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Foreword

This document has been prepared by Ian Hogarth Architect and KIPC on behalf of Mr. Daniel Rihi to provide supplementary information to support a Full Planning Application for the demolition of existing dwelling and erection of 4 Class C3(a) 2-bedroom residential flats at 55 Richfield Road, Bushey Heath, WD23 4JY.

The site is located within an established, though highly varied, residential context and is presently occupied by a single bungalow and associated curtilage. The proposed development has been the subject of Pre-Application Enquiry (ref 20/0162/PA) and the principle of development in respect to land use, scale and massing, general appearance, and access have been confirmed as acceptable by Hertsmere Borough Council and Place Services as detailed in the response received on 8th April 2021. Other matters of detail raised have been addressed as part of this formal application.

We trust that you will find this document useful in describing the design, planning and development rationale for the proposal however if any further information is required please do not hesitate to contact us directly.



THE SITE

Figure 1 - Existing aerial view

1.0 Site Description and Context

The site is presently in use and occupation as a Class C3(a) residential bungalow together with its associated curtilage, conservatory and garage. In form, the land surrounding the bungalow is generally level, however, it rakes steeply down from the Richfield Road to the left hand side of the existing dwelling whilst in other areas it is at grade with the adjacent highway. A band of tree cover to the public footpath forms the rear, northern, perimeter of the site and produces an established sense of seclusion.

Contextually, the site is located on the south elevation of Richfield Road within a well established residential area. In respect to planning context the site and local environs are identified within the proposals Map of the adopted Local Plan as being an area of "white" or "undesigned" land for the purposes of Development Management.

Within undesignated land new uses would be expected to conform with the prevailing use of the immediate area and so in this instance as the site is already in residential use within an area of residential context and, equally importantly is outside of any area of Flood Risk or other area based planning constraint, then the principle of residential redevelopment is established.

Allied to this, the general development policies of the Hertsmere Core Strategy (in particular regard to settlement hierarchy and projected household formation) and the National Planning Policy Framework all militate for the efficient use of previously developed land.

