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Hillingdon Council
Residents Services
Planning - Development Control
Civic Centre
High Street
Uxbridge
UB8 1UW

PLANNING, DESIGN and ACCESS STATEMENT

for

ERCTION OF A TWO STOREY TWO BEDROOM DETACHED DWELLING WITH ASSOCIATED PARKING AND AMENITY SPACE

at

247 WEST END ROAD, RUISLIP HA4 6QR

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1.0 BACKGROUND AND SUMMARY

1.1 This proposal is to construct a new detached dwelling, adjacent to an existing end-terrace house, within the same curtilage. The proposals are designed by an RIBA Chartered Architect, with substantial experience of recent Planning Applications in Hillingdon.

1.2 It is noted that, under Permission 71218/APP/2015/3390, a dwelling was Permitted at the other end of the subject terrace.

1.3 I consider that the proposed dwelling has an acceptable impact in visual terms, both on neighbouring amenities and on Highway safety. I also consider that the proposed dwelling provides an appropriate housing mix, as it provides good internal living conditions and also external amenity space for its future residents. I consider, subject to appropriate Planning Conditions, that the proposed development is acceptable in Planning terms.

1.3 The existing dwelling at 247 is a single end terrace dwellinghouse. There is space to the side in which to accommodate an in-line small, contextually designed detached dwelling. As can be seen from the Application drawings, the proposals allow for suitable and sufficient private amenity space for both properties.

1.4 There is no Planning Condition or other local restriction affecting Development rights on the site. The subject is not a Listed Building, nor is it in a Conservation Area. The site is not in a Flood Risk Zone.

2.0 RELEVANT PLANNING POLICY DOCUMENTS

2.1 Relevant documents are considered to be;

- Hillingdon Local Plan Part 1 (2012)
- Hillingdon Local Plan Part 2 (2020)
- Supplementary Planning Guidance
- The London Plan 2021
- The NPPF, December 2023.

3.0 SPECIFIC RELEVANT PLANNING POLICIES

3.1 From Local Plan Part 2

- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Environment
- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 11 Design of New Development
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMH6 Garden and Backland Development
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space

- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking.

3.2 From the London Plan 2021

- LPP D1 (2021) London's form, character and capacity for growth
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP D8 (2021) Public Realm
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP GG2 (2021) Making the best use of land
- LPP GG4 (2021) Delivering the homes Londoners need
- LPP H1 (2021) Increasing Housing Supply
- LPP H2 (2021) Small Sites
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking, and LPP T6.1 (2021) Residential parking.

3.3 From the NPPF - December 2023

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed and beautiful places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment.

4.0 PLANNING CONSIDERATIONS

Site and Locality

- 4.1** The existing site forms the side garden of 247 West End Road, which is at the Northern end of a terrace of four houses of almost identical appearance (except that 247 does not have a pitched roof over the front entrance).
- 4.2** The existing dwelling is set in from the front boundary by approximately 10.5 metres, and a vehicular crossover along the adjoining footpath allows for off-street parking, with the whole of the frontage to 247 being suitable hardstanding, suitable to accommodate four cars. There is a very low front boundary wall across part of the Highway frontage.
- 4.3** The proposed site for the new dwelling currently forms a very considerable open space between 247 and 239, with 239 set considerable forward of the application dwelling. The juxtaposition is not dissimilar to that which existed between 251 and 253, prior to the construction of Permission 71218/APP/2015/3390.
- 4.4** The external elevations of the terrace consist of basic red facing brick walls, with pitched roofs standard small roof tiles, white aluminium framed windows, and black rainwater goods. The surrounding residential development is characterised by a similar architectural style and is generally two storeys in height.
- 4.5** The Council states that the development context in the immediate locality is characterised by a mix of terraced, semi-detached and detached single storey/two storey residential properties with varying architectural styles and roofscape. The site is within a 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

The Proposed Scheme

- 4.6** This application seeks permission for the delineation of the existing site into two separate sites, and the erection of a two-storey, two-bedroom, detached dwelling, which would be sited a metre from the Northern side of the existing dwelling on the site (No.247) and just over a metre from No. 239. It would be set-back from the Highway a point roughly equidistant to the frontages of No. 247 and No. 239.
- 4.7** The proposal would involve the demolition of the existing small structures to the side of 247. A hardstanding area for two off-street parking spaces is provided. A separate rear garden for usable amenity space would be provided. Storage space for three refuse/recycling bins would be provided in the new Rear garden of the proposed dwelling, together with a secure Bicycle Store, all as indicated on the Site Plan.
- 4.8** The proposed dwelling would have a tiled gabled roof, approximately equal to the height of the existing, as well as matching external red-brick finish, with soldier course features, and high quality white aluminium frames for window/door openings. The dwelling would have ground and first floor windows/doors in the front and rear elevations. Fenestration exceeds BRE recommendations. The dwelling would be 5.25m wide, principally 8.25m deep (9.25 at its maximum point) and have an eaves height of 5.00m and ridge height of 8.6m. This approximately replicates the adjacent terrace.

