

**9 HARVIL ROAD, ICKENHAM**

**Design and Access Statement to accompany the Planning Application.**

**FOR**

**The redevelopment of the site to two detached dwellings.**

## **1: SITE AND CONTEXT:**

- 1.1 The Bungalow is located at the junction of Harvil Road and Highfield Drive. The property frontage looks eastwards over Harvil Road to areas of the greenbelt and has extensive panoramic views over Copthall Farm and beyond to the distant Harrow on the Hill. The open frontage on the side Highfield Drive looks over the green verged road and the detached houses at No.8 Harvil Road and 17 Highfield Drive. To the North of the bungalow is the two storey detached house at No.10 Harvil Road separated by side passages. The relationship between the buildings at No.9 and No.10 is unusual in the local context due to the over generous set back of the bungalow, from Harvil Road to almost line up with rear main wall of No.10. To the West is the rear site boundary in common with back gardens of Nos.13 and 15 Highfield Drive.
- 1.2 The locality between Harvil Road and The Drive to the West is predominantly of large, detached houses occupying large plots. Recent developments in the area for replacement buildings have generally resulted in new multiplot developments or single larger dwellings.
- 1.3 There are two accesses to the property, off Highfield Drive. The main access is the vehicle cross over and a secondary pedestrian gate. Even though the layout indicates a formal approach to the front door from the pedestrian gate, over time the pedestrian gate has seen little use and the preferred approach is the vehicle access and the side door.
- 1.4 The existing site enclosure to the Harvil Road and Highfield Drive frontages is generally low level hedges and dwarf brick walls. In this case there is practically no visual privacy for the amenity areas.
- 1.6 The rectangular plot area is 1228 square meters. The footprint of the bungalow is 134 square meters.

The topography of the plot is generally level over the site area. There is a local raising of ground level from the pedestrian access to the front door of approximately 450mm.

## **2: PLANNING CONSULTATIONS:**

- 2.1 The Applicant has previously consulted with the Hillingdon Planning Office and received advice from Ms. Liz Arnold dated 05/02/2015. The site was the subject of an earlier planning application, by others, for a block of 5 flats (ref: 52950/APP/2016/2599), the proposal was refused.
- 2.2 We also understand the current Applicant since 2015 has received informal advice from Council Officers about proposals for redevelopments consisting of multiple detached dwellings.
- 2.3 In general, the advice received broadly implies no objection in principle to the redevelopment of the property. The advice generally recommends a lower density of

development in comparison to the previous application mentioned in paragraph 2.1 and a preference for detached houses. The recommended form of development is in keeping with the general character of the area. During the previous consultations, the advice was to pay particular attention to privacy affecting neighbouring dwellings.

### **3: DESIGN PROPOSAL:**

- 3.1 The current proposal takes into consideration the advice from Planning Officers and overcomes objections as perceived in the previous proposal on this site. The proposal benefits from the study of other recent redevelopments implemented at nearby addresses on Harvil Road.
- 3.2 The proposal is for the demolition of the existing bungalow and construction of two detached dwellings. The proposals are generally designed to satisfy Council planning Policies.
- 3.3 The plot area is 1228 sq.m subdivided into two plots of areas, Plot 1 (444 sq.m) and Plot 2 (784 sq.m). These space allocations would result in an overall density of 16 u/ha., this being less than half of the 35 u/ha. recommended in Policy LPP2-5.66 of the Local Plan.
- 3.4 The proposal seeks to maximise the available green space to each dwelling in the rear gardens and green areas between the buildings and the highways.

The overall site boundary enclosure is mainly the retention of existing hedgerows which are to be improved and new sections added.

The outdoor amenity areas are shown on the current plans and a dedicated soft landscape design shall be implemented during the detailed designing following planning approval.

- 3.5 The position of the proposed house, fronting Harvil Road, has the benefit of the splendid open greenfield views over Copthall Farm, the open countryside beyond the farm and up to Harrow Hills. The proposed window orientations, to front elevation, would ideally enable the residents to enjoy the open views.
- 3.6 The building shapes are carefully modulated to create an enhanced internal to external visual and spatial relationships. The large porches and the recessed sections of the main walls create a transitory ambience of open courtyards, covered spaces and views between the interior and exterior spaces.
- 3.7 The modulation of open spaces and set back positions of the dwellings have the potential to increase the scope of the soft landscape design to benefit the long field street views along Highfield Drive.
- 3.8 The internal layout of the habitable rooms and careful positioning of windows seeks to mitigate privacy issues between the neighbouring dwellings and take benefit of the splendid external views. Plot 1 building is a 'chalet bungalow' to reduce the scale of the building to exclude first floor windows with views overlooking Plot 2 and No.10.

## **4: ACCESS AND PARKING:**

4.1 The plots are ideally positioned on the junction of Harvil Road and Highfield Drive to enable dedicated separate vehicular and pedestrian access off the public highways.

The existing vehicular access off Highfield Drive will serve Plot 1 whereas Plot 2 is to be accessed by new crossovers off Harvil Road. We understand, from past consultations, there are no objections, in principle, from the Highways Authority for the facility of new crossovers subject to Planning approval and detail technical consultations thereafter with the Borough Highway Engineers.

4.2 Each dwelling is provided with more than three parking spaces as required for the occupancy level and the suburban location.

4.3 The parking bays and drives are carefully designed to enable reversing and maneuvering for safe exit to the public highways in forward gear. The adjoining sections of the public highways are reasonably straight and achieve the required safety parameters in terms of vision lines to comply with highway safety regulations for emerging vehicles.

