

PLANNING, DESIGN AND ACCESS STATEMENT

PROPOSAL

FULL PLANNING PERMISSION IS SOUGHT FOR THE DEMOLITION OF AN EXISTING HOUSE AND ERECTION OF NEW RESIDENTIAL BUILDING INCLUDING DUPLEX BASEMENT/GROUND, FIRST AND ROOF ACCOMMODATION HOUSING ONE REPLACEMENT DWELLING AND 5 NEW DWELLINGS WITH ASSOCIATED BINS AND CYCLE STORE. ALTERNATIONS TO ACCESS AND DROP KERB.

LOCATION

47 FAIRFIELD ROAD
UXBRIDGE, MIDDLESEX
UB8 1AZ

REPORT

JUNE 2021

PREPARED BY

RAA PLANNING



Application site shown above

Site and Surroundings

The site consists of a detached house located on a larger than average corner plot, located within a road that includes a mix of houses and 3-storey flats development in various forms.

The site has a good width with frontage parking. The property has a good size, side and rear garden.

The building itself is of more modest scale and located on an elevated height to the front and side highway with flat land levels largely across the site, other than the drive.

The site is within walking distance to the Town Centre with schools and parks all within cycle and walking distance. The site is also close to local buses and the Uxbridge Tube Station. The site is within a CPZ.

The building is not listed and is not located within a conservation area and does not have any trees on site that are subject to any Tree Preservation Orders.

Policy considerations

National Planning Policy Framework 2019 (NPPF)

The London Plan 2021

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

Planning History

The most recent appeal for 6 x 2-bedroom flats (3256295) whilst dismissed found a number of issues to be supportive to the development, including the principle of higher density development, parking and access issues, quality of amenity and living space and the lack of neighbor impacts from the development.

The appeal is a material consideration with respect to both supportive elements and those elements considered to underpin the appeal dismissal.

This application seeks to address the outstanding matters set out in the appeal decision and by the Council, which the Inspector supported.

Key elements of the current scheme:

- The roof accommodation has been reduced from 2 x 2-bedroom flats to 1 x 1 bedroom flat and 1 x Studio with a combined smaller floor area, which has reduced the massing and crown area of the roof significantly.
- The roof form is visibly simplified with a more traditional appearance.
- The overall footprint of the development has been reduced with the set back from the boundary to the highway and footpath increased.
- The building width is now less than the immediate adjoining two properties.
- Overall, the building has a more traditional appearance of a larger dwelling, similar to those found in road whilst inclusive of flats.

The above changes are considered to positively respond to the outstanding concerns with a design and building form, more compatible to the corner location and mix density setting of the site.

Other Material Considerations:

Granted permission 21763/APP/2018/2524 – APPROVED SEPTEMBER 2018

Conversion of two storey dwelling into 2 x 2-bed flats with associated parking and cycle storage involving conversion of garage to habitable use, and alterations to front, rear and side elevations.

Whilst permission expires on 6th September 2021, both recent appeals irrespective of this extant permission have concluded the site can accommodate higher density flats development given there is a lack of flats proliferation at this end of Fairfield Road.

Granted permission 61873/APP/2006/1487 – APPROVED MAY 2006

Erection of three residential blocks to accommodate 24 units and Dwellinghouses (outline) across Land at 43 – 47 Fairfield Road and 50 Harefield Road.

Planning Proposal

The application seeks demolition of existing building and erection of a new building with a mansard roof housing 1 replacement and 5 new residential dwellings. Key elements of the proposal are as follows:

Duplex Basement & Ground floor flat

1 x 3-bedroom (5 person) duplex flat of **106m²**

1 x 2-bedroom (4 person) duplex flat of **101m²**

First Floor

1 x 2-bedroom (3 person) flat of **64m²**

1 x 2-bedroom (3 person) flat of **66m²**

Roof Floor

1 x 1-bedroom (2 person) flat of **50m²**

1 x Studio (1 person) flat of **37m²**

- o Shared bins and secure cycle storage units for 12 cycles.
- o 140m rear communal amenity plus 92m of landscaping.
- o 2 x 30m² rear ground floor enclosed courtyards + 11.4m² x 2 front courtyards
- o 3 allocated car parking spaces.
- o Alterations to existing access drive and drop kerb.

