



DESIGN & ACCESS STATEMENT

ONE PERSON, ONE STOREY DWELLING WITH RAISED SLEEPING AREA, LAND AT REAR OF 20 DORSET CLOSE, UB4 8NS

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1 Introduction

This application seeks permission for the development of one person, one storey studio dwelling with raised sleeping area on the Land off Dorset Close, Hayes. The dwelling is proposed to be located on a currently vacant 'rectangle shaped' parcel of land to the north of Dorset Close.

This Design and Access statement outlines how the proposal takes advantages of opportunities of this site, working with its constraints, and demonstrates how the proposal aligns with the relevant Planning Policy and guidance.

Development Brief

The project brief for the development was for a single dwelling on the proposed site to create a high quality contemporary studio dwelling.

The development should improve the quality and identity of its context providing a sustainable and enjoyable place to live, work and stay. Good quality design is at the heart of this proposal consistent with the London Plan.

Following the previous refusal for a two storey dwelling on the site in September 2022, this new proposal addresses all of the concerns and objections raised.

02 Site

2.1 Location

The 102 sqm site is situated off Dorset Close, Hayes. The site's location is on the secondary road that is

leading to Dorset Avenue and is linking Dorset Avenue and Dorst Close Return Circle. All the houses on Dorset Close are located around the return circle and here are no houses facing the north part of the road where the site is located. Dorset Close is located within Hayes, a district of West London within the Hillingdon Borough. The proposal site is situated within a predominantly residential area with a primary school, secondary school and other local amenities within walking distance. Transport links include bus routes.

Local parks and Hillingdon Trail are within walking distance.

The surrounding area exhibits a residential character, predominantly consisting of semi-detached dwellings. The wider context includes Hedgewood Primary School and Charlville Academy to the North, local busses and shops to the South.

The site does not comprise a locally or statutorily listed building, is not within a conservation area and is not subject to a relevant Article 4 Direction.

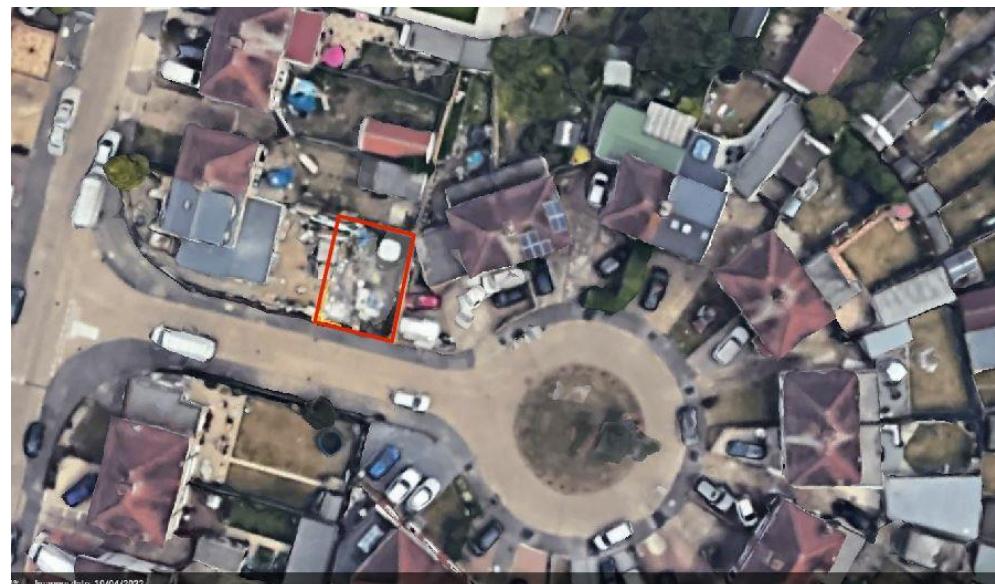


Figure 1 Aerial View and Site Location

2.2 Site Constraints

The development site is currently enclosed by a high timber fence and timber gate adjacent to the street frontage and timber fencing and brick boundary wall adjacent to other boundaries. Site is relatively flat, currently 125 mm below the pavement level.

