

Land Adjacent to
4 Botwell Crescent
Hayes, UB3 2BD

DESIGN, ACCESS & PLANNING STATEMENT

SEPTEMBER 2023

Chalkline

Chalkline Architectural Services

Introduction:

The information provided within this document has been compiled by Chalkline Architectural to accompany a Planning Application to Hillingdon Council Planning Dept with regard to a potential new development at the above site. The Proposal is to demolish the existing garage and construct a new two bedroom detached dwelling house.

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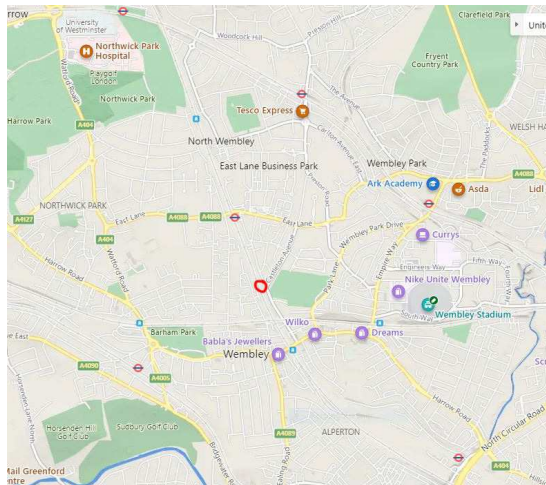
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- 7.1 Conclusion Summary



OS extract



Map Extract



Aerial View of the site from The South



Aerial View of the site

1. The Existing Site:

1.1 Site Description:

The proposed development site is formed from the generous amenity space attached to the first floor maisonette known as No4 Botwell Crescent. The Proposed site amounts to 140 Sqm and allows for 50 sqm of the garden to remain for the maisonette.

The existing site has a small shed and a single garage in place. The single garage is too small for a modern car and is used for landlord storage. In front of the garage there is an area of hardstanding. An existing crossover is in place onto Botwell Crescent. A large Common Ash tree exists on the nearby garden, no TPO is in place on this tree or any nearby trees.

1.2 Site Environment:

Botwell Crescent is made up of semi detached pairs of purpose built maisonettes forming a D shaped street with both ends giving access to Botwell lane. The Properties appear to date back to the 1930's. Many of the flats have a separate entrance with doors to the front and side of the buildings. The amenity spaces around the buildings are a mix of communal and private areas. The properties are well preserved with Reddish brown facing brick and pitched roofs finished with clay tiles.

There is no CPZ in operation and parking is a mix of on street with some driveways.



Nos 2/4 as viewed from Botwell Crescent



Nos 25 – 39 directly opposite the site

2. Site Images:

2.1 The adjacent images give a feel for the site and its environment.



Flank wall of Nos 2/4 with upper window obscured



Existing Garage and shed on the proposed site



Proposed site frontage – Botwell Crescent



View of garden to No2 &4



Development adj nos 1/3 under construction

3.0 PLANNING HISTORY

- 3.1 Planning Application 72105/APP/2016/2910
An application was made on 27.07.16 for the erection of a three-storey building to create 2 x 2-bed and 1 x 1-bed self-contained flats with associated parking.
This application was refused on 22.11.16.
- 3.2 Planning Application 72105/APP/2017/394
A second application was made on 06.02.17 for the erection of a three-storey building to create 2 x 2-bed and 1 x 1-bed self-contained flats with associated parking.
- 3.3 Pre-application advice was sought for this proposal from the London Borough Hillingdon Council and points raised by Planning Officer Cris Lancaster during a meeting and subsequent communications were addressed in this revised second proposal.
This application was refused on 02.06.17.
- 3.4 Appeal Reference APP/R5510/W/17/3179293
This second Planning Application was taken to Appeal.
The appeal was dismissed on 29.03.18.
- 3.5 Planning Application 72105/APP/2018/2540
A third application was made on 09.07.18 for the erection of a two-storey building to create 4 x 1 bedroom self-contained flats with associated parking.
This application was refused on 13.09.18.

