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174 AYLSHAM DRIVE, ICKENHAM - DESIGN & ACCESS STATEMENT

MARCH 2018



INTRODUCTION

The site is located within a modern residential area characterised primarily by single family dwellings, organised in a variety of configurations, primarily stepped and staggered terrace dwellings and 3 storey blocks of flats.

The site sits within the Developed Area, as designated in the Hillingdon Local Plan: Pt 2, saved UDP Policies.

174 Aylsham Drive sits at the end of one such terrace which due to its siting on a curve in the highway has the benefit of a double width garden which tapers to the rear.

An electricity transformer station, enclosed with a timber fencing, sits adjacent to the application site.

The proposal seeks to divide the site to accommodate an additional single bedroom dwelling.

BACKGROUND

Two previous applications have been submitted to place a dwelling on the site, the most recent in 2017, planning ref 35924/APP/2017/393, and a second in 2013, planning reference 35924/APP/2013/590.

Both applications were refused, the most recent for a series of non standard reasons, being:

Application 35924/APP/2017/393, which proposed a 2 storey part sunken dwelling, was rejected on the following grounds:

- 1.0 - non2 - The proposal by reasons of its size, scale, width, design and position would infill an important visual gap...
- 2.0 - non2 - The proposal failed to provide amenity space of sufficient size and quality commensurate with the size of said unit...

Application 35924/APP/2013/590, which proposed a conventionally designed 2 storey dwelling was rejected on the following grounds:

- 1.0 - The application was considered too tall and so blocked the visual gap provided by the site
- 2.0 - The property was considered to be of an unsatisfactory size
- 3.0 - The proposal provided insufficient amenity space
- 4.0 - The proposal required the widening of a crossover, which was considered unsatisfactory.

In addition a pre-application submission was lodged with the council on 13 March 2017, with Liz Arnold acting as the reviewing case officer. A site visit was held on 13th April 2017 and the Officers Report was issued on 15th June 2017. The officers report is included with the application documents. In summary the report states that the Council would not have an 'in principle' objection to the erection of a building, subject to compliance with all relevant Development Plan policies.

All of the reasons for both the most recent refusal, the 2013 refusal and subsequent comments arising from the pre-application submission have been taken into consideration in the formulation of these new proposals.

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174 AYLSHAM DRIVE, ICKENHAM - INTRODUCTION & BACKGROUND



THE PROPOSALS

Planning Permission is sought for the provision of a partially sunken, single 1 bedroom/2 person dwelling which provides accommodation over ground and lower ground floors.

The proposal seeks to excavate into the site to provide living accommodation which has benefit of access to a south facing patio, a tiered rear garden and internally a double height living room to ensure adequate daylight throughout and the penetration of sunlight. There is also an additional enclosed side garden which has direct access from the bedroom. There is a front area which provides a hardstanding for parking one car (accessed via the existing cross over which is not being altered) and a sheffield cycle stand for two bicycles. Refuse storage is also incorporated into the design at this point.

The accommodation schedule is shown within this report, in summary all areas provided comply with the recommendations of current Housing Standards guidelines, the dwelling is in excess of these requirements, and the area of amenity space being provided is also in excess of requirements.

The proposal has addressed the various objections and comments arising from the previous submissions in the following manner:

- 1.0 - The application now reads as a low single storey structure, thus maintaining the visual gap offered by the site. There is a language of such structures, garages etc, within the immediate vicinity. The proposal is stepped in section, offering an elevation to the public realm whose maximum height is 2.7M and so will not constitute a visual block. The proposal will be clad in timber and will 'read' from the street as a stepping garden fence which is characteristic of the area and so will not obstruct views across the site, thus maintaining the requirement for visual relief which is considered a characteristic of the immediate area.
- 2.0 - The property complies, and exceeds, the recommendations of the Hillingdon Housing Design Guidelines in terms of living space, areas and dimensions.
- 3.0 - The proposal complies, and exceeds, the recommendations of the Hillingdon Housing Design Guidelines in terms of the provision of amenity space
- 4.0 - The proposal maintains the existing crossover, which will not be altered or widened, thus providing access to both properties.
NOTE: The existing property benefits from the ownership of a second garage to the rear of the garden and so will not suffer from the removal of the existing side garage.
- 5.0 - The proposal has been designed to comply with Lifetime Homes requirements in respect of future adaptability. In particular the stair well has been oversized to ensure that assisted circulation can be easily accommodated and retrofitted if required.
- 6.0 - The design will be constructed in accordance with Lifetime Home Standards. Access to the property is without steps, ie on a level with the adjacent access way, and all internal dimensions have been sized to provide adequate access for people with disabilities.
- 7.0 - The proposal will be built to meet all current regulations in terms of sustainability and energy efficiency. It is proposed to incorporate a green roof, this ensuring that any oblique views from surrounding properties will be visually unobtrusive, whilst minimising rainwater run-off.

