

PLANNING, DESIGN AND ACCESS STATEMENT

Outline planning application for demolition of existing dormer bungalow and erection of 2 storey block comprising 6 two bedroom flats

389 Harlington Road, Hayes, UB8 3JE



July 2017

PHENSON HOMES



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1.0 PROPOSED DEVELOPMENT

a. Overview

- 1.1 The redevelopment of 389 Harlington Road comprises the proposed demolition of the existing dormer bungalow building to make way for a new-build residential development of 6 x 2 bedroom flats arranged over 2 floors.
- 1.2 This is an outline planning application with all matters reserved except for means of access.
- 1.3 The existing building on the site is a two storey bungalow (with dormer) dating from the mid-20th century.
- 1.4 The site is a brownfield site with a reasonable level of accessibility by public transport and in easy walking distance of local shops and services. Hence, it is a sustainable site for development in line with the aims of the National Planning Policy Framework.
- 1.5 The planning application proposal follows the guidance of the National Planning Policy Framework wherein paragraph 58 at the third bullet point states;

Planning decisions should aim to ensure that developments:

- ❖ *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*

b. Context

- 1.6 The application site is located on the corner of Harlington Road and Corwell Lane. Although its address is 389 Harlington Road, access to the property is derived from Corwell Lane. Harlington Road provides north / south links between Hillingdon and Hayes and is designated as a London Distributor Road on the London Borough of Hillingdon Proposals Map.
- 1.7 The immediate surrounding context is residential; neighbouring the site on Corwell Lane and continuing along its northern side are semi-detached bungalows. Opposite the site on Corwell Gardens is a mid-20th century terrace of four houses. A small electricity sub-station is located between the property and 78 Corwell Lane.
- 1.8 Properties are generally set back from Harlington Road itself, with a large expanse of grassland between dwellings and the road. Neighbouring to the north on Harlington Road are mid-20th century semi-detached properties. Opposite Harlington Road and accessed via Perry Court is a late 20th century 2 storey block of flats.

Image 1: View of Site from Corwell Lane



Images 2 and 3: Site Context

Bing Maps

View looking north



View looking south



- 1.9 The site is not located within a Conservation Area and is not close to any listed buildings.
- 1.10 A shopping parade is located 300 metres to the north of the site, which is home to a couple of convenience stores. More comprehensive retail facilities are available within Hayes and Uxbridge town centres.
- 1.11 Wood End Park Academy is located 300m to the south of the site.

c. Accessibility

- 1.12 It is noted that the site has a Public Transport Accessibility Level (PTAL) rating of 2 based on a scale of 1a (worst) to 6b (best). This PTAL is reflective of its outer London location and indicates that the location has slightly lower than average levels of public transport accessibility compared to Greater London as a whole. Transport matters are covered in greater detail within the letter /report prepared by Development Transport Planning Ltd, submitted with the outline planning application.
- 1.13 The following public transport services are provided within relatively close proximity to the site.
- i. Bus services:
- 1.14 A bus stop is located on Harlington Road opposite the site providing the following services;
- U4: Uxbridge station – Prologis Park industrial area (7.5 busses per hour)
U7: Uxbridge station – Lombardy Retail Park (2 busses per hour)
A10: Uxbridge station – Heathrow Central bus station (4 busses per hour)
- ii. National Rail services:
- 1.15 Hayes and Harlington station is located 1.8 miles from the application site. This is around 30 minute walk or short bus ride on the U4.
- 1.16 Existing services provide frequent services between London Paddington and Heathrow Airport and Reading.
- 1.17 Hayes and Harlington station will be on the Crossrail network (Elizabeth Line). When it becomes operational in December 2019, the Elizabeth Line will provide fast metro-style services between Reading / Heathrow Airport and Central London stations including Paddington, Liverpool Street and Canary Wharf. This significant improvement in local accessibility of likely to increase the pressures for housing development.
- iii. London Underground
- 1.18 The nearest London Underground station is Uxbridge, which is 2.6 miles from the application site (around a 40-minute walk) or a short bus ride on the U4, U7 and A10.
- 1.19 Uxbridge provides the terminus for both the Metropolitan and Piccadilly lines providing frequent services into central London including Leicester Square, Euston and Kings Cross.

