

April 2017

**BOTWELLEARS HOUSE
REAR OF 25 BOTWELL LANE,
HAYES UB3 2AB**

Planning/Design & Access Statement

**PROPOSED INTERNAL ALTERATIONS
TO EXISTING 3 STOREY REAR EXTENSION**



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1.0 INTRODUCTION

- 1.1 This statement has been prepared in support of the planning application 3 storey rear extension providing an extension of the shop use and studio flat at ground floor with residential units on the upper 2 floors.
- 1.2 Planning permission (ref: 1644/APP/2004/949) was granted on 17/11/2004 for is a 3 storey rear extension, providing an extension of the shop use at ground floor with residential units comprising one bedroom flats on the upper 2 floors. However, the development was not constructed in accordance with the approved plans. A 2 bedroom flat has been provided on the ground floor to the rear of the shop, whilst on the upper floors 3 bedroom flats have been created, involving the enclosure of the rear balconies.
- 1.3 The current application has been submitted in order to regularise the planning situation on the site. On the ground floor, in addition to ancillary floor space for the retail shop, it is proposed to create a studio flat. On the upper floors it is proposed to modify the internal layout to create a 2 bedroom flat on each floor incorporating winter gardens. In addition, it is proposed to provide communal amenity space utilising part of the rear yard of the adjoining property at no 23 Botwell Lane (also in the applicant's ownership).
- 1.4 The site is suitable for residential development for smaller units, given its location in a sustainable setting, with good transport links and its location within a town centre. The principle of residential development has already been established by virtue of the previous planning permission. No objection is raise therefore raised to the principle of housing development of this scale on the application site.

- 1.6 The density of the proposed development falls within London Plan guidance. The design, scale and layout of the development will introduce a built form that is appropriate to its context overall, it is considered that the proposed development in its amended form will provide good living conditions for future occupiers of the units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.
- 1.7 The proposal complies with relevant Local Plan Part 2 (UDP Saved Policies- AM9, AM14, AM2, AM7, BE13, , BE20, BE21, BE23, BE24, BE38 and OE1, the Hillingdon SPD - Design and Accessibility Statement HDAS - Residential Layouts, relevant London Plan policies, London Housing Design Guide and the aims of the National Planning Policy Framework 2012.

2.0 RELEVANT HISTORY

- 2.1 Planning permission (ref: 1644/APP/2004/949) was granted on 17/11/2004 for is a 3 storey rear extension providing an extension of the shop use at ground floor with residential units on the upper 2 floors comprising 2 x one bedroom flats.
- 2.2 The approved elevations are shown on figure 1 below.

