

PLANNING STATEMENT

IN SUPPORT OF PLANNING APPLICATIONS FOR:

A non-material amendment to Planning Permission 40711/APP/2018/4033 for a two storey building with habitable roof space to provide self-contained flats with associated parking and amenity space, involving demolition of existing chalet bungalow and an application under Section 73 of the Town and Country Planning Act 1990 to Vary Condition 2 (Approved Plans) of Planning Permission 40711/APP/2018/4033 to substitute the approved plans

27 Ducks Hill Road, Northwood, Middlesex HA6 2NW

for and on behalf of:

Bramley Building Services South East Ltd



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

Architecture - Planning - Construction - House Building

T: 01754 890490 April 2022

1 Introduction and Relevant Planning History

- 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 a development of 4 x 3 Bedroom and 1 x 2 Bedroom flats and an amendment to the design of the Roof Configuration and the upper elevation 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Decision: 22-09-2017 Withdrawn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Decision: 05-09-2018 Withdrawn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

40711/APP/2021/3248 27 Ducks Hill Road, Northwood Variation of Condition 2 (Approved Drawings) of planning permission 40711/APP/2018/4033 dated 21/10/2019 (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 variation seeks to raise the land levels of the site and building including increased height, larger front gables, removal of central front dormer, replacement windows and doors throughout including different materials, new ground floor side doors including external steps and balustrade, new and increased amount of rooflights, front entrance door canopy roof reduced, amended site layout and landscaping arrangement including retention of existing front crossover and boundary treatment alterations.

Decision: 11-02-2022 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.
- 1.9 The advice offered via the pre-application enquiry resulted in the submission of Planning Application 40711/APP/2021/3248 validated on the 26th August 2021 and . Despite several telephone calls and emails to the case officer, no contact was made with the applicant or the author by the LPA until a site visit requested by the case officer Jamill Patel and carried out on Tuesday 25th January 2022, i.e. 5 months after validation of the application.
- 1.10 The view of the case officer Jamill Patel is that the proposed design incorporating a pair of tile hung Gables similar to those at nos. 17 and 15 Ducks Hill Road was acceptable and confirmed his view in an email to the Applicant on the 28th January 2022. He, (Jamill Patel), appeared to change his view in a further email to the Applicant on the 9th February 2022.
- 1.11 This application seeks approval for the design changes set out below as also initially supported by Jamill Patel.

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 to 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 wheelchair 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.

- 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.
- 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/A. 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 set a design precedent for such a roof.
- b3) As far as we are aware, no Section drawings were ever prepared or submitted with planning application 40711/APP/2018/4033 to show the roof and rationale behind the unbalanced eaves. Such drawings which would have highlighted the obstruction of the lift doors. The same would apply to the unusable floor space within the approved Kitchen as demonstrated on application drawing 7100/D/07/A and referred to in paragraph 3.18 on page 14 of this statement.

Justification 2.1 b) Cont/.....

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 more than 2 metres beyond the face of the building which exacerbates the already unbalanced and unattractive roof.

