

PLANNING STATEMENT

IN SUPPORT OF A PLANNING APPLICATION FOR:

A Variation of Condition 2 (Approved Plans) of Planning Permission 40711/APP/2018/4033 dated 21st November 2018 through an amendment of the Roof design and upper Elevation and a reduction in the density of a previously approved development of a Two storey building with habitable roof space to now provide 4 x 3 bed and 1 x 2 bed self contained flats with amended parking and amenity space, involving demolition of the bungalow

at

27 Ducks Hill Road, Northwood, Middlesex HA6 2NW

for and on behalf of:

Bramley Building Services SE Ltd



The Welton Group, Welton House, Bluestone Heath Road, Welton Le Marsh, Spilsby, Lincs. PE23 5SG

Architecture - Planning - Construction - House Building

T: 01754 890490 August 2021 Rev A

1 Introduction

- 1.1 This document has been prepared by The Welton Group on behalf of Bramley Building Services SE Ltd and supports a planning application for an amendment to the design of the Roof Configuration and the upper elevation and reduction in the density of the proposed development at 27 Ducks Hill Road, Northwood, Middlesex HA6 2NW and therefore a Variation of Condition 2 (Approved Plans) under Planning Permission reference 40711/APP/2018/4033 dated 21st November 2018.
- 1.2 The development as approved under 40711/APP/2018/4033 in elevational terms is almost exactly the same as the design approved under previous Planning Permission 40711/APP/2017/4470 for a development of two semi-detached houses.
- 1.3 The relevant planning history prior to 40711/APP/2018/4033 lists the following:

40711/APP/2017/2475 27 Ducks Hill Road Northwood Three x 4-bed attached town houses with habitable roof space, parking and amenity space and installation of vehicular crossover to front.
Decision: 22-09-2017 Withdrawn

40711/APP/2017/4470 27 Ducks Hill Road Northwood 2 x two storey, semi-detached dwelling houses with habitable roof space to include associated parking and amenity space and vehicular crossover, involving demolition of existing dwelling house.
Decision: 11-09-2018 Approved

40711/APP/2017/4475 27 Ducks Hill Road Northwood Three storey building with basement level to form 7 x 2-bed flats with associated parking and amenity space, involving demolition of existing chalet bungalow.
Decision: 05-09-2018 Withdrawn

40711/PRC/2017/66 27 Ducks Hill Road Northwood Demolition of single detached property and erection of 3 new houses
Decision: 15-06-2017 OBJ

40711/APP/2021/519 27 Ducks Hill Road Northwood Variation of condition 2 (Approved Plans) of planning permission ref: 40711/APP/2018/4033 dated 16/10/2018 to allow for raising of building level (Two storey building with habitable roof space to provide 4 x 2-bed and 2 x 3 bed self contained flats with associated parking and amenity space, involving demolition of existing chalet bungalow)
Decision: 08-04-2021 Refused

- 1.4 Of the above, only 40711/APP/2017/4470 was approved for the development of 2 x 2 storey semi detached houses with habitable roof spaces and which was subject to a change of design. This design change was necessary due to an obvious error in the original design, (Dwg 5497 PL A100 F), as submitted which showed the garages being inaccessible due to the parking arrangement. The result of this design change was the introduction of a central front projection forming the Garaging and a pair of gable ended roofs with a central valley gutter, (Dwgs 5497 PL A100 G & 5497 PL A102 F).
- 1.5 The current Planning permission 40711/APP/2018/4033 shows a slightly increased footprint over 40711/APP/2017/4470 although the depth of the main body of the building is the same.



**Front Elevation as approved under
40711/APP/2017/4470**



**Front Elevation as approved under 40711/APP/2018/4033
showing increased width of central projection**

- 1.6 In both cases as demonstrated above, the proposed Floor levels and ridge heights are shown as being identical.
- 1.7 The Flank Elevations of 40711/APP/2017/4470 shown on approved drawing 5497 PL A103 Rev. F shows the main roof as terminating with a ridge. Given that the depth of the building is the same for both approved schemes, 40711/APP/2018/4033 Dwg 5497 PL 103 K shows the roof as having a flat crown, the reason for which is explained in Section 2 below
- 1.8 Following the refusal of 40711/APP/2021/519, the applicant requested pre-planning application advice - 40711/PRC/2021/102 as submitted 26th April 2021, in order to further explain in more detail the reasons for the necessary design changes. We were contacted by the case officer dealing with our pre-app enquiry on the 3rd June 2021 suggesting a virtual on-line meeting.