SUMMARY

This application seeks to pro-actively, and creatively, directly address concerns raised by the Local Authority whilst seeking to provide new, much needed, living accommodation in a high quality, innovative, design proposal which will act as an exemplar of sustainable development for infill sites.

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174 AYLSHAM DRIVE, ICKENHAM - THE PROPOSALS



PLANNING POLICY

Both national and local policy apply to this application. From a national viewpoint NPPF, Para 14 is entirely relevant. It states:

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:

- *local planning authorities should positively seek opportunities to meet the development needs of their area;*
 - *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change*
- and for decision making this means that:*
- *approving development proposals that accord with the development plan without delay*

Previous refusals have identified a number of policy directives which are considered relevant. These are:

- The Hillingdon Local Plan: Part 2 (November 2012)
- Supplementary Planning Document HDAS: Residential Layouts
- The London Plan 2016

- The Hillingdon Local Plan: Part 2 (November 2012)

- **Policy BE13** - *Development will not be permitted if the layout and appearance fails to harmonise with the existing street scene*
This proposal seeks to, effectively, place the dwelling into the context to be read as a continuation of the timber boundary walls to be found on the adjacent substation enclosure and elsewhere in the area
- **Policy BE15** - *proposals for alterations and extensions to existing buildings will be permitted where they harmonise with scale, form, architectural composition.....*

This proposal seeks to demolish an existing garage block which is higher than the proposed development and would therefore improve the view across the site

- **Policy BE19** - *The LPA will seek to ensure that new development within residential areas compliments or improves the amenity and character of the area.....*

This proposal provides additional residential space, is respectful of building lines and setbacks and involves no alteration to the existing access and crossover arrangements

- **Policy BE22** - *Residential extensions and buildings of two or more stories should be set back a minimum of 1 metre from the side boundary.....*

Being partially sunken this proposal presents a single storey to the public realm and so does not fall within the constraints outlined in this policy

- **Policy BE23** - *new residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants.....*

The amenity space proposed within this application exceeds the requirements laid down in policy

- SPD HDAS: Residential Layouts

- The proposals contained within this application have been developed with careful consideration to the requirements contained within the HDAS document, and as such fully comply with the recommendations contained therein. In particular
 - As a backland site the site area exceeds 80m2 and has been carefully designed to unobtrusively integrate into the context
 - A Typological and Character Assessment matrix is contained within this statement to support the application
 - Street Sections, assessment of building lines and a breakdown of garden spaces are contained within this statement to support the application
 - A Daylight & Sunlight Analysis together with sunpath/shadow diagrams are contained within the application documentation.

- The London Plan (2016)

- **Policy 3.5** Quality and Design Of Housing Developments
 - A) *Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment*
 - B) *The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density.....*
 - C) *LDFs should incorporate requirements for accessibility and adaptability, minimum space standards.....*
- **Policy 7.4** Local Character
 - *Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.*

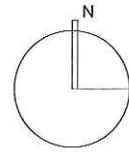
- The proposals contained within this application have been developed with careful consideration to the requirements and recommendations contained within The London Plan (2016)