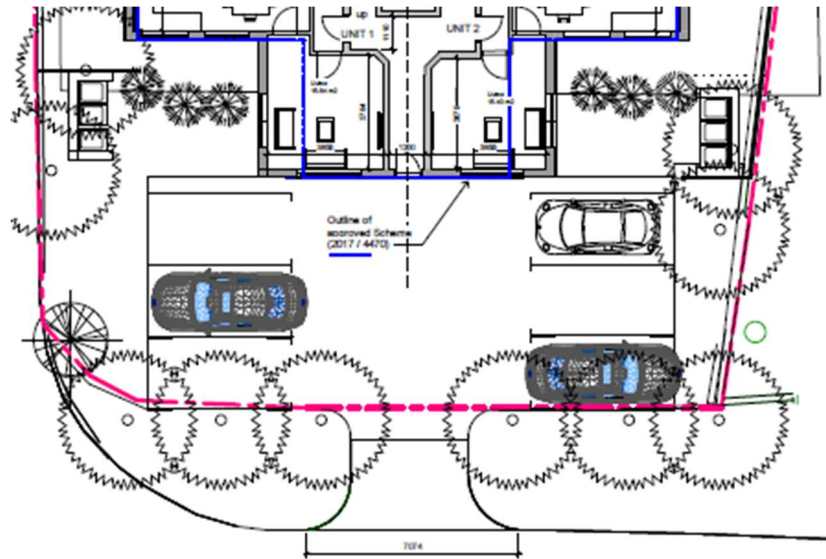
- b4) The approved plan 5497 PL A101 Rev I, shows the dormer window to the front elevation as being the same overall width as the lift shaft, and positioned directly above where the lift would protrude through the main West facing roof slope. The arrangement of the lift is such that due to the width of the dormer the vertical dormer cheek and main roof structure cuts across the lift door 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 door must be replicated on the opposite side with the result being that the overall dormer width increases to a very dominant circa 4.25 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 required between the flat entrance doors and the stairs. This non-compliance refers to the 1st Floor designed as 3 x 2 Bedroom Flats.

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.

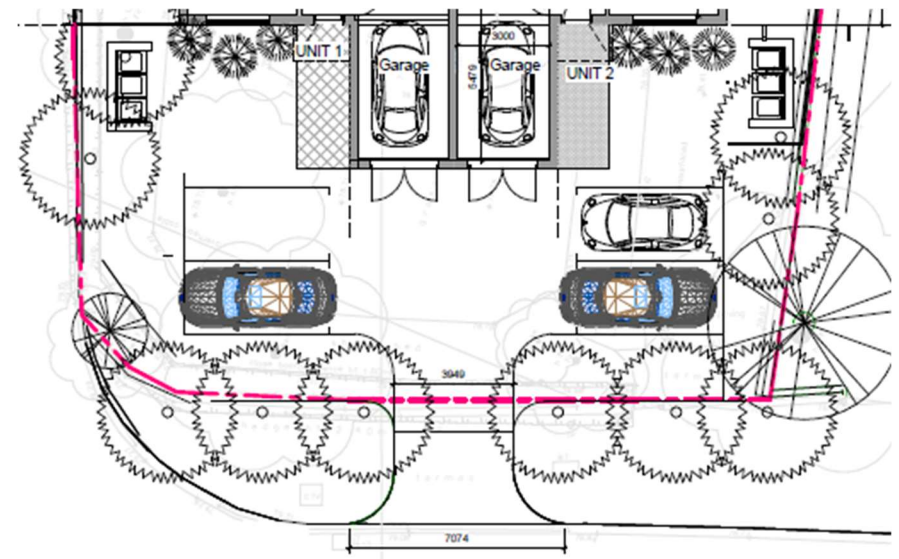
Therefore the only way to achieve compliance with the fire safety and means of escape requirements under the Building Regulations, is to amend the density and mix of units from 2 x 3 bed and 4 x 2 bed flats down to 4 x 3 bed and 1 x 2 bed flats, and thus reduce the number of units at 1st floor level.

- 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.

Justification 2.1 c1) Cont/.....