The new building's scale is reflective of other higher density development found in the immediate road. The design and presentation of the new building will be of more traditional with pitch and gable roof forms and brick and tile finish.

The design will provide an attractive entrance building to the corner location on an elevated and wide plot. The building mass is designed to appear as a larger single house with subservient breaks in both the roof form and footprint.

Principle of Development

The site is located on Fairfield Road, which accommodates a mix of residential development including houses, town houses and flats development.

The site is close to local amenities, town centre shops, schools and a several public transport options. As such the immediate area can and does support higher density residential development.

The site benefits from extant permission for higher density flats development under 21763/APP/2018/2524 and in that application's determination the Council agreed the principle of higher density flats development was acceptable.

The NPPF 2019 does not preclude previously developed land from being developed and neither does Local Policies subject to other policy considerations.

Paragraphs 68 of the NPPF 2019 states:

Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

(A) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

(B) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

(C) support the development of windfall sites through their policies and decisions-giving great weight to the benefits of using suitable sites with existing settlements for homes;

Paragraph 85 of the NPPF 2019 (f) states:

Recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraphs 87 of the NPPF 2019 states:

When considering edge of centre and out of centre proposals, preference should be given to accessible sites, which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Paragraph 118 of the NPPF 2019 states:

That planning policies and decisions should “promote and support the development of under- utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

Paragraph 122 of the NPPF 2019 c) states:

The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

Paragraph 123 of the NPPF 2019 states:

That “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”

The site is an accessible small site sought to be developed by a small developer and will result in a windfall contribution to new housing not previously identified in the allocated housing delivery

Paragraph 1.2.25 of the Mayor of London Housing SPG, March 2016.

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) 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. Projected housing delivery on small sites accounts for 25% of London’s overall capacity identified in the SHLAA and is expected to comprise over 50% of overall supply in the case of a number of individual boroughs.

The site is an accessible small site sought to be developed by a small developer and will result in a windfall contribution to new housing not previously identified in the allocated housing delivery

The newly adopted London Plan 2021 seeks 1083 dwellings per annum over a 10-year period for the London Borough of Hillingdon.

Under the London Plan 2021, the Council is expected to deliver 295 dwellings per annum from small sites, which meet the criteria of Policy H1 and H2 set out below.

The London Plan 2021 sets out in Policy H1 Increasing housing supply – the need to encourage development on windfall sites not previously identified in the Local Plan and support new housing.

In addition, Policy H2 Small sites – seeks a greater role for small sites in the delivery of new housing provision with Council's encouraged to significantly increase the net contribution these sites make, through a diversification of sources, location, type and mix of housing supply.

Policy H2 supporting text states:

'4.2.3 The **small sites minimum targets** in Table 4.2 are informed by the 2017 London SHLAA and show the potential capacity for additional housing on sites of less than 0.25 hectares in size.

The targets are based on trends in housing completions on sites of this size and the estimated capacity for net additional housing supply from intensification in existing residential areas, taking into account PTAL, proximity to stations and town centres, and heritage constraints. The small sites targets are a component of, and not additional to, the overall housing targets. The relative contribution from large and small sites in each borough may fluctuate across the target period, providing the overall 10 year borough target is met in a way that is consistent with the policies in the Plan.

The small sites target can be taken to amount to a reliable source of windfall sites which contributes to anticipated supply and so provides the compelling evidence in this respect required by paragraph 70 of the National Planning Policy Framework of 2019.

4.2.4 **Incremental intensification** of existing residential areas within PTALs 3-6 or within 800m distance of a station or town centre boundary is expected to play an important role in contributing towards the housing targets for small sites set out in Table 4.2. This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs.

Paragraphs 122 and 123 of the NPPF 2019 emphasise the importance of optimising the potential of each site, in locations that are well served by local transport and other infrastructure/services. In this case, the site is within 300m walking distance to Uxbridge Tube and Railway Station and Town Centre. It is considered that the site is in an accessible and sustainable location.