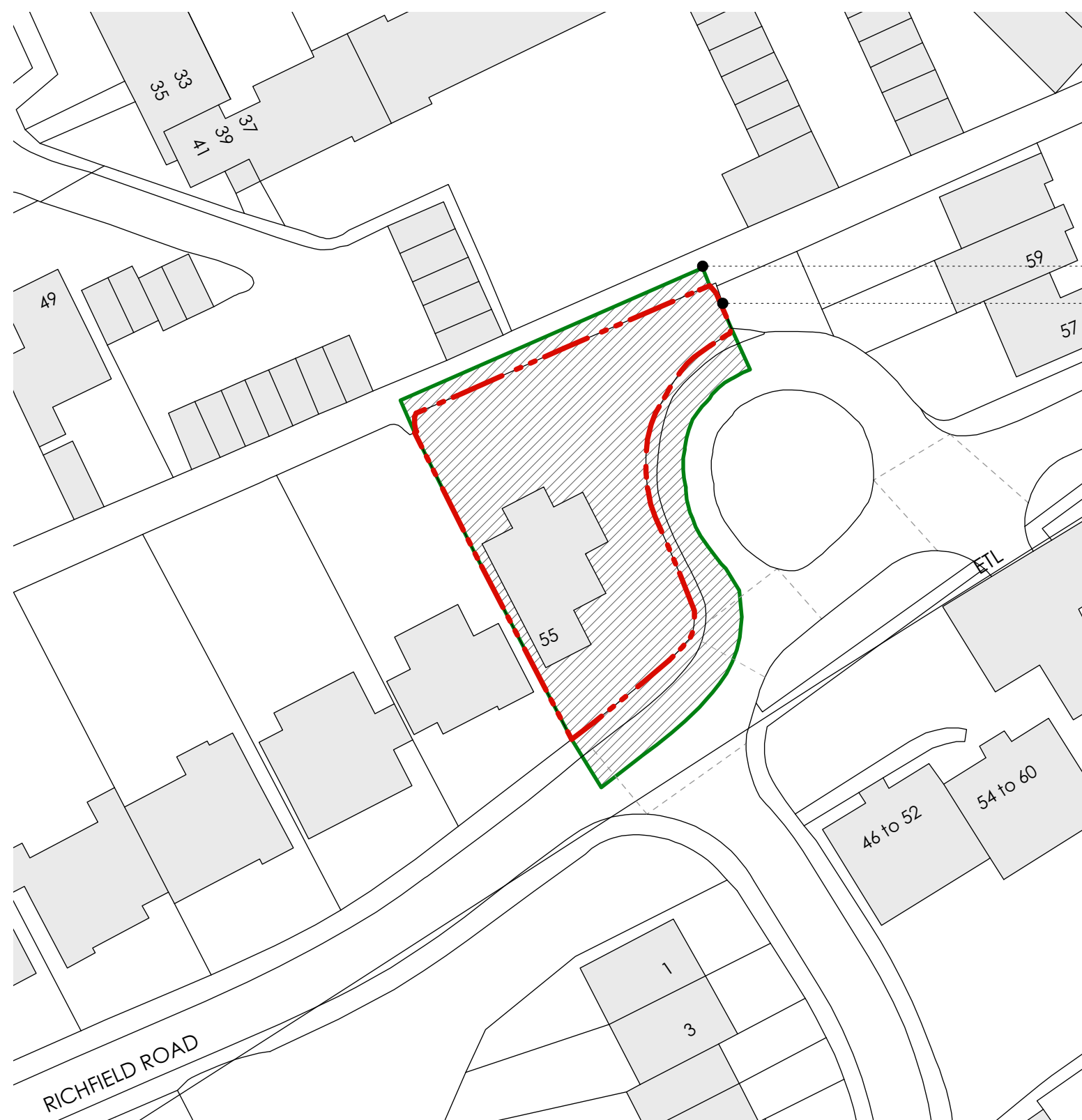


Figure 2 - Existing site plan

Site survey and assessment indicates that the site extends to 0.0645 hectares (0.0911ha.using the standard protocol to the centre of adjacent highways and paths to a maximum extent of 6m) As the present occupation is for a single dwelling this can be extrapolated to give a residential density 55 hr/h (habitable rooms per hectare) - a level which is significantly less than optimal given the surrounding built context. Consequently, the proposed intensification of use on the site would be expected to be supported subject to detailed design and contingent physical factors..

Site area including half of surrounding roads/paths - 0.0911Ha

Site area 0.0645Ha

2.0 Planning Policy Considerations

As noted earlier, this application seeks consent for the erection of 4 Class C3(a) 2-bedroom residential flats at 55 Richfield Road, Bushey Heath, WD23 4JY following demolition of the existing dwelling.

In determining the appropriateness of a development proposal, s.38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The Hertsmere Draft Planning and Design Guide SPD Part D Draft for Development Management Use and Public Consultation (October 2016) contains extensive design principles which are worthy of consideration under Policy SADM30 which states that:

"Development which complies with the policies in this Plan will be permitted provided it:

- (i) makes a positive contribution to the built and natural environment;*
- (ii) recognises and complements the particular local character of the area in which it is located, and*
- (iii) results in a high quality design.*

In order to achieve a high quality design, a development must:

- (i) respect, enhance or improve the visual amenity of the area by virtue of its scale, mass, bulk, height, urban form; and*
- (ii) have limited impact on the amenity of occupiers of the site, its neighbours, and its surroundings in terms of outlook, privacy, light, nuisance and pollution."*



Figure 3
View from Richfield rd - East
Left: Apartments 54-58
Richfield road forming a terrace
Right: Small terrace of 2 storey houses
Richfield road 57-67



Figure 4
View from Richfield rd - Southeast
Left: Variety of bungalows and two storey detached houses
Right: Variety of bungalows



Figure 5
View from Richards close
Right: Small terraces of 2 storey houses
Richfield road 57-67



Figure 6
Apartments 54-58 Richfield road forming a terrace.
View from Richfield road roundabout towards Richards close

3.0 The Proposed Development: architectural design, scale, massing and context

Richfield Road and indeed much of the local environs of this part of Bushey Heath is an established residential area with a complex development typology. Within visual range of the proposed development site, most forms of residential development are expressed; from purpose built flats, to terraced, semi-detached and detached properties and - as is the case with the subject site - traditional bungalows. The site itself forms the easternmost bungalow in a long line of similar, though often highly adapted, properties extending to Brooke Way to the west.

Whilst the immediate building context is varied to the south and east of the site this commonality of single storey form plays a strong part in the character of Richfield Road and it is from this form that the proposed development took its principal design cue.



Figure 7 - Existing section AA

The proposed building has made best use of the steeply raked topography of the site to enable a building that, though two storeys in height, from street level follows the scale and massing of the neighbouring bungalows.

Forming the building into two connected sections aids carry built form around the arc of the site and successfully transitions between the single storey aspect to the west and the two storey character to the east.

Each of the two sections of the building contains two flats, one at ground and one at lower ground floor level and each section has its own roof scape both to reduce the physical height of built form and to add visual complexity and interest to the roofscape.

The materials for the new properties are proposed to be traditional brick masonry in keeping with the existing built area the ground floor with the lower ground floor masonry painted white to reflect light onto the private and shared garden areas.

The roof is to be formed from a photovoltaic slate roofing system to enable sustainable, electric, microgeneration for all of the properties and set with slimline rooflights to further enhance light penetration to main rooms.

Similar slimline double glazed windows are to be installed which will incorporate external shading elements to reduce solar gain when required.