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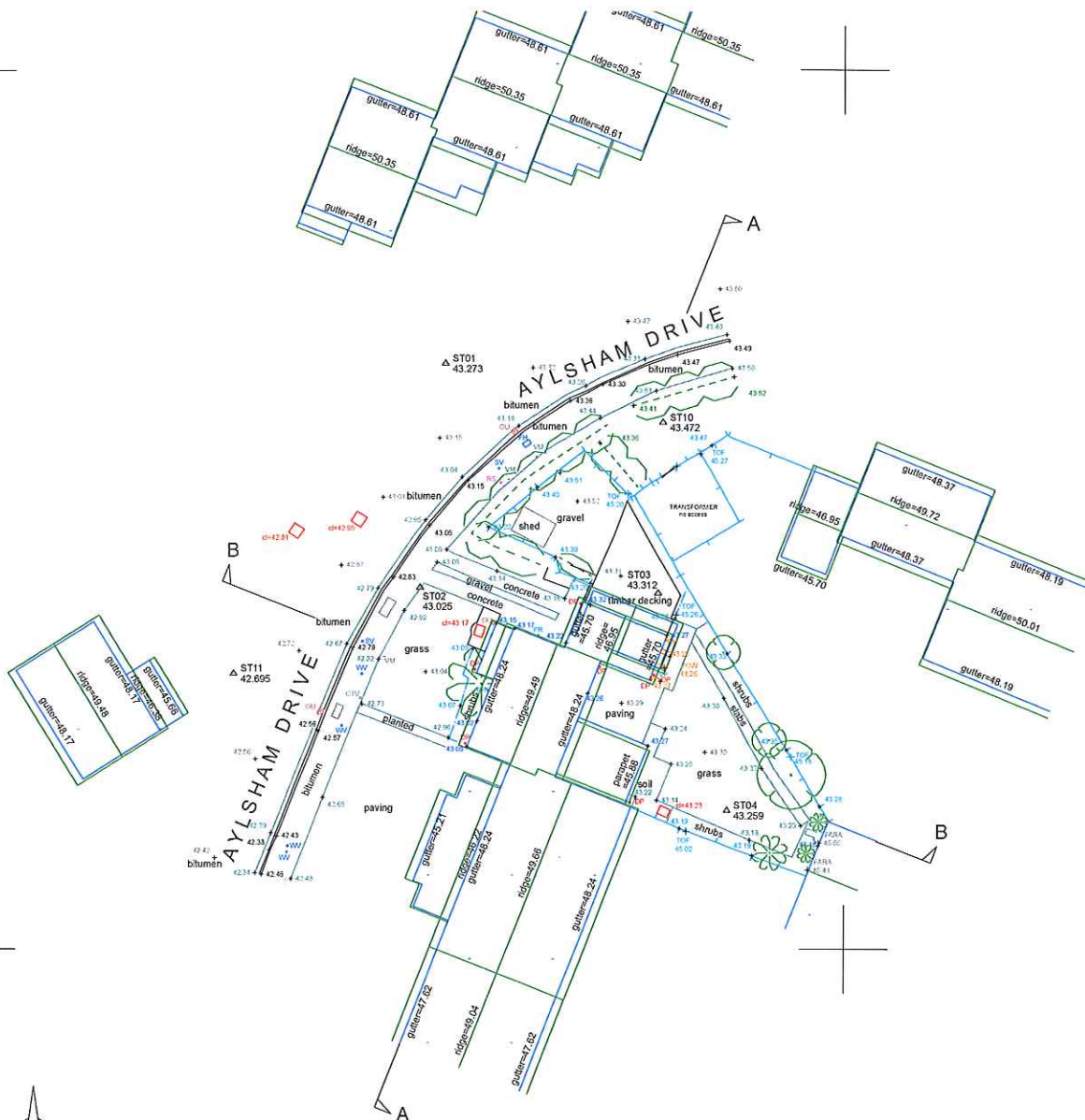
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174 AYLSHAM DRIVE, ICKENHAM - PLANNING POLICY





INDICATIVE
ONLY



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174 AYLSHAM DRIVE, ICKENHAM - SITE SURVEY