The site is within the context of existing higher density development and is therefore capable of making more efficient use of existing urban land through the redevelopment of a small windfall site.

With respect to density, the Council is requested to note the adopted London Plan 2021 no longer sets out a density matrix to consider new housing developments against, but rather considers the accessibility of the site as set out about together with the sites own context and ability to accommodate higher density development.

Of material consideration is the most recent appeal decision 3239256. The Inspector states:

‘Policy DMH 4 of the P2LP seeks to limit the amount of flatted development that can be constructed within an area, with the primary purpose of protecting its character and appearance. Neither the Council nor the appellant have provided any substantive evidence as to whether or not the proposal would result in more than 10% of properties having been redeveloped into flats. However, given that there is not a proliferation of flats in the immediate vicinity of the site and that the appellant has drawn attention to the permission which has been granted to convert the existing dwelling to two flats, I am not persuaded that the proposal would conflict with the aims of Policy DMH 4.

The Inspector considered the appeal older appeal decisions referenced by the Council and found this not to be supportive. The Inspector decision was instead based on present considerations, policies and the lack of any immediate proliferation of flats development in the immediate proximity to the application site.

The redevelopment of this site to include higher density development is considered to be in accordance with the Council’s Development Plan, the adopted London Plan 2021 and the NPPF 2019, which collectively seek the efficient use of urban land and support the location of new residential development within existing built up and accessible areas.

Character & Design

Paragraph 127 of the NPPF 2019 states that planning decisions should ensure developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future

users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

At the regional policy level Policy 3.5 of the London Plan, 2016 (consolidated with alterations since 2011) states that housing developments should be the highest quality internally, externally, and in relation to their context and to the wider environment. The design of all new housing should enhance the quality of local places, taking into account physical context and local character.

Policy 3.4 Optimising Housing Potential

- Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals, which compromise this policy, should be resisted.

Policy 3.8 Housing Choice

- Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.



The existing house is detached and set back off the frontage and sited on an elevated position to Fairfield Road and Harefield Road. The corner plot is wide with the main building sited towards the eastern boundary.

The existing property is finished in a mix of brick and tile with part render mixed in between Tudor frames. The frontage is lawn with conifers to the corner and fencing to the side boundary and a brick wall to the eastern side.

The set back provides an opportunity for a distinctive building to be added to the corner plot, which at the same time will add to the diverse mix of buildings already found along the road.

The immediate area is characterised by detached houses on spacious plots as well as a mix of 3-storey town houses on the opposite side of the Fairfield Road and a mix of modern flats developments spread further east along the road with substantial flats buildings sited next to more traditional houses.





The road is characteristic of a mix of densities and the presence of flats development with frontage parking and communal gardens. The flats developments incorporate 3rd floor accommodation with substantive areas of flat crown roofs with a wide building span.

No overriding design style informs the flats development and given the site is not within a Conservation Area or within an Area of Special Character the design approach can be flexible whilst respecting the general building heights, building lines and other elements such as landscaping and lawn that inform the plot characters.

The flats developments are sited next to traditional 2-storey detached houses. The flats developments include dormers, sited in many cases at the front, presenting a 2-storey building form with roof level accommodation as well as gables with roof level front facing windows. The flats buildings are wider than traditional houses they adjoin and are dominated by frontage parking.

Yellow lines below show the varied rear building lines and general gaps between buildings. In the case of the flat's development next to traditional smaller houses, the set back and stepped arrangements should be reflected in the new design.



Proposed Building

The present application seeks to address the previous concerns of the Council and most recent appeal decision

As set out earlier the present proposal has been modified as follows:

- The general width and overall depth of the building footprint has been reduced to create more space to the western side of the building and to present a uniform building frontage in line with the adjoining houses.
- The proposed building footprint width at 12.13m is less than No.43 (14.38m) and No.45 Fairfield Road (13.52m)
- The proposal has reduced from 6 x 2 beds to a mix of 2 x 3 beds, 2 x 2 beds and smaller 1 bed and studio in the roof.
- The roof form has materially reduced in mass and scale with a more traditional hipped pitch on all sides and a significantly reduced crown roof. The front 3-storey full height gable has been removed with a more visible 2-storey building from and modest dormers in the roof.
- The window and mix of traditional brick and tile hung finish will be reflective of the finishing materials of the nearest adjoining properties at No.43 and No.45 Fairfield Road.
- The provision of 2 x family properties will add to the Council's family housing needs within a site close to schools and amenities.
- The building height is in line with the adjoining properties
- The frontage and side area to the elevated borders will benefit from spacious areas for new tree planting.