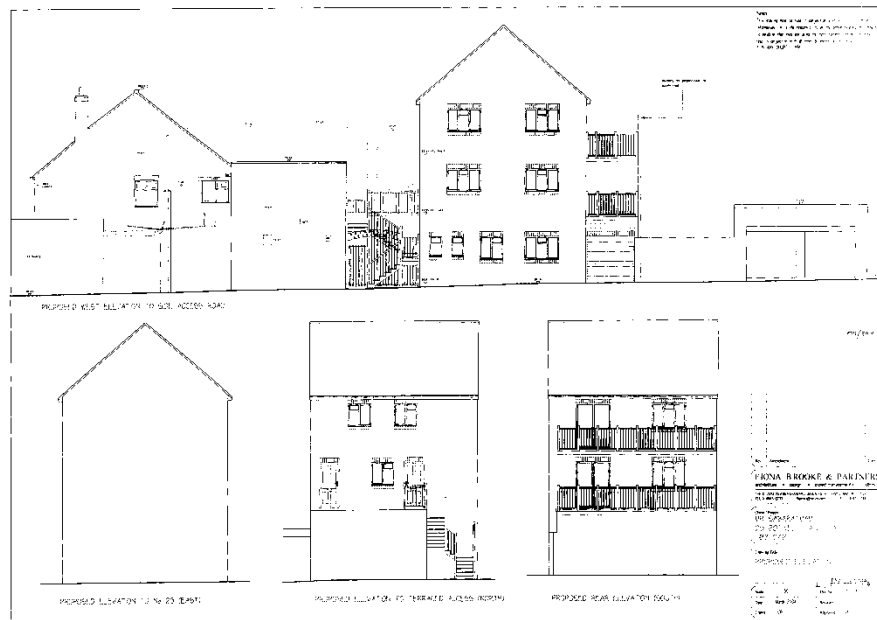


Figure 1 Approved elevations

2.3 The approved floor plans are illustrated in figures 2 and 3 below.

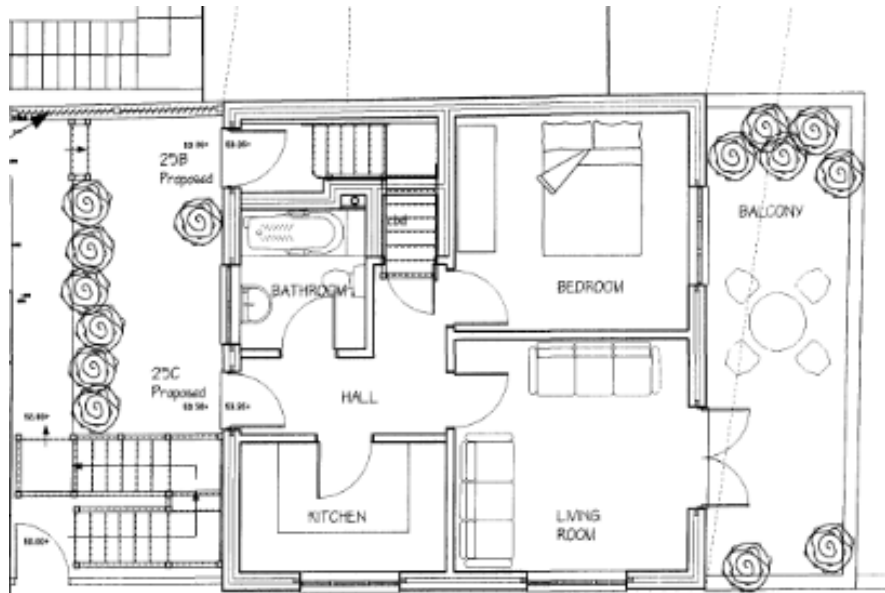


Figure 2 -Approved floor layout for first and second floor flats

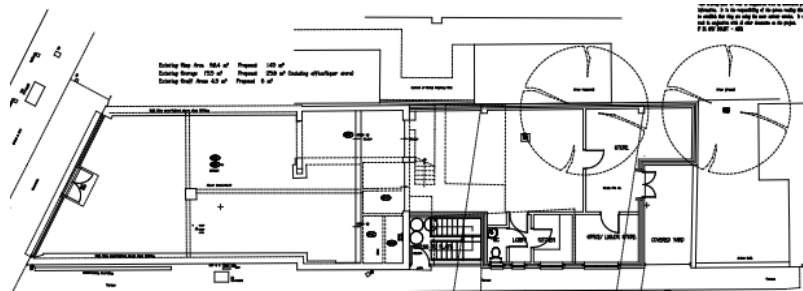


Figure 3 - Approved layout ground floor

- 2.4 Building control records indicate that works commenced in November 2009. However, the development was not built in accordance with the approved plans. There are now 2 x 3 bedroom flats on the first and second floors and the rear balconies have been enclosed to provide additional floor space for the flats. In addition a residential unit has been created at the rear of the ground floor shop.

3.0 THE SITE AND SURROUNDING URBAN CHARACTER.

- 3.1 The site lies within Hayes Town Centre and comprises a commercial shop fronting Botwell Lane at ground level with a residential unit above.
- 3.2 There is a 3 storey rear extension at the rear of the original building, beyond which is a large brick building at the rear of the site which is used for storage purposes.
- 3.3 21 Botwell Lane, which adjoins the site to the east, is a two-storey building sited towards the Botwell Lane frontage. Larger buildings to a height of four/five

storeys can be found at 1-19 Botwell Lane. There are large commercial premises at the rear of the site.

3.4 The site has a Public Transport Accessibility Level of 3



Figure 4 - Aerial View

4.0 THE PROPOSAL

- 4.1 Planning permission is sought retrospectively to retain the 3 storey extension as built, but with the redesign of the internal layout of the flats to make them into 2 bedroom units, in order to meet internal floor space standards. The footprint of the extension would remain the same as approved, providing an extra 86.4m on the ground floor.
- 4.2 The first and second floors of the proposed extensions measure 7.6m wide, 8.85m deep, 8.5m high to the eaves and 11.6m to the ridge. The building would provide a two-bedroom unit (3 person units) providing 67 sq m of gross internal floor space on each floor. The rear balconies would be fully enclosed creating winter gardens.
- 4.3 Entry to the units would be provided via an external staircase accessed via the existing access road to the west of the site, as approved.
- 4.4 No car parking is proposed as part of this application, as approved.