Trees

There are no existing trees on site and no trees in neighbours gardens. The trees on the plot were removed to provide access in November 2021. The trees had no recorded TPO's. The applicant proposes the trees to be re-planted. One Japanese Maple tree is and two Palm trees are proposed at rear.

Current Use

The proposal site is derelict, the current owner has been trying to find the use for the site. The frontage to Dorset Close is a dilapidated timber fence with no vehicle access.

The land is not associated with any dwelling and it is a separate parcel of land.

2.3 Flood risk. The whole extent of the site and surrounding area fall within Flood Zone 1, the most appropriate flood zone to propose residential development according to .Gov.uk .



Figure 2 The Site

2.4 Planning Policy

Local Plan and London Plan

Part 1 Policies

PT1.HE1 (2012 Heritage)

PT1.BE1 (2012 Build Environment)LPP D4 LPP (2021) Delivering good design

D5 LPP D6 (2021) Inclusive design

LPP D7 LPP (2021) Housing quality and standards

LPP D7 LPP (2021) Accessible housing

LPP H2 LPP (2021) Green infrastructure

SI12 LPP (2021) Urban greening

SI13 LPP SI2 (2021) Increasing housing supply

LPP T5 LPP (2021) Small sites

T6 LPP T6.1 (2021) Flood risk management

NPPF11 (2021) Sustainable drainage

NPPF12 (2021) Minimising greenhouse gas emissions

NPPF15 (2021) Cycling

NPPF2 (2021) Car parking

NPPF4 (2021) Residential parking

NPPF 2021 - Making effective use of land NPPF

NPPF4 2021 - Achieving well-designed places

NPPF 2021 - Conserving and enhancing the natural environment NPPF 2021 - Achieving sustainable development

NPPF 2021 - Decision-Making

NPPF 2021 - Delivering a sufficient supply of homes NPPF 2021 - Promoting sustainable transport

Development Plan

Part 2 Policies:

DMHB 1 Heritage Assets

DMHB 3 Locally Listed Buildings

DMHB 4 Conservation Areas

LPP HC1 (2021) Heritage conservation and growth

NPPF 2021 - Conserving & enhancing the historic environment

DMEI 10 Water Management, Efficiency and Quality

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMH 6 Garden and Backland 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

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D1 2021) London's form, character and capacity for growth

LPP D3 (2021) Optimising site capacity through the design-led approach

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.



Figure 3 The Site

2.5 Local Character

The application site is fenced-off former garden land between dwellings on Dorst Avenue and Dorset Close Return Circle, which are both primarily residential streets characterized by classic inter-war, semi-detached housing of the Metroland type. Many of the houses have been altered over time.

The proposed new dwelling would front Dorset Close in the northern part, which is a narrow road connecting Dorset Avenue and Dorset Close Return Circle.

This part of the road has a mixed character with strong commercial influences of garages and outbuildings in the background.

As the new dwelling would sit primarily within this context, it is not necessary for it to closely reflect the character of Dorset Avenue or Dorset Close Circle Return. The new dwelling would still have sufficient shared characteristics with the existing dwellings in the area in terms of roof form, height, materials. Furthermore, although the depth of the rear garden area would be shorter than most of the surrounding properties, this would not be apparent from the public view. In addition, as the site is a separate parcel of land with its own frontage, the proposal would not constitute backland development, or result in loss of garden space.



Figure 4 View from Dorset Close



Figure 5 View from Dorst Avenue



Figure 6 View from Dorst Close Circle Return

2.6 Planning History

Relevant Planning History

09-05-2016, 4140/APP/2016/1234 20 Dorset Avenue, Porch to Front, Withdrawn

11-07-2016, 4140/APP/2021/2781 20 Dorset Avenue, Two storey side/rear extension, single storey rear extension and conversion of roof space to habitable use to include a rear dormer and conversion of roof from hip to gable end, Approved

09-09-2021, 4140/APP/2021/3568, 20 Dorset Avenue, Conversion of roof space to habitable use to include a rear dormer, 2 front roof lights, and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development), Refused