4.4 In addition to the car parking facility the dwellings are provided with ample outdoor space for tethering more than two bicycles in secured areas of the plots.

4.5 The inside spaces and passages are designed for ambulant persons to comply with Building Regulations ADM for domestic properties. The detailed design shall incorporate specifications to enable retrofitting to meet the requirements for Life Time Home (LTH) standards.

4.6 Security aspects shall comply with Building Regulations Part Q and follow the 'Secure by Design' recommendations by the local constabulary Crime Prevention Officer during detail design.

## **5: ENERGY EFFICIENCY AND MITIGATION OF CARBON EMISSIONS:**

5.1 The building fabric and energy using appliances for the houses shall be to standards equal to or exceeding current local authority and national guidelines for energy efficiency, minimising carbon emissions and water usage. The proposals shall generally equal or exceed the current standards with a view to possible future upgrades to meet the national targets for zero harmful emissions. The relevant design information shall be presented to Building Control for approval as required under the current procedures.

5.2 The proposed dwellings are to be provided with ULEV electrical charging stations for electric and hybrid powered vehicles.

5.3 The Full Planning Application shall include a professional Energy Assessor Report to amplify the detailed proposals to meet the energy and carbon emissions targets.

## **6: ACCESSIBILITY:**

6.1 The location of the site has a Public Transport Accessibility Level of Ia in an area on the edge of the urban fringe. Level 1a is considered a lower accessibility zone, say in comparison to inner city urban areas considered the most accessible at Level 6.

However, the site is well connected by national standards. A major suburban road, Swakeleys Road (B467) is within 200 meters walking distance. Swakeleys Road is serviced by regular public bus service routes U1, U9 and U10 to Ruislip and Uxbridge Stations for Metropolitan, Piccadilly and Central Lines. The nearby Swakeleys Corner Junction, on the Western Avenue (A40), is one kilometer drive from the site. Western Avenue connects to Central London and the national motorway system via the M40 and M25.

Local communal facilities and a shopping parade are located two kilometers further East on Swakeleys Road at the junction with Long Lane.

6.2 The provision for more than three on site car parking spaces per dwelling satisfies the planning guideline requirements.

6.3 In response to the current London wide initiative promoting cycling, the proposals provide more than two tethering spaces per dwelling in the easily accessible secured areas.

6.5 The approaches to the main entrances shall be an all-weather hard surfaced paths 1.2 meters wide suitable for crutch and wheelchair users. The main entrance doors shall be detailed for level thresholds and sufficient clear opening width for wheelchair access.

Ergonomic aspects of all ground floor internal passages, spaces, staircases, door widths, location of services etc. shall comply with Building Regulations ADM for dwellings to enable access for physically challenged persons.

6.6 Each dwelling shall be provided with a waste and recycling storage area with easy access for weekly collection by Local Authority operators.

## **7: COMMUNAL CONTRIBUTIONS**

7.1 The Applicant has been familiarised with aspects of Affordable Housing contributions, allocations and the Community Infrastructure Levy. From our experience of similar minor projects, it is likely that provision of an Affordable Unit may not be a viable option for a RSL allocation and therefore commuted payment by way of a subsidy, a Section-106 Agreement, would be the most likely outcome.

7.2 CIL forms are included with the Full Planning Application.

## **8: POLICY REFERENCES:**

### **8.1 LB of HILLINDON DEVELOPMENT MANAGEMENT POLICIES 2020:**

Section 4, New Homes:  
DMH 1-Housing Mix  
DMH 6-Garden and Backland Development

Section 5, Design of New Development:  
5.36-5.42  
DMHB 11  
5.54, 5.55  
DMHB 14 parts A & B  
DMHB 15  
Housing Standards-5.58 to 5.62  
DMHB 16  
Residential Density-5.66  
Private Outdoor Amenity-5.68, 5.69, 5.72, 5.73, 5.74  
DMHB 18

Section 6, Environmental Protection and Enhancement:  
DMEI 2-Reducing Carbon Emissions  
DMEI 7-Biodiversity Protection and Enhancement

### **8.2 LONDON PLAN: 2021:**

Policy D6: Housing quality and standard.  
Policy H1: Increase housing supply.  
Policy H2: Small sites.  
Policy T5: Cycling.  
Policy T6: Car parking.

### **8.3 NATIONAL PLANNING POLICY FRAMEWORK (NPPF. 2021):**

- 8b. The redevelopment this large would contribute to the housing land supply.
- 8c. The proposal is on a single large existing residential plot. The proposed redevelopment to subdivision for two plots has the benefit of realizing the full potential of the plot.
38. The proposed redevelopment would not result in a significant generator of additional local traffic. The proposal has good accessibility for construction services, future residents and service providers.
43. The proposal is in an established suburban location and does not impact on the local biodiversity. The proposal, in small measures, reduces pressure to develop on greenfield and greenbelt areas in the wider region.

49. The proposal is of a minor scale and does not have significant environmental nor architectural affect on the locality.
59. The proposal, in small measure, address the Government and Local Authority pertinent objectives of boosting the supply of new housing.
61. The proposed dwelling types and sizes are complimentary to the character of the area and other dwellings.
68. The small units, subject to approval, would make a quick contribution to meet the local shortfall in housing supply. The construction work is small scale and does not require additional infrastructure in the public realm nor adversely affect the existing highways in the local area.
88. The proposal site is within easy reach of communal, civic, public transport and shopping amenities mainly centered around the shopping parades in the area of the High Road, West Ruislip.