Figure 5 - Rear Extension as built

- 4.5 On the ground floor, in addition to ancillary floorspace for the retail shop, it is proposed to create a studio flat. In addition, it is proposed to provide additional communal amenity space for the flats utilising part of the rear yard of the adjoining property at No.23 Botwell Lane (also in the applicant's ownership).

5.0 POLICY CONTEXT

- 5.1 The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2016, the NPPF and supplementary planning guidance prepared by both LB Hillingdon and the GLA.

. NPPF

5.2 National Planning Policy Framework: At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. The proposal makes efficient use of previously developed land in a sustainable way without prejudicing the character and amenities of the area and adjoining occupiers, whilst providing good environmental conditions for future occupiers of the development.

5.3 Paragraph 17 contains a set of core land-use planning principles that should underpin decision-taking. These bullet points indicate, among other things, that planning should:

- “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.”

- “take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.”

- “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.” and;

- “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations”

- 5.4 The NPPF contains policies specifically relevant to the delivery of housing in Section 6 paragraphs 47 – 68. The tone for the application of these policies is set by the Government’s express purpose for the policies which is “to boost significantly the supply of housing.” These policies are largely directed at local planning authorities when preparing their Local Plans but, in our view, are equally relevant to their decision taking functions.
- 5.5 Paragraph 49 of the NPPF states: “Housing applications should be considered in the context of the presumption in favour of sustainable development.” There would be no substantial harm arising from the proposed development, which would outweigh the benefits which it would deliver. There are also no specific planning policies within the NPPF that suggest development should be resisted.
- 5.6 Significant support is given to the development through the Government’s desire to boost significantly the supply of housing. For all of the reasons as set out above, there should be no objection to the principle of redeveloping the site for residential purposes on the scale shown on the submitted plans.

THE LONDON PLAN (2016)

- 5.7 The following London Plan Policies are considered relevant to the scheme:

LPP 3.3	Increasing housing supply
LPP 3.4	Optimising housing potential
LPP 3.5	Quality and design of housing developments
LPP 3.8	Housing Choice
LPP 5.1	Climate Change Mitigation

- 5.8 In addition, London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policy relating to sustainable design and construction (5.3) is also relevant.
- 5.9 Policy 3.4 of the London Plan has regard to density. It seeks to optimise housing potential on sites taking into account local constraint. The site is in a suburban setting with a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6). In light of this, it is considered that the 1 dwelling proposed on the site is appropriate.
- 5.10 The scheme has been designed to ensure that the development accords with the above mentioned policies in terms of good design, landscaping impact on neighbours, appropriate density, drainage, good environmental conditions for future occupiers, parking, waste and sustainability.

LOCAL POLICY

- 5.11 The following Local Plan Policies are considered relevant:

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies

AM14 New development and car parking standards

AM2 Development proposals – assessment of traffic generation, impact on congestion and public transport availability

AM7 Consideration of traffic generated by proposed development

- BE13 New development must harmonise with the existing street scene.
- BE14 Safeguarding of adjacent sites for redevelopment
- 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.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Development to reflect role, scale and character of town centres
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- H4 Mix of housing units
- PR2 Redevelopment of west core area of Hayes town centre.

SUPPLEMENTARY DESIGN GUIDANCE

5.12 The following supplementary design guidance is considered relevant:

- London Housing Design Guide
- HDAS- Residential Layouts,
- Accessible Hillingdon, Local Development Framework, Supplementary Planning Document, adopted January 2010 - Accessible Hillingdon