2 Justification

2.1 This application has become necessary in order to address the four most serious design errors contained within the approved scheme 40711/APP/2018/4033 which are:

- a1) A crossover level of 79.17 metres Above Ordnance Datum is stated on the approved Topographic Survey drawing TS17-137G\1. The Ground Floor Finished Floor Level, (FFL), on this and all previous schemes is stated as 78.12 Above Ordnance Datum, and therefore, Finished Ground Level at the front of the proposed building at 150mm below FFL would be 1.2 metres below pavement level at the crossover which results in a 1 in 6.4 gradient.

We note that the Council's Access Officer was consulted during the process of determining 40711/APP/2018/4033. The response from the Council's Access Officer was as follows:

Any grant of planning permission should include the following condition: The dwelling(s) would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M of the Building Regulations (2010).

- a2) We have also shown the relationship between the existing ground levels and the approved FFL which is clearly not deliverable and would not meet the requirements of Building Regulations Approved Document M4. The general principle to be applied is as paragraphs 1.3 of M4(1) and 2.6 of M4(2) which states:

The approach route should be safe and convenient for everyone, including older and disabled people and some wheelchar users. It should adopt the shallowest gradient that can be reasonably achieved and be step free where possible.

Compliance with paragraph 1.6c of M4(1) is also required and which states:

The approach route is a minimum of 900mm wide and with a maximum cross fall of 1 in 40.

We therefore have no option but to raise the Finished Floor Level of the building as explained in Section 3 of this statement and consequently the level of the roof.

- b1) The eaves projection to the West pitch of the main roof is shown as being approximately 1.2 metres deep which results in a very unbalanced and unattractive roof given an eaves projection to the East pitch of approximately 300mm. The increase in the width of the roof necessitated the introduction of a flat crown as approved drawing 5497 PL A103 K.

Justification 2.1 b) Cont/.....

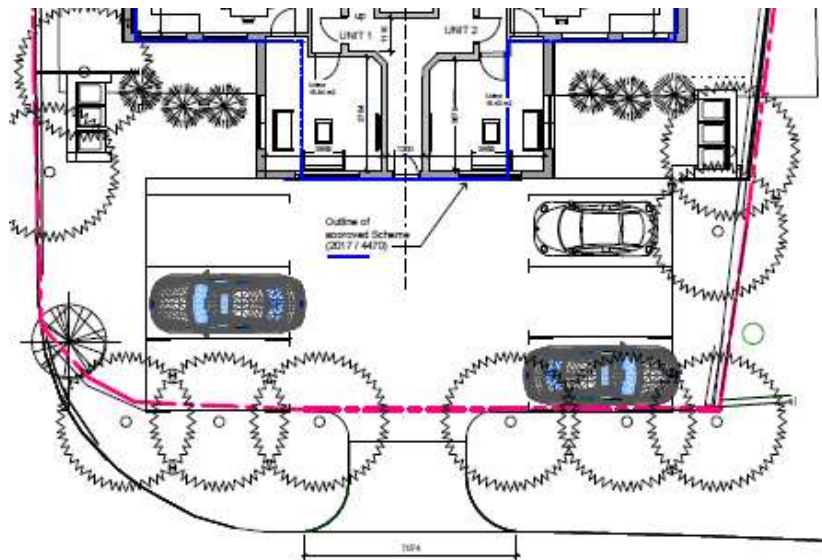
- b2) The only possible reason why the approved scheme shows such an unbalanced roof is that the front/west facing roof pitch was moved forward as an afterthought to try and accommodate the lift, and to not obstruct the lift doors which it fails to do, as demonstrated on application drawing 7100/D/07. There is no other possible reason why the main roof as approved is so unbalanced and there are no other buildings in Ducks Hill Road or surrounding roads that have such a roof.
- b3) There does not appear to have been any Section drawings prepared or submitted with planning application 40711/APP/2018/4033 to show the roof which would have highlighted the obstruction of the lift doors. As we have also demonstrated on application drawing 7100/D/07, in order to not obstruct the lift doors, the front roof pitch would in actual fact have to move forward to a position virtually 2 metres beyond the face of the building which exacerbates the already unbalanced and unattractive roof. Furthermore, in order to maintain a crown width of 2.40m as approved, the crown level would have to be raised to a point 196mm below that of No 29 Ducks Hill Road.ed`
- b4) The approved plan 5497 PL A101 Rev I and elevational drawing 5497 PL A102 Rev J, shows the dormer window to the front elevation as being the same overall width as the lift shaft, and positioned directly above where the lift would protrude through the main West facing roof slope. The arrangement of the lift is such that due to the width of the dormer the vertical dormer cheek and main roof structure cuts across the lift door and obstructs free movement into and out of the lift car which is clearly unacceptable. In order for the dormer cheek not to impact the lift door, the dormer would have to be widened by a minimum of 1050mm to allow for the circulation space up to the entrance of top floor flat. However, in order for the dormer to sit centrally within the front elevation, any increase to accommodate the circulation space in front of the lift must be replicated on the opposite side with the result being that the overall dormer width increases to a very dominant circa 4.48 metres externally.
- b5) The approved plan 5497 PL A101 Rev I, suggests that the top floor flat is designed to sit centrally within the roof structure and thus centrally over the floor below in accordance with good building practice. The top floor flat however does not sit centrally over the floor below, and if constructed as the approved plan will be offset by 580mm as demonstrated on application drawing 7100/D/07.
- c1) Upon submission of 40711/APP/2021/519 we were informed on the 10th February 2021 by Hillingdon Building Control, (Mr Ian Clarke), that the scheme as approved does not meet the requirements of Building Regulations Approved Document B Volume One 2019 edition, and diagram 3.9 b, whereby the layout as approved would be acceptable for a maximum of two flats per floor. With three flats per floor a lobby is recommended between the flat entrance doors and the stairs. This non-compliance refers to the 1st Floor designed as 3 x 2 Bedroom Flats.