VIEW LOOKING NORTH TOWARDS STREET (SUBSTATION TO RHS)



VIEW LOOKING NORTH TOWARDS STREET (PROPOSAL SITE TO RHS)



VIEW LOOKING EAST ACROSS PROPOSAL SITE



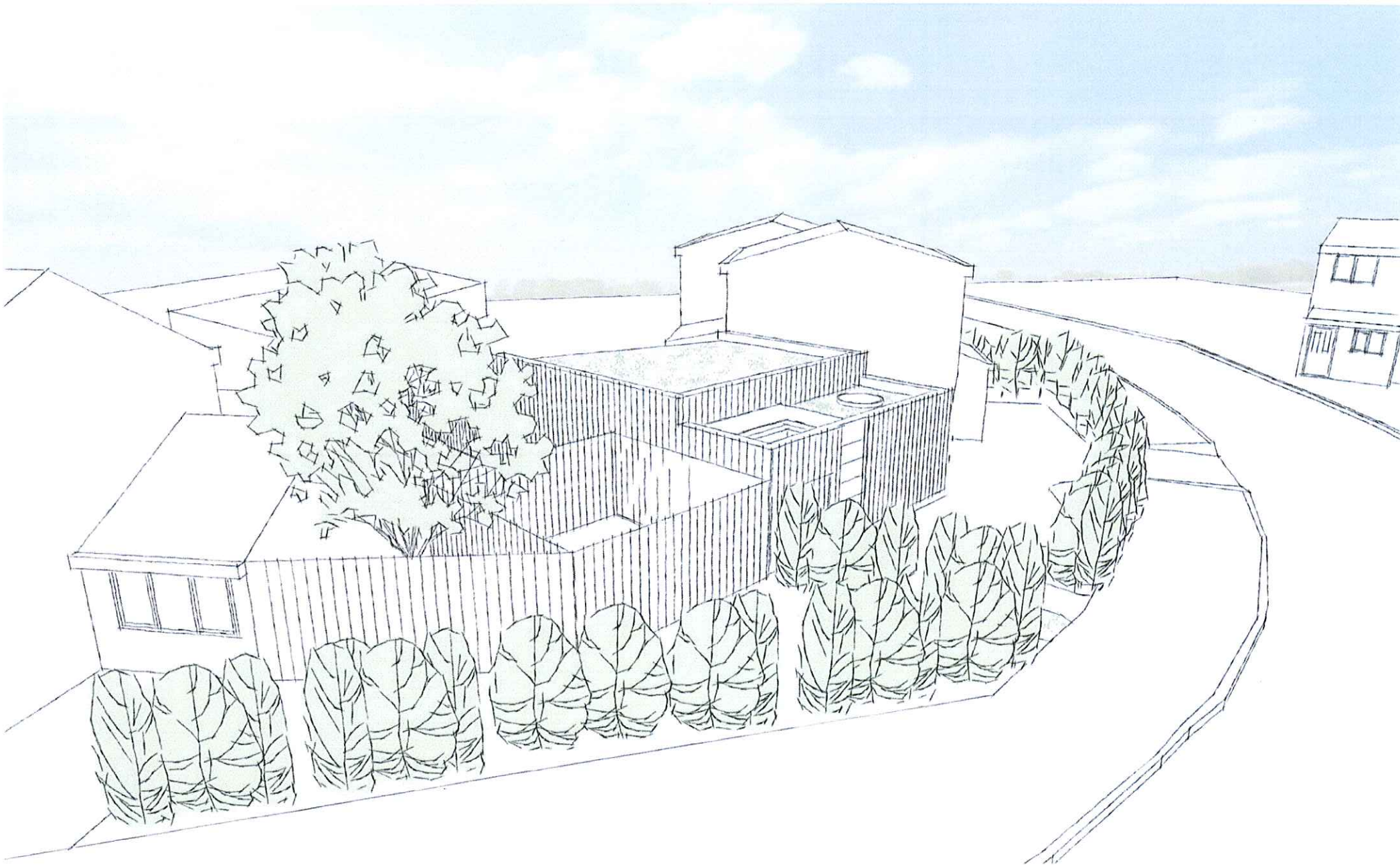
VIEW LOOKING SOUTH ALONG PROPOSAL SITE (SUBSTATION TO LHS)