6.0 PRINCIPLE OF DEVELOPMENT

- 6.1 One of the Core Planning Principles of The National Planning Policy Framework is to "encourage the effective use of land by reusing land that has been previously developed (brownfield land)".
- 6.2 The principle of residential development has been established by virtue of planning permission ref: 1644/APP/2004/949), granted on 17/11/2004, which has been implemented in its substantive form.
- 6.3 Saved UDP Policy H4 states that wherever practicable, a mix of housing units of different sizes should be provided in schemes of residential development including in particular units of one or two bedrooms. Within town centres predominantly one and two bedroom development will be preferable. The provision of a studio flat and two x 2 bedroom apartments is fully compliant with this policy.
- 6.4 In addition, the proposal is not located within a conservation area or area of special character. Normal development control criteria therefore apply.
- 6.5 In light of the above considerations, no objection can be raised to the principle of housing development in its amended form on this site, in compliance with relevant policies in the National Planning Policy Framework, The London Plan 2016 and Policies BE1 and H4 of the Hillingdon Local Plan (November 2012).

DESIGN AND ACCESS STATEMENT

7.0 DESIGN STRATEGY

- 7.1 The proposed development has been informed by the criteria set out in the HDAS- Residential Layouts Design Guide SPD and the National Space Standards. Hillingdon Local Plan (November 2012) Policies BE13 and BE26 and HDAS guidance seek to resist any development which would fail to harmonise with the existing street scene and deal with the scale of development in town centres.
- 7.2 The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular, the impact on the character of the area, its relationship to neighbouring town centre development and whether good environmental conditions can be provided for future occupiers.
- 7.3 The development recognises the scale, massing and roof form of surrounding buildings and this is reflected in the design of the extension. The height of the building has been limited to 3 storey, which provides an appropriate scale of development given the character and scale of the surrounding development.
- 7.4 The development as built is similar in built form and character to the existing buildings and the buildings on adjacent sites. In accordance with policy BE14 the

proposal has been designed so that the adjoining development site of 21-23 Botwell Lane can be developed in a similar way to marry in with this proposal.



Figure 6 -View from Service Road

External layout

- 7.5 The basic principle is to ensure that the resultant building will blend in and complement the prevailing character of the area. No changes are proposed to the external layout, apart from the provision of additional communal amenity space, utilising the rear of no. 23 Botwell Lane.

Scale and Appearance

- 7.6 The extension has been built substantially as approved. The only external difference is the enclosure of the rear balconies on the first and second floors to

create winter gardens. However, this change is considered to be the minimum in overall context of the scheme.

- 7.7 The height of the building is greater than that of the adjoining building but is considered acceptable having regard to other surrounding development. The minor changes to the rear of the building do not increase the overall height of the development.
- 7.8 In terms of scale and appearance, the proposal remains as a 3 story extension to the original building. The development has been finished to an extremely high standard. The balcony infill at the rear does not detract from the architectural composition of the building. Crucially there would be no change in the appearance of the building when viewed from Botwell Lane. The changes at the rear of the site are not considered to impact on the existing street scene.



Figure 7 - View from Botwell Lane

- 7.9 The proposed building has been carefully and sensitively designed to blend in with the surrounding area and enhance it with a contemporary, simple yet elegant architectural style.

- 7.10 In terms of the roof design, there a number of varying roof types in the vicinity of the application site, including gable, hipped and flat roofs. The proposed roof design is therefore considered be sympathetic to the prevailing architectural grain in the locality.
- 7.11 Materials respect the character of the surrounding built development.
- 7.12 There are no specific local policies which seek to restrict this form of development in town centres. Furthermore, the NPPF states at Para. 60 that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.

8.0 OUTLOOK AND LIGHT

- 8.1 The proposed fenestration to the principal habitable the units would benefit from adequate amounts of light. Similarly, with regard to outlook of the future occupiers, this is considered satisfactory.
- 8.2 With regard to the impact of the proposed development on overshadowing and the outlook of the immediately adjoining properties, the development proposal would have no unacceptable impact in terms of loss of light or outlook on surrounding properties.

9.0 PRIVACY

- 9.1 Policy BE24 of the Local Plan requires the design of new buildings to protect the privacy of neighbouring dwellings. Paragraph 4.12 of the Hillingdon Design and Access Statement Residential Layouts requires a 21 metre distance separation between habitable windows to ensure no loss of privacy would occur.
- 9.2 The proposal has been developed to respect the rights of privacy of the neighbours' buildings. The extension has been carefully considered so that in critical positions, windows do not overlook any neighbouring habitable windows. Adequate privacy for future occupants and that of the adjoining residential flats will therefore be maintained.