Justification 2.1 c1) Cont/.....

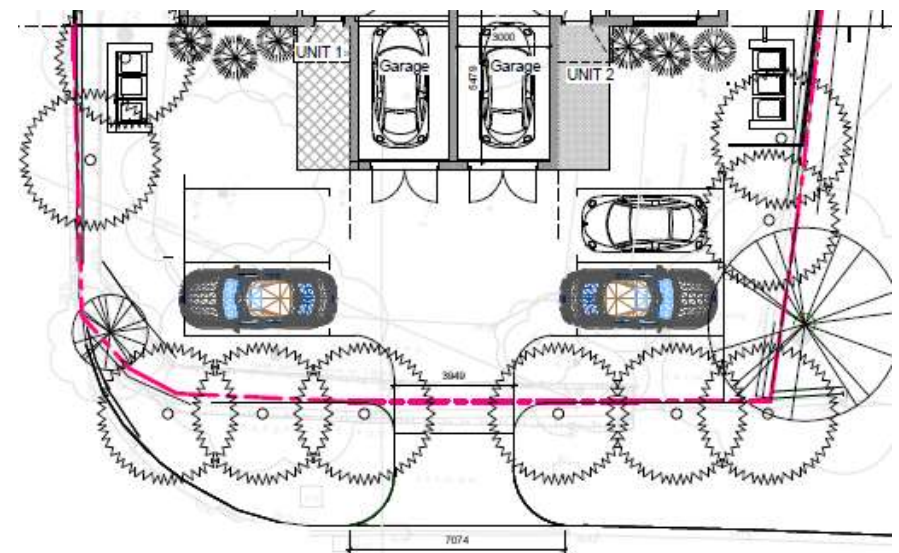
There is insufficient space within the approved footprint of the building to incorporate a Lobby between the first floor flat entrance doors and the staircase.

Therefore the only way to achieve compliance with the fire safety and means of escape requirements under the Building Regulations, is to amend the density and mix of units from 2 x 3 bed and 4 x 2 bed flats down to 4 x 3 bed and 1 x 2 bed flats, and thus reduce the number of units at 1st floor level.

- d1) As for both the current approved scheme and the earlier approval 40711/APP/2017/4470, there is a belt of trees shown outside the site boundary, i.e within the public footpath.