2.0 THE SPECIFICS OF THE PROPOSED DEVELOPMENT

a. Use

- 2.1 Replacement of existing dormer bungalow with a new two-storey residential building to provide 6 x residential flats, 3 flats on each floor.

b. Amount

- 2.2 The site area is 0.069 hectares. The scheme proposes the following 6 flats;

Residential (Class C3)

First floor	FLAT 01	2bedroom 4person	73.4sq.m
	FLAT 02	2bedroom 4person	77.7sq.m
	FALT 03	2bedroom 4person	71.6sq.m
Second floor	FLAT 04	2bedroom 4person	73.4sq.m
	FLAT 05	2bedroom 4person	74.0sq.m
	FLAT 06	2bedroom 4person	71.6sq.m

- 2.3 It is accepted that there is not a mix of unit sizes, but what is proposed by this outline planning application reflects an efficient use of space that results in new homes of good size and internal arrangement. The first floor layout is almost identical to that of the ground floor plan.

c. Appearance

- 2.4 Whilst the final design will be finalised via a reserved matters application, the aim of the design will be to enhance the existing application site and the prevailing local character and will create a scheme that promotes contemporary sustainable living.

d. Landscaping

- 2.5 The siting, scale and design of the proposed development has been considered carefully by Leo Panipucci Architect and this includes the implications for its setting and relationship with neighbouring properties. There will be plenty of space around the building proposed for a good scheme of landscaping, the details of which will be submitted as a subsequent application for the approval of reserved matters.
- 2.6 It is proposed to remove the existing Cupressus leylandii trees and to replace them with more suitable specimens such as flowering cherry and magnolia, creating a more attractive setting for the proposed development.

e. Cycling

- 2.7 A large inbuilt cycle store will be provided at the front of the building with space for 6 bicycles. The final design and details of this will be secured at reserved matters stage.

3.0 SITE AND PLANNING HISTORY

a. Site History

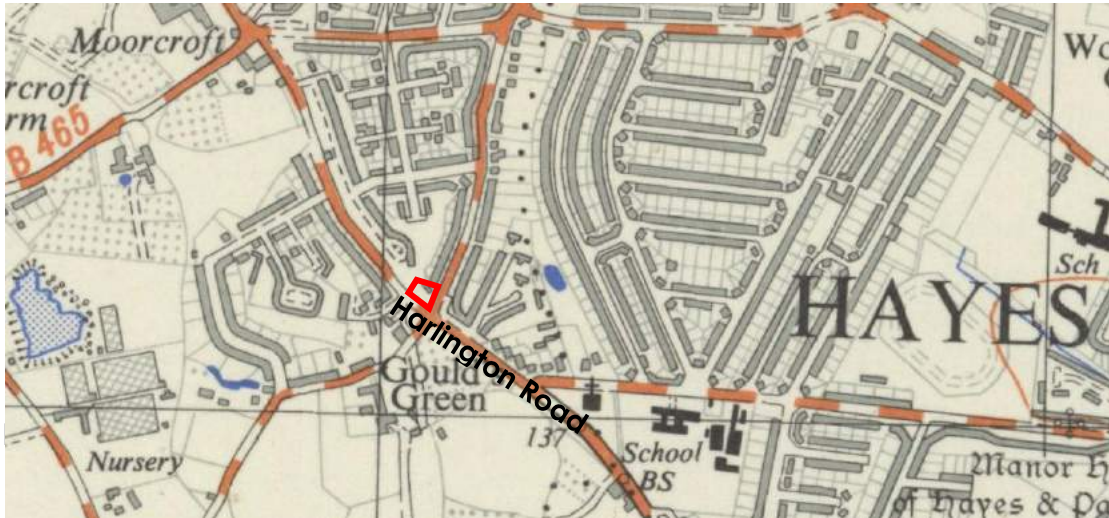
- 3.1 The existing bungalow was constructed on the site of the grounds of Dawley Court, a large property set within spacious grounds occupying the triangular plot between West Drayton Road, Harlington Road and Corwell Lane (see **Map 1** below).

Map 1: OS 25 Inch, 1890s-1920s (Site marked within red outline)



- 3.2 Most of the development along Harlington Road came about during the interwar years of the 20th century when Hayes expanded very rapidly, with spacious cottage estates constructed (see **Map 2** overleaf).
- 3.3 These houses with their large front and back gardens were representative of the unchecked growth of suburbia during this period spurred on via the increasing popularity of the motor car, allowing Londoners to leave the inner city in favour of more spacious surroundings. Development since the designation of the metropolitan greenbelt in 1955, which largely halted this spacious estate led growth, has been largely on smaller gap sites.

Map 2: OS 1:25,000, 1937-61 (Site marked within red outline)



b. Planning History

- 3.4 The site has the following recorded planning history since the year 2000. There have been no applications in the 10 years since 2007.

APPLICATION REFERENCE	DESCRIPTION	KEY DATES
55857/APP/2006/2052	ERECTION OF 2 THREE-BEDROOM AND 1 TWO-BEDROOM DETACHED HOUSES WITH ASSOCIATED PARKING (INVOLVING DEMOLITION OF EXISTING HOUSE).	Received 11-07-06 Refused 14-11-07 Appeal Dismissed 14-11-07

- 3.5 This application proposed 3 properties on the site, two facing Harlington Road and 1 facing Corwell Lane, as shown on the block plan submitted with the planning application shown overleaf.