17-11-2021, 4140/PRC/2021/256, Land At The Rear Of 20 Dorset Avenue Hayes, Erection of detached one storey dwelling house with basement, Approval

28-02-2022, OBJ. Comment on Planning History, Unacceptable

15-09-2022, 4140/APP/2022/1996, Land At The Rear Of 20 Dorset Avenue Hayes, Erection of a detached two storey one-bedroom dwelling house on the land at rear of 20 Dorset Close with associated bins and cycle bay, Refusal

3.0 MAIN PLANNING ISSUES AND THE REVISED SCHEME

The scheme is revised to address the previous planning application concerns of the development

3.1 Impact on the amenities of the occupiers of neighbouring residential properties

"The proposed dwelling would fail to achieve a sufficient separation distance between the host dwelling and No.20. Given that no.20 has been heavily extended, the rear building line differs from that shown on the drawings submitted. The two storey building would result in an undue loss of light, sense of enclosure and outlook to main habitable spaces. Privacy has been considered in the design and there would be no overlooking but this does not outweigh the other serious concerns raised with respect to amenity."

"The two storey building would also be sited very close to the garden boundaries of both no.20 and no.22. This proximity would see the building tower over these amenity spaces which are currently bound by standard fences and low level outbuildings. Further, given the orientation of the properties, the new building would cast a large shadow over the rear garden areas which would be harmful and compound the harm to their amenity by diminishing the quality of external spaces by a harmful degree."

In the revised design, the position of the proposed building was amended. Previously the building was located near the rear boundary and the current design places the building in line with the line of the side extension. This ensures that the outlook from the No 20 dwelling is preserved.

Part of the double storey flank wall of the proposed dwelling would extend past the double storey rear elevation of 20 Dorst Avenue, but not to a significant extent. As a result, the occupiers of 20 Dorst Avenue would still benefit from a largely open outlook. In addition the drawings indicate that the distance between double storey elevation of 20 Dorst Avenue and double storey flank wall is 12.61m at the closest point and is typical for the houses located on the corners of the roads in the wider local area.

When taking in consideration that the mezzanine floor storey is located partially within the roof, that has a hipped design, any harmful intrusion of the outlook enjoyed by the occupiers would be avoided.

No 20 Dorset Avenue retains 101sqm of rear and side amenity as confirmed on the measured survey.

The proposed building is also distanced by 1m from each side boundary.

The current design is stepped in height, the pitched roof design has been implemented to minimize the overbearing effect of the neighbouring properties.

There is a minimal loss of light and from 11am no shadow is cast on the garden of No 20 Dorset Avenue. As the shadow analysis model illustrates, there is also minimal impact on the garden of 22 Dorset Avenue.

There is no overlooking and discrete pergola in the rear garden preserves privacy of the proposed and existing dwellings.

3.2 Impact on Street Scene

"The site is located to the rear of 20 Dorset Avenue. The proposed two storey dwelling would be sited to the rear of the site alongside the rear (North east) boundary of the site. The dwelling would have a gabled roof with a high level window to the rear gable end. It would be sited along the rear boundary of the site with a modest front garden. A large, awkward pergola structure is also proposed. The proposed development would appear cramped, poorly designed, not in keeping with the scale or pattern of development in the local area. Dorset Close is planned around a turning circle with pairs of properties of similar styles, treatment and form. The detached building would fail to respond to this character and read as an awkward addition in the streetscene, harming its attractive and open feel."

The design of the dwelling was amended and featured including "front facing pergola", "gabled roof", "gable end rear window", dwelling location along rear boundary, front facing garden were redesigned . The house position was moved to the front of the plot to create a rear garden and reduce impact on the neighbouring gardens and outlook. Working in line with the area character and planners suggestions on the roof shape, the hipped form of the roof was mimicked from the neighbouring buildings and was given a modern identity by a large dormer window (inspired by No 20 Dorest Avenue dormer extension).

The form of the house was very much led by the character of the immediate local area and the site constrains.

The site currently is enclosed with dilapidated 1.8 m heigh fence and broken gate and does not have the attractive feel of an open verge. As the site is no longer associated with No 20 Dorstet Avenue since the September 2021 sale has been derelict.