Approved Parking & Crossover 40711/APP/2018/4033



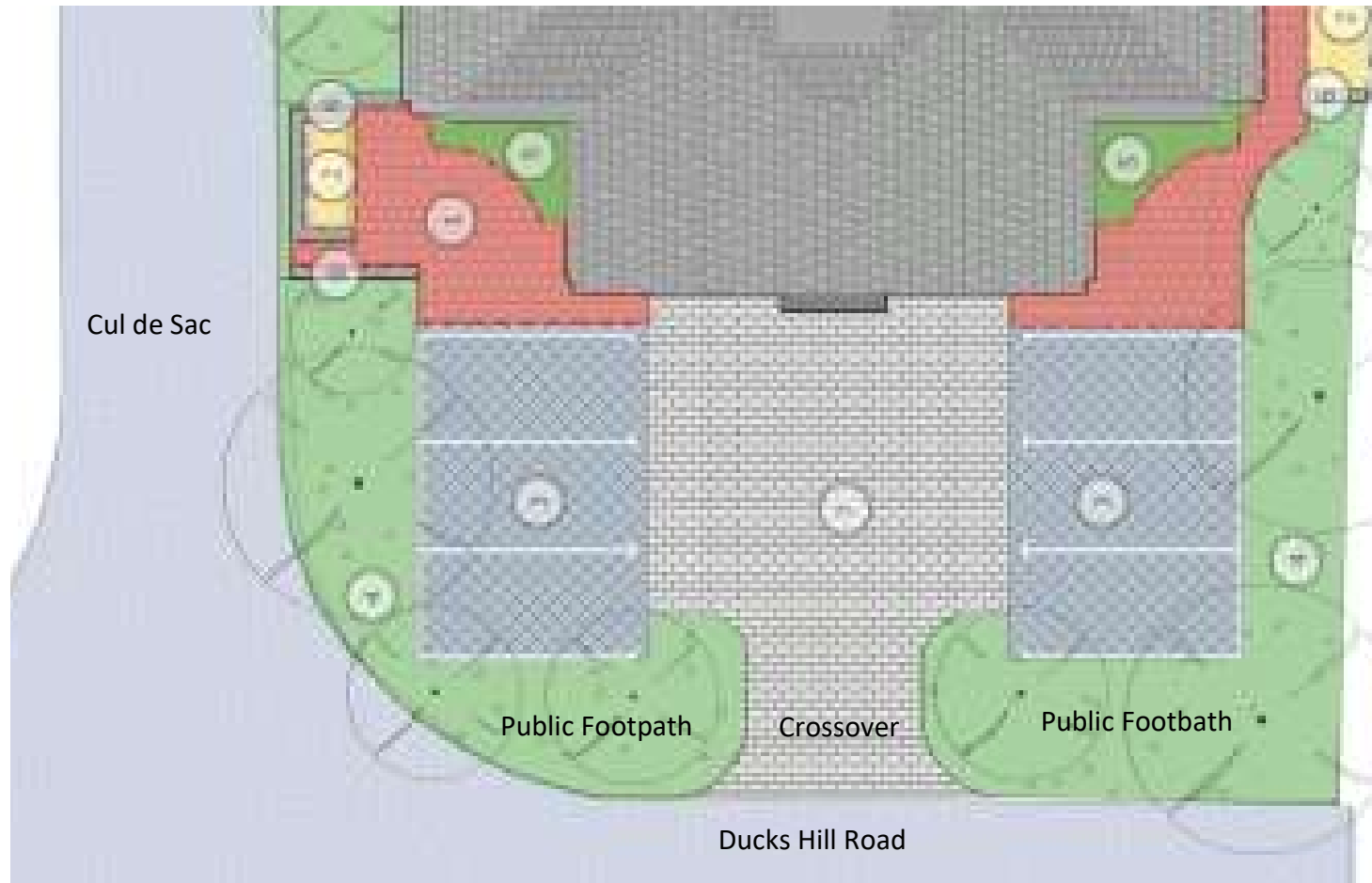
Approved Parking & Crossover 40711/APP/2017/4470

It seems obvious that the approved site layout is a minor amendment of the previously approved layout under 40711/APP/ 2017/4470 whereby the proposed crossover was shown to serve the two semi-detached houses. The only difference in the current scheme is the addition of two parking spaces.

- d2) The approved Landscaping Illustrative Design Plan 704 – LSS 02 by Messrs Coolgardens Landscaping shows the various external finishes and proposed new tree planting.

Justification 2.1 d2) Cont/.....