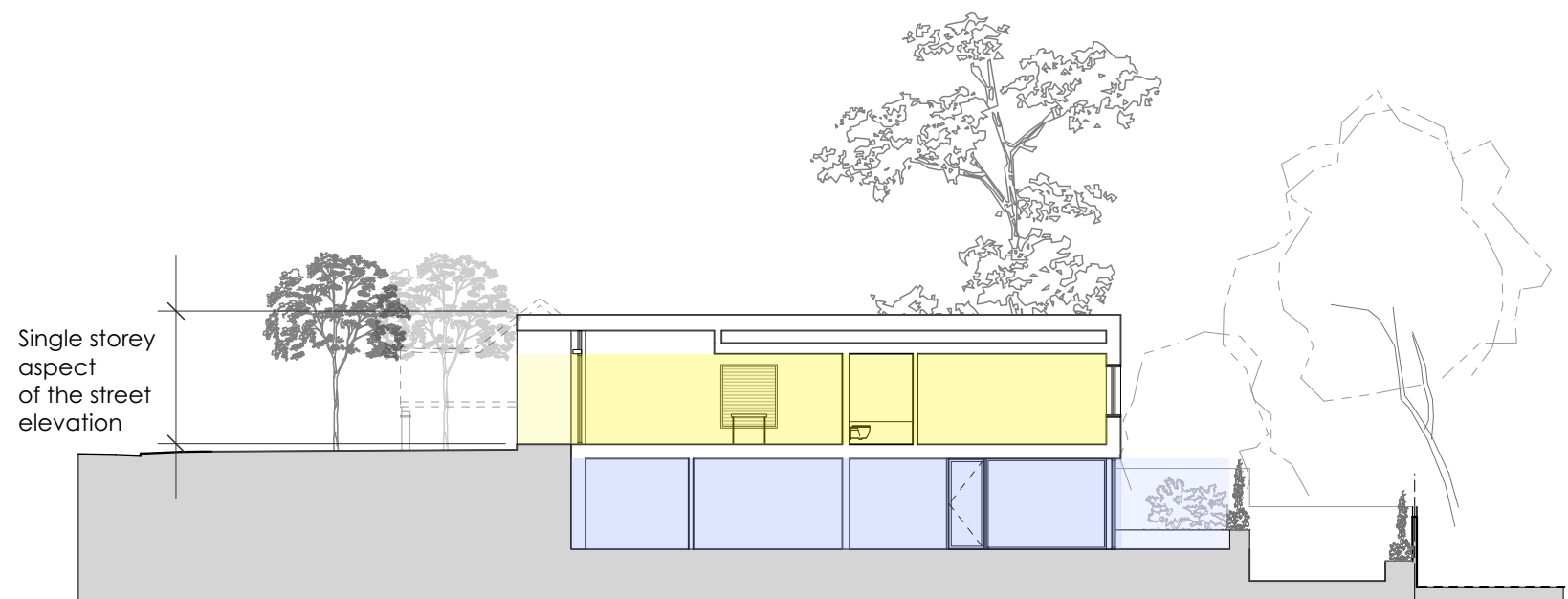


Figure 8 - Proposed section AA

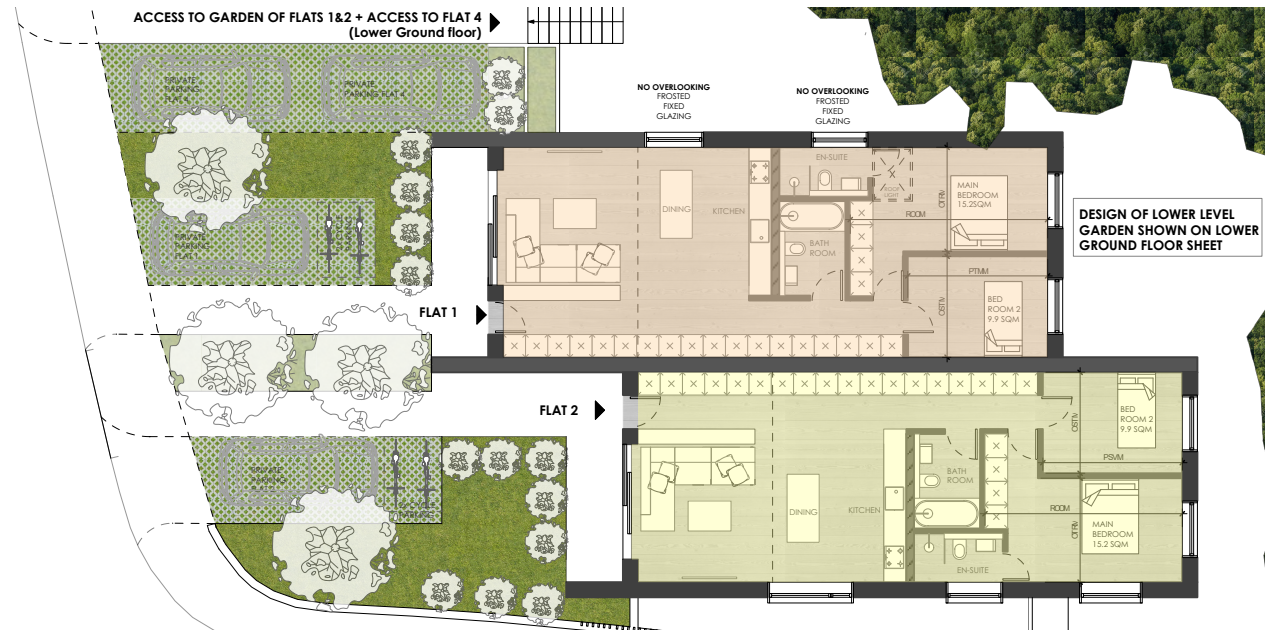


Figure 9
Proposed Ground floor - Option A Garden Plan 1:200



Figure 10
Proposed Lower ground floor - Option A Garden Plan 1:200

In addressing Policy considerations, and those of the Nationally Described Space Standards, our proposal has been developed to fully respect its surroundings in mass, scale and materials. In detail:

The new development achieves a density of 175 hr/h

- All flats are 80m² being in excess of recommended size

	Number of Bedrooms	Total Gross Internal Area
Flat 1 =	2-bedroom	80 sqm
Flat 2 =	2-bedroom	80 sqm
Flat 3 =	2-bedroom	80 sqm
Flat 4 =	2-bedroom	80 sqm

All flats have minimum 30m² amenity space directly accessible from the flat

Option A Garden Plan

Option B Garden Plan

Flat 1/ Flat 2 =

81 sqm (Shared Garden / Amenity Space)

For All Flats=179 sqm Communal Garden

Flat 3 = 37 sqm Private Amenity Space

108 sqm Total Outdoor Area

Flat 4 = 37 Sqm Private Amenity Space

All bedrooms in the proposed development meet or exceed the requirements of the Nationally Described Space Standards.