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174 AYLSHAM DRIVE, ICKENHAM - INTERNAL SITE PHOTOGRAPHS



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174 AYLSHAM DRIVE, ICKENHAM - SITE OVERVIEW WITH SUBSTATION ENCLOSURE

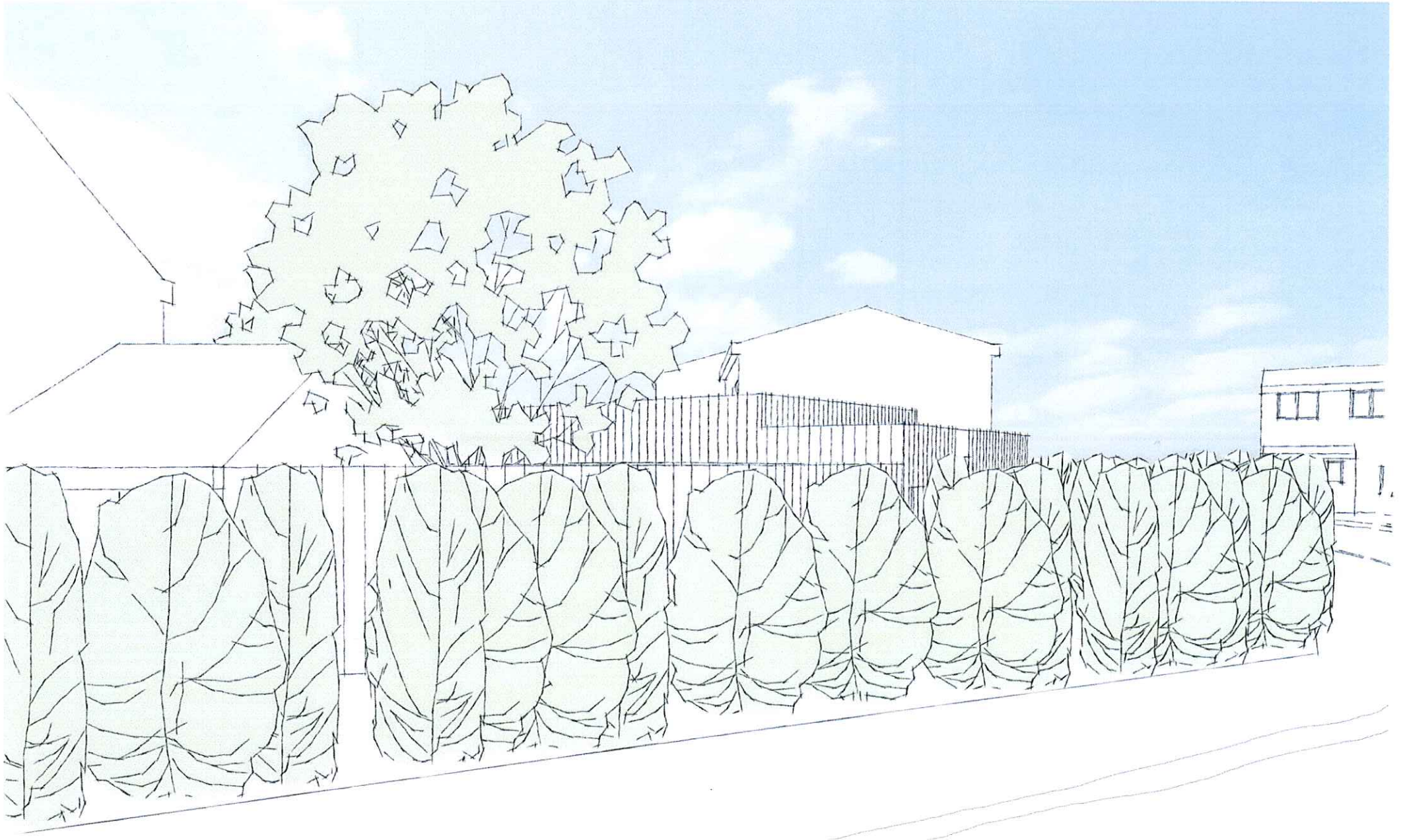


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174 AYLSHAM DRIVE, ICKENHAM - CONTEXT VIEW 1



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174 AYLHAM DRIVE, ICKENHAM - CONTEXT VIEW 2

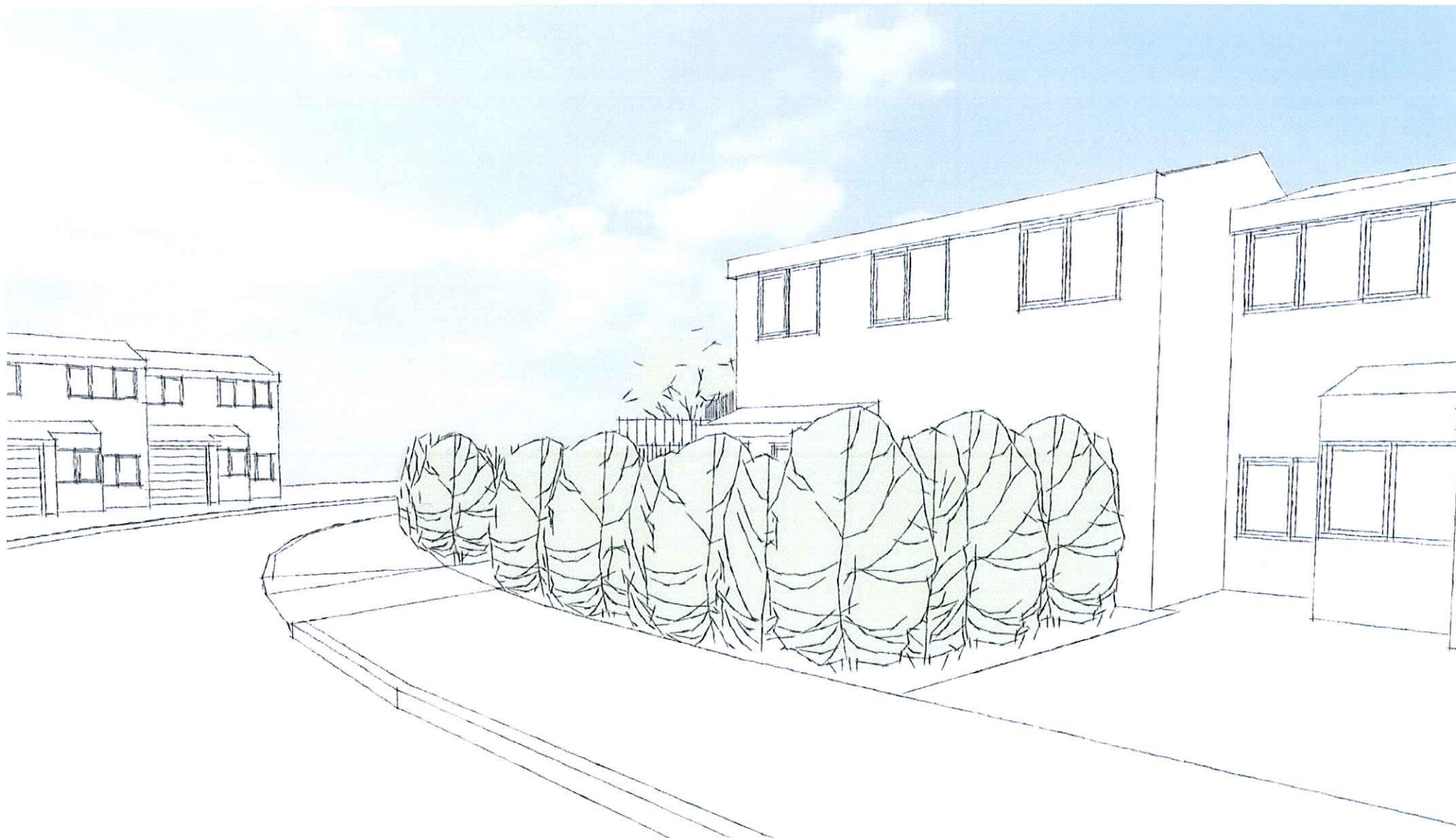


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174 AYLSHAM DRIVE, ICKENHAM - CONTEXT VIEW 3