However, the screen planting and 4No new trees shown on drawing 704 – LSS 02 adjacent to the parking bays is outside the site boundary, showing the public footpath as being landscaped. This gives the impression of a far greater amount of landscaping to the front of the site than it is possible to provide.



Extract from Drawing 704 – LSS by Coolgardens Landscaping showing Screen Planting and Trees outside site boundary

Justification 2.1 d) Cont/.....

- d4) The Schedule of Plans forming part of the current Planning Permission also includes a Landscape Strategy Report dated 27th February 2019 prepared by Messrs Coolgardens Landscaping and referred to in the case officer's report to committee as follows:

Tree/Landscaping comments: A comprehensive landscape report has been submitted by Cool Gardens. This includes illustrations, a strategy statement, supporting hard and soft landscape details and maintenance notes. No objection and no need for landscape conditions, subject to RES4.



Within the Landscape Strategy Report there are 4 plans, (as the above plan shown on page 3 of the report), all of which show a total of 7 parking spaces, the public footpath shown soft landscaped and the roof of the building terminating with a ridge and not a flat crown.

Justification 2.1 d4) Cont/.....

Whilst the incorrect roof plan does not affect the landscaping proposals, the loss of 3 parking spaces in lieu of decking conflicts with the case officer's report to committee whereby:

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP policy which states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. The maximum standard requires 1.5 spaces per unit hence a quantum of up to 10-11 spaces should be provided on-site to comply with the adopted parking standard.

Furthermore, as stated earlier in paragraph d2), the illustrations in the approved Landscaping Strategy Report show a far greater amount of landscaping than it is possible to provide. The illustrations as below also show level access from Ducks Hill Road which is simply not possible to achieve under the approved scheme, and without a public footpath.



3 Proposed Solutions and design changes to 4077/APP/2018/4033

Finished Floor Level and Roof Design

- 3.1 We propose a new Finished Floor Level, (FFL), of 78.990 which is 870mm above that previously approved, and a maximum Ridge/Crown level of 87.890 as agreed during Pre-Application discussions, and which is 600mm above the approved level.
- 3.2 The proposed FFL and amended site layout achieves a virtually level access into the site, (see Dwg 7100/D/04/F), from the existing pavement level and meets the requirements of the Council's Access Officer and the standards for a Category 2 M4(2) dwelling, all as set out in Approved Document M of the Building Regulations (2010). These amendments also provide additional amenity space as stated in paragraph 3.23 of this document.
- 3.3 The approved design as 40711/APP/2018/4033 shows a crown roof height of 3.770m from 2nd Floor level to ridge.
- 3.4 We propose a crown roof height of 3.342m from 2nd Floor level to ridge which equates to a reduction in the overall roof height by 428mm, and an overall building height of 8.900m.
- 3.5 The 4077/APP/2018/4033 officer's report addresses the height of the approved building of 9.65m in relation to that of No 29 Ducks Hill Road and thus the street scene and states:

However the submitted street scene indicates this would be against the ridge height of 10.9 m of the neighbouring property at no. 29; therefore in the context of the wider street scene a building of this height would be acceptable.

The approved Ground Floor Finished Floor Level is 78.120 and the Roof/Crown height is a maximum of 87.290 which equates to a building height of 9.170 m and not 9.650m. The proposed building height is therefore 270mm less than that approved

The ridge level of No 29 Ducks Hill Road is stated on the approved drawings as 88.820 or a ridge height of 10.700m and not 10.900m. However, the ridge height stated on the approved survey drawing TS17-137G\1 is 88.130. For the avoidance of doubt, we have based our proposals upon the levels stated on drawing TS17-137G\1.

The approved ridge/crown level of 87.29 OAD meant that the new building was 1.530m below that of No.29

As stated above, we propose an overall building height of 8.900m and a new maximum ridge/crown level of 87.890 which is 940mm below the ridge to No 29.

- 3.6 There are numerous examples of flatted developments within Ducks Hill Road such as at 89 Ducks Hill Road constructed under Planning permission 47304/APP/2014/4191 dated 02/02/2015 and is located within a 650m radius of the application site. We consider this example to be relevant because the building is comparable in height to the application site @ 9.20m in height and with a crown roof although designed with a steeper roof pitch.