Flat 1	Main Bedroom	15.2 sqm
	Bedroom 2	9.9 sqm
Flat 2	Main Bedroom	15.2 sqm
	Bedroom 2	9.9 sqm
Flat 3	Main Bedroom	17.9 sqm
	Bedroom 2	10.7 sqm
Flat 4	Main Bedroom	17.9 sqm
	Bedroom 2	10.7 sqm

Obscured west facing glazing
on ground floor level

Access to flat 4

Semi Private Front gardens
to provide good visual setting

Step free access to Flats 1&2



Figure 11

Proposed streetview

Option A Garden Plan

All parking areas to be permeable

A minimum of 1.5m² storage is to be provided to each flat.

- Each flat has 2 car parking spaces (8 parking spaces in total) and one electric charging point (4 electric charging points in total)
- Each flat has secure cycle storage for a minimum of two bicycles
- A communal bin area has the recommended level of bins/recycling.
- A compost bin will be provided to each flat.
- A Sustainable Urban Drainage Solution (SUDS) assessment has been undertaken as part of the application packet however our objective in SUDS design will be to improve, or at a minimum be commensurate with, the current situation by making all driveways permeable.
- The two upper flats will have full disabled level access and interiors to Lifetime Homes standards
- The lower flats will be to "ambulant" disabled access standards
- Sewage will be connected to the main sewer by a private managed pumping unit.

Rainwater for 80% of the property will be connected to the separate public rainwater sewer located at the front, the rear 20% and overflow will be connected via rainwater recycling butts to a new soakaway at the rear.

- Neighbouring residential amenity has been preserved through ensuring that west facing windows to Flat 1 are to be obscure glazed whilst the west facing windows to Flat 4 are set below the level which overlooking of neighbouring garden areas could be viewed.
- The scale and location of the proposed new building further protects neighbouring residential amenity through being designed and located as not to impact on daylighting nor sense of enclosure.

Feature glazing
elements of east
facade



Figure 12

Proposed streetview 2

Option A Garden Plan

Private access to flat 3

* 3D visualisations are 'artistic representation' of the proposal. The colours do not represent accurate colours of proposed materials.

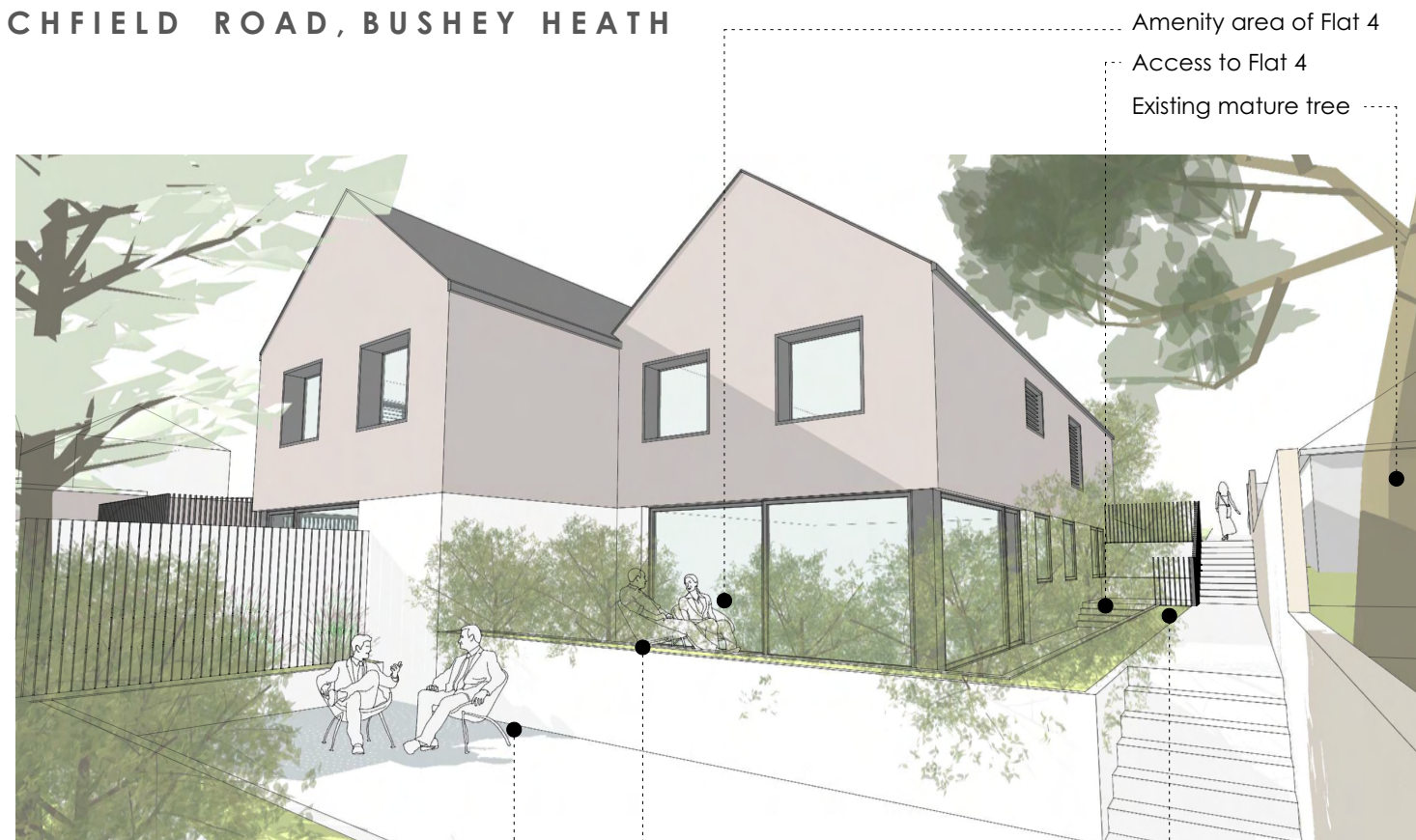


Figure 13
Option A Garden Plan
Flat 1,2 & 4 - Amenity space



Figure 14
Option A Garden Plan
Flat 3 - Amenity space

* 3D visualisations are 'artistic representation' of the proposal. The colours do not represent accurate colours of proposed materials.