A suitable designed dwelling, fitting into the local context would improve the character of the immediate local area.

The application site is fenced-off former garden land between dwellings on Dorst Avenue and Dorset Close Return Circle, which are both primarily residential streets characterized by classic inter-war, semi-detached housing of the Metroland type. Many of the houses have been altered over time.

The proposed new dwelling would front Dorset Close in the northern part, which is a narrow road connecting Dorset Avenue and Dorset Close Return Circle.

This part of the road has a mixed character with str0ng commercial influences of garages and outbuildings in the background.

As the new dwelling would sit primarily within this context, it is not necessary for it to closely reflect the character of Dorset Avenue or Dorset Close Circle Return. The new dwelling would still have sufficient shared characteristics with the existing dwellings in the area in terms of roof form, height, materials. Furthermore, although the depth of the rear garden area would be shorter than most of the surrounding properties, this would not be apparent from the public view. In addition, as the site is a separate parcel of land with its own frontage, the proposal would not constitute backland development, or result in loss of garden space.

3.3 Traffic Impact/Pedestrian Safety

No parking is proposed and there will be no impact on pedestrians or traffic.

3.4 Carparking & Layout Policy

"The Council's Highway Officer has confirmed no objection is raised to the proposal. A traffic survey has been submitted in support of the application which concludes: "Our conclusion is that this area does not have a parking problem. The parking stress on average is 50.5% over the entire survey area which amounted to approximately 43 available

car parking spaces on average over both survey nights. It is acknowledged that some sections of the surveyed streets have a higher parking stress; however this area does not have a parking problem. There is ample capacity for additional car parking space on street. Car parking availability is shown in the appendices section as below." Given this is a 1-bed property with a reduced parking demand overall, this is accepted and a reason for refusal on parking is not considered sustainable in the event of an appeal."

The new proposed dwelling also has no parking and it is assumed that this is acceptable.

3.5 Urban Design, Access and Security Considerations

Table 3.1 of the London Plan (2021) states that a two storey 1 bedroom house should provide 58 square metres which the proposal exceeds.

The proposed one person dwelling has a mezzanine floor that is overlooking less than 50% of the ground floor . The dwelling can be classified as one storey house with raised platform forming a sleeping area. According to the London Plan 2021, where a studio has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m² .

The proposal exceeds the internal size standards of Hillingdon Local Plan and London Plan.

The proposed dwelling would be sited back from the road along the rear boundary. The occupants of the proposed dwelling would be served by an area of outdoor amenity space to the front of the dwelling. The scale and quality of this outdoor amenity space is considered substandard given its siting to the front, size and enclosed nature (set between the two storey building and a boundary fence). As such, the proposal fails to provide amenity space of sufficient size and quality commensurate to the size and layout of the proposed dwelling.

The proposal total private garden area includes 35 sqm od garden at rear and secured by a 1.8m high fence 10sqm private courtyard area at the front. Tis exceeds Hillingdon Local Plan minimum amenity standard which is 40 sqm.

Concerns are also raised in terms of the retained garden area for the parent property which has already been diminished by the recently constructed extensions. The host dwelling would require the provision of 100 square metres to meet the standards. The retained rear garden would measure approximately 25 square metres and the side garden 10 square metres which would represent a serious shortfall. As a result of the proposed sub-division of the existing residential plot, the development would result in a deficient amount of residential amenity space left for the existing dwelling (No 20 Dorset Avenue) and the proposed new dwelling, as a result a cramped appearance would arise, with inadequate amenity space for those dwellings. Therefore the proposal would be contrary policy DMHB18 and DMHB11 of the Hillingdon Local Plan - Part Two (2020).

The retained garden of the parent property has an area of 101 sqm and it has been confirmed by a measured survey. The extension of no 20 Dorset Avenue was included in the survey as indicated on the drawing showing amenities.

4.0 OTHER PLANNING CONSIDERATIONS

4.1 Cycle Store

The proposal includes secure and accessible storage for one bicycle- to the front of the property.