4.9 The first floor of the dwelling would comprise two bedrooms and a bathroom, together with a store cupboard. The ground floor would comprise a combined living room, kitchen and dining area, together with a WC and two separate storage cupboards.

Relevant Planning History

4.10 None known.

5.0 DISCUSSION OF MAIN PLANNING ISSUES

Impact on the amenities of the occupiers of neighbouring residential properties

5.1 Para 135 of NPPF December 2023 states: '*Planning policies and decisions should ensure that 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 users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*

5.2 In designing these proposals, the Chartered Architect has taken full consideration of the NPPF, together with the following.

5.3 Hillingdon Local Plan Part 2: Development Management Policies (2020) Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states '*development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.*'

5.4 Guidance for Policy DMHB 11 states; '*The Council will aim to ensure that there is sufficient privacy for residents, and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.*'

5.5 Guidance for Policy DMHB 11 also states '*For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.*'

5.6 To the South is the existing dwelling at 247 West End Road. The new dwelling will extend from 1 metre from the Northern side of the existing dwelling, to just over 1

metre from the boundary with 239 West End Road. The front to rear juxtaposition with 247 and 239 is staggered roughly equally, so that the front elevation of the proposed house is roughly equidistant between those of 239 and 247. The rear elevation of the proposed house is similarly juxtaposed. The juxtaposition of the proposed house is carefully designed so as to comply with Policy, and to pose no adverse dominance or light issues to either 239 or 247. There are no aspects that are adversely affected by the proposals.

5.7 Properties to the rear are set at very considerable distance, and are more than adequate in Policy terms.

5.8 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), in this respect.

Impact on Street Scene

5.9 Para 131 of NPPF, December 2023 states; '*The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*'.

5.10 Para 1351 of NPPF, December 2023 states; *Planning policies and decisions should ensure that 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.*

5.11 Policies D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

5.12 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the

highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

5.13 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

5.14 The immediate surrounding area is characterised by detached, semi-detached and short-terrace dwellings of two storeys in height, and which are set well back from the road. The proposed development involves a site adjacent to an end of terrace dwelling that is two stories in height with potential for accommodation within the roof space.

5.15 The proposed dwelling would have a gabled roof which would have a similar appearance to existing dwellings in the immediate locality. Therefore, the proposed roof form is considered acceptable and would not have a detrimental impact on the character and appearance of the surrounding area.

5.16 The proposed dwelling would juxtapose with the existing front and rear build lines of No.239 and No. 247 West End Road, and would be set back from the main road. allowing for off-street parking and landscaping like other properties within the area. The proposed dwelling would be sited no less than one metre from side boundaries.

5.17 The proposed dwelling would be constructed in external finishes to almost replicate the existing No. 247 dwelling, but be of higher quality, i.e., facing brickwork, small roof tiles and white windows. In the event of an approval, conditions would be added to ensure that the dwelling is of an appropriate material finish. Given the above, I consider that the proposed dwelling would not have a detrimental impact on the character and appearance of the existing dwellings or the surrounding area.

5.18 Taking into consideration the sites surroundings, I consider that the proposed development is considered to be acceptable and would have a positive impact on the character and appearance of the area. The proposal, therefore, is considered to comply with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2021).

Traffic Impact / Pedestrian Safety / Car Parking and Layout / EV Charging / Waste

5.19 The proposal would provide for two off-street car parking spaces to the front of the proposed dwelling, which the Highways Officer should consider acceptable, given the site's poor Public Transport Accessibility Level (PTAL) score of 2.

5.20 The Applicant has proposed the provision of cycle storage to service the sustainable transport requirements of the new dwelling. The Highways Officer has shown such arrangements as drawn as being acceptable. A crossover exists in front of the property.

5.21 London Plan (2021) Policy T6 states '*Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission Vehicles in line with Policy T6.1 Residential parking, Policy T6.2*

Office Parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking'. No details have been provided regarding the provision of electric charging points however, this would be secured with a condition if the Council is minded to approve.

5.22 In terms of Waste Management, the plans illustrate adequate bin storage located to the rear. The refuse storage would be located at the rear of the proposed house approximately 8.8 metres from the public highway and is therefore considered acceptable in this regard.

5.21 Given the above considerations, the proposed scheme would provide adequate and sustainable transport/parking facilities within the site, and it would not be detrimental to highway/pedestrian safety, thereby compliant with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012) and the Council's adopted car parking standards, and Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Urban Design, Access and Security Considerations – Internal Amenity

5.22 Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

5.23 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. Table 3.1 of the London Plan (2021) requires a specific approach. The proposed dwelling would have a suitable gross internal area (GIA) in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 -Development Management Policies (2020).

