

Planning, Design and Access Statement

for:

Application for the conversion of the first floor and roof extensions to create 3 x 2 bed and 1 x 1 bed flats with balconies and terraces, with ground floor extension for relocation of existing Chandlery

at:

Willowtree Marina
West Quay Drive
Yeading
UB4 9TA

July 2023

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Site:

Willowtree Marina, West Quay Drive, Yeading, UB4 9TA

Applicant:

Sorbon Estates

Document revisions

No:	Details:	Date:
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1.0 Introduction

- 1.1 This Statement accompanies a Planning Application for the conversion of the first floor and roof extension to create 4 flats and a ground floor extension to relocate existing Chandlery at Willowtree Marina, Yeading.
- 1.2 The application site has no recent planning history, although the following planning applications have been determined at the site:
 - i. 46463/APP/2006/372 - VARIATION OF CONDITION 15 TO REMOVE REQUIREMENT TO PLACE WELD MESH ON RAILINGS SURROUND TO THE MARINA OF PLANNING PERMISSION REF.46463/APP/2004/ 3092 DATED 22/09/2005 (CHANGE OF USE FROM BOATHOUSE TO CHILDREN'S NURSERY AND ALTERATIONS TO FRONT AND REAR ELEVATIONS) - Approved
 - ii. 46463/APP/2005/3105 - DETAILS OF LANDSCAPING REMEDIATION SCHEME, DUSTBIN, REFUSE COLLECTION AREA, CYCLE PARKING SPACES, "SAFE STRIP", WELD MESH, DISABLED RAMP, BOLLARDS, "GO SLOW" SIGN ETC IN COMPLIANCE WITH CONDITIONS 9, 11, 12, 13, 14 AND 15 OF PLANNING PERMISSION REF 46463/APP/2004/3092 DATED 22.9.2005: CHANGE OF USE FROM BOATHOUSE TO CHILDRENS'S NURSERY - Approved
 - iii. 46463/APP/2001/664 - CHANGE OF USE FROM MARINA WORKSHOP TO USE FOR PURPOSES WITHIN CLASS B8 (RETROSPECTIVE APPLICATION) - Approved
 - iv. 46463/H/98/0601 - Erection of a summerhouse/storeroom (for use ancillary to the residential houseboats at the Marina) - Approved
 - v. 46463/G/96/0855 - Change of use of workshop to Class B8 (packaging, storage and distribution) - Approved - Limited Time

- 1.3 The application site is accessed from West Quay Drive, a road running east from the A312 The Parkway known as the Hayes Bypass.
- 1.4 Willowtree Marina provides moorings for boat owners and users of the Grand Union Canal. The Marina itself is located on the Paddington Arm.
- 1.5 The site has convenient access to nearby amenities including local supermarkets and stores, community centres and local schools, as well as Willow Tree Open Space a short walk to the north of the application site.
- 1.6 There are no trees within the red line curtilage of the site and no Listed Buildings. The site is not located within a Conservation Area and neither is it within the Green Belt.
- 1.7 The application site is not located within Flood Risk Zones 2 or 3.
- 1.8 The principles of residential development within the area have been readily established over the years, in light of the fact that adjoining the site is the Marina Approach estate and also the estate north of this accessed off Glencoe Road.
- 1.9 The size of the proposed dwellings, as well as the proposed extensions to the building, are appropriate for the setting and building itself and make efficient use of the land available without overdeveloping the site or putting future users at risk.

2.0 Planning Analysis

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and revised in July 2018 and February 2019, with the latest revisions issued in July 2021. The NPPF provides the Government's framework for delivering sustainable development and facilitating economic growth through the planning process. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.
- 2.2 Paragraph 8 states that there are 3 dimensions to sustainable development: economic, social and environmental. Development which helps to build a strong, responsive and competitive economy whilst supporting vibrant and healthy communities, providing housing to meet current and future requirements is to be achieved in a manner which protects the natural, built and historic environment.
- 2.3 The NPPF states at Paragraph 11 that at the heart of the document is a presumption in favour of sustainable development. For decision taking this means approving development proposals which accord with the development plan without delay and local planning authorities should positively seek opportunities to meet the development needs of the area. The presumption in favour of sustainable development is reiterated at Paragraph 49.
- 2.4 Paragraph 38 sets out that the Local Planning Authority should approach applications in a “positive and creative way” and should work collectively with the applicant to ensure that development is delivered to benefit the area socially, economically and environmentally.
- 2.5 Paragraph 47 states that applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