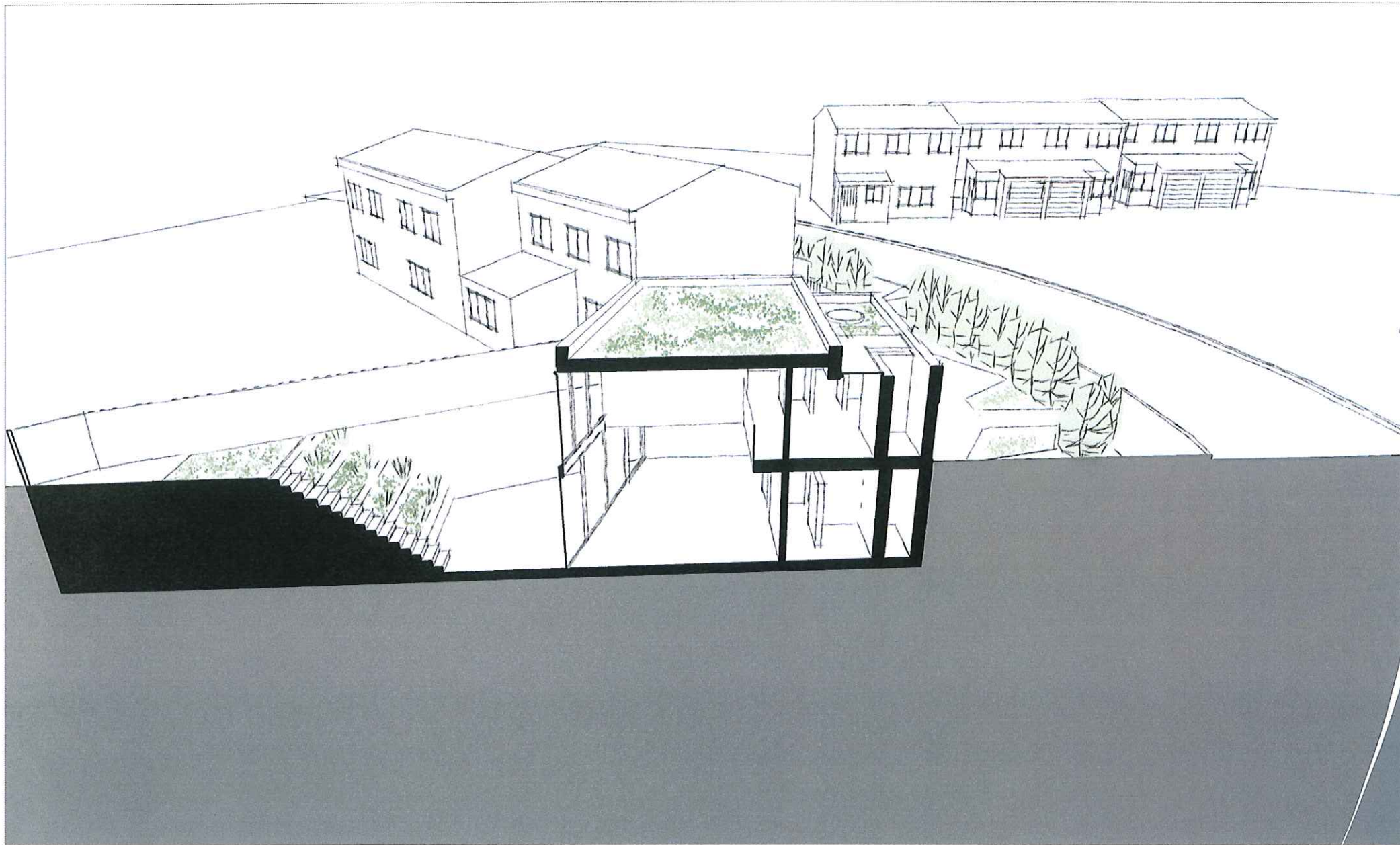


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174 AYLHAM DRIVE, ICKENHAM - CONTEXT VIEW 4