The design is more reflective of larger houses along Fairfield Road whilst contained a mix of flats within accessed through a single porch entrance.



As set out earlier other flats developments are built up close to either side boundaries and have much larger width spans than adjoining houses, whilst in this instance the width of the new building is reflective of immediate neighbours with a more traditional larger family house building span, combined with a subservient roof form.

The previous application committee report stated:

'The surrounding environment of the site is predominantly defined by two storey dwellings with traditional hipped tiled roof forms, defining the area's suburban aesthetic and defining a coherent pattern of development in which the area was previously developed. Some buildings include some attractive detailed finishes including mock Tudor timber detailing and hung tiles. Projecting gables are also a notable features within the surrounding environment.'

'It is duly noted that Fairfield Road and the surrounding environs has somewhat degraded over the past decade by the encroachment of large scale developments which have intensified the use of some sites. However in these cases whilst the buildings are of notable scale an attempt has been made to respond the local vernacular with heights maintained at 2 - 2 and a half storeys and accommodation contained within the pitched roof forms. Many also include gable features to the front.'

Taking the above comments into consideration the present scheme is now visibly reflective of a 2 – 2 and a half storey presentation with modest well-spaced dormers in the roof that reflects existing and more recent evolving character.



Whilst the building does not have a gable feature this is to provide the frontage roof with a hipped roof form across the span of the building thereby reducing massing on all sides.

Window designed are simplified and reflective of adjoining windows on houses next to the site.

Towards the corner with Harefield Road, the development will continue to retain a sense of spaciousness and set back. The side elevation is less deep than previous schemes and with a full hipped side roof form with a de-cluttered fenestration. The space in between the flank wall and boundary wall provides opportunities for additional small tree planting that can contribute to the side streetscene.

The frontage courtyards serving the duplex basement bedrooms will benefit from railing enclosures and pull back doors to connect the outside space with the internal space. These bedrooms on either side are spacious and will be provided with an additional external amenity area.

The courtyards will be buffered by additional lawn and planters from footpaths and parking areas.

Overall, the design of the development is more reflective of larger houses and modern flats found along Fairfield Road, with gaps and width proportions being equally reflective within the context of corner and wider plot in general.

Finally, the Council is requested to note the property can be extended upwards and to the side and rear as a detached property with its full set of Permitted Development rights still in situ. A two-storey side extension can be added as well as large single-storey rear extension. An additional floor can also be added but these extensions would appear ad hoc and not cohesive but nevertheless are permissible under Permitted Development.

As such considerable massing can be added to this property however the proposal as presented is more cohesive and balanced form of development.

Materials & finishes

- Traditional roof tile with a mix of brick up to ground floor with a tile hung finish at first floor similar to the finishing materials at No.45 Fairfield Road (below).



- White Windows
- Railing, wooden fencing and gates
- Permeable paving

The amenity area will be a mix of lawn with planting to the front and rear lawn areas.

Final selection of all materials can be controlled by the Council and delivered by way of a pre-commencement planning condition.

Residential layout

Each of the dwellings will have a GIA which meet or exceed the London Plan standards.

The duplex family dwellings will benefit from larger floor spaces with added benefits of enclosed rear gardens of 30m² each and front courtyards of 11.4m each.

Each of the units will have front and rear facing aspects and laid out to stack bedrooms above bedrooms and living spaces above living spaces. All dwellings will have floor to ceiling heights in accordance with the London Plan, which seeks at least 75% to be at 2.3m or above.

The development will be constructed to meet the requirements of Building Regulations with respect to soundproofing and other matters.

