

Planning, Design and Access Statement

for:

S73 Application proposing to vary Condition 2 (approved plans) and Condition 8 (parking layout) of planning permission 46463/APP/2023/2279 for the Conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery

at:

Willowtree Marina
West Quay Drive
Yeading
UB4 9TA

June 2024



Site:

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

Applicant:

Sorbon Estates

Document revisions

No: DH/WM/6	Details: Planning Submission	Date: June 2024
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- 1.1 This Statement accompanies a S73 Planning Application being submitted in respect to varying some of the plans approved as listed within Conditions 2 and 9 for planning permission 46463/APP/2023/2279 at Willowtree Marina, Yeading.
- 1.2 The application proposes to amend the red line associated with the development site, as the area required for development was reduced during the assessment of the original application and therefore the development area red line can be reduced as well. The area for development was reduced as a result of the case officer requesting the parking spaces to be located closer to the building.
- 1.3 The parking spaces and electric charging point are still being retained, and the position of the parking spaces is remaining as approved, but it is simply a case of moving the red line only cover the space needed for the development proposal and not include excess land within the red development line.
- 1.4 In addition to that, the scheme proposes the addition of two small dormer windows on the ‘inside’ roof profile of the building. There are two small dormers on the eastern roof slope and it is now proposed to add two dormers on the other side of the ridge line to create a slightly larger space which enables a better flow and improved head height across the entire flat located within the loft space.
- 1.5 The officer in the original application assessed the submission against the following Policies from the Local Plan, Parts 1 and 2, which are considered to be of relevance to the variation submission but not limited to:

DMEI 4 (Development on the Green Belt or Metropolitan Open Land); DMEI 14 (Air Quality); DMHB 11 (Design of New Development); DMHB 12 (Streets and Public Realm); DMHB 16 (Housing Standards); DMHB 17 (Residential Density); DMT 2 (Highways Impacts); DMT 5 (Pedestrians and Cyclists); DMT 6 (Vehicle Parking); BE1 ((2012) Built Environment); and EM2 (2012) (Green Belt, Metropolitan Open Land and Green Chains)

1.6 And from The London Plan (adopted 2021):

LPP D3 (Optimising site capacity through the design-led approach); LPP D4 (Delivering good design); LPP D5 (Inclusive design); LPP D6 (Housing quality and standards); LPP G2 (London's Green Belt); LPP H1 (Increasing housing supply); LPP H2 (Small sites); LPP T6 (Car parking); LPP T6.1 (Residential parking)

1.7 Sections 5, 9, 11, 12, and 13 of the NPPF are also considered relevant to the S73 submission.

1.8 In their assessment of the previous application the officer considered that the scheme as a whole was appropriate and that in line with Policies GG2, GG4, H1 and H2 of the London Plan, Chapter 5 of the NPPF and Local Plan Policy H1, that the development is and therefore will continue to be acceptable in principle through its delivery of housing stock at a brownfield site.

1.9 The introduction of two small dormer windows on the 'inside' roof elevation of the building is not considered to change the assessment against those policies, and neither is the reduction of the red line of the development area, as they have no bearing on the principle of development being acceptable or not.

1.10 In terms of housing mix and density, this application does not change the number of units, so again the alterations proposed are considered to remain policy compliant.

1.11 With regards to the impact on the Green Belt, when the officer made their assessment in respect to this they identified the wording of Paragraph 154 of Chapter 13 where there are a list of exceptions, which if met, the development would be considered appropriate within its Green Belt setting. The officer lists exception (c) and (g) from Paragraph 154.