89 Ducks Hill Road

- 3.7 In order to resolve the issue of the site levels and incorrect Finished Floor Level, we submitted a Planning Application setting out the reasons for raising the building whilst at the same time amending the roof over the front projection with a Crown roof and central dormer as follows:

40711/APP/2021/519 27 Ducks Hill Road Northwood Variation of condition 2 (Approved Plans) of planning permission ref: 40711/APP/2018/4033 dated 16/10/2018 to allow for raising of building level (Two storey building with habitable roof space to provide 4 x 2-bed and 2 x 3 bed self contained flats with associated parking and amenity space, involving demolition of existing chalet bungalow)

The above application was regrettably refused on the 8th April 2021 citing: ***It is further considered that in incorporating the front projection within the main roof structure, what was previously viewed as a subordinate addition to the front of the building, in a similar way to the front outriggers at nos. 15 and 17, now forms the principle front elevation of the building (spanning over half the width of the structure) and as such the building would be forward of the established building line.***

We were contacted by email on the 3rd June 2021 by the case officer Michael Gavin and a virtual meeting via 'Team' was held at 3.00pm on Friday 11th June between Michael Gavin and the author.

3.8 As part of Pre-Application negotiations, we proposed two options, Options A and B), showing amendments to the roof over the front projection as follows:



3.8 Cont/.....



Option B as Pre-App Submission

Of the two options above, the Pre-Application case officer considered that Option A was the better design but requested that the dormer window is removed and some embellishments to the gables to add interest.

3.9 We were therefore able to agree upon the following revised design.



Option A - FRONT/WEST ELEVATION 1:100

Option A - Revised following Pre-App meeting with LPA 11/06/2021 and advice received:
3 No courses of Blue Engineering bricks added between gables at fascia level, Dormer window
between gables omitted and recessed brickwork panels added

Option A with amendments agreed and submitted 16th June 2021

3.10 Following submission of the above, further discussion took place with Michael Gavin, and it was agreed that the main roof Crown level should be raised to 87.890, i.e. 600mm above the approved Crown level thus avoiding a squat appearance of the main roof.

- 3.11 Given the advice received through Pre-Application discussions, we therefore suggest that the proposed amended ridge level is also acceptable in the context of the wider street scene.
- 3.12 Following a formal written Pre-Application response received on the 15th July 2021, we discussed the conclusions with case officer Michael Gavin and were asked to produce 3D visuals in the context of the street scene. The visuals requested were submitted on the 20th July 2021 follows.



3D Visualisation looking North showing that the Front projection is screened by the existing mature tree within the site of 29 Ducks Hill Road



3D Visualisation looking South

The Pre-Application case officer considered the Gables to be too large and dominant.

- 3.13 On the understanding that the West roof pitch as approved will obstruct a person entering and exiting the lift car, the only way to resolve the issue is to construct a Crown roof in lieu of the approved dormer window as explained in paragraph b4) on page 4 of this document.
- 3.14 It was also explained to the Pre-Application case officer by email on the 23rd July 2021 that ***the minimum headroom required for the Lift is 2.5 metres to the internal soffit of the lift shaft above 2nd floor level (please see attached specialist supplier drawing attached). We then have to add on the depth of the roof construction over the lift shaft of approximately 150 to 200mm. Whether we construct a dormer or crown roof, the finished level of that roof cannot therefore be any lower than 2.65 metres above 2nd floor FFL.***

The dimensions of the lift shaft mean that a finished lower front crown level of 87.198 is the minimum required resulting in the lower front crown being set at 692mm below the main roof crown.

- 3.15 Given that a dormer of circa 4.25 metres wide is far too dominant and therefore not an option, we proposed a further revised design solution incorporating two Hips whereby the ridges are set at the level of the lower crown over the lift and thus obscuring the crown as shown below:



3D Visualisation showing Hips in lieu of Gables submitted 23rd July 2021



Design solution submitted 23rd July 2021 together with 3D Visualisation

The Pre-Application case officer considered the above to be a positive approach and commented (23/07/21) by email:

Hi Jeff,

I haven't had a chance to fully digest your comments but the hipped approach helps to reduce bulk further – is there any possibility of reducing the depth of the front projection somewhat in combination with that?

*Regards,
Mick*

By flattening the West pitches of the Hips to 35 degrees, we are able to reduce the lower crown further as requested and consider this to be the design solution that meets the requirements of all parties.

- 3.14 We propose a balanced main roof to address the issue of the 1.2 metre overhang to the West pitch which was introduced in an effort to accommodate the lift shaft which it fails to do as explained in paragraphs b2), b3) and b4) on page 4 of this statement, and demonstrated on application drawing 7100/D/07.