- 3.6 Planning Application 72105/APP/2018/3989
A fourth application was made for erection of a two storey building to create a 2x2-bed self contained flats with associated parking.
This application was refused on 07.05.19
The appeal was dismissed on 16.10.19
- 3.7 Planning application 72105/APP/2020/145
A fifth application was made on 20.02.20 for the erection of a two storey building to create 2x1 bedroom self-contained flats with associated parking and amenity space.
This application was refused on 03.07.20
- 3.8 Planning application 72105/APP/2021/210
A sixth application was made on 27th January 2021 for the erection of 1 detached 4 bedroom house with associated parking and amenity space.
This application was refused on 24 March 2021
- 3.9 **As a result of these applications, it's clear that the development of this site must respect:**
1. The building lines, at the front and at the rear of the property, of both, Botwell Crescent and Botwell Lane.
2. The scale and design of any development must closely match the buildings in both, Botwell Crescent and Botwell Lane.
3. Sufficient off street parking/manoeuvring arrangements. See highways report.
4. Provision of habitable rooms with plenty of natural light and outlook to satisfy sustainability and energy efficiency.
5. Fence height to match street scene

3. Planning History

3.1 History on this Site:

There are no records appearing online for any applications made on this site previously.

3.2 Relevant Adjacent history

A similar development has recently been approved and is under construction nearby adjacent to Nos 1/3.

LAND ADJOINING 1/3 BOTWELL CRESCENT HAYES UB3 2BD

Erection of a two storey building to create a 4-bedroom dwelling house with accommodation in the loft, associated parking and amenity space.

The above case had a long and protracted planning history dating back to 2016. The original design was for a large and contemporary styled flatted scheme. Following six applications the local authority have approved a building which very much mirrors the existing properties along Botwell crescent both in terms of scale and design.

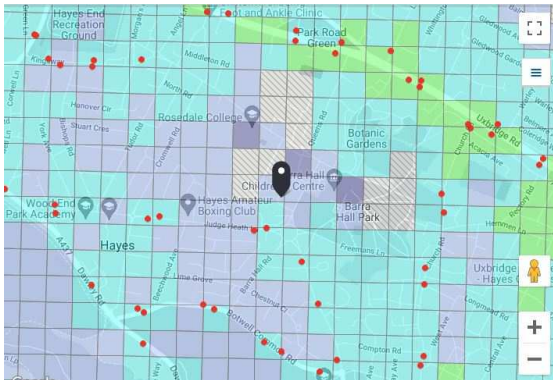
Crucially, the principle of a single dwelling on a corresponding plot is approved.



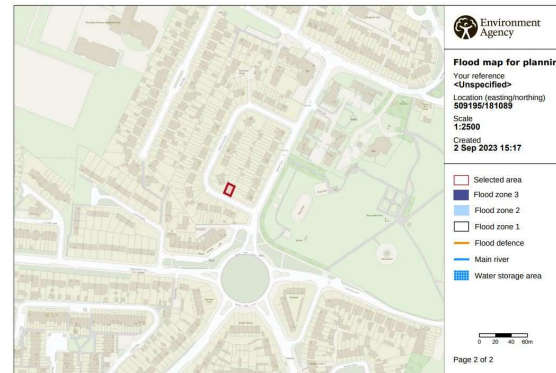
Extract from Planning policy Map



Site Context Plan



PTAL Map



Flood Risk map

4. Context Analysis

4.1 Site Designation:

The site is not within a conservation area nor is it within the curtilage of a listed or locally listed building. The nearby Barra Hill Park forms part of the Hayes Village Conservation Area. As mentioned the proposed site is formed from the garden area of No4. Due to the shape of the street only Nos 4 and 38 have these unusually large parcels of land attached to their property. It is not believed that there are any reasons to resist the principle of development on this site.

