

Design and Access

Statement

19 Beacon Close
Uxbridge
Middlesex
UB8 1PX

In support of full planning application
for redevelopment of the site

Applicant: RRAK PROPERTIES

Prepared on behalf of : Mr Akash Roda

1. Introduction

- 1.1 This Design and Access Statement has been prepared for 'RRAK Properties' in support of the full planning application for redevelopment of 19 Beacon Close, Uxbridge, Middlesex, UB8 1PX.
- 1.2 This report has been written to comply with Central Government advices on Design and Access Statements contained within DCLG circular 01/2016 – 12th June 2006
- 1.3 The existing building on this site is a 1950's detached bungalow dwelling, it is built from brick construction. The existing dwelling includes a detached double garage protruding the principal elevation of the house and several conservatories, greenhouse and shed/summerhouse structures.
- 1.4 The proposed development will contain 4 x 3-bedroom terraced houses. The houses will incorporate modern living areas, bathrooms and some ensuites.
- 1.5 On site 8 parking spaces will be provided, each house will have access to 2 parking space.
- 1.6 This design and access statement should be read in line with the following drawings & reports;

Drawing Description	Drawing no.
Proposed Drawings – Plans	Drawing No.003
Proposed Drawings – Elevations	Drawing No.003
Proposed Drawings – Landscaping	Drawing No.003
Proposed Drawings – Site Overlay	Drawing No.003
Proposed Drawings – Vehicle Tracking & Splay	Drawing No.003
Proposed Drawings – Accessibility	Drawing No.003
Proposed Drawings – Bin Store & Bike Store	Drawing No.003
Arboricultural Implications Assessment- SJA Trees	
Ecological Appraisal	
Draft Highways Agreement	
Archaeological WSI	

- 1.7 A Topographic survey has been undertaken of the site, also capturing adjoining property roof levels. This has been done prior to preparing any proposal in order to determine levels within the curtilage of the site.

2. Site & Surroundings

- 2.1 The site is located at 19 Beacon Close, Uxbridge, Middlesex. It lies within Hillingdon's residential developed areas, comprising of terraced and detached properties.
- 2.2 The site lies 0.8 Miles -walking (1 miles - 4min drive) from Uxbridge town centre, 2 Miles (6 min drive) from Ickenham Village and 3.8 Miles (9min drive) from Harefield Village.

2.3 The nearby A40 located 0.3miles away is an arterial road linking to Central London towards the east and Birmingham city towards the west.

2.4 Beacon close, Uxbridge and its surrounding roads are marked with terraced, semi-detached and detached properties, most of which have been extended, altered and rebuilt over the years. The Harefield Road has been subject to many new developments in recent years.

2.5 There are no tree preservation orders on the site.

2.6 Over the years there has been various developments in and around the area, some of these include;

- R/O 25-31 Warren Road, 4 Houses, Ref: 77265/APP/2022/2845, Approved
- 2 Church Road, 5 Houses, Ref: 4552/APP/2017/4549, Approved
- 8 Church Road, 4 Houses, Ref: 74769/APP/2019/1333, Approved
- 200 Harefield Road, 7 Flats, Ref: 56706/APP/2020/3803, Approved
- 178 Harefield Road, 7 Flats, Ref: 46205/APP/2021/68, Approved

2.7 The site does not lie within a Conservation Area and is not subject to any special protection, therefore should be no objection to the principle of demolishing the existing building.

2.8 The site does lie in Hillingdon archaeological zones of interest; however, it can be agreed information held in the General London Historic record conclude the proposal is unlikely to have a significant effect on heritage assets or archaeological interest.

3. Planning History

3.1 A planning application was submitted for 19 Beacon Close on 01/11/2022 for 'Erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores' Application no: 17969/APP/2022/3338. This was refused for a number of reasons; these reasons have now been addressed and will be summarised in the '9.Reasons for previous refusal - addressed' section of this statement. The reasons of refusal may also be individually referred to in various parts of this statement.