- 2.6 Paragraph 60 refers to the National Government objectives which require 'significantly boosting the supply of homes', and ensuring that a sufficient and variety of land can come forward for delivery for a mix of groups with different housing needs. Paragraph 62 also confirms that the size, type and mix of homes to be provided should be informed and assessed in planning policies.
- 2.7 Paragraph 69 confirms that small and medium sized sites can additionally contribute to meeting the overall housing requirement identified for the District and that these can often be built-out more quickly.
- 2.8 Paragraph 104 of the NPPF sets out that transport issues should be considered from the earliest stages of development proposals, so that, *inter alia*, opportunities to promote walking, cycling and public transport use are pursued.
- 2.9 Supporting paragraph 105 then goes on to state in addition that development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 2.10 Paragraph 107 gives consideration to parking standards which are set for residential and non-residential development and that these should take the following into account:
 - a) The accessibility of the development;
 - b) The type, mix and use of the development;
 - c) The availability of and opportunities for public transport;
- 2.11 With regard to transport implications paragraph 111 is very clear in stating that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.12 Paragraph 119 of the NPPF sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes. Supporting paragraph 120 states that planning decisions should, amongst other things, support opportunities to use the airspace above existing residential properties and allow upwards extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene.

2.13 Paragraph 124 requires policies and decisions to support development which makes “efficient use of land”. This considers the identified needs for a variety of housing mix and type and the availability of land to support it. The criteria also includes market conditions and viability, availability and capacity of infrastructure, maintaining the area’s prevailing character and setting and the importance of well-designed, attractive and healthy places.

2.14 Section 12 of the NPPF highlights the need for achieving well designed places.

2.15 The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities is discussed in paragraph 126.

2.16 Paragraph 130 points to the fact that development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

2.17 The key points from Paragraph 130 where it sets out that Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- d) establish or maintain a strong sense of place, using the arrangement of spaces, to create attractive, welcoming and distinctive places visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.18 The London Borough of Hillingdon assess applications against the Policies found within the Hillingdon Local Plan Part 1 (adopted 2012) and Part 2 (adopted 2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (adopted 2021).

2.19 The policies that are considered of relevance from the Local Plan (parts 1 and 2) include DMEI 2, DMEI 7, DMH 7, DMHB 11, DMHB 15, DMHB 16, DMHB 18, DMT 1, DMT 2, DMT 5, DMT 6. Policies within the London Plan include LPP D3, LPP D4, LPP D5, LPP D6, LPP T6, LPP T6.1, LPP SI 2.

2.20 Policy DMEI 2 considers reducing carbon emissions where developments should look to achieve an appropriate reduction in carbon emissions as part of the proposal and should be read in conjunction with Policy LPP SI 2 of the London Plan.

- 2.21 The Policy within the London Plan refers to residential (non major) development seeking a 10% reduction beyond building regulations and non-residential seeking a 15% reduction.
- 2.22 Policy DMEI 7 addresses the need to ensure that biodiversity and ecological features should be protected and if there is potential for the development to have an impact on such features that the application is supported with appropriate surveys.
- 2.23 Affordable Housing requirements are covered by Policy DMH 7 where the trigger for affordable housing to be provided is confirmed as being 10 or more dwellings.
- 2.24 Design is covered within Policy DMHB 11 and seeks to ensure that all developments are designed to the highest standards and incorporates principles of good design, where it should be of an appropriate scale, height and mass to adjoining structures and also not result in adversely impact on amenities of adjacent properties. Additionally, schemes should also pick up on design vernaculars of the surrounding area.
- 2.25 Policy DMHB 15 considers the requirements of new development having appropriate and safe access arrangements. Policy DMHB 16 requires new dwellings to meet with the latest national space standards, whilst Policy DMHB 18 considers outdoor space requirements.
- 2.26 Design and optimising site capacity is also assessed within London Plan Policy D3, where there should be a design led approach to make the best use of land after an evaluation of the sites attributes. Policy D4 moves on to highlight the need of delivering good design and that it should be of high quality. The standard of design is further clarified within Policy D5 as does Policy D6 which considers housing quality and standards.

2.27 Managing transport impacts is covered by Policy DMT 1 and considers how developments can be sustainable and can be accessible by public transport, walking and cycling and have no significant adverse transport or air quality impacts.