4.2 Orientation:

The site is broadly rectangular with the street frontage facing south. The new house has been carefully positioned to site well within the urban grain of the locality and respects existing building lines.

4.3 Public Transport Accessibility Level (PTAL)

The site has a PTAL of 1b. Bus Route U4 runs close by giving access to West Drayton and Uxbridge and links to a number of train stations.

4.4 Car Parking:

There is no CPZ on this street.

4.5 Flood Risk:

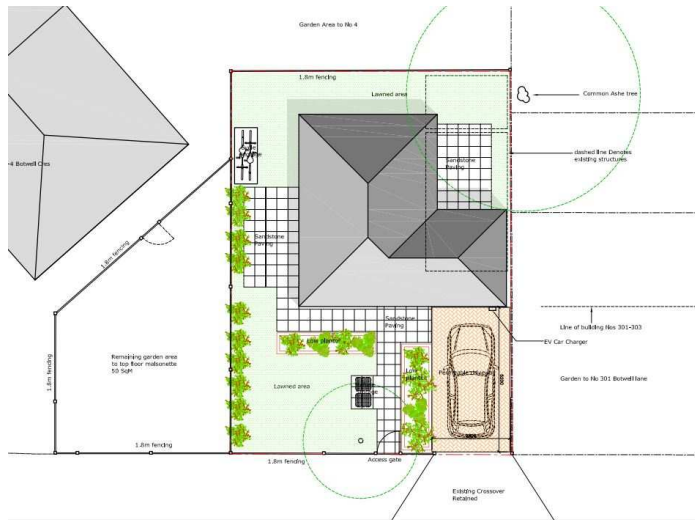
The site is within Flood zone 1 and there is no risk of flooding on this site

4.6 Impact on Neighbouring Properties:

The new house is carefully positioned to ensure that it has no overbearing effect on the neighbouring properties.



Proposed Main Elevation



Proposed Site plan

5. Proposed scheme

Please read in conjunction with Plans:

SO-058-01
SO-058-02
SO-058-03
SO-058-04
SO-058-05
SO-058-06
SO-058-07
SO-058-08

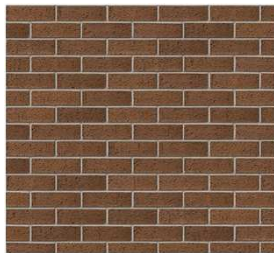
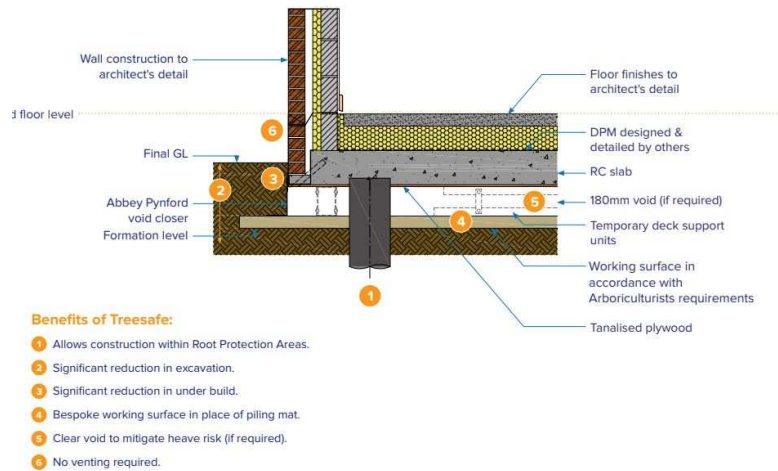
5.1 Proposal Description:

The proposal would demolish the existing single garage and timber shed and a new two bedroom single dwelling house would be built. The house would be finished with a brown textured facing brick to match the other properties along Botwell Crescent and the pitched roof would be finished with a plain clay tile (Dark Antique) to match the street. The fascia and soffits would be black to match the adjacent buildings and the windows would be white double glazed frames, again to match the adjacent. The brick detailing surrounding the front doors and header details of the surrounding properties would be reproduced.