3.2 Other than above there is no relevant planning history which would be deemed relatable to this application.

4. Use

4.1 The existing building at 19 Beacon Close is in use as a residential detached dwelling bungalow/house (C3)

4.2 The proposal wishes to retain the existing use (C3) and maximise the potential of the substantial plot 19 Beacon close has by providing attainable residential accommodation in the area. In line with policy DMH 2 within 'The Hillingdon Local Plan Part 2 – Development Management Policies'.

5. NPPF National Planning Policy Framework (2021)

5.1 The councils' key policies have been taken into careful consideration including the national planning policy framework classified in the 'Hillingdon Local Plan Part 1 – Strategic policies'. It should be reminded whilst determining the outcome of this application some of the key wording as mentioned below;

*'When considering development proposals, the **Council will take a positive approach that reflects the presumption in favour of sustainable development** contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- *Specific policies in that Framework indicate that development should be restricted.'*

6. London Plan Policy H2 Small Sites

6.1 Whilst respecting the councils policy, the proposal also mutually respects the policies detailed in the London Plan, in the previous application refused by the council it was mentioned in the officer report;

'In light of the above, it is considered that the proposed development would not pass the exceptionality test set out in DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). The Council is currently able to demonstrate a five-year supply of deliverable housing sites. As such, the "tilted balance" as set out in paragraph 11(d) of the NPPF (2021) is not engaged. In any event, the proposed four privately owned dwellings would make a limited contribution to the Council's housing supply and the local economy.'

6.2 The London plan clearly sets out particular policy which should encourage us to develop smaller sites, the policy states;

Policy H2 Small Sites

'Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

- 1) significantly increase the contribution of small sites to meeting London's housing needs***
- 2) diversify the sources, locations, type and mix of housing supply***
- 3) support small and medium-sized housebuilders***
- 4) support those wishing to bring forward custom, self-build and community led housing***
- 5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.'***

6.3 Below is a table demonstrating the London plans targets given to the Borough of Hillingdon for small sites to be achieved by 2028/2029.

Table 4.2 - 10 year targets (2019/20 -2028/29) for net housing completions on small sites (below 0.25 hectares in size)

Planning Authority	Ten-year housing target
Hillingdon	2,950

6.4 The councils view of '*the proposed four privately owned dwellings would make a limited contribution*' Should not be the approach we should use to disregard the proposal, a proposal which clearly would play a small but significant part in delivering the London Plan. We request the council to have a more positive approach when determining the outcome of this resubmission with the view small sites are a key contribution in delivering the housing London needs.

7. Design Component

7.1 The application proposes 4 terraced houses to make use of the substantial plot 19 Beacon close is set on. The building would fit in with the existing street scene, designed to a scale which would complement the character of the area and also meet requirements of modern living.

7.2 The proposal has a good housing mix and focuses on helping deliver in line with policy DMH 2 within 'The Hillingdon Local Plan Part 2 – Development Management Policies' which states there is a borough wide requirement for larger private market properties in particular 3-bedroom properties. All 4 proposed units are 3-bedroom family size properties, these are all within the recommended size of living spaces in the HDS guide;

Unit No.	Bedrooms	Internal Floor space	Garden space
House 1	3 Bedroom	93 m ²	102 m ²
House 2	3 Bedroom	93 m ²	102 m ²
House 3	3 Bedroom	93 m ²	102 m ²
House 4	3 Bedroom	93 m ²	102 m ²
	Total	372 m²	408 m²

7.3 The proposal has been carefully thought out and has been designed having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021).

The principal policies applicable to the development have been considered and summarised below;

7.3.1 *Policy DMH 1 Safeguarding existing housing*

The proposed development replaces the existing residential floor space and provides an increase in residential floorspace, car parking standards are comfortably met whilst also considering the councils parking/access design and layout guidance. All units provide self-contained facilities which provide ease of access for disabled users. Living spaces and private amenity space is within recommended sizes. Therefore, it is clear to say the proposal meets policy DMH 1.

