

24th October 2017

Colin Blundel
Resident Services
London Borough of Hillingdon
3N, Civic Centre
225-226 High St,
Uxbridge
UB8 1UW

Dear Mr Blundel.

389 HARLINGTON ROAD, UB8 3JE
Revisions to outline planning application 55857/APP/2017/2608

Preamble

The scheme that illustrates the development proposed by the above outline planning application has been reconsidered in the light of detailed comments you made on behalf of the local planning authority on the 12th October. Although made late in the day, we have found them very constructive and our client's team, led by Leo Panipucci the project architect, has revised the layout, form and appearance of the building to produce a better scheme and is now, we believe, worthy of the support of the local planning authority.

The development proposed has been changed from six two-bedroom flats on two floors to five two-bedroom flats over three floors. The 'Scheme Overview' overleaf expands on this. The description of development will need to be amended and the planning application put out to further consultation as we have discussed and agreed.

The changes to the scheme, requested and consequent, are reflected in the following revised drawings;

Withdrawn drawing	Revised drawing
Site Location Plan DWG no: sk01	Site Location Plan DWG no: sk01 Rev A
Site Layout Plan DWG no: 10	Site Layout Plan DWG no: 20 Rev: A
Building Elevations and Section DWG no: 11	Building Elevations and Section DWG no: 21 Rev: A
Building Plans DWG no: 12	Building Plans DWG no: 22 Rev: A
Site Plan DWG no: 13	Site Plan DWG no: 23 Rev: A
Building Plans DWG no: 14	Building Plans DWG no: 24 Rev: A

We also formally submit a comparative analysis of relevant other local developments approved by the London Borough of Hillingdon.

Scheme Overview

The scheme has been reduced in size with the loss of one unit. The revised scheme features 5 units arranged over three floors. This ensures that the footprint of the building is reduced, allowing the building to sit spaciously and comfortably within the site and so affording very good relationships with, and no harm to the amenities of, the two adjacent buildings, the house at No.387 Harlington Road to the northwest and the bungalow at No.78 Colwell Lane to the northeast of the proposed building.

Unit 5 is located at third floor level; its set back ensures that the building will not be overly dominant.

This set back also allows for the provision of amenity space to be provided on the remainder of the roof, and will help ensure that from certain angles at street level the building will appear as two storey.

2. The development is too close to the boundaries to the side and rear. This would have an unacceptable overbearing impact on the house and garden next door.

The reduced scale of the building means that it has been moved away from the boundary at each side to a minimum distance of 1.4 metres. This minimum separation is exceeded considerably for the majority of the boundary length.

The distances from the rear of the site boundary with No.387 Harlington Road are 4.97m from the window to Bedroom 2, 5.17m from Bedroom 1, then progressively 7.83m and finally 8.19m. This ensures that sufficient space is provided between the building and the garden of No.387 Harlington Road.

The new fence to the boundary on Harlington Road will be reduced to a height of 1.00m to create the feel of open space to the garden. This will also allow more sunlight into the site.

3. There would be insufficient usable amenity space at ground floor level. It consists of a thin strip around the building rather than a usable area. There does not appear to be direct access to this space from more than one of the flats. Access would be through a very tight gap between the building and the fence.

The reduced footprint ensures that a larger and wholly usable area of amenity space is provided to the rear of the block. The landscape architect that would contribute to the formulation of the reserved matters planning application scheme, Gordon Bell of Place Design+Planning, has endorsed the illustrative layout in this respect.

4. Whilst a roof garden may provide additional amenity space, the access is not from the individual flats and the partitioning up of the area into 9 m2 plots would not lead to a lot of privacy.

Individual balconies for Flats 3 and 4 provide amenity space direct from the flats at first floor level.

Additional amenity space for the first floor flats has also been incorporated at roof level directly opposite the lift. This is separated from the dedicated amenity space for Flat 5 by a 1.5m high screen.

The third floor amenity space serving Flat 5 is orientated away from No.78 Corwell Lane.