The overall size of the new house is designed to sit comfortably within the street scene and the fenestration would match the other properties both in style and size. The footprint of the house would be an L shape to give clearance to the overhanging Ashe tree to the neighbouring rear garden. This tree does not belong to the owners of the site although they do have the right to maintain the overhanging parts. No habitable room windows are located on the first floor rear elevations to avoid overlooking to the rear gardens. The first floor side facing window is positioned to avoid direct overlooking to either remaining gardens to Nos 2 or 4. As previously stated, no clear primary windows are in the flank of the existing Nos 2-4. A new front gate with pedestrian access to the street is planned.

The future occupants of the proposed development would not suffer from a lack of privacy or outlook from bedrooms and living rooms. The Proposed house would comply with the Technical Housing Standards – Nationally Described Space Standard with a layout that is practical, efficient and effective.

Typical Treesafe detail_



Brown Facing brick



Rosemary – Dark antique



Existing elevation

5.2 Transport Provision.

One off street parking space is provided to the front of the site and this utilises the existing crossover. The parking space is in excess of minimum size measuring 5.2 x 2.8m. Given the 1b PTAL one space is acceptable for a 2 bedroom dwelling. On street parking is normally available adjacent to the site and the presence of the existing crossover ensures that existing on street space is not being extinguished for this development.

A covered and secure enclosure would be provided within the garden with space for a min of 2 cycles.

5.3 Amenity

Whilst the amenity space to the new house is provided in an unconventional layout, the amount is sizeable and comes to 80 SqM. The garden area would give a mix of lawned and permeable hardstanding along with low level planting adjacent to boundaries. The fence to the front of the site will remain at 2m high and ensure that the garden remains private as it currently is. 50 Sqm of garden space is retained by flat No4 and a new 2m close board timber fence will divide these two spaces. All spaces are of a sufficient size to accommodate the need for recreation and landscaping. The spaces are fit for purpose, genuinely private, screened from roads and not permanently overshadowed.

5.4 Refuse and recycling

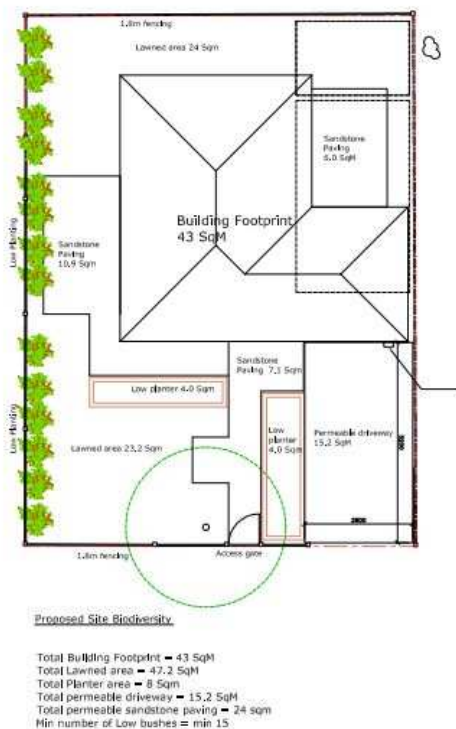
A timber enclosure is to be provided adjacent to the front path to allow storage of 2 x 240 litre wheelie bins giving refuse and recycling provision. The existing bin provision for No 4 is retained and still used by that property.

5.5 Foundation Construction

Due to the proximity of the neighbouring large tree and uncertainty surrounding any potential RPA it is necessary to consider possible mitigation measures at an early stage. With this in mind, it is suggested that Pile raft foundation system be used in order to protect the existing tree and ensure that the risk of future ground heave associated with it is minimised as far as possible.

The 'Treesafe' system by Abbey Pynford is specifically designed for this type of situation. The adjoining detail shows how mini piling and clearance to the slab allows construction should the RPA be found to be excessive.