7.3.2 *Policy DMH 2 Housing Mix*

The proposal provides 4 x 3-bedroom houses, which reflects on the councils most recent information on housing needs. Policy DMH 2 states there is a borough wide requirement for larger private market units in particular three-bedroom properties. It is clear the proposal has taken this policy into account. Therefore, it is clear to say the proposal meets policy DMH 2.

7.3.3 *Policy DMH 4 Residential Conversions*

The proposal seeks to enhance to local character of the area, design has been carefully thought out, key design principles have been replicated from the local area into the proposal, for example similar brick type, tiled 1st floor front façade, Chimneys and gable roof design with roof tiles matching those of the local area. The proposal provides two off-street parking spaces per unit whilst also maintaining a substantial amount of green front garden area (27% Green to frontage), soft landscaping of these areas will improve the street scene and ensure front garden areas are promoted rather than lost. The proposal does not reduce privacy nor does it constitute in the loss of any family size accommodation. Therefore, it is clear to say the proposal meets policy DMH 4.

7.3.4 *Policy DMHB 11 Design of New Development*

The proposal has been designed to be sustainable and serve long term needs of residents, the design of the properties has been carefully thought out to ensure the materials and finishing improve the character and appearance of the area, similar brick type, roof design and front façade play a large role in the contribution to this. Attractive external spaces at the front and rear of the property create a positive appearance for the public and private users. The building size closely matches some of those on Beacon close. The benefit of providing 4 family size units outweighs any concerns in regards to bulk appearance. The depth of the proposed building is similar to those dwellings which have been extended at the rear on Beacon close, for example number 14. The building has clear design details which will split the bulk of the building in particular, guttering, brick work, chimneys, small canopies over front entrances, stepped design all play a key part in ensuring the building demonstrates individuality and removes any concerns about bulk appearance. The building level and building line keeps the proposal within the rhythm of the streetscape and respects gaps between structures.

The proposal ensures there is no overlooking to adjacent residential properties, the minimum 21-meter separation guidance is met by far, the proposed ground levels support the guidance within this policy.

The proposal not only provides an attractive soft landscaping plan supporting the plantation of a new trees and shrubs, it also provides clear details on external bins/refuse collection and cycle storage all within the guidance set out by the council.

Therefore, it is clear to say the proposal meets policy DMHB 11.

7.3.5 *Policy DMHB 14: Trees and Landscaping*

The proposed development retains most the trees on the site. Where there is an existing loss of a tree these have been identified as low value amenity trees with C or U values and in their place a new tree will be planted as per plans to account for this loss. The landscaping plan has been designed to enhance the landscape of the site. Therefore, it is clear to say the proposal meets policy DMHB 14. In addition to this, the planting within the front driveways exceeds the minimum 25% coverage that the development plan seeks and this has been met.

7.3.6 *Policy DMHB 16: Housing Standards*

The proposed development meets the up-to-date internal space standards set out by the London plan. The proposal now allows 100% of the units to be accessible/adaptable for wheel chair users. Therefore, it is clear to say the proposal meets policy DMHB 16.

7.3.7 *Policy DMHB 18: Private Outdoor Amenity Space*

All proposed units have above 60sqm private amenity space, meeting the guidance set out by the council for 3-bedroom houses, the proposal has no balconies or basements. Therefore, it is clear to say the proposal meets policy DMHB 18.

7.3.8 Policy DMT 2: Highways Impacts

The proposed development will have minimal increase in the amount of motor vehicle usage, a vehicle tracking display has been provided within the plans showing the effective design of the parking on site allowing comfortable maneuvering of motor vehicles from the site. The proposed development is at the end of beacon close and is unlikely to cause any effect on road safety, noise, congestion or other traffic impacts. Each of the units provide facilities for cyclists including bike storage which can be independently accessed for long and short stay cycle trips. Therefore, it is clear to say the proposal meets policy DMT 2.