The quality of internal living space will be sufficient to provide future occupants with a good internal living environment with access to onsite communal amenity.

Parking bays will be separated from the front windows of both ground floor flats by landscaping buffers that provide sufficient space for a path, lawn, flowerbed planting and small tree planting.

Lastly, the Council is requested to note that with the advent of technology and modern furnishings flats can readily be filled with flat panel televisions, multi functional storage units, laptops and compact utility units which combined can significantly reduce floor space demand within units. This allows more openness within residential units that can equally contribute to its own internal amenity space.

Parking Provision

Paragraphs 102 of the NPPF 2019 states:

(C.) opportunities to promote walking, cycling and public transport use are identified and pursued;

Paragraphs 103 of the NPPF 2019 states:

The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

The proposal seeks to provide 3 onsite parking spaces. Each ground and 1 x first-floor dwelling will be allocated 1 parking space with the remaining 3 flats having no forecourt parking.

The proposal provides for 12 cycle storage units to encourage localised non-private vehicle trips.

The application is submitted with a Transport Note, which includes a parking survey with census data to support the provision of the proposed parking.

This survey was undertaken in normal pre-covid conditions and whilst over 1 year old, the applicant is not aware of any local changes to the nearest highways or any significant new residential development along Fairfield Road, which would undermine the findings of the earlier parking survey.

The survey results show a moderate 55% aggregate parking stress with reserve parking capacity in excess of 50 x spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

In transport planning terms a 55% parking stress is considered moderate, as a general rule of thumb 90% figures are considered high or at 'operational capacity'.

The results demonstrate Fairfield Road is lightly parked.

The map extract on the next page shows the application site and routes to local schools and the Town Centre where a wide range of shops and amenities are available as well as the location of the Tube station.

The location also supports alternative travel modes with the controlled parking restrictions encouraging the use of walking and cycling for local access needs.

Family dwellings are within walking distance to local schools and shops and will not be reliant on private vehicles for day-to-day access for family needs.

Likewise, not all residents seek onsite parking. Car ownership is generally lower for flat occupancy than for more traditional 2-storey houses or town houses.

Access to more affordable accommodation in proximity of local amenities and the town centre and good access to public transport is considered of equal if not more beneficial for those residents who choose not to have a car.

Furthermore, policies H1 and H2 of the adopted London Plan 2021 support higher density development within 800m of local centres, which the site falls within.

Given the sites location within walking and cycling distance of local amenities, schools, buses and tube services and proximity to the Town Centre, it would not be necessary for the occupants of the dwellings to use a car to access day to day services.

The application provides a balance of dwellings with parking and some without whilst making more efficient use of a site to deliver higher density development in an accessible location.

The proposed parking provision has been set out with an evidence base approach and in conformity to the NPPF 2019 objectives of delivering sustainable development that encourages less reliance on private vehicles.

It is noted two earlier appeal schemes of larger development was not objected to at appeal on parking grounds for 6 flats.

In terms of highway access, this will be via a widening of the existing drop kerb sited on the frontage. The use of this access for vehicles entering and leaving in forward gear is no different to the present position. The level of movements would not harm the flow of passing pedestrians or vehicles on the main road.

The Council will observe during the site visit that the majority of houses nearest to the application site all benefit from generous forecourt parking to meet their own parking needs and as such the development will not be reducing these houses on road parking capacity outside of controlled parking hours.

Of material consideration is appeal decision 3239256, in which, the Inspector found the provision of parking and cycle spaces was acceptable for the development of 6 x 3-bedroom dwellings with 24 person maximum occupancy.

'Parking provision would be provided within the site and there are also permit parking bays available on the road immediately outside of the site. Other properties in the vicinity of the site generally have generous forecourts with ample parking, which reduces parking pressures on the public highway. Existing highway visibility at the junction with Harefield Road would be unaffected. The Highway Authority did not raise an objection to the proposal and based upon the evidence before me and my own observations, I too am of the view that the parking provision proposed would be adequate and that there would not be harm to highway safety as a result of on-street parking.'

I therefore conclude that the parking provision proposed to serve the development would not result in harm to highway safety. Accordingly, there would be no conflict with Policy DMT 2 of the P2LP.'