All retained trees can be fully protected during construction using a combination of robust ground protection and boundary fencing in accordance with BS5837:2012 Trees in relation to design, demolition and construction – Recommendations.



Refer to drawing SO- 058-08

5.6 Biodiversity & Urban Greening

As part of the environment act, new developments are required to have a 10% biodiversity Net Gain. On this particular site, the best way to increase biodiversity is by adding flower rich perennial plants which give an urban greening factor of 0.6. Such planting will be for an extended section along the Western boundary and also within the planters provided. The existing site buildings and hardstanding amount to almost 43 Sqm which is equal to the footprint of the proposed house. Aside from planting all the new hardstanding will be permeable and contribute to an overall SUDS through the site.

5.7 Sustainability and Energy Efficiency

The design of the new dwelling is also based on a 'fabric first' approach. A 'fabric first' approach to building design involves maximising the performance of the components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems. This can help reduce capital and operational costs, improve energy efficiency and reduce carbon emissions. A fabric first method can also reduce the need for maintenance during the building's life. Buildings designed and constructed using the fabric first approach aim to minimise the need for energy consumption through methods such as:

- Maximising air-tightness.
- Using Super-high insulation.
- Optimising solar gain through the provision of openings and shading.
- Optimising natural ventilation.
- Using the thermal mass of the building fabric.
- Using energy from occupants, electronic devices, cookers etc.

The primary heating source for this property is an air source heat pump:

VAILANT AeroTHERM Plus - The aeroTHERM plus heat pump has been designed to deliver the very best performance with low running costs, making it suitable for radiators as well as underfloor heating. With a flow temperature of up to 75°C, the aroTHERM plus can deliver more usable hot water with high hot water comfort levels and removes the need for direct electric immersion to sterilise the water, protecting from legionella

The London Plan (March 2016) – Chapter 3

Section 3 makes reference to increased housing targets and also makes reference to the need for increased levels of small brownfield site development and the important role they play with regard to housing supply over the next decade. Increasing the current housing stock is an important strategic objective for the London Borough of Ealing, supported by London Plan policy 3.3. London Plan policy 3.4 aims to ensure that development proposals achieve the maximum intensity of use compatible with local context. The site is located within an established residential area, characterised by predominantly detached buildings and flats. The site is considered to be a suburban area. The principle of additional residential units in this area should be acceptable, subject to compliance with the relevant policies and objectives of the National Planning Policy framework.

The Draft London Plan (December 2017) – Chapter 4 – Housing

The draft London Plan Chapter 4 makes particular reference to this type of development. Policy H2 - Small Sites – states that there should be a presumption in favour of small underused sites for housing.

London Borough of Hillingdon Local Plan (s) and supplementary Planning Guidance

6. Policy Considerations:

The development is in line with National & Local Policy

Relevant Policies:

NPPF

- 6. Delivering a wide choice of high quality homes.
- 7. Good quality design.
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

The London Plan

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London: Economy
- 2.8 Outer London: Transport
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and Balanced Communities
- 5.10 Urban Greening
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local character
- 7.6 Architecture
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

7. Conclusion Summary

- The proposal seeks to use a residual parcel of land which is currently underused and gives an opportunity to create a new dwelling which meets all relevant planning policy.
- The design is sensitive to the surrounding built environment both in terms of materials and scale and massing.
- Any issues raised by the large nearby tree will be mitigated by the early adoption of a piled raft foundation system designed to overcome such issues.
- The development will represent a Biodiversity net gain on the site of at least 10%.
- The Internal and external layout meets guidance on space standards and amenity space provision.
- The required off site parking provision is provided.
- The design achieves a good level of sustainability.

It is noted that the property under construction opposite the site was subject of several planning applications over a period of several years before finally receiving approval. It is hoped that by producing a modest design which is very much in keeping with the surrounding built environment, the local authority will be encouraged to support the scheme at an early stage. This will allow a timely delivery of a much needed property in the area.