The proposal has also taken into account the following policies from the London plan and national planning framework: LPP D3, LLP D1, LPP D7, LPP GG3, LPP GG4, LPP H1, LPP H10, LPP T5, LPP T6, LPP D4, LPP D5, LPP D6, LPP T6.1, LPP T4, NPPF11, NPPF12.

- 7.4 The remainder of this statement will continue to make references to key points stated within the policies above.
- 7.5 The design principles also seek to meet Hillingdon design standards and the London Plan. Whilst taking particular attention into complimenting and respecting the existing buildings.
- 7.6 There are certain architectural patterns the majority of the local dwellings follow; they have gable walls and dual pitched roofs. Red/ brown brick built with tiled 1st floor front facades.
- 7.7 The current building at 19 Beacon close is not the best fit to the neighbouring buildings, it comprises of a large hipped roof, it has been built with a lighter shade of brick than other buildings on the road and has had various conservatories and single storey extensions added to the original structure.
- 7.8 The detailed design of the proposed embeds the key characteristics of the local area within its design even if the existing building on the site does not compliment these. The key architectural references mentioned in paragraph 6.6 have been incorporated into the design. The driveway will be made of permeable paving pathway and permeable asphalt similar to those neighbouring the site.

With the main key characteristics of the local houses the proposed will most importantly compliment and fit into the local area, whilst the appearance will harmonise with the area the plots use will be maximised to provide much needed sustainable housing.

- 7.9 The site is not in flood plain so has no flood risk matters to be considered. The shared surface for parking will be made of permeable paving and permeable asphalt, allowing any surface water to run off.
- 7.10 The proposed will have small but significant soft landscaping to the front of the building, the bulk of the front lawn will be retained but refreshed with new turf. Permeable paving path and

permeable asphalt material will be used for the parking area and drive. Paving slabs will be used for the pathways to the side and rear of the building with adequate drainage for rain water. The rear will retain majority of shrubs and hedges, the lawn at the rear will also be retained but refreshed with new turf.

7.11 The existing building was built in the 1950's and has poor thermal efficiency, the proposed development will comply with Part L of the current building regulations and be quality built with strong U values which exceed the 25% increase requirement.

8. Access Component

8.1 The site has a PTAL rating of 1b. The site area is 954sqm, equating to 0.096 of a hectare, target ranges set out in the London plan 2017 for the suburban location the site lies within are 40-65 units/hectare and 150-200 habitable rooms/hectare. The proposed scheme generates 42 units/hectare within the target range and 160 habitable rooms/hectare within the target range. These levels would mean the proposal would make the most efficient use of the land and developed to the optimum density in line with the London plan guidance. On the previous refused application, it seems the council may have miscalculated these ranges.

8.2 Site layout is designed so parking is provided within close proximity of the building entrances; the entrances will provide a small ramp for disabled users.

8.3 Public transport can be accessed via short walk away on Harefield Road and Park Road. Three bus stops can be accessed here which serve the U1, U9, U10 going to Uxbridge, West Drayton, Ruislip, Hillingdon hospital and Harefield hospital. Buses on these routes are modern buses equipped to provide for disabled users. The U1 bus route run regular buses between Ruislip underground station and Uxbridge underground station, these link to the Metropolitan, Piccadilly and Central line which allows Central London to be a short commute away. Local services are available in both Ickenham and Uxbridge.

The site is in close proximity (0.3miles) to the A40 a main arterial road connecting Central London and Birmingham City, this puts the site in ideal locality for when traveling by car.

8.4 Vehicle access to the parking area will be via a modified cross over from Beacon close, in line with the council's guidance on dropped kerb/access ways.

8.5 8 parking spaces will be provided which reflects the amount needed for the size/quantity of units and the sustainability of the location. Each house will be allocated 2 parking space.