2.28 This is then continued into Policies DMT 2, DMT 5 and DMT 6 which highlight the need for developments to provide safe and efficient vehicular access to the highway network, appropriate provisions for parking of both cars and cycles and ensure that there is no impact on local amenities and congestion.

2.29 London Plan Policy T6 and Policy T6.1 also highlight the need to provide appropriate parking standards for the development in line with a sites setting within the PTAL rating system.

Key Planning Considerations

2.30 This application is accompanied by the following documents:

i. Drawings

WTMWQD_LOC_001 - site location plan
WTMWQD_PLN_001 - existing site layout
WTMWQD_PLN_002A - proposed site layout
WTMWQD_PLN_003 - existing floor plans
WTMWQD_PLN_004.1 - proposed floor plans
WTMWQD_PLN_005 - existing elevations
WTMWQD_PLN_006.1 - proposed elevations

ii. Supporting Documents

Preliminary Roost Assessment - Cherryfield Ecology

2.31 The key planning considerations are the following:

- i. Impact on the character of the area and principle of development
- ii. Design and Amenity Characteristics
- iii. Other Planning Matters

i) Impact on the character of the area and principle of development

2.32 Development is considered acceptable in principle when located within a built-up area subject to its compliance with appropriate policies.

2.33 The site is located within a built-up area and benefits from having access to local amenities which are in close proximity in terms of walking distance from the application site.

2.34 The development seeks to utilise existing floor space within the existing building as well as providing roof extensions to assist in providing space for the creation of four new flats that would make appropriate and efficient use of a site that is already in mixed use by virtue of the restaurant and marina uses already in place.

2.35 A development of this nature in this location would be considered to comply with LPP D3 and paragraphs 60, 62, 69 and 120 of the NPPF.

2.36 The extension at ground floor level is to relocate the existing Chandlery for the Marina, which is an existing use associated with the overall site within the ownership of the applicant. As such it is considered that the relocation of the Chandlery is deemed acceptable in principle.

ii) Design and Amenity Characteristics

2.37 In terms of scale and house type, the proposal would provide four dwellings of which three are two bedroom dwellings and one is a one bedroom dwelling.

2.38 The scheme does propose the extension of the roof to infill a lower section between the two larger gabled sections of the building. This involves a slight increase in ridge height, but it would still be subservient to the two main gables sections of the building.

- 2.39 A dormer window is proposed on the east roof elevation of the building which provides additional floor space for the converted loft space of the building. In addition to this, the flat within the converted loft space will be provided with a private balcony which faces south.
- 2.40 The flat immediately below the loft flat will also be provided with a balcony which serves a bedroom and the living/dining area of the flat. The one bedroom flat will be provided with a balcony on the north east corner of the building with access from the open plan living/dining area.
- 2.41 The flat within the mid-section of the building will be provided with a balcony on the northern elevation and a terrace on the southern elevation due to it being a dual aspect flat. These amenity areas are also accessed from the main habitable rooms in the flats.
- 2.42 Therefore, with regards to the residential element of the proposal, it is clear that the additions to the building are proportionate in scale and of appropriate design as they reflect the vernacular of the existing building and do not detract from the appearance of the existing building.
- 2.43 All flats have been designed to meet with the national space standards and therefore provide an appropriate standard of living in terms of amenity space.
- 2.44 In addition to all of the flats benefiting from private external amenity provisions in the form of balconies and terraces, the application site is in close proximity of the local open space referred to as Willow Tree Open Space and Willow Tree Pond Nature Reserve.
- 2.45 Both of these areas can be accessed on foot by public footpaths, and they provide the future residents with more than sufficient additional outdoor amenity provisions that are within a 5 minute walk from the proposed flats.

- 2.46 In addition to this, the site already benefits from access to appropriate levels infrastructure in terms of local amenities such as supermarkets and a retail park, whilst there are bus links into the main towns within the Borough. These are all within walking distance of the site.
- 2.47 As previously stated, the conversion of the existing floor space together with the proposed roof extension, is an efficient use of space to provide new housing that does not impact on the openness of the Green Belt, Conservation Area or any Listed Buildings.
- 2.48 It would constitute a small windfall site that, if approved, could be built out in a quick and efficient timeframe helping to boost the London Borough of Hillingdon's housing supply in the immediate future.
- 2.49 With regards to the relocation of the Chandlery to an extension on the ground floor on the southern elevation, the extension that is proposed is again proportionate in scale and mass and does not dominate the building or detract from its appearance.
- 2.50 The materials proposed for all the extensions to the building would match the existing materials, whilst the balconies and terraces would be sympathetic in appearance.
- 2.51 The proposed access points to the flats and the Chandlery are in appropriate locations for the intended uses. The access to the flats faces north towards the marina where the dwellings on the northern side of Marina Approach have windows facing towards the marina.
- 2.52 Whilst the existing properties on Marina Approach have habitable rooms facing on to the marina, the distance to the proposed flats and their habitable windows would not result in there being unacceptable levels of overlooking or the extended parts of the building appearing overbearing on them.