In this instance the development is reduced in capacity to a mix of 6 dwellings including 2 x 3-bedroom family dwelling, 2 x 2-bedroom dwellings and a 1-bedroom flat and Studio with a maximum occupancy of 18 persons.

The overall occupancy has reduced by 6 persons and smaller dwellings within this scheme are more likely to be occupied by more mobile residents who use public transport or walk and cycle to local amenities.

As such the findings of the previous appeal decisions are considered to be even more supportive of the present scheme, with its reduced occupancy and continues to be within a sustainable location.

The appeal decisions also concluded the access arrangements and overall pedestrian and highway safety would continue to be safeguarded. The proposed parking layout, parking provision and access are identical to the previous appeal schemes and as such the same consideration from the appeal decision apply to this present scheme.

Cycle Provision

The proposal will provide secure cycle storage provision as shown on the ground floor plan. The provision will meet the future demands of the development.

Secure Access

Access into the flats will be via a single shared entrance to the building. A separate side gate and pathway will provide access to the communal rear garden.

Refuse Bins

The proposal provides refuse bins to meet the occupancy needs as per the proposed plans. These will be sited for ease of collection at the front, screened in part by planting and contained within timber boxes.

Garden Provisions

The Mayor of London's Housing Supplementary Planning Guidance (HSPG) sets out that 5m² of private amenity space should be provided for every 1 or 2-person dwelling, with a further 1m² for each extra occupant.

Where this is not achievable a degree of communal space and proximity to alternative public open space should be considered rather than stifle the deliver of new housing.

The application is for 6 dwellings. The total amenity requirement for this development to meet the requirements of The Mayor of London's HSPG will be 37m².

Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that residential buildings should provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings.

The proposal provides the family dwellings each with 30m² of rear enclosed amenity space and 11.4m each of front courtyard areas. Each family dwelling as such will have 41.4m of enclosed amenity space.

The communal garden will be 140m² with an additional landscape area of 92m, suitable for external seating and general amenity.

The total amenity provision of 223m is policy compliant with 92m of additional landscaping.

In addition, the site is within walking distance to Uxbridge Common, which provides public open space for general play, jogging and recreation.

It is put forward that the proposal will provide a good mix of onsite communal amenity and courtyards to the ground floor dwellings with the added benefit future occupants will have of being close to a range of public open spaces.

Lifetime homes

In terms of lifetime homes the Council is requested to be mindful of the need to provide a range of residential dwellings to meet the Council's varied housing demands and that placing demands on every additional dwelling, especially smaller developments for lifetime home requirements are impractical and unviable.

Such measures and housing needs can readily be delivered through larger housing schemes but should not be imposed on smaller housing schemes.

Lift solutions cost upwards of £70,000 plus VAT for providing lift access to in effect 4 upper floor dwellings consisting of 2 x 2 bedroom and 1 x 1 bedroom and 1 x Studio dwelling.

This requirement would be onerous against the cost to serve 4 dwellings with long term maintenance costs to be paid for via additional service charges by all 6 dwellings.

The duplex flats will be accessible by wheelchair and have two bedrooms at ground floor as well as the main living room and a bathroom.

The master bedroom whilst in the basement can be fitted with a stair lift by future occupants if they require it.

Notwithstanding this the applicant has explored not only the cost implications for the lift but also the inclusion of a lift in the overall design of the proposal. The Council is referred to the submitted plans, the extract shown above.



The inclusion of a lift in design terms was explored. To accommodate the piston movements that would need to go below ground and above the roof level (shaded in purple above) either the main roof height would need to be materially increased or a box feature would need to be added at the centre of the roof.

Such changes will result in a building height that fails to be reflective of adjoining properties or result in a lift box above the main roof, which would be out of character.

Overall, the development is not considered of a size to economically provide lift provision to serve 4 smaller dwellings within a modest development, which would result in unjustified short-term costs as well as long term servicing costs.

2 family ground floor dwellings with their own ground floor gardens are considered to meet lifetime homes compliance by providing 33% of dwellings to be accessible by wheelchair on a small development.