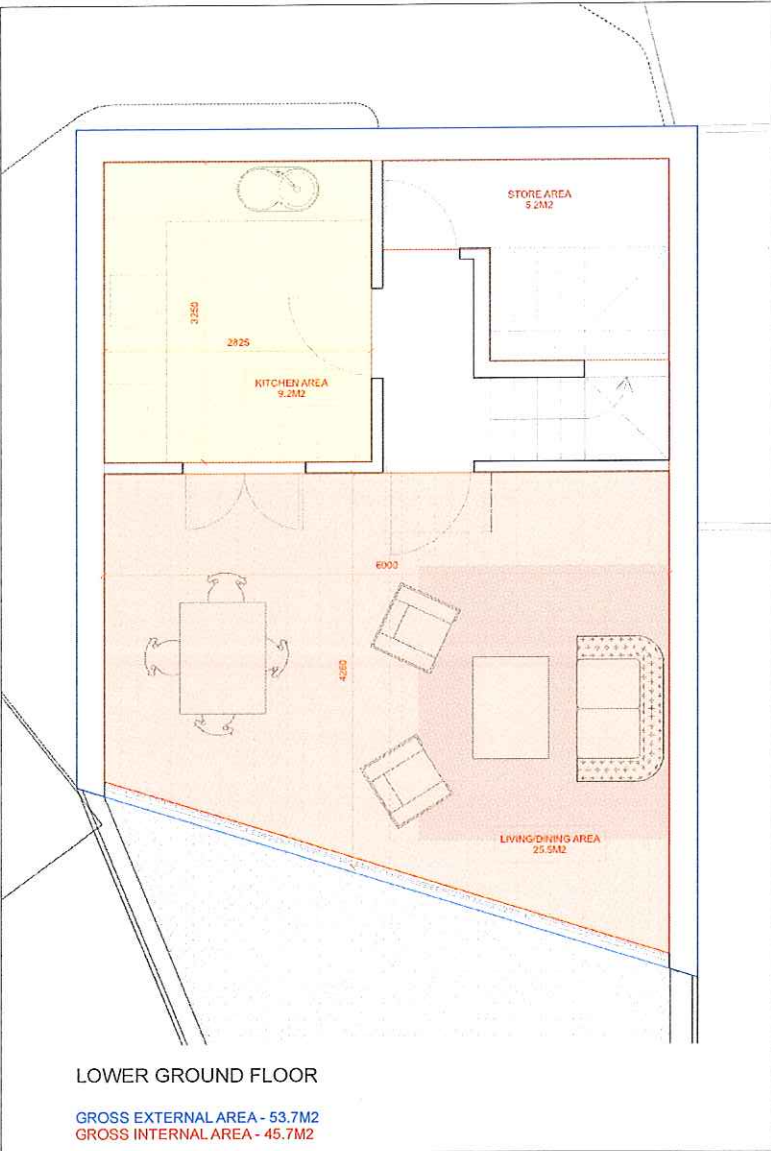


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174 AYLSHAM DRIVE, ICKENHAM - AXONOMETRIC SECTION



SCHEDULE OF AREAS

EXISTING TOTAL SITE AREA - 341m²
PROPOSED SITE AREA - 148m²

PROPOSED BUILT GEA - 107m²
PROPOSED BUILT GIA - 76m²

COMPRISING THE FOLLOWING NIA's

SITE

- AMENITY SIDE - 12.00m²
- AMENITY REAR - 30.90m²
- REFUSE - 2.00m²
- HARDSTANDING - 23.5m²

GROUND FLOOR

- BEDROOM 1 - 12.40m² (4.30x2.90m)
- BATHROOM - 4.90m² (2.33x2.10m)
- BUILT IN STORAGE - 2.5m²

LOWER GROUND FLOOR

- LIVING/DINING - 25.50m² (6.00x4.25m)
- KITCHEN - 9.20m² (3.25x2.82m)
- STORE - 5.20m²

ANCILLARY

- CAR PARKING - 1 SPACE
- CYCLE STORAGE - 2 BIKES

TOTAL GROSS EXTERNAL AREA = 109.20M²
TOTAL GROSS INTERNAL AREA = 76.2M²

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174 AYLSHAM DRIVE, ICKENHAM - AREA BUILD-UPS

