Building heights of properties within the vicinity are 2-3 storeys from ground level.



**Site Constraints Massing Potential**

# 7.0 Feasibility Massing Study

The following is a massing study carried out during the first phase of the design development. This study allowed us to ascertain how different building masses would fit and work on the site.



Study of existing mass of site and surrounding buildings

SITE LOCATION

2/3 STOREY BUILDINGS (Some with Lofts)

EXISTING PROPERTY 164



## **Feasibility Massing & Planning Policy Summary**

- Proposed Development to be 2 Storeys above ground level.
- Site lines established.
- Site has low PTAL rating of 1A and will allow 14-18 habitable rooms on the site. Therefore our proposal for a single dwelling complies.
- Proposed dwelling to provide sustainable design.
- Proposed dwelling to meet National Space standards sizes.
- Proposed Parking standards established and onsite parking will be required.
- Minimum of 60sqm required for outdoor residential amenity.

## 8.0 Daylight and Sunlight Study

With a basic massing model established we appointed a daylight and sunlight consultant to carry out a preliminary study to assist with developing our scheme further.

The study was carried out to show whether the proposed mass would meet the BRE guidance for VSC (Vertical Sky Component) and APSH (Annual Probable Sunlight hour).

### Daylight, Sunlight report summary:

The preliminary study confirmed that the proposed mass for the houses would not affect neighbours daylight and sunlight. With the findings of this study we proceeded to further develop our design into the scheme that has been submitted with this application.

A second daylight and sunlight study was carried out for the final submitted scheme and the results were again positive. A copy of the report has been included within our submission.

# 9.0 Proposed application scheme

Taking into consideration the feedback received during the pre application submission together with the development studies shown within this document, we arrived at the following scheme that we wish to gain planning approval for.

As noted the scheme should be read in conjunction with all submitted drawings, documents, studies and reports.

**Key design points for the revised scheme include:**

- The dwelling to exceed national minimum space standards.
- Parking ratio of 2 spaces per unit provided.
- EV charging points.
- Generous private amenity gardens.
- Dwelling to be 2 storeys only, further reducing the scale and the mass of the proposed development.
- Dwelling to be dual aspect.
- No overlooking into neighbouring amenity space due to first floor windows being frosted and for non habitable rooms, minimum distance of 21m retained between facing windows, building angled in similar fashion to no.166A
- Flexible internal space.
- Secure cycle stores.
- Site coverage and massing reduced in comparison to pre application scheme.
- Green space provided around the buildings.
- The house takes on the architectural language of the properties surrounding Harefield Road. These include front gables, tiled pitch roofs, brick & render elevations, front & rear gardens.
- Sustainable design-Please refer to the submitted sustainability report for full details.
- Level access and accessibility compliant.

Final Submitted Scheme