The scheme includes ramp access. The communal garden is accessible by wheelchair. On all other matters the development will need to be compliant with Building Regulations.

It is noted the most recent application determined by the Council for 6 dwellings on this site accepted the lack of an onsite lift and that such a provision was unviable.

The same consideration is applicable to this present scheme.

Flood Risk Assessment

The site is located within Flood Zone 1, based on the EA's latest Flood Risk Map. The site is not within an area vulnerable to flooding or long-term flooding.

Sustainable Energy

The proposed development embraces principles of sustainable design and construction.

Such measures have been detailed below.

Energy efficiency

- o High levels of insulation to the floors, walls and roof space
- o Double-glazing to all windows and external doors
- o Carefully designed economic and efficient central heating system with high efficiency boilers and heating controls.
- o Low energy lighting will be used on this development.

Water Conservation

- o Low water use appliances both sanitary and kitchen to be utilised.
- o Water but to be provided.

Development

- o Occupants will be encouraged to use the local authority recycling facilities.
- o Convenient access to local public transport, shops and local schools.
- o Dedicated onsite cycle storage unit will be provided

Tree and Landscape

The frontage area will be retained for 3 parking bays with generous landscaping buffers to include flower bed and small tree planting, which includes a row of White Cedar Conifers on the corner and side border.

The rear garden will largely remain with a mix of boundary trees and new planting, the later can be secured by way of condition.

Neighbouring amenity

The site is located at the end of corner of existing residential development. The site adjoins No.45 Fairfield Road to east and No.50 Harefield Road to the rear. The site has an elevated position and is set back from other properties on opposite sides of either road by significant gaps informed by the roads.

With respect to No.45, the proposed building will retain a sufficient set back off the shared boundary. The building has been designed to respect the front and rear 45-degree lines when taken off the nearest windows and as such the development will not appear overbearing from either front or rear aspects.

The new building will also respect the front building line with its uniform frontage siting in line across No.43 and No.45 Fairfield Road.

The rear windows of No.45 will continue to benefit from south and southeast facing rear sunlight and daylight through out the day.

In terms of intensification the use of the plot for 6 new flats will increase the general comings and goings however the level of parking provision will not change and as such associated movements to and from the drive will be at a level not to cause noise disturbance.

The main access is also sited away from No.45 and the side gate for rear amenity access is also sited on the western border. The location of bins and cycles are also located on the western corner of the site.

Any side facing windows onto No.45 shared boundary will only serve as secondary fixed and obscure glazed bathroom windows with all other front and rear windows respecting the privacy of No.45.

The side facing roof level dormer windows are secondary windows with the lower panels to be obscure and fixed.

If the Council considered it appropriate to have the upper panels to be the same there is no objection given they only provide skyline outlooks it would be considered unnecessary.

The Council previously raised concern about outlook and privacy with respect to the previous appeal scheme. The Inspector found the development would continue to respect the amenities of adjoining properties including No.45. The appeal Inspector stated:

“The adjacent dwelling, No 45, has a number of primary windows in its rear elevation. It does however occupy a wide plot which overall gives it a good outlook from these windows. Given the limited degree that the

appeal proposal would project beyond the rear elevation of No 45 and on consideration of the extensive outlook that the property enjoys, the proposal would not have a harmful impact on the outlook from that property. There would be a number of windows located on the rear of the proposed development, but these would allow only oblique overlooking on to No 45. Such an arrangement is usual in urban environments such as this, and any overlooking that would be possible would not cause harm to the living conditions of the occupiers of No 45.

I conclude therefore that the proposed development would not cause harm to the living conditions of the occupiers of No 45. There would therefore be no conflict with Policy DMHB 11 of the P2LP, which seeks to safeguard living conditions.”

The present scheme has rear facing windows in a similar location to the appeal scheme but would be of a smaller mass in terms of roof form towards No.45. The appeal scheme considered a full scale 3-storey flat roof building as oppose to the present hipped roof development.

Sufficient distance will continue to be maintained from No.45 rear aspect for that property's occupants to receive sufficient outlook, daylight and sunlight and retain a sense of privacy.