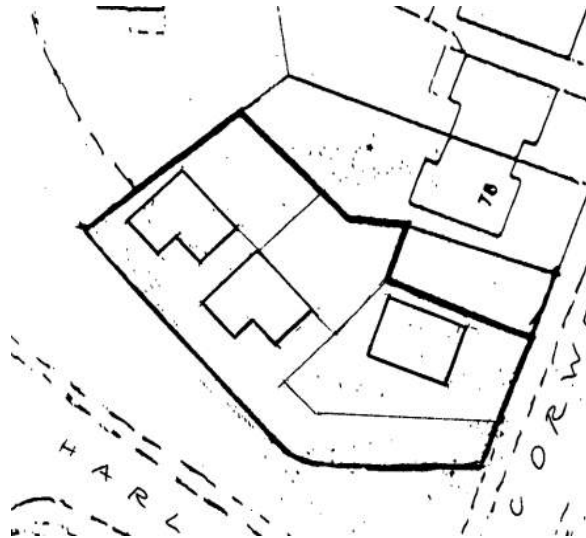
- 3.6 Planning permission was refused for the following reasons;

1. The siting, scale and design of the proposed development and inadequate provision for landscaping within the application site is such that the proposal would result in an incongruous and cramped over development of the site. The development would therefore fail to harmonise with its surroundings being out of character and appearance of the surrounding area.

2. The proposal would fail to provide adequate sunlight for the proposed amenity space of the type 'A' houses and would therefore result in a substandard form of accommodation for future occupiers of these properties.

- 3.7 The provision of three houses within the site was ultimately considered too cramped to provide a development that would respect its surroundings, and provide the required amenity for the proposed occupiers. The provision of a single building, as set out within this outline planning application, addresses these concerns.

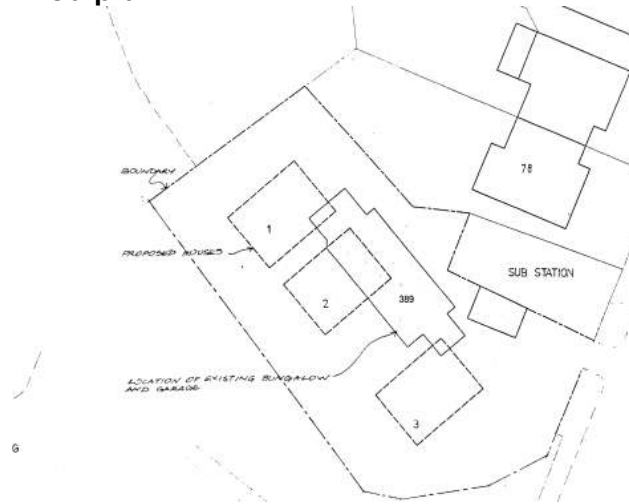
Map 3: Submitted Plan



55857/APP/2005/3471	ERECTION OF 3, THREE-BEDROOM TWO STOREY DWELLINGS WITH ASSOCIATED PARKING. (INVOLVING DEMOLITION OF EXISTING DWELLING)	Received 16-12-05 Withdrawn 08-02-06
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- 3.8 This application was submitted in January 2006 and proposed a similar scheme to that which was later refused, the reasons for withdrawal are not known.

Map 4: Submitted plan



3.9 The three earlier planning applications described below are not relevant to this outline planning application.

55857/APP/2001/1821	CHANGE OF USE OF GARDEN AREA TO PROVIDE PARKING FOR 6 COMMERCIAL VEHICLES (RETROSPECTIVE APPLICATION)	Received 13-08-01 Refused (P) 16-11-01
55857/APP/2001/385	INSTALLATION OF A REAR DORMER WINDOW (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)	Received 21-02-01 Permitted Development. 18-04-01
55857/APP/2000/2643	LOFT CONVERSION INVOLVING INSTALLATION OF FRONT AND REAR DORMER WINDOWS	Received 04-12-00 Refused 29-01-01

4.0 POLICY CONTEXT

a. National Planning Policy Framework ('NPPF') (March 2012)