2.53 There would clearly be no loss of light or privacy as a result of the proposed works.

2.54 The development can therefore be considered to comply with Policies DMHB 11, DMHB 15 and DMHB 16 of the Local Plan Part 2 and also Policies D3, D4, D5 and D6 of the London Plan.

2.55 In addition to that, the scheme has shown that it would accord with paragraphs 119, 120, 124, 126 and 130 of the NPPF.

iii) Other Planning Matters

Biodiversity

2.56 The application has been supported by a preliminary bat roost assessment, which was undertaken by Cherryfield Ecology.

2.57 The assessment concluded that there were no bats or evidence of bats found on site, and that the building provides negligible potential for roosting bats due to the lack of roosting features such as gaps under the roofing tiles or gaps leading to the loft voids.

2.58 In light of the above, the application is considered to be compliant with Policy DMEI 7 of the Local Plan.

Affordable Housing

2.59 There are no affordable housing matters to be considered as this is an application for the creation of just four dwellings, which does not result in their being a requirement to provide on-site or off-site contributions.

2.60 As such the application complies with Policies and DMH 7 and DMCI 7 of the Local Plan.

Highways/Transport

- 2.61 With regard to parking, the site proposes the provision of seven parking spaces which accords with the requirements of the Local Plan and the London Plan.
- 2.62 In addition to this, two electric charging points have been shown on the proposed site layout plan.
- 2.63 The current parking area associated with the marina as a whole is not in full use and, as such, the loss of seven parking spaces would not have an adverse impact on the parking provision for the restaurant or marina use.
- 2.64 The relocation of the Chandlery would not change the parking provision for that element of the proposal.
- 2.65 The development would therefore comply with Policies DMT 1, DMT 5 and DMT6 of the Local Plan, as well as Policies T6 and T6.1 of the London Plan.
- 2.66 With regards to access arrangements and the access and egress of the site and the parking spaces, the development accords with paragraphs 104-110 of the NPPF and therefore, in accordance with paragraph 111, there would be no severe impacts on the highways network and consequently the application cannot be refused on highways grounds.

Flood Risk

- 2.67 The application site is not located within Flood Risk Zones 2 or 3 and there are no surface water flooding issues associated with the site.
- 2.68 The development is therefore considered to be acceptable on these grounds as future residents would not be at risk of flooding.

Sustainability

2.69 The application proposes the conversion of the existing building together with small extensions.

2.70 It has been noted that on minor applications the Council has advised that the development, if approved, can be conditioned to ensure that the scheme would adhere to the carbon emission reduction requirements beyond the current Building Regulation requirements. The applicant is happy to adhere to this and have it added as a condition.

2.71 In addition to this, it has also been observed that the Council has not required such targets to be met on applications that propose the conversion of existing buildings.

2.72 However, as already noted, the scheme is proposing two electrical charging points for the parking and therefore is proposing the use of electric cars. In addition to this solar panels have been shown on the south facing roof of the extension to the roof.

2.73 The proposal can therefore be deemed to meet with the requirements of Policy DMEI 2 of the Local Plan.

3.0 Conclusion

- 3.1 The development complies with the Policies of the Local Plan, the London Plan, as well as the wording of the NPPF.
- 3.2 Of particular note is that the proposed dwellings and associated extensions to the existing building, due to being of a high quality of design, are considered to accord with the wording of paragraphs 126 and 130 of the NPPF.
- 3.3 The proposed works are of a design, size and scale that are in keeping with the existing building, whilst they also respect the setting and relationship with the neighbouring properties and Marina as a whole, thus demonstrating its compliance with Policies DMHB 11 of the Local Plan and D3, D4, D5 and D6 of the London Plan.
- 3.4 Taking the above into account, this Planning Application should be granted permission.