

## **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 (Ref renewal of extant permission granted under application 21763/APP/2021/2568 & APP/R5510/W/21/3285551)

### **LOCATION**

47 FAIRFIELD ROAD  
UXBRIDGE, MIDDLESEX  
UB8 1AZ



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 2023

The London Plan 2021

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

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

### **Material Consideration**

This application is a re-submission of the approved consented and extant permission Ref 21763/APP/2021/2568 & APP/R5510/W/21/3285551 as per APPENDIX A.

### **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 **106m<sup>2</sup>**

1 x 2-bedroom (4 person) duplex flat of **101m<sup>2</sup>**

#### **First Floor**

1 x 2-bedroom (3 person) flat of **64m<sup>2</sup>**

1 x 2-bedroom (3 person) flat of **66m<sup>2</sup>**

#### **Roof Floor**

1 x 1-bedroom (2 person) flat of **50m<sup>2</sup>**

1 x Studio (1 person) flat of **37m<sup>2</sup>**

- Shared bins and secure cycle storage units for 12 cycles.
- 140m rear communal amenity plus 92m of landscaping.
- 2 x 30m<sup>2</sup> rear ground floor enclosed courtyards + 11.4m<sup>2</sup> x 2 front courtyards
- 3 allocated car parking spaces.
- 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 extant consent has established the principle of higher density development on this site and this is further reinforced by the NPPF 2023 and other relevant London Plan 2021 and Local Plan policies.

### **Character & Design**

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 3<sup>rd</sup> 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.

#### Proposed Building

The present application is a renewal of the extant permission as set out in Appendix A.

The design is 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 scheme is 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.

### **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 30m<sup>2</sup> 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.

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**

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 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 2023 objectives of delivering sustainable development that encourages less reliance on private vehicles.

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.

### **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 5m<sup>2</sup> of private amenity space should be provided for every 1 or 2-person dwelling, with a further 1m<sup>2</sup> 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 37m<sup>2</sup>.

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 30m<sup>2</sup> 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 140m<sup>2</sup> 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 £75,000 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***

- High levels of insulation to the floors, walls and roof space
- Double-glazing to all windows and external doors

- Carefully designed economic and efficient central heating system with high efficiency boilers and heating controls.
- Low energy lighting will be used on this development.

#### *Water Conservation*

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

#### *Development*

- Occupants will be encouraged to use the local authority recycling facilities.
- Convenient access to local public transport, shops and local schools.
- 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.

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 is a renewal of an extant permission Ref 21763/APP/2021/2568 & APP/R5510/W/21/3285551 as per APPENDIX A.

The proposal 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 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 2023 and The London Plan 2021.

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