4.2 Refuse Storage

Enclosed refuse storage was provided at the front. It is

accessible from the public footpath on collection day. This leaves no requirement for bins to be brought through other areas of the property for collection.

4.3 Sustainability

Sustainability was considered as very important aspect of this proposal. The building fabric will be insulated to exceed the thermal requirements of current Building Regulations.

4.31 Passive Thermal Design measures

Warm roof is to be employed to insulate the roof to the highest standard. High specification double glazed units will be used to achieve U value of 1.0 W/m²K, which is the best specification on the market.

The building was designed to use its thermal mass as active design measure. Considerations were taken from the outset of materials, location, orientation, ventilation to achieve effective design. The insulation was positioned inside cavity walls that are constructed of brick and represent thermal mass. The internal brick of the wall will be exposed. The floor was designed as polished concrete with insulation underneath, to provide thermal mass.

Large patio door that is located in the front elevation will provide solar gains during the winter months. Maple tree will provide shading in the summer to prevent overheating.

The building was designed to be naturally ventilated providing cross ventilation by location windows in opposite elevations.

4.32 Active thermal design measures

The dwelling will be heated by air source heat pump providing 300% efficiency.

4.33 Rainwater Harvesting

Rainwater harvesting will be incorporated in the project and this will provide water for the garden lawn, trees and plants.



Proposed Japanese maple tree providing shading



Permeable pavement

4.4 Landscape and boundary treatment

Hardscaping at the front will include permeable pavement for the entrance pathway and the practical area with bicycle and recycling stores. At rear there will be decking. Japanese maple tree will be planted at the front and palm trees at rear. Planters will be provided at the front and rear. Lawn at the front and rear will complete the greenery.

4.5 Boundary treatment

The site is currently bound by a dilapidated timber fence at the front, new timber fence at the left side, brick boundary wall at the right side and existing timber paneled fence at rear. Front and rear boundaries will be replaced by a quality timber fence of the same height as the current fence.

5.0 Conclusion

In summary, this proposal offers a sympathetic yet modern development on a modest site within a residential area of Hayes. The proposal creates a functional one person home with considerable amenity. The material palette responds sensitively to the surrounding area with features such as the brick walls, timber garden fences and hipped roof covered with slates. The proposal significantly improves the site appearance which currently has a negative impact on the street scene. This proposal responds positively to all aspects of the feedback raised by the LPA and the neighbours. It has embraced all of the considerations raised in the most recent application decision including improving the amenity space, reducing scale, improving layout in relation to other buildings, reducing overshadowing to minimum, significantly improving the design and providing thermal comfort inside. Remaining Amenity of No 20 Dorset Avenue measures 101 sqm and it is sufficient according to the local policies. The design therefore addresses all considerations raised with previous applications and ensures the currently unused and dilapidated site delivers a positive contribution to the surrounding area, providing high quality and unique living space for its future occupant.

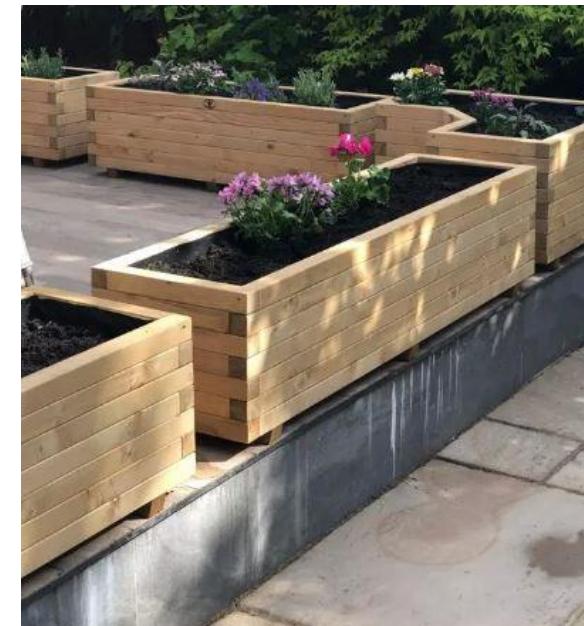


Figure 7 Planters



Figure 8 Proposed decking at rear