10.0 LANDSCAPING AND BOUNDARY TREATMENT

- 10.1 The site has potential for development without impacting on the wider tree population or local landscape. As such, there are no material constraints on development in landscape terms, as there is no collective tree loss or removal.
- 10.2 There is limited potential for soft landscaping or additional shrub and tree planting. However, defensive planting will be provided at the rear of the ground floor studio flat
- 10.4 Well-defined boundary lines between the site, adjoining properties and the road will be established and maintained, to help reduce the occurrence of crime, enhance private amenity and contribute to the quality of the street scene and the environment generally.

11.0 INTERNAL LAYOUT

- 11.1 Policy 3.5 of the London Plan (2016) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.
- 11.2 The proposed flats meet the minimum size threshold of 61 sq. m, as set out in the London Plan and National Space Standards for a 2 bedroom 3 person apartment for the upper floor apartments and is in excess of 37 sq m for the ground floor studio flat. The habitable rooms have generous windows, providing natural light and outlook. In terms of internal layout, the dwellings have adequate living sleeping and sanitary facilities of sufficient size for their intended use and occupancy.
- 11.3 Careful consideration has been given in designing the internal layout, to accommodate furniture and provide adequate circulation space for the normal use of space, as well as allowing movement of bulky furniture items into the home. The fenestration and door openings are provided in a logical fashion, so that the rooms function comfortably and efficiently for their intended purpose, providing natural lighting, outlook and ventilation.
- 11.4 The units incorporate basic design criteria to ensure that it is convenient, flexible and adaptable, and provide a high standard of interior and exterior qualities, to guarantee satisfactory living space and amenities.
- 11.5 The dwellings have been constructed to meet the sound insulation requirements of Building Regulations. It is therefore submitted that there would be no undue impact on the amenity of occupiers as to warrant refusal of planning permission on these grounds.

12.0 AMENITY SPACE

- 12.1 The London Plan Housing Supplementary Planning Guidance March 2016 (SPG) gives external amenity space standards for residential development in London. Standard 26 states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. Standard 27 states that a minimum depth and width for all balconies and other private external spaces should be 1500mm. In accordance with these standards 5 sq m should be provided for the ground floor studio flat and 6 sq. metres should be provided for each of the 3 person 2 bedroom flats on the upper floors, totaling 17 sq. metres of communal amenity space.
- 12.2 Paragraph 2.3.32 of the SPG states that enclosing balconies as glazed, ventilated winter gardens can be considered an acceptable alternative to open balconies and is recommended for all dwellings exposed to NEC noise category C or D141
- 12.3 Paragraph 2.3.33 of the SPG states inter alia that dwellings on upper floors should all have level access to a terrace, roof garden, winter garden, courtyard garden or balcony. Houses and ground floor flats should preferably have private gardens.
- 12.4 The proposal will provide 20 sq m of communal amenity space and the upper floor flats will have access to winter gardens on compliance with London Plan SPG standards.
- 12.5 In terms of Local Plan standards, Policy BE23 of the Hillingdon Local Plan states: "New residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the

proposed and surrounding buildings, and which is useable in terms of its shape and siting."

- 12.6 The HDAS Residential Layouts provides communal garden space standards that are to be provided and retained as part of residential developments: Section 4 provides recommended guidelines for external amenity space for flats. Shared amenity space for flats & maisonettes:

Studio & 1 bedroom flat 20m² per flat

2 bedroom flat 25m² per flat.

- 12.7 However, Section 4.19 states that exceptions to garden area requirements will only apply in special circumstances such as the provision of small non-family housing in town centres or the provision of small non family housing above shops, as is the case here.

- 12.8 The proposal provides 20 square metres of communal amenity space for the occupiers of the flat at the rear of the site and utilizing part of the adjoining premises at 21-23 Botwell Lane, which is in the applicant's ownership, the adjoining premises in compliance with the Hillingdon Local Plan. Although the amenity space provided is limited, the site is located in close proximity to public open space and this is considered acceptable given the development's town centre location.

- 12.9 The proposed amenity space will be adequately shaped, with gradients and landscaping / surface treatment appropriate to create space which is functional, usable and attractively laid out and will receive sunlight, even in winter. The

amenity space will be accessible to all occupants and will be overlooked by habitable rooms to ensure safety and surveillance.