With respect to No.50 Harefield Road, that property is sited to the rear with the application site located on higher-level land. The rear boundary is well screened with fencing and trees, which are to be retained.

The back to side relationship will not materially alter from the present situation and no windows will have a greater rear outlook than any existing windows found onsite or at No.45 facing rearwards.

In terms of deliveries and servicing trips, in generally it is accepted that residential developments generate in the region of 8-9 delivery and servicing trips per 100 dwellings per day.

For the proposed development of 6 dwellings, a TRICS database trip generation exercise would project less than 0.6 delivery/service vehicles per day (service / goods trip/ other goods vehicles).

Overall, the proposal will not result in any neighbouring property suffering a loss of privacy, outlook, daylight or general amenity. In addition, the future occupants of each dwelling will be provided with a good level of internal living space, with appropriate outlook, privacy and daylight.

The Council will be aware that a number of more modern built higher density flats development can be found along Fairfield Road and sit side by side with lower density single houses in the same relationship as the proposed scheme. This is a form of development that already exists in the road.

In this instance with building will be of a more traditional large house appearance with frontage landscaping, which other flats development, of larger span and scale lack with a dominance of parking and hard standing.

Conclusion

The application seeks to replace an existing residential building with a new building housing a mix of new build 6 residential dwellings on a wider than average corner plot location.

The present scheme has positively sought to address the previous concerns of the Council and Appeal Inspectors.

The building design will have the appearance of a traditional larger family home reflective of the spacious plot size.

The building footprint has been reduced from previous schemes and will now present a traditional brick-built building with a hipped roof with traditional tile finish. The first-floor will be finished with hung tile.

Whilst the property will have a crown roof, this is significantly smaller than previous schemes and will not be readily apparent from public views of the building. The crown roof is a feature found on several properties along Fairfield Road and as such a more modest crown roof is not considered an alien feature to the urban character of the immediate setting.

The new building will positively contribute to the built development on this part of Fairfield Road. Its scale will not dominate the setting and will retain a sense of openness to the corner.

All dwellings meet or exceed the London Plan GIA standards for respective dwellings. All will be dual aspect and receive good daylight and amenity access.

The proposal includes 2 good size family dwelling with a mix of private amenity space and good size living spaces as well as having proximity to local schools and shops. These dwellings will positively add to the Council's family housing needs.

The Council appreciates the newly adopted London Plan emphasis on the need to deliver new housing from a range of small sites that include optimising centrally located sites within 800m of a centre. The site falls within this context.

The proposal for 6 dwellings is considered to meet the requirements of policies H1 and H2 of the adopted London Plan 2021 and supports the Council's own economic growth through housing strategy.

The development will provide dwellings suitable for the location and site constraints and in proximity to a range of local services, town centre shops, schools, parks, bus and tube services and other amenities found in Uxbridge Town Centre.

The proposed provision of parking is considered acceptable in this location, which is well supported by public transport and due to its location, it will support active use of walking, cycling and other non-private vehicle base trips. The development provides secure cycle storage provisions to support alternative travel options.

In terms of density the provision of 6 dwellings in this location would be within the range guided by the former London Plan 2016 density matrix guidance. The PTAL supports higher density development.

It should be noted the London Plan 2021 no longer places emphasis on the density matrix and instead each site should be considered on a range of issues and not density alone. This scheme also has other benefits set out in this statement.

The development will safeguard the amenities of neighbouring properties in terms of their daylight, privacy and general amenities.

Of particular relevance to this application is an economic role, among others, to ensure land is available in the right places to support growth; a social role to support strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high-quality built environment; as well as an environmental role which includes the protecting and enhancing the built environment.

The proposal would have an economic benefit during the construction phase and a social benefit through the provision of 1 replacement and 5 windfall residential units making a small but valuable contribution to local housing supply; this is a clear benefit as it reduces pressure on housing land take elsewhere.

The development will be in accordance with the Development Plan policies of the Council, the National Planning Policy Framework 2019, The newly adopted London Plan 2021.

The Council is requested to grant planning permission subject to conditions.