Approved Parking & Crossover 40711/APP/2018/4033



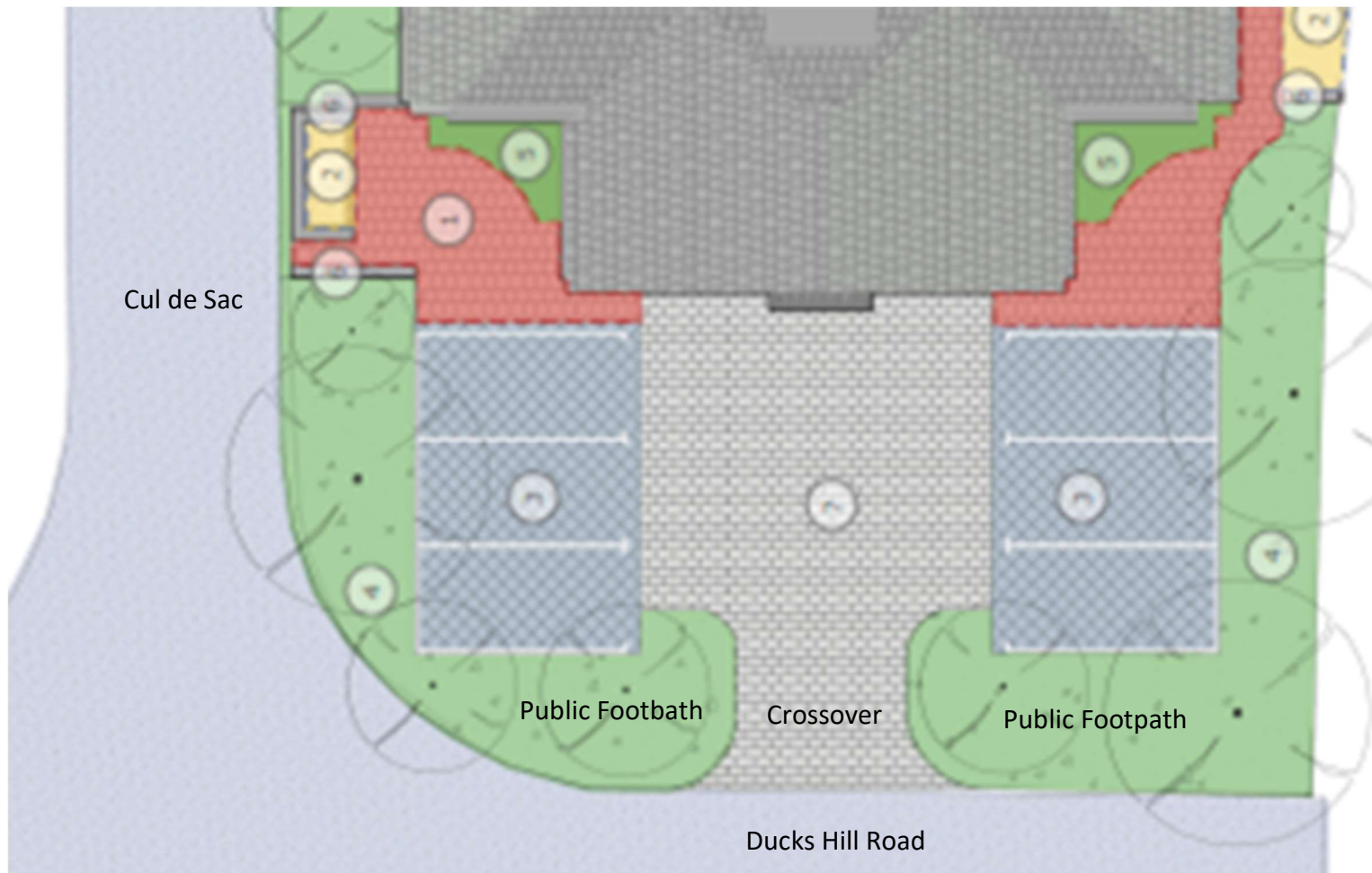
Approved Parking & Crossover 40711/APP/2017/4470

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.

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 is clearly incorrect which coupled with the footpath being coloured green gives the impression of a far greater amount of landscaping to the front of the site than it is possible to provide.

Justification 2.1 d2) Cont/.....



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 **40711/APP/2018/40 33** 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. It is clearly impossible to provide the level of Landscaping shown.

Justification 2.1 d4) Cont/.....

Whilst the roof plan showing a ridge instead of a crown is not a material consideration when assessing the landscaping proposals, the loss of 3 parking spaces in lieu of decking is a very important factor and 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 also show level access from Ducks Hill Road without a public footpath as below which is simply not possible under the approved scheme.