4.0 The Pre-Application Process (Additional Considerations)

The Pre-Application Process undertaken, and follow up comments provided by Place Services (ref: 20/0162/PA) identified areas where additional design focus would be required as part of the Planning Application.

These areas comprise:

1. Landscaping / Amenity Space - arrangement and form
2. Daylight considerations both within the proposed flats, adjoining property and landscaped surroundings
3. Parking and Sustainable Transport Considerations.

Taking each of these areas in turn:

4.1 Landscaping

Development Management policy provides guidance on the form and extent of landscaping in new developments though in respect to flat proposals policy can only go so far to meet all possible site conditions. It is standard practice in flat schemes to seek solely communal gardens as the stacking of flats above ground level can introduce a severance between the upper residential units and their curtilage.

As this is the case, in respect to the submitted proposal two potential garden forms (**Option A** and **Option B**) are provided for consideration by the Local Planning Authority. Both of the proposals attempt to maximise the effectiveness and utility of the available land and maintain a common linkage for all to useable and attractive open space. Both potential garden forms fully address the concerns received in the Pre-Application Enquiry response with respect to the front garden private amenity space.

The first proposal (Option A), detailed in drawings L(-2)301 *Ground Floor* and L(-2)303 *Lower Ground Floor*, provides for garden frontages for the flat building together with parking spaces. This landscaped frontage is principally semi public and provides a good visual setting for the buildings rather than amenity space in its own right. To the lower level more private/reduced shared gardens are provided. Upper flats 1 and 2 are provided with 81m² of jointly shared space which is separated by privacy hedge planting from the private terraced gardens to Flat 4 and 3 which extend to 37m² and 37m² respectively. This arrangement makes best use of the available area to enable the highest level of privacy for prospective occupiers whilst exceeding the policy recommendation of 30m² per dwelling.

An alternative proposal (Option B) is provided in drawings L(-2)301COM and L(-2)303 COM. In this alternative car parking to the front of the property is in single rank which improves convenience for the occupiers of Flat 4. Conversely, at lower level the gardens are entirely communal, shared space which allows for a more open and attractive arrangement of landscaping over 179m² to be formed whilst enabling the privacy of the lower level flats to be maintained through structural planting. As with Option A policy recommendations for dwellings are met under this Option.

Each of the proposals has its own merits however we would welcome the views of the Urban Design officer in determining the Council's preferred option and in any potential improvements which could be made.