There is no other logical reason for such an unbalanced 1.2 metre West eaves projection

- 3.15 A balanced main roof with an equal eaves projection to all sides also allows the second floor flat to sit centrally within the roof space in accordance with good building practice.
- 3.16 We have also demonstrated on application drawing 7100/D/07 that the Ashlar walls below the West roof pitch of the second floor flat as the approved scheme would be 978mm high rendering the Kitchen unusable.
- 3.17 As part of the revisions to the roof design, we have had to reconfigure the layout of the second floor flat. The effect of the revisions to the roof have meant a reduction in the Gross Internal Area, (GIA), of the flat to that first proposed during pre-application discussions.

The approved scheme states a GIA of 83.52m² which we believe is incorrect. We have measured the GIA of the second floor flat and believe it to be 87.74m² excluding dormer windows.

- 3.18 Within the written pre-app response with reference to the top floor flat, the case officer Michael Gavin advises that:

There appears to be scope to reduce the top floor flat in size and still remain in excess of the required GIA for this unit. I appreciate the reasons given in terms of head heights and usability but you may wish to explore further any possibility of further reducing the crown over the front projection.

We have taken on board the advice, and the proposed GIA of the second floor flat as now proposed is 102.03m², of which 4.5m² is gained by including the lift lobby within the flat. The net increase is therefore a modest 10.06m².

Reduction in Units

- 3.19 As explained in section 2.1 – c1), the number of units at first floor level does not meet the requirements of Building Regulations Approved Document B Volume One 2019 edition, and diagram 3.9 b, whereby the layout as approved would be acceptable for a maximum of two flats per floor in terms of Fire Safety and Means of Escape.
- 3.20 We therefore have no option but to reduce the number of units at first floor level from 3 x 2 Bed, down to 2 x 3 Bed flats.

3.21 The net result is a reduction of 1 habitable room overall. There was no pre-app objection to the change in units.

Landscaping and Parking

3.22 Given the case set out in d1), d2), d3) and d4) on pages 5, 6, 7 and 8, and as part of seeking pre-application advice, we considered the parking and amenity areas and put forward a proposed amended design incorporating re-use of the existing crossover, and thus taking vehicle movements further away from the cul-de-sac junction by an additional 8.5 metres improving road safety and allowing a greater amount of amenity and landscaping than it would otherwise be possible to provide.



Amended Parking Layout and Increased Amenity Space (Dwg 7100/D/01/D) as submitted during Pre-App on 02/07/21

- 3.23 This amendment coupled with a re-arrangement of the parking areas which includes five Electric Vehicle charging points results in an additional 18.46m² of shared grassed amenity area, was considered to have significant benefits as the advice received below on the 12th July 2021:

I also note the further consideration of the layout, access and parking, and landscaping. This includes re-use of the existing crossover and retention of the existing lamp column in its current position thus taking vehicle movements further away from the cul-de-sac junction by an additional 8.5 metres, and an increased shared grassed amenity area – your calculation is that provision would increase to 193.46m² set against the shared amenity space of 175m². Given this part of the proposal was submitted only very recently it will need to be considered by highways and landscape officers when a future application is submitted, but on the face of it these appear significant benefits.

Conclusion

- 4.01 Due to the errors within the original design, we have had no option but to amend the approved scheme and seek approval for those amendments.
- 4.02 We have sought pre-application advice and through negotiation and incorporation of the advice received, the approved scheme as approved under 40711/APP/2018/4033 if amended as proposed is deliverable and meets the following local and national planning policies:

Local Plan Part 1 Policies:

BE1: Built environment

E5: Town and local centres

H1: Housing growth

EM1: Climate change adaptation and mitigation

Local Plan Part 2 Policies:

DMH 2: Housing Mix

DMHB 11: Design of New Development

DMHB 14: Trees and Landscaping

DMHB 15: Planning for Safer Places

DMHB 16: Housing Standards

DMHB 17: Residential Density

DMHB 18: Private Outdoor Amenity Space

DMEI 1: Living Walls and Roof and On-site Vegetation

DMEI 2: Reducing Carbon Emissions

DMEI 9: Management of Flood Risk

DMT 2: Highway Impacts

DMT 5: Pedestrians and Cyclists

DMT 6: Vehicle Parking