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

- 3.1 The approved design as 40711/APP/2018/4033 shows a crown roof height at 3.770m above 2nd Floor level.
- 3.2 We propose a crown roof height at 3.342m above 2nd Floor level which equates to a reduction in the height of the overall roof construction of 428mm, and an overall building height of 8.900m.
- 3.3 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 9.170m. Whilst the level of the building has had to be raised relative to Ordnance Datum our design proposes an overall building height of 8.900m, i.e a building 270mm less in height than the building 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 10.90m as stated in the officer's report. However, the ridge height stated on the approved survey drawing TS17-137G\1 is 88.830. For the avoidance of doubt, we have based our proposals upon the levels stated on drawing TS17-137G\1.

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

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.

- 3.4 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.
- 3.5 The following example shown at 89 Ducks Hill Road 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

- 3.6 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)

Application **40711/APP/2021/519** 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.***

- 3.7 Following refusal of 40711/APP/2021/519, a formal application was submitted requesting Pre-Application Advice.
- 3.8 A virtual meeting was held with Pre-App case officer Mick Gavin on the 11th June 2021 during which it was agreed that there is no obvious established building line, and in any event, it would be very difficult to state where such a line exists.
- 3.9 We propose a new Finished Floor Level of 78.990 which is 870mm above that previously approved, and a maximum Ridge/Crown level of 87.890 as agreed with Mick Gavin during Pre-App, and which is 600mm above the approved level.
- 3.10 As part of Pre-App negotiations, we submitted 3D visualisations showing a twin gable option preferred by Mick Gavin as below.



- 3.11 Having initially requested embellishments to the twin gables, further discussions with Mick Gavin resulted in the twin gables being omitted in lieu of hips.
- 3.12 Planning application 40711/APP/2021/3248 was therefore submitted based upon the initial pre-application advice from Mick Gavin.
- 3.13 As explained in paragraph 1.10 of this statement, Planning Officer Jamill Patel visited site on the 25th January 2022 and advised the applicant by email on the 28th January 2022 that the twin gable approach was preferred and would be supported

On Fri, 28 Jan 2022 at 17:30, Jimill Patel <JPatel@hillingdon.gov.uk> wrote:

Dear Tony

Thanks for your email.

I am presenting my views to management on Monday – I am setting out my justification on supporting the double gables and land level changes (main changes of the variation application). I will be in touch on Monday.

If management do raise any concerns, I will also set them out!

Kind Regards,

Jimill Patel
Planning Officer
Resident Services
London Borough of Hillingdon
A: 3N, Civic Centre, High Street, Uxbridge, UB8 1UW
E: JPatel@hillingdon.gov.uk
T: 01895 250 230
W: www.hillingdon.gov.uk

- 3.14 Jamill Patel appeared to change his view resulting in the refusal of Planning application 40711/APP/2021/3248

- 3.15 Since the refusal of Planning Application 40711/APP/2021/3248 we have managed to engage with Roz Johnson, Head of Planning – Development Management, and Katie Crosbie – Planning Team Leader via email and subsequently, a Teams virtual meeting held on the 23rd February 2022 to discuss reasons for the refusal and possible solutions.

The issues that have arisen all stem from design errors that were overlooked during determination of **4077/APP/2018/4033** and which have necessitated the corrections for which we now seek approval.

- 3.16 Both Roz Johnson and Katie Crosbie stated that they are keen to work with the applicant to resolve the issues that have stemmed from the design errors described in Section 2 of this statement.

To that affect, Roz Johnson visited site on Tuesday 15th March to better understand the nature of the design errors which were explained in detail by the applicant and Ian Clarke of LB Hillingdon Building Control

- 3.17 Please refer to application drawing 7100/D/07/A which demonstrates the conflict between the front/West roof pitch, the lift door and the irregular offset positioning of the 2nd floor flat. The only way to resolve the conflict with the lift door is as demonstrated, i.e. to construct a secondary crown roof, the level of which is governed by the fixed height of the lift shaft and roof construction over the shaft.