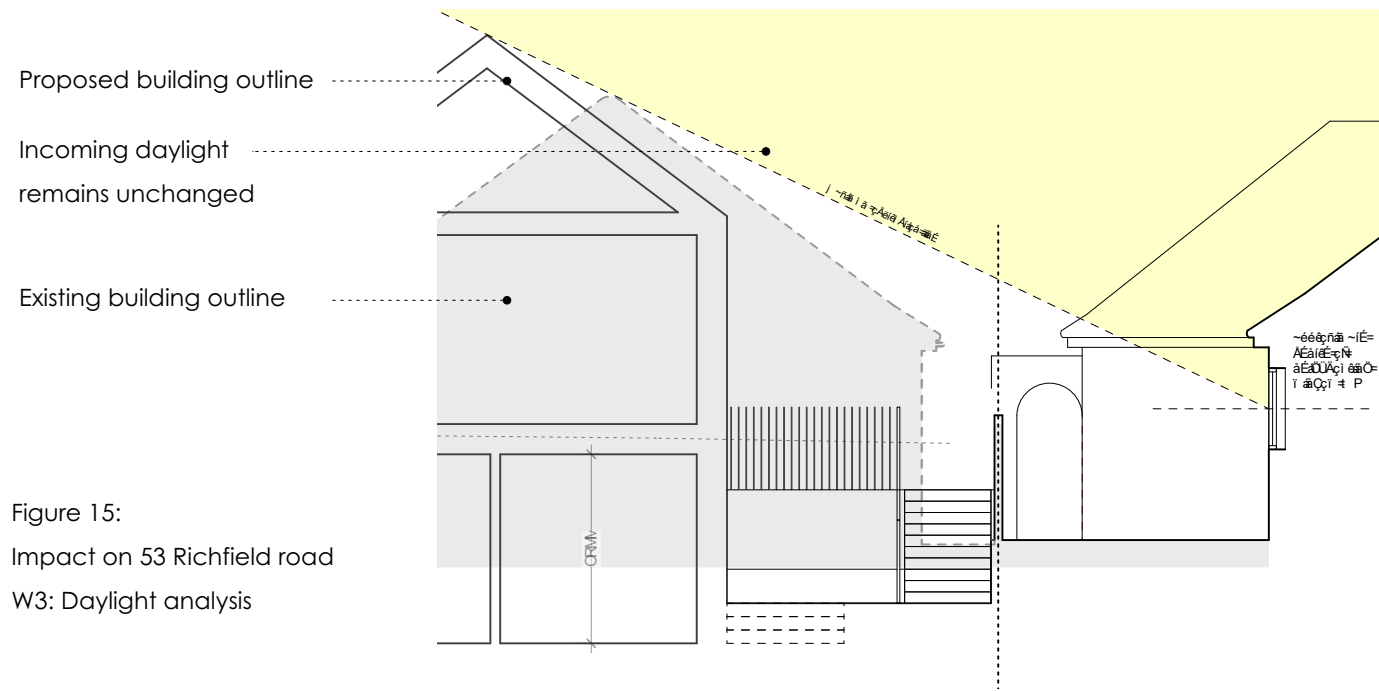


Figure 15:
Impact on 53 Richfield road
W3: Daylight analysis

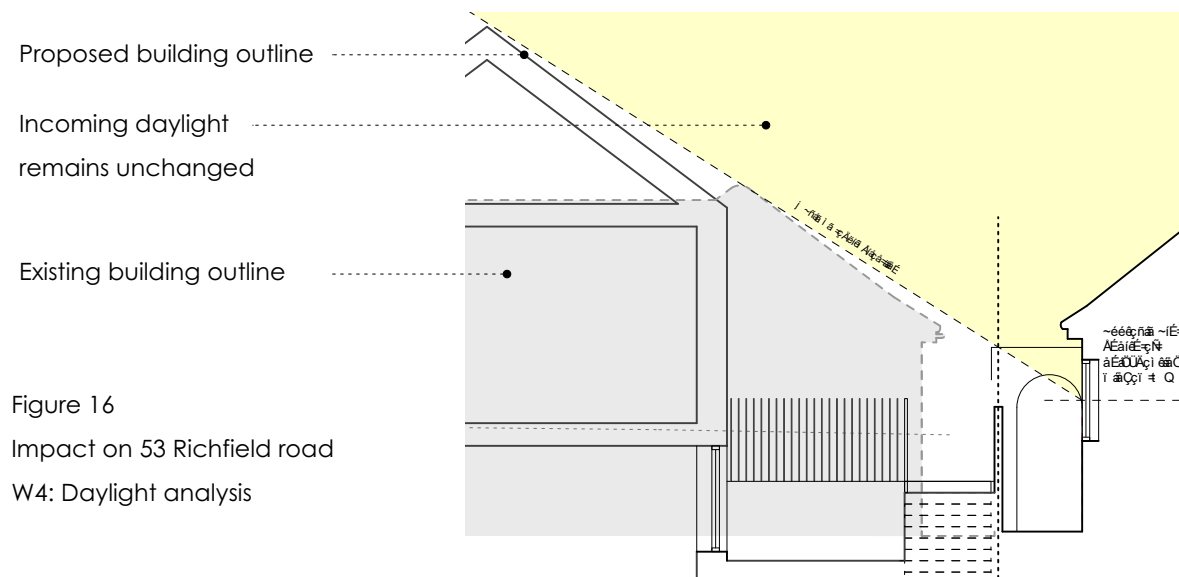


Figure 16
Impact on 53 Richfield road
W4: Daylight analysis

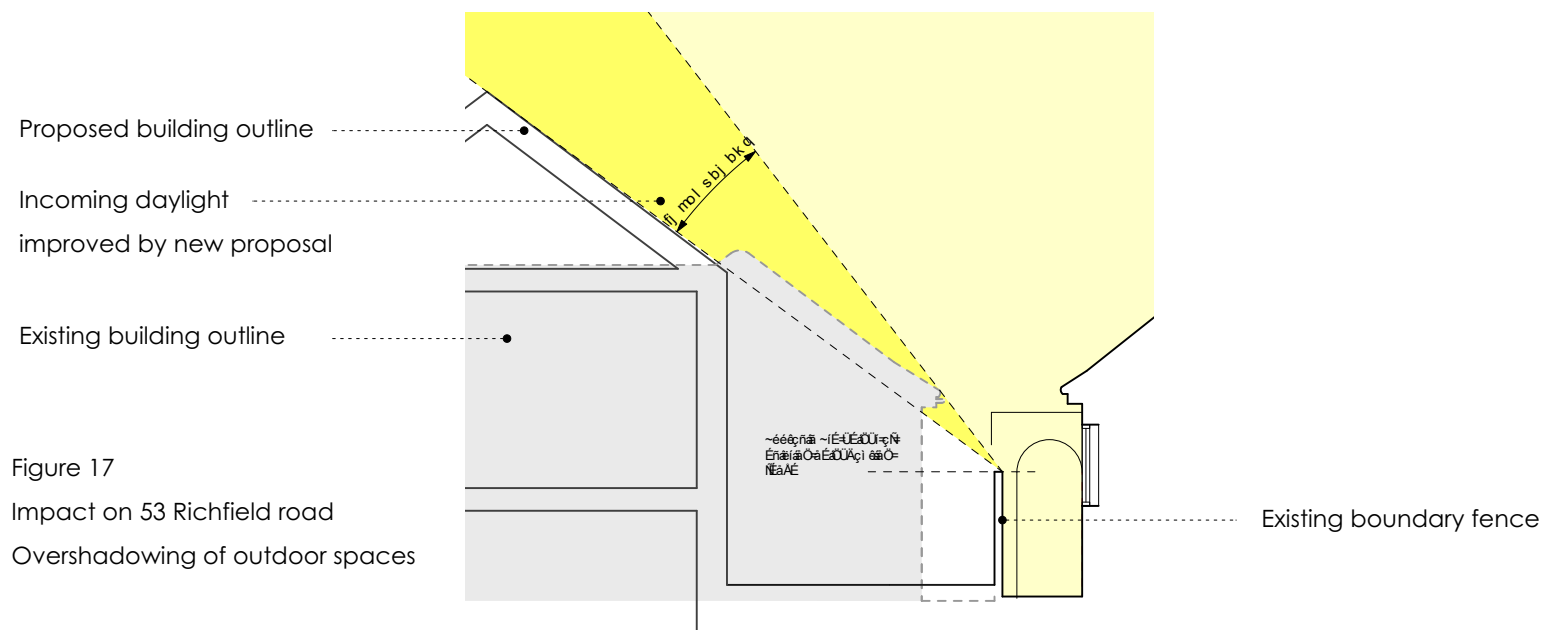


Figure 17
Impact on 53 Richfield road
Overshadowing of outdoor spaces

4.2 Sunlight and Daylight within the Proposal

Adequate levels of sunlight and daylight within new residential developments is an important consideration in ensuring and maintaining good living conditions for future occupiers.

To this end, the proposed development has been the subject of four separate, though inter-related, reports assessing both the residential accommodation proposed and the amenity areas to be provided. Initial findings indicated that improvements to window locations and scale would be beneficial and, similarly, adjustment to the form and arrangement of garden features was advised in the interest of maximising light to the principally side and rear open areas.

Following design enhancements, such as the inclusion of rooflights and additional window to the eastern elevation, the final reports, which form part of this application packet, re-assessed the proposal and were able to confirm:

- **Internal Daylight Assessment for Proposed Building; June 2021 (NRG Consulting Report Reference D1791/RR/DL/202106-AV)**

"The results of this report show that all the rooms receive adequate Daylight Provision in accordance with the recommendations set out in the BS EN 17037

.....In light of the above, it is considered that daylight provision should not be a constraint to the granting of planning permission."

- **Sunlight Assessment for Adjacent Properties; June 2021 (NRG Consulting Report Reference D1791/RR/SL/202106-AV)**

"The results of this report show that there is no adverse effect on the sunlighting levels to the neighbouring properties and spaces at 53, Richfield Road"

"...In light of the above, it is considered that sunlight/daylight should not be a constraint to the granting of planning permission".

- **Sunlight Assessment Amenity Areas Option A ; June 2021 (NRG Consulting Report Reference D1791/RR/ASL/202106-AV)**

"The results of this report show that the three of the four proposed amenity areas receive adequate sunlight and comply with the BRE guidelines. Site constraints need to be taken into consideration. Flat 4 private amenity space fails"

This outcome is unsurprising as the site is partially set below the mean ground level of the highway and the rear of the site is north aligned and bordered to the rear perimeter by trees outside of the applicants control.