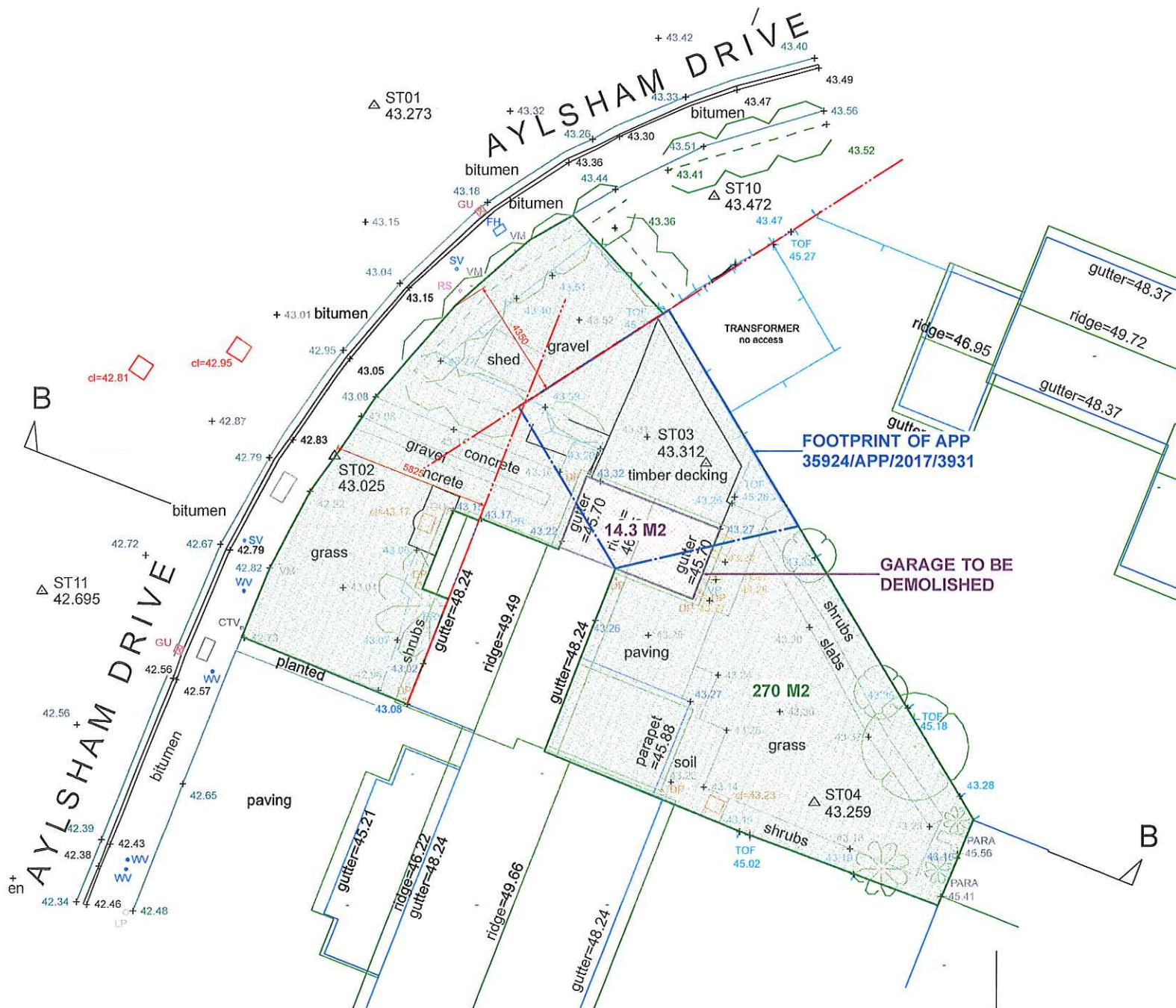


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174 AYLSHAM DRIVE, ICKENHAM - AMENITY AREAS



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174 AYLSHAM DRIVE, ICKENHAM - SITE CHARACTERISTICS/BUILDING LINE

Project: 174 Aylsham Drive

Integrating Development in Residential Areas

Analysis : Local Character and Typology Analysis

SITE CONTEXT

Setting	Residential street with a mixture of stepped terraces, 3 storey apartment blocks and single storey garages.
Existing Landuse	Residential/Brownfield
Building Pattern	Buildings with varying set backs from the street boundary from 5.8m to 4.3m locally which accomodates both front gardens and off street parking.
Boundary Treatement; Character, height, material	Hedges up to two metre in height with additional trees, front areas used for parking and gardens.

CONNECTIONS

Visual connections (vistas, views)	Gaps between adjacent blocks across the estate provides occasional visual relief via oblique longer views through and across backgardens. These views are restricted to high level views due to single storey detached garage infills and mature boundary planting, and is reflected in policy recommendations which seek to place restrictions on two story infill development within established gaps
Pedestrian and cycle links in the neighbourhood	None existing.

SITE CHARACTERISTICS

History of the site - previous landuse, hisotric traditions, associations	Previous applications for a new dwelling detailed in Design and Access Statement
Topography	Flat
Configuration of Site	Triangular, widest along north west edge abutting hightway.
Terms of Access	Existing crossover to be maintained.
Landscape Elements	Hedges and occasional mature trees, maintained where possible.
Land Use	Residential
Type of Development	Two storey detached dwelling part sunken to maintain visual connectivity.
Building Line	On a curve within the existing highway layout.
Building Line Build Up	Typically approx 60%
Building Setback	Varies between 5.8 and 4.3m within vacintiy of site with a 2.2m pavement
Building Materials	Predominantly brick with pantile pitched roof covering, timber boundary fencing.
Building characteristics - scale, height, bulk, character, age and history of existing build elements	Mixture of staggered and stepped dwellings, at 2 and 3 storey in height with varied ridge lines and no predominant controlling geometry Front gardens, parking areas and garages accessed directly from the road. Building line varies according to the geomentry and orientation of each particular building block across the estate.