8.6 4 Electric vehicle charging points (EVCPs) will be provided one for each unit.

8.7 Parking spaces have been designed using the guidance in the 'Manual for streets' government document, they will all be at the disabled standard size of 2.4m x 4.8m. This design has been

implemented to be the most catering to disabled users, there will be 2 x 1200mm shared transfer zones between spaces, exceeding the Hillingdon Borough expectation of 10% parking spaces to be for disabled users.

- 8.8 A Refuse store has been designed with reference to 'LBH's guidance for waste and recycling storage and collection'. Path way provided
- 8.9 Disabled Access has been an important factor during the design process of this proposal, the houses have been designed to allow wheel chair access and will be fully compliant with Part M of the current building regulations (M4(1), M4(2) & M4(3)).

8.10 The proposal seeks to satisfy the criteria in Lifetime Homes set out in the Accessible Hillingdon Supplementary Planning Guidance. Plans include the following Life time home standards.

- 8.10.1 Carparking capable of enlargement; - 900mm footpath next to a parking space provided.
- 8.10.2 Easy access from car parking; - Parking 1200mm away from Main entrance of the building
- 8.10.3 Gentle approach gradient; - Approach from parking area to be level ground with dropped kerb to path.
- 8.10.4 Level entrance; - Flush threshold provided with suitable lighting.
- 8.10.5 Accessible doorways & Hallways; - All internal doors 920mm structural opening with 850mm clear width. All corridors minimum 1200mm wide, communal hallways min 1500mm wide.
- 8.10.6 Wheel chair turning circles; - 1500mm diameter radius turning circle provided in all key rooms and areas. Min 750mm space provided on both sides of the bed on a standard double bed and at least 750mm space on one side of a single bed.
- 8.10.7 Entrance level living room.
- 8.10.8 Entrance level bed space.
- 8.10.9 Entrance level WC & Shower drainage.
- 8.10.10 Reinforced bathroom & WC walls; - Bathroom wall specification will allow retro fitting of grab rails with reinforcement between 300 to 1800mm from the floor.
- 8.10.11 Stair lift; - Communal staircase designed with a min 900mm width to allow for a stair lift if the need arises.
- 8.10.12 Tracking hoist route; - There is easy routes from all bedrooms to the bathroom in the case a tracking hoist is needed.

8.10.13 Suitable bathroom layout; - Bathrooms rooms designed to give good access to WC and bath with ease.

8.10.14 Lounge glazing 800mm above floor; - All lounge glazing is 800mm above floor.

8.10.15 Controls, Fixtures & Fittings; - All controls, fixtures and fittings to comply with Part M Building regulations.

8.11 A secure cycle store has been provided for each of the units. Cycling is a good alternative method of transport for local journeys, with Uxbridge town centre, Ickenham Village and Harefield village, schools and other local amenities all within a close proximity.

8.12 The proposed has carefully designed to around recommendations from 'Secured by design Homes 2019'. A few of the key recommendations used in the proposal are followed below.

8.12.1 The layout of the proposal allows excellent passive surveillance.

8.12.2 Visitor door entry system with access control. Meeting PAS 24:2016 standards

8.12.3 Security gates and fencing will restrict access around the site and to the rear of the building.

8.12.4 Motion detection light with P.I.R control will be fitted to the front and rear of the building.

8.12.5 All ground floor windows to be BS7950: 1997

8.12.6 Security letter boxes to be fitted.

8.12.7 Door chains and door viewers fitted on all main doors.

8.12.8 All drain pipes to be anti-climb

8.13 There are 42 primary schools and 21 secondary schools within a 3-mile radius of the proposal, Harefield hospital is a 17-minute bus journey on the U9 bus route from the Harefield Road bus stop. Hillingdon hospital is a 19-minute bus journey on the U1 from the Park Road bus stop.