5. Our Highways Officer still considers that there is insufficient parking provided in an area with high parking stress.

The scheme now proposes 5 parking spaces plus 1 disabled parking for 5 two-bedroom flats. This is the same as the nearby 'Five Points' scheme at 107 West Drayton Road, 7796/APP/2016/2758 (approved by the LPA on 26th September 2016). Like the application site, this development has a PTAL level of 2.

We also formally submit a Response by Development Transport Planning Ltd dated 24th October 2017 to comments made by the London Borough of Hillingdon Highways team in September which has been revised to reflect the revised outline planning application scheme. The original response was dated 15th September 2017.

For your ease of reference the Summary and Conclusions state;

28. The proposed development of 5 two-bedroom flats includes provision of 6 car parking spaces. Analysis of Census 2011 data shows that the likely expected level of car ownership for flats in this area would be just over 4 cars which would be accommodated by the proposed 6 parking spaces.

29. Although the PTAL level is calculated to be 2, two bus services operate from bus stops about 50m from the site and provide very convenient, frequent services with short journey times to two town centres, Hillingdon Hospital, Prologis Park and Heathrow airport. The bus services give easy access to a very broad range of every day facilities and a wide choice of employment.

30. The proposed development complies with the parking standards of between 1.5 to 1 spaces per dwelling. A requirement for provision of the maximum level of parking allowed by the parking standards would lead to a reduced scale of development and a less efficient use of scarce housing land, contrary to London Plan advice.

31. The NPPF advises that development should only be refused where the residual cumulative impacts of development are severe.

Development Transport Planning Ltd has also revised its letter report on transport and highways matters submitted with the outline planning application to reflect the revised scheme and this is also attached as a re-submission document.

6. The landscaping of the parking area would be of poor quality, with a lack of soft landscaping. This would normally be expected to comprise 25% of the area

The smaller footprint ensures that there will be more room for soft landscaping at the front of the building. Details of this will be provided at reserved matters stage.

7. The D&AS confirms that the conifer screen will be removed and replaced with more suitable species. There is inadequate space to establish a tree / hedge screen around most of the boundaries. Where space does exist, any tree planting is likely to be impracticable causing nuisance due to the proximity to the building and the likely loss of natural light to habitable rooms.

Details of landscaping will be provided at reserved matters stage. The tree species to be planted will be of small domestic size to avoid overshadowing and loss of sunlight and daylight to the site. There are no windows on the side elevations at ground and first floor levels.

8. There would be windows at ground floor level looking out onto fences at close quarters. This would give a poor outlook for the residents.

and;

9. At first floor level there would be bedroom windows to the side that would directly overlook the gardens of the neighbouring houses and be located only 2 - 4 m from the boundary.

All windows have been positioned to look into the front and rear of the development plot.

There are no windows facing onto the two side boundaries and in particular the existing bungalow at No.78 Corwell Lane.

Views from the third floor roof terrace to the bungalow at No.78 Corwell Lane have been restricted by a 1.5m high wall.

As stated above at point 2, the smaller footprint ensures that the distance to the boundary with No.387 Harlington Road is no less than 4.97 metres

10. Some of the flats are slightly below the minimum internal floor area of 74 m2 required for a 2 bedroom, 4 person flat.

All five flats are materially larger than the minimum London Plan standard for two bedroom units which is 70 sq m.

Flat 1 = 74.2 sq m Flat 4 = 74.6sq m
Flat 2 = 74.6 sq m Flat 5 = 75.2sq m
Flat 3 = 74.2 sq m

11. The modern design and scale of the scheme would be likely have a detrimental impact on the character and appearance of the street scene.

The detailed design will be worked up and finalised for the application for reserved matters approval which our client wants to submit as soon as possible.

As shown on the illustrative drawings, the elevations are faced with either brickwork or rendered feature portions. The design will be similar to the nearby 'Five Points' scheme, but we would aim for a superior look and feel.

Conclusions

We trust the LPA will be fully satisfied with this revised illustrative scheme to support the outline planning application and that, subject to the appropriate period of public and internal consultation, the LPA will be able to issue the grant of outline planning permission on or before Friday 24th November as set out in your e-mail of the 19th October.

Please let me know if you have any questions at all.

Yours sincerely,

John Ainsworth

John Ainsworth for Alsop Verrill Ltd

on behalf of PHENSON HOMES LIMITED