5.24 I consider that the proposal would provide an adequate standard of internal living conditions for future occupiers, and that the proposal therefore accords with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the NPPF (Dec 2023).

Urban Design, Access and Security Considerations – External Amenity

5.25 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires houses with two bedrooms to provide a minimum of 60 square metres of private genuinely usable amenity space.

5.26 The proposed dwelling would provide 75 square metres of external amenity space and the existing dwelling would only retain approximately 60 square metres.

Inclusive Design and Access

5.27 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation

requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

5.28 I consider that, given the reasons outlined above, and the requirements around M4, the proposals are acceptable in terms of Policies D5 and D7 of the London Plan 2021 and M4(2) technical specifications (as relevant), set out in Approved Document M to the Building Regulations.

5.29 It is noted that the Council can currently meet its 5 Year HLS. It is noted that the London Plan very positively encourages development such as that proposed.

Housing Mix and Provision

5.30 Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states the Council will require the provision of a mix of housing of units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The supporting policy text states that the Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units. Applicants proposing residential schemes will be required to demonstrate that this need has been considered.

5.31 In this case, the proposal would provide a two storey, two-bedroom, residential unit. It is acknowledged that there is an identified need within the Borough for more family sized units (i.e. units with three bedrooms or more). Given the small scale of the development, the mix is therefore considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

Air Quality

5.32 The site is within the edge of an Air Quality Management Zone. Given that no additional on-street parking spaces are proposed (the current site has 4), the scheme is considered to be Air Quality Neutral in accordance with policy.

Trees and Landscaping

5.33 Policy DMHB 14 of the Local Plan requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees. There are no trees with only the loss of part of the side lawn area.

5.34 The Applicant intends to provide additional planting and ecology features, subject to a Landscaping and Ecology Condition. There are no landscaping issues.

Ecology

5.35 The existing property is not located in an area of identified ecological significance. The development will extend from a separate point to the existing building. The likelihood of any affectation of bat roosting potential is zero. It is intended that an agreed scheme of Ecological enhancement be implemented.

Flooding and Drainage

5.36 The site is in Flood Zone 1, the area of lowest flood risk and there is no increased flood risk or vulnerability. The additional footprint is modest though as it is located on existing hardstanding and lawn area. There is a small element of Surface Water Zone 2 to the frontage. Permission would be subject to the submission of drainage details to ensure that sustainable drainage measures are implemented in accordance with the drainage hierarchy.

5.37 I consider that the proposals are acceptable in terms of the Policies quoted in Section 3 herein.

6.0 SUGGESTED PLANNING CONDITIONS

6.1 I would propose the following as the Conditions, which are in line with Council policy and practice.

6.2 Conditions:

- 1. Standard Time Limit.**
- 2. Permitted plans and Planning, Design & Access Statement.**
- 3. Materials.**
- 4. No additional windows and doors.**
- 5. Landscaping (including Car Parking & Refuse / Ecological Enhancements).** No above ground works shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority.
- 6. Allocated Parking.** Details showing that No. 247 and No.247a West End Road are allocated off-street parking spaces each shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.
- 7. Cycle Parking.** Details showing accessible, sheltered and secure cycle parking for 2no. bicycles per dwelling shall be submitted to, and approved in writing by the Local Planning Authority prior to the first occupation of the development. The cycle storage shall be completed in accordance with the approved details and maintained as such for the lifetime of the development.
- 8. Electric Vehicle Charging Points.** Prior to the first occupation of the development, details of electric vehicle charging points shall be submitted to, and approved in writing by, the Local Planning Authority. The charging points shall be completed in accordance with the approved details and maintained as such for the lifetime of the development.
- 9. Energy Efficiency.** The dwelling hereby approved shall not be occupied until it has achieved an energy efficiency standard of a minimum 10% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).
- 10. Building Regulations.** The proposed dwelling hereby approved shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.
- 11. Step Free Access.** Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

7.0 CONCLUSION

- 7.1** Following the points made herein, it is my submission that the proposals represent a development that is sustainable, incorporating a sound and sensitive design that is reflective of the local vernacular and therefore is entirely characteristic of its surroundings. It provides suitable private amenity space and does not affect neighbouring amenity.
- 7.2** In my opinion, it most successfully maintains the principles raised in other Planning Permissions in the area. It retains the site's character, and maintains neighbour and future occupier amenities.
- 7.3** As can be seen from this Submission, the Chartered Architect and I have approached all the key practical aspects of design in a comprehensive and logical manner, and have sought to produce an entirely passive and empathetic proposal, and justify it in all material respects.
- 7.4** This site has provided the opportunity to develop an entirely comprehensive, high quality, approach, in line with the Council's aspirations.

- ENDS -