9. Reasons for previous refusal -Addressed'

9.1 The purpose of this section is to answer and address the reasons for the previous applications refusal, as it can be agreed changes have been made in order to compromise and respect the council's opinion whilst also keeping key local and national policies in mind. Together this makes the proposal a strong thought-out policy abiding development. Below are reasons from the previous applications refusal with comments;

1. *The proposed development, by reason of the number of dwellings being proposed, their terraced form, layout and siting, would result in an incongruous form of overdevelopment of the site that would fail to harmonise with the existing local context and prevailing pattern of development on Beacon Close. The principle of intensifying the residential use of the site as proposed, would have a detrimental impact on the street scene and character and appearance of the area as a whole. The proposal is therefore detrimental to the visual amenity and character of the surrounding area and contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the adopted*

Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

Comment; The proposed units have now been designed to incorporate many of the key characteristics of the dwellings in the area as mentioned earlier in this statement whilst also being reduced in size, it cannot be disregarded there are a group of terraced houses on Beacon close as shown photographed in 'Appendix 1'. This overcomes the view terraced houses would be out of keeping. It can be concluded the proposal would no longer have a detrimental effect on visual amenity and character of the surrounding area.

2. *The proposed development, by reason of its forward projection beyond the established front building line in this section of Beacon Close, plot width, depth, massing, bulk, scale and design, including the uncharacteristically steep roof pitch and unduly monotonous appearance, would fail to harmonise with the character and architectural composition of surrounding properties, appearing as an awkward, incongruous and cramped form of development which would be detrimental to the visual amenity of the street scene and harmful to the character and appearance of the surrounding area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).*

Comment; The proposed units have now been designed to incorporate many of the key characteristics of the dwellings in the area as mentioned earlier in this statement whilst also being reduced in size, the design now has been adjusted to incorporate chimneys, drain pipes separate entrance canopies, and a stepped design all to split the bulk appearance and promote individuality. With all the key characteristics of dwellings in the area and clear design alterations to ensure bulk appearance is significantly reduced it can be concluded the proposal would no longer be harmful to the street scene or character of the surrounding area.

3. *The proposed development, by virtue of the excessive area of hard standing for the on-site parking provision, negligible soft landscaping, removal of the existing front boundary treatment and forward position of the visually obtrusive bin stores, would erode and be out of keeping with the existing pleasant, spacious and suburban character of the site and the surrounding street scene on Beacon Close. The proposal would therefore have a harmful impact upon the character, appearance and visual amenities of the area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).*

Comment; The proposal now maintains 27% green space to the frontage of the site above the recommendations set out in the council's policy. The frontage of the site has now been designed to be visually pleasing and now in keeping with other dwellings on beacon close. It can be concluded the proposal would no longer be harmful to the character or appearance of the area.

4. *The proposed development, by virtue of the loss of an existing large tree at the site and in the absence of an Arboricultural Report to the British Standard 5837:2021, would cause harm to the open and verdant character and appearance of the site and would introduce an urbanising form of development that would not integrate well with its surroundings. The proposed replacement trees would not mitigate the harm caused to the character and appearance of the area. The proposal would therefore conflict with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020), Policies D3, D4 and G7 of the London Plan (2021) and the National Planning Policy Framework (2021).*

Comment; An Arboricultural Report has now been attached to the application, existing tree loss cannot be reversed, the larger tree on site had been removed prior to any application being made due to safety issues, however the proposal does promote the plantation of new trees. An undertaking can be given via a signed document to ensure any replacement tree is to be a mature tree of a particular specification. It can be concluded this would mitigate any harm caused to the area.

5. *In the absence of a legal agreement to cover the required highways work to enable the proposed vehicle crossovers and on-site car parking provision and preventing the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area, the proposed development is likely to lead to an increase in pressure for on-street parking and have a consequent adverse effect on highway safety, through inconsiderate and potential hazardous parking and a risk to road users. The proposal would therefore be contrary to Policy DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies T4, T6 and PDECSTD (ODB 2022) 17969/APP/2022/3338 2 of 7 T6.1 of the London Plan (2021) and paragraph 111 of the National Planning Policy Framework (2021).*

A draft legal agreement has been submitted with the application proposal. The applicant commits to an undertaking to deliver a legal agreement to this extent with the Council.

