

Design & Access Statement

Planning Application on the proposed demolition of the existing single storey bungalow and the construction of a two storey block with pitched roof comprising of 2nos. Two Bedroom flats, 1nos. One Bedroom flats and One commercial unit with associated amenity space, parking, refuse and recycling at 139 North Hyde Road, Hayes, UB3 4NR.

12Mar2021

The Site & Planning Designations

The site comprises of a bungalow in a substantial corner plot. The bungalow is the only one within the surrounding area. The bungalow is white render with slate tiled roof the site has associated car park with access on the corner of the junction. The site is located on the corner of North Hyde Road and Wyre Grove.



Aerial photograph of site & surroundings



Photograph of existing bungalow looking south from North Hyde Road



Photograph of existing bungalow looking from Wyre road



Adjacent Shopping Parade located to the east of the site (Google Earth).

The site falls on the fringe of the Haynes Housing Zone but does not fall within any other designation as identified within the latest local plan proposals map. The site benefits from a good level of local services and employment also along North Hyde Road with the same road also being a bus route.



Local plan proposals map extract

Key:

	Hayes Housing Zone
	Site Allocations, Minerals and Transport Designations

To the east of the site a former pub gained approval, 17th July 2019, for: Redevelopment of the site to include the demolition of existing buildings (Use Class A3/A4) and replacement with a part 4-storey, part 3-storey and part 2-storey building comprising 27 (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3bedroom) self-contained units (Use Class C3) access and car parking with associated works (Re-consultation on amended site location plan).



The scheme shows the acceptance for more high-density development in an area close to a wide range of facilities.



Visuals of the Cranes approved scheme

Planning Considerations

1.Principle of development

Relevant planning policy includes the NPPF, published February 2019. This is a key part of Government reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

It is generally supportive of housing development on brownfield land within appropriate and sustainable locations such as this (NPPF paras 63 & 117). Paragraph 59 of the NPPF is also relevant here since the proposals would provide additional housing stock. This makes it clear that Local Planning Authorities should “significantly boost” the supply of housing (and not just meet targets). In addition, Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy H1 of Hillingdon Local Plan: Part 1- Strategic Policies relates to Housing Growth with the Council seeking to meet and exceed its minimum strategic dwelling requirement of 4,250 dwellings, annualised as 425 dwellings per year, for the ten-year period between 2011 and 2021.

These figures have been updated by the updated London Plan (January 2017) to 49,000 dwellings per year across London from 2015-2036, and of these, 559 dwellings are expected to be required annually within the Borough of Hillingdon, over the same period.

The Mayor’s Housing SPG is also relevant at paragraph 1.2.25 and sets out that Boroughs should proactively enable and fully realise the potential for small sites to make a substantial contribution to housing delivery in London, taking into account the strategic need to optimise housing output (Policy 3.4) and increase housing supply (Policy 3.3).

Small sites (below 0.25ha, such as this site) play a crucial role in housing delivery in London. Between 2005 and 2013 on average 10,100 net housing completions were provided each year on small sites, representing 38% of overall housing supply in London and this is a significant consideration in these proposals, since the scheme would deliver residential development on this “small site.”

It is clear therefore at a national and local level there is an increasing shift to provide additional residential accommodation in sustainable locations such as this by maximising the potential of previously developed sites such as this.

The principle of mix use (commercial & residential) units on this underutilised site, should therefore be supported and would be compatible with the prevailing context, which includes a mix of residential properties and local services.

The proposed additional units and residential mix would provide much needed additional residential accommodation in this sustainable location to help Hillingdon deliver minimum housing target figures as set out in the London Plan.

2.Design

The site forms part of a prominent corner at the junction of North Hyde Road and Wyre Grove. The proposals provide the opportunity to optimise the use of the corner site for additional housing and secure a long-term viable future of the site.