- 3.18 It should also be noted that the Kitchen of the 2nd floor flat as approved is unusable due to the height of the front/West Ashlar Wall which is 925mm at best, and 225mm at worst as demonstrated on Section 4 of application drawing 7100/D/07/A.

This also applies to both the Family Bathroom and En-suite Bathroom/Shower Room off Bedroom 1.

- 3.19 In accordance with good building practice, we have positioned the 2nd floor flat centrally over the building footprint below and redesigned the layout to make best use of the space available. The result is that GIA of the second floor flat is 95.30m² which includes 4.50m² of floorspace gained by inclusion of the lift lobby, (see drawings 7100/D/02/K and 7100/D/07/A). The net gain in floorspace therefore equates to a modest 3.76m².

- 3.20 On the understanding that the West roof pitch as approved will obstruct a person 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 5 of this document. Given that a dormer of circa 4.25 metres wide, (as paragraph b4)), is not an option, we propose a design solution incorporating a pitched roof infill between the two Hips as suggested by Roz Johnson.

- 3.21 The minimum headroom required for the Lift is 2.5 metres to the internal soffit of the lift shaft above 2nd floor level as stated on the specialist supplier drawing AV417060 included within the application documents. We then have to add on the depth of the roof construction over the lift shaft of approximately 150 to 200mm. The finished level of the secondary crown roof cannot therefore be any lower than 2.65 metres above 2nd floor FFL.

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

- 3.22 We therefore seek approval for the corrected floor levels relative to the surrounding road and footpath levels all as stated in subparagraphs a1) and a2) on pages 3 and 4 of this statement, coupled with the twin hipped approach as the visualisations below.
- 3.23 We have considered the parking, landscaping and amenity areas following discussions with Roz Johnson on site and all as shown on application drawing 7100/D/01/E.
- 3.24 We have shown Cycle parking and Bin Storage on drawing 7100/D01/E as discussed with Roz Johnson on site.
- 3.25 We also 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.
- 3.26 Although not requested during the determination of either 40711/APP/2017/4470 or 40711/APP/2018/4033 submitted by others, we were asked to provide a swept path analysis relating to the proposed amended parking at the front of the site.

Please therefore refer to application drawing 7100/D/08 showing the swept paths.

- 3.27 The applicant has appointed a consultant Landscape Architect to address the points raised by the Council's Landscape Officer by email on the 4th April 2022.



3D Visualisation looking South



3D Visualisation looking North showing that the Front projection of 27 Ducks Hill Road is largely screened by the existing mature tree within the site of 29 Ducks Hill Road and therefore cannot be seen

4 Conclusion

- 4.1 The Building has been set out in the exact approved location within the site and is 270mm less in height than the approved building as follows:

Building as approved – Ridge Level: 87.29 minus FFL: 78.12 = 9.17m

Building as proposed – Ridge Level: 87.89 minus FFL: 78.99 = 8.90m, i.e., Approved minus 270mm

- 4.2 We have been left with no option but to raise the level of the building as explained in Section 2 – paragraphs a1) and a2) whereby the scheme as designed is not deliverable.
- 4.3 We have designed the site levels to comply with Approved Document M4 of the Building Regulations whilst maintaining a ridge level subordinate to No 29 Ducks Hill Road.
- 4.4 We have rationalised the roof design to provide balanced elevations with equal eaves projections.
- 4.5 The approved layout of the 2nd Floor/roof space was such that the Kitchen and bathrooms were unusable as explained in paragraph 3.8 earlier. As a consequence of 4.4 above, we have been able to provide improved useable accommodation within the second floor Flat.
- 4.6 Given the above which has been achieved through engagement with the Council's Head of Planning – Development Management, and the Area Planning Team Leader, we believe that the proposals provide an improved design that is deliverable and seek the support of the London Borough of Hillingdon.

J P Taylor MCIAT ICIOB