- **Sunlight Assessment Amenity Areas Option B ; June 2021 (NRG Consulting Report Reference D1791/RR/ASL/202106-AV)**

"The results of this report show that the proposed amenity areas receive adequate sunlight and comply with the BRE guidelines.

.....In light of the above, it is considered that sunlight/daylight should not be a constraint to the granting of planning permission."

Detailed reports are enclosed in submission.

It is clear that if Sunlight penetration to the amenity areas was the sole criteria on which acceptability of the proposed garden layouts were determined then Option B would be preferred. However, each of the designs proposed has their own merits in respect to privacy, aspect and detail and as a consequence we would welcome a discussion on the designs with the Local Planning Authority during the consultation stage to ensure that the most appropriate and acceptable solution is secured.



Figure 18 Proposed Street elevation

4.3 Parking and Sustainable Transport Considerations

In respect to parking and sustainable transport means the tier 1 strategic policy of the Core Strategy notes under its Spatial objectives for Bushey that the Council will “Address parking problems specific to Bushey Village and Bushey Heath” (see page 23, Hertsmere Core Strategy).

The narrative to this does provide more clarity noting that:

“Due to the limited east-west public transport links and the semi-rural nature of much of the Borough, the car will remain the dominant mode of transport in many areas. However, development which creates traffic congestion and is over-reliant on access by car will not be allowed.

The location and quantity of car parking will have an important bearing on the efficient use of land. Reduced levels of off-street car parking will only be considered in a limited number of local areas which have been identified as having increased levels of public transport and service accessibility: central Borehamwood, central Potters Bar, Bushey town centre and Radlett town centre.

Elsewhere, car parking levels will need to reflect a range of local factors, including car ownership levels, on-street parking conditions and controls and whether roads have been built to an adoptable standard.”

Deriving from this Core Strategy Policy SP1 Creating Sustainable Development states that the Council will:

“iii) mitigate the environmental impact of transport by promoting alternatives to the car for accessing new development and existing development and other destinations across the Borough, and opportunities for linked trips;”