Based on the feedback received from the pre-application, the shape, size and bulk of the block has been reduced to reflect the character of the surrounding area. Now the proposal is for two storey block with pitched roof. The existing vehicle access points will not be used, with two new access points to be installed in safer locations as shown on proposed ground floor plan. The proposed building respects the building line along North Hyde Road and Wyre Grove.

The redevelopment proposals have been designed to ensure the proposals complement the overall appearance of the wider area with appropriate use of high quality, durable brick and render materials as detailed on the submitted drawings.

The design of the scheme is considered to accord with the key principles of NPPF, London Plan and Hillingdon policies BE 13 of the ‘saved’ UDP policies and BE 1 of the adopted Strategic Policy Document.



3. Residential Amenity

The proposed development of 3no. units and 1 commercial unit has been designed to provide a majority of dual aspect units, all of which meet the relevant floor space standards for new residential set out within the London Plan and national space standards (2 bed (4person) flats 1 storey must exceed 70sqm) and (1 bed (2person) flats 1 storey must exceed 50sqm).

First floor units would also have access to its own private terrace / balcony with useable private and communal amenity space for the units proposed as part of the scheme.

This will ensure the new residential properties are provided with a good standard of accommodation and amenity space to ensure the units are to the London Borough of Hillingdon standards (25sqm for 2 bed bedroom flats and 20sqm for 1 bed bedroom flats).

In addition, the proposed amenity space provision significantly exceeds London Plan standards which requires 1-2 bed flats to be provided 5sqm of private outdoor space (either individually or within a communal garden). Additionally, the site is in close proximity to a number of parks, Cranford Park is only 200m away and Minet Country Park within a 1k.

The building and amenity space would be designed with appropriate screening to ensure there is no overlooking between adjacent residential units in accordance with London Plan Policy 7.1 and 7.2 and Hillingdon Strategic Policy BE1 and 'saved' UDP Policy BE13.

4. Accessibility & Parking

The site is located within a semi-accessible location for outer London (PTAL 1b), in very close bus stops along the North Hyde Road to the west and east. The site is located extremely close to higher PTAL ratings 2,4 and 5 located a couple of squares (100m) away. Hayes and Harlington London Underground Station is also a short walk to the northwest providing excellent links into Paddington, Central London and beyond.

The car parking provided is the same ratio as the Cranes development to the east of the site. The officers report stated 'a ratio of 1.1 space per dwelling. This is considered satisfactory considering the sites proximity to a wide range of facilities as well as public transport services.

Please refer to the Transport statement provided along with the application.

5. Trees and Landscaping

There are also no trees within the site nor Conservation Area designations is affecting the site. Hence the proposed development will not have any impact on trees and no arboricultural report is submitted.

6. Drainage Assessment & Proposals

Please refer to the Drainage report provided along with the application.

7. Refuse Bin Store Provision

Refuse collection will continue via the roadway North Hyde Road.

8. Lifts

Provision of lift in such a small development of only 3No. flats is not economical viable to the future occupants. The installation of lift in the pitch roof causes practical difficulties and makes development unviable. Also, the yearly maintenance cost of the lift will have significant implications for the affordability of service charges for intended residents as the cost will be only divided between 3 units.

Conclusions

To conclude, the redevelopment proposals will make efficient and positive use of an underutilised site in an area which has good accessibility to local services and public transport for outer London.

The pitched form of development is entirely consistent and complementary to the prevailing character and appearance of the area and will maximise the potential of this corner site.

The application scheme is a “windfall” site which will make best use of an under-utilised brownfield site and provide much needed homes, whilst still protecting the character and setting of the local area, in accordance with paragraph 68 & 117 of the NPPF.

The proposed commercial unit and residential units create an efficient use of the land, in support of the national strategic objective of achieving sustainable forms of development and will meet the identified demand for “high quality standard of design” (NPPF, para 126) in accessible locations.

The proposed development of the site is therefore considered to be acceptable in terms of achieving housing, planning and design objectives of the NPPF, and “the presumption in favour of sustainable development”.