6. *The proposed development, by virtue of its constrained site layout, internal design of the buildings, and absence of details to show that the internal layout would comply with Approved Document M of Building Regulation requirement M4(2) and M4(3), fails to demonstrate that adequate provision would be made to meet the needs of people with disabilities. The proposed development therefore conflicts with Policies D5 and D7 of the London Plan (2021) and the National Planning Policy Framework (2021).*

Comment; Internal and external design changes have now been made to the proposal to ensure all parts of M4(1), M4(2) & M4(3) are complied with. It can be concluded the proposal no longer conflict withs policies set out in the London plan & NPPF in regards to compliance with document M of building regulations.

7. *In the absence of a preliminary ecology report, there is insufficient information to demonstrate that the proposed development, which would involve the demolition of the existing dwelling at the site, would not cause any harm to protected species (which includes bats). The proposal therefore fails to demonstrate that no harm would be caused to protected species and their habitats, contrary to Policy G6 of the London Plan (2021), Policy DMEI 7 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) and the National Planning Policy Framework (2021).*

The application is supported by an preliminary ecological assessment which identifies that the building has no roost potential, and there are no protected species within the site.

8. *Insufficient evidence has been provided to demonstrate that secure, sheltered, well-located and accessible short stay and long stay cycle store parking spaces can be provided for future occupiers of the proposed development without adversely impacting upon the character and appearance of the area. This issue is further exacerbated by the constrained nature of the site. The proposal would therefore fail to facilitate and encourage cycling as a sustainable mode of transport contrary to Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021) and the National Planning Policy Framework (2021).*

Comment; The proposal now demonstrates secure, sheltered and well-located cycle storage for long stay and short stay cyclists which can be independently accessed for each unit. It can be concluded the proposal would now facilitate the encouragement of cycling.

10. Conclusion

10.1 There is a need for residential units of this scale in the area, the scheme aims at customers looking for family size accommodation.

10.2 Previous reasons of refusal have been addressed and changes have been made respecting the council's opinion.

10.3 Whilst determining the application particular attention should be placed on the London plans guidance on 'Smaller sites' sites such as 19 Beacon close play a key contribution in achieving the goals set out by the London plan.

10.4 The London plan supports development of sites which lie close to main town centres, Uxbridge town centre (0.8miles) is within walking distance of the proposed development.

10.5 There is no planning history which would affect this planning application and the use of the proposal will be kept as the existing use, residential - C3.

10.6 The proposed development, is well laid out scheme, it has been designed to meet recommendation and requirements of the applicable design documents mentioned throughout

this statement. The proposal also meets all the principal policies within the Hillingdon unitary development plan. Most importantly the design harmonises/ compliments the character of the area and is a suitable scale for the existing area.

10.7 Adequate car parking has been provided on the site which is within local and national guidance requirements. The accessibility of the site has carefully been designed to respect disabled access, cycle users, security of the site, emergency services and refuse storage.

10.8 The location of the site is very accessible by means of public transport. The site is well situated and in close proximity to 3 town/village centres, good employment, education, hospitals and other local amenities including leisure centres. This allows local journeys on by bicycle, walking and public transport to be very easy and real alternative to using a private motor vehicle.

10.9 It is very unlikely the development will have any material impact on congestion, the driveway and parking area design has eliminated any factors of traffic coming in and out of the site alongside any obstruction of the footpath.

10.10 The proposal meets all the requirements of the London Plan alongside the council's design standards.

10.11 The proposed working hours for the development of the site are Mon- Friday 8am – 6pm, Saturday 8am to 1pm and any work will be prohibited on Sunday's.

Appendix 1



The 4 terraced properties on Beacon close.