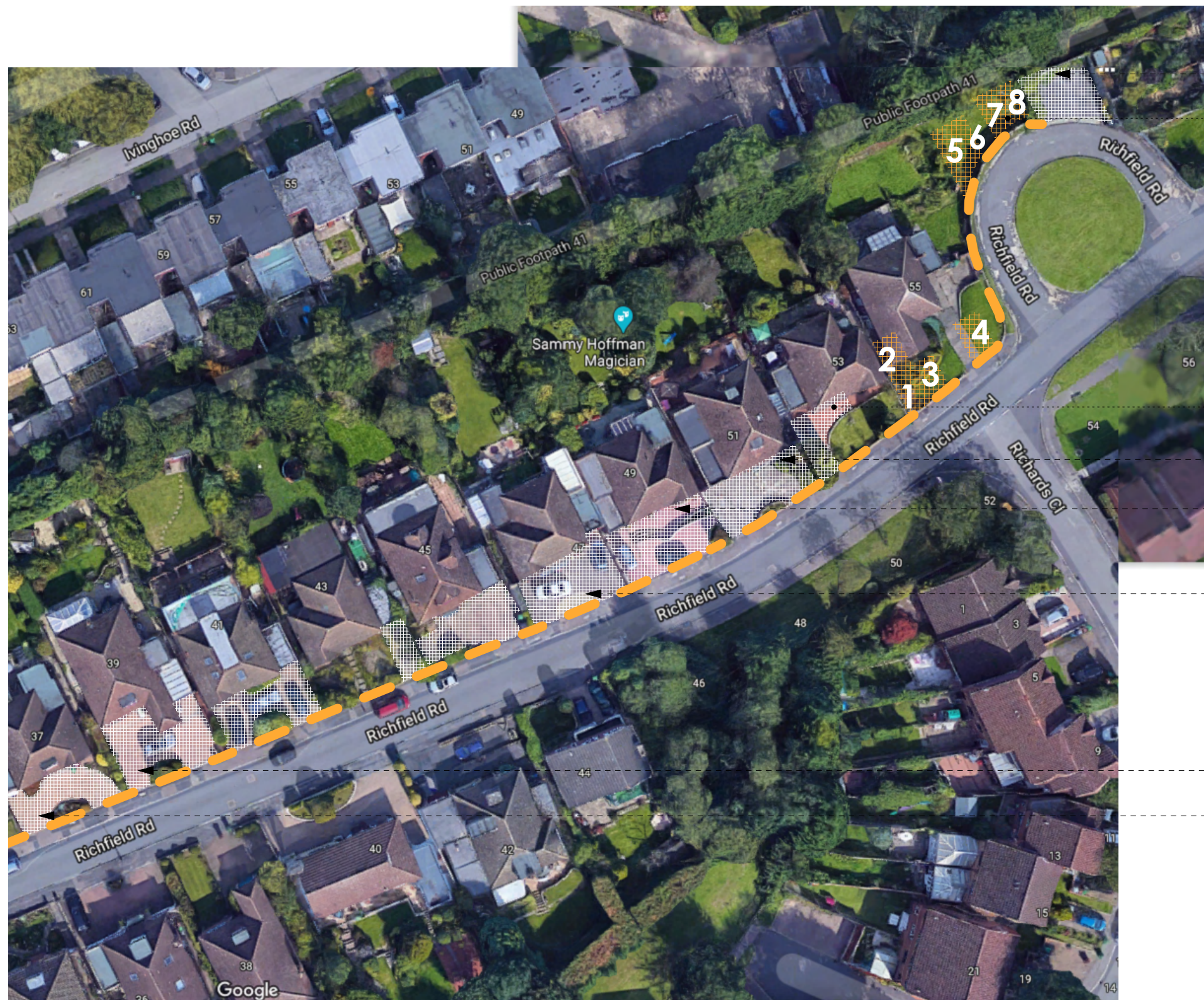
Similarly, Figure 1 of Residential Parking Standards notes for Class C3(a) that as a minimum:

“General Needs Housing (including Apartments and bungalows) requires 2 off street car parking spaces for each 2 bed roomed unit and so these spaces have been provided together with a significant level of secure bicycle storage”*

As a consequence of these policy considerations each flat is provided with **2 car parking spaces (8 parking spaces in total)** and one electric charging point (4 electric charging points in total) and additionally each flat has secure cycle storage for a minimum of two bicycles. The arrangement of parking areas to the front of the proposed properties is, as noted above, delivered in two formats - both Option A and Option B as part of the overall external garden / amenity designs. Each of these designs has been developed in accordance with the principles of Hertsmere’s Design Guide (part d, 2.r) and each features landscaping and planting to integrate the parking into the setting of the property. Additional parking in both Options is located to the north east of the property facing on to the highway at the small roundabout/landscaping of Richfield Road. As with the rear and side gardens each of the arrangements has its own merits but the principal consideration has been to ensure that whilst Policy requires 2 car parking spaces per dwelling within Bushey Heath the provision of those spaces does not visually dominate the development



Figure 19 Proposed Side elevation - Option A Garden Plan



source: Google maps 2021

PARKING AT RICHFIELD RD ROUNDABOUT

PROPOSED LANDSCAPING USED FOR CAR PARKING AND DRIVEWAYS HATCHED **ORANGE**



EXISTING HARD LANDSCAPING USED FOR CAR PARKING AND DRIVEWAYS HATCHED **WHITE**



DRIVEWAY/PARKING OF No. 51 RICHFIELD ROAD

DRIVEWAY/PARKING OF No. 47 & 49 RICHFIELD ROAD



DRIVEWAY/PARKING OF No. 37 & 39 RICHFIELD ROAD



a of s b t ^ v p ð k a ð ^ o ð ð o h f k d ð k ^ i v p f p ð ð m q f l k ð ð ^ o a b k ð ð i ^ k ð ð b o f ^ i ð ð f b t

5.0 Conclusion

Local and county level Pre-Application advice and the flexibility of the client have been critical in the delivery of an effective and attractive proposal and we thank all parties for their assistance.

We believe that the presented proposal provides a contextually appropriate and efficient design which will form a benchmark for quality within Bushey Heath. The proposed design, in its scale, massing and detail is considered to be an a fitting and appropriate design response to this complex site and one which makes best use land to provide high quality residential accommodation for its future users.



Figure 20
3D sketch - View from Richfield road

Ian Hogarth | architect