- 1.12 The officer lists how the scale of extensions are modest and that the scheme would also be considered as limited infilling on previously developed land.
- 1.13 The addition of two small dormer windows, an increase of just 17.7sqm of floor space which does not increase the footprint of the building, would only result in an 18.5% increase in GEA compared to 16.8% for the original scheme.
- 1.14 In light of the above, the scheme is still considered to be limited infilling of previously developed land in the Green Belt and would still be an extension to the building that is modest in size and not a disproportionate enlargement of the original building.
- 1.15 Therefore the scheme is still compliant with Paragraph 154 of the NPPF and in particular points (c) and (g). Furthermore, the proposal continues to meet with Policy DME1 4 of the Hillingdon Local Plan - Development Management Policies (2020) and Policy G2 (A) of the London Plan (2021).
- 1.16 There were no environmental impacts resulting from the original scheme and there are none as a result of the amended scheme.
- 1.17 With regards to impact on the character and appearance of the area, the officer referred to Paragraph 135 of the NPPF and also Policies D1, D3 and D4 of the London Plan (2021). They also make reference to Policies BE1, DMHB 11 and DMHB 12 of the Local Plan in respect to design.
- 1.18 The extensions to the building were considered to be compliant with those policies and with the modest scale of the two additional dormer windows, it is not considered that these would result in the proposed works appearing out of character with the building, especially as they do not extend beyond the existing established building lines.

- 1.19 From a neighbour perspective, the scheme would not change the relationship between the building and the nearest residential properties from what has already been approved. There would be no overlooking from the additional two dormer windows, as the only windows proposed are facing into the building, rather than towards the nearest residential properties.
- 1.20 There is no change in the separation distance to these properties and due to the isolated waterside location of the building the additional dormer windows would not result in an over intensification of the sites use which would cause undue noise and disturbance to neighbours. Therefore the scheme is still considered to be compliant with Policy DMHB 11.
- 1.21 The increase in floor space would assist in improving the habitable space of the flat within the loft space and as such would ensure that the development would continue to comply with Policy DMHB 16.
- 1.22 The Council accepted that there would be a shortfall of external amenity provisions, and whilst the internal floor space would increase, due to the location of the site to Public Open spaces it is considered that the development would continue to not be affected by the under provision of external amenity provisions.
- 1.23 The amendments to the scheme has no impact on the parking arrangements or a need to increase the number of parking spaces.
- 1.24 The reduction in the red development line would not affect the provision of the parking spaces or their location, which was changed during the original application. The scheme would therefore continue to comply with Policies DMT 2, DMT 5 and DMT 6, as well as Policies T4, T5 and T6 of the London Plan.
- 1.25 The amendments to the scheme and the red line do not affect the refuse/recycling collection and would therefore result in the scheme continuing to comply with Policy DMHB 11.

- 1.26 Again, due to the minor changes to the scheme the development would comply with Policies SI 2 and DMEI 2 in respect to renewable energy and sustainability.
- 1.27 Whilst from a flooding/drainage perspective the changes proposed would not cause the scheme to change to an extent that there would be any issues on these matters. The scheme would therefore continue to be compliant with Policies DMEI 9 and DMEI 10 of the Local Plan and SI 12 and SI 13 of the London Plan.
- 1.28 As there are no changes to the parking proposed, and the scheme is still a minor development, there would be no changes in respect to Air Quality and would demonstrate that the scheme is still compliant with Policy DMEI 14.

Summary

- 1.29 Overall, the amendments proposed have been demonstrated to still comply with the aforementioned policies and ensure that the scheme continues to respect the character and appearance of the original building and area as a whole.
- 1.30 As a result, the variation of conditions 2 and 8 should be approved.
- 1.31 For condition 2 it is requested that the original drawings listed below are changed for drawings listed in paragraph 1.32.

WTMWQD_LOC_001
WTMWQD_PLN_006.3
WTMWQD_PLN_004.3
WTMWQD_PLN_002 Rev B

- 1.32 The proposed replacement drawings are listed as:

WTMWQD_LOC_101 - site location plan
WTMWQD_PLN_102 - proposed site layout
WTMWQD_PLN_104 - proposed floor plans
WTMWQD_PLN_106 - proposed elevations

1.33 Whilst for condition 8 it is re-worded to include drawing WTMWQD_PLN_102.

The 6 car parking spaces illustrated on drawing reference WTMWQD_PLN_102 shall be allocated for the residential units and shall be retained for this use for the lifetime of the development.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to ensure that adequate parking is provided for the sites users in compliance with Policy DMT 6 and Policy T6 of the London Plan (2021).