- 12.10 The communal garden would be screened by appropriate walls/fencing, at an appropriate height, in order to provide privacy. Details boundary treatment can be secured by way of a suitable planning condition.

13.0 CAR PARKING

- 13.1 Hillingdon Local Plan: Part Two Policy AM7 considers the traffic generation of proposals and will not permit development that is likely to prejudice the free flow of traffic or pedestrian safety generally. Hillingdon Local Plan Policy AM14 states the need for all development to comply with the Council's adopted parking standards. The application site has a PTAL of 3.
- 13.2 The London Plan has the following **maximum** car parking standards of 1 space to less than 1 space per 1-2 bedroom unit.
- 13.3 The application site is located within the Hayes Town Centre and in close proximity to public transport. No parking is provided and parking is not readily available within the vicinity due to parking controls.
- 13.4 The London Plan advocates a reduction in the use of cars particularly in town centre locations. Given the above and the previous approval on this site as well as other approvals in the vicinity of the application site which did not provide parking, a car free development is considered appropriate in this case.
- 13.5 The NPPF states at para 32 that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This implies that transport objections should not be

allowed to obstruct the delivery of a development unless the residual cumulative impacts are 'severe'.

13.6 The appellant submits that the proposed extension will not give rise to any highway and pedestrian safety issues and its traffic impact (if any) will not be severe, which is the criteria set out in the NPPF for preventing developments on transport grounds. The proposal being an extension to the existing dwelling would have little or no additional transport impact.

13.7 In line with the NPPF, the proposal as modified will not result in severe transport impacts, will provide safe and suitable access and will utilise sustainable modes of transport, as appropriate.

14.0 CYCLE PARKING

14.1 Secure and covered cycle storage facilities will be provided which are safe and accessible, and which avoid obstructing access to the buildings, circulation areas and open space. Details can be secured by condition.

15.0 WASTE

15.1 There is ample space on site for a refuse/recycling enclosure which avoids encroachment onto amenity areas for the future residents. Facilities will be easily and safely accessible and will be conveniently located for the residents to use and from the highway for collection.

16.0 SECURITY

- 16.1 CCTV Cameras and external lighting can be provided in strategic locations to enhance security.

17.0 ACCESS

- 17.1 Careful consideration has been given in designing the internal layout, to accommodate furniture and provide adequate circulation space for the normal use of rooms, as well as allowing movement of bulky furniture items into the home.
- 17.2 The units meet the London Plan Housing minimum floor space guidelines and incorporate basic design criteria to ensure that the unit is convenient, flexible and adaptable and able to achieve Part M Building Control standards.
- 17.3 The dwellings will provide a high standard of interior qualities, to guarantee satisfactory indoor living space and amenities.

18.0 SUSTAINABILITY

- 18.1 The proposal does not include on site renewable, but the development will incorporate sustainable measures including high performance building fabric, and high efficiency gas boilers
- 18.2 Sustainability strategy measures include:
- Reuse of a site maximising the site potential
 - Building form and orientation to maximise daylight and natural surveillance and minimise external noise nuisance
 - Energy efficient building services design using high efficiency boilers

- Secure cycle storage
- Accessible recycling and waste storage
- sustainable drainage
- Water efficient devices will be used to reduce water consumption within the development.

19.0 FLOOD AND DRAINAGE

19.1 The site falls within Flood Zone 1 - land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). There is therefore no risk of flooding from rivers and sea, with an annual probability of under 0.1%.

20.0 CONCLUSION

20.1 By redesigning the internal layout of the first and second floor flats to 2 bedroom apartments, each unit will meet current National/London Plan space standards.

20.2 The site is located in a town centre, therefore compliance with the recommended HDAS amenity space standards is not a mandatory requirement. The proposal meets the London Plan requirements in this regard.

20.3 The proposal will make a valuable contribution to the borough's housing stock.

20.4 The balcony infill at the rear does not detract from the architectural composition of the building. Crucially there would be no change in the appearance of the

building when viewed from Botwell Lane. The changes at the rear of the site are not considered to impact on the existing street scene.

- 20.5 There would be no substantial harm arising from the proposed development, which would outweigh the benefits which it would deliver. The scheme is considered to be acceptable in principle in terms of housing development on this site, in compliance with relevant policies in the National Planning Policy Framework, The London Plan 2016 and Policies BE1 and H12 of the Hillingdon Local Plan (November 2012).