- 4.1 The National Planning Policy Framework ('NPPF') sets out the broad national principles of the planning system, notably that it should perform economic, social and environmental roles, alongside a presumption in favour of sustainable development, which in plan-making terms means that local authorities should positively seek opportunities to meet the development needs of the area.
- 4.2 Paragraph 17 of the NPPF details 12 core principles, notably:
- ❖ To be a creative exercise in finding ways to enhance and improve places;
 - ❖ To proactively support sustainable economic development to deliver the homes and business units the country needs;
 - ❖ To take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
 - ❖ To encourage the effective use of land, re-using brownfield land, providing it is not of a high environmental value;
 - ❖ To take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them.
 - ❖ To always, seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.3 Paragraph 58 states that planning decisions should ensure developments:
- ❖ Function and add to the overall quality of the area over the lifetime of the development;
 - ❖ Establish a strong sense of place;
 - ❖ Optimise the potential of the site, to create and sustain an appropriate mix of uses;
 - ❖ Respond to local context and character;
 - ❖ Create safe and accessible environments; and
 - ❖ Are visually attractive as a result of good architecture and appropriate landscaping

- 4.4 In summary, the proposed scheme will contribute to the aims of the National Planning Policy Framework, through optimising the potential of the site, delivering much needed housing that the country needs. Harlington Road has a mixed character and the development will help contribute to a creating a greater sense of place.

b. The London Plan (July 2016)

- 4.5 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London between 2011 and 2031.

- 4.6 Paragraph 1.53 aims to ensure that London is a city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life and sufficient high-quality homes and neighbourhoods for all Londoners.

- 4.7 As Hayes is within outer London, Policy 2.6 applies. This notes that boroughs and other stakeholders should:

'Work to realise the potential of outer London, recognising and building upon its great diversity and varied strengths by providing locally sensitive approaches through LDFs and other development frameworks to enhance and promote its distinct existing and emerging strategic and local economic opportunities, and transport requirements.

- 4.8 Specific to the London Borough of Hillingdon, the London Plan requires at least 5,593 additional dwellings over the period 2015–2025, with an annual target of at least 559 dwellings.

- 4.9 Policy 7.4 (Local Character) states that *Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.*

- 4.10 Policy 7.4 continues by stating that;

B. Buildings, streets and open spaces should provide a high-quality design response that:

- a. has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass*
- b. contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area*

c. is human in scale, ensuring buildings create a positive relationship with street-level activity and people feel comfortable with their surroundings

d. allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area

- 4.11 It is considered that the proposed scheme will help contribute to the aims of the London Plan.

c. Local Planning Policy

i. Hillingdon Local Plan, Strategic Policies (adopted November 2012)

- 4.12 The Hillingdon Local Plan: Part 1: Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen, where and how it will be achieved.
- 4.13 The Strategic Policies document notes that Hillingdon is home to approximately 260,000 residents and the population is expected to increase by approximately 14% over the 15 year period of the Hillingdon Local Plan.
- 4.14 The policies document notes 25 strategic objectives for the borough, these include;
- ❖ SO2: Create neighbourhoods that are of a high quality sustainable design, that have regard for their historic context and use sustainability principles which are sensitive and responsive to the significance of the historic environment, are distinctive, safe, functional and accessible and which reinforce the identity and suburban qualities of the borough's streets and public places, introduce public art to celebrate civic pride and serve the long-term needs of all residents.
 - ❖ SO7: Address housing needs in Hillingdon using appropriate planning measures.
 - ❖ SO19: Meet the current London Plan target to provide 425 new homes per annum.
- 4.15 Paragraph 6.23 notes that the density of residential development should take account of the need to optimise the potential of sites compatible with local and historic context, while respecting the quality, character and amenity of surrounding uses.

- 4.16 The key housing policies are policy H1 (Housing Growth) and H2 (Affordable Housing). Policy H1 (Housing Growth) states that the council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.
- 4.17 The policy states that the borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021.
- 4.18 Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan.
- 4.19 The development will contribute towards this borough target and to the provision of new housing within the greater London area as a whole.
- 4.20 Policy H1 will be implemented as follows
- ❖ Promoting the design and density of new homes to reflect the specific and different land use characteristics in the north and south of the borough;
The scheme is appropriate for its location along a major distributor road.
 - ❖ Ensuring development makes the most efficient use of brownfield land;
The development seeks to make the most efficient use of the site (providing 6 new flats, within a purpose built 2 storey building).
- 4.21 Policy H2 (Affordable Housing) states that housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan.
- 4.22 For sites with a capacity of 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.
- 4.23 As only 6 units are proposed the development falls below the 10 unit capacity, and it is not considered that the site is capable of accommodating this number of units. The development provides 2 bed flats. These will be particularly suitable for young professionals looking to purchase their first home, and also for older downsizers, which will in turn enable larger family homes to be freed up for families.

- 4.24 The key design policy is BE1 (Built environment) which The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.
- 4.25 Whilst final design matters will be considered in full as part of a reserved matters application, it is anticipated that the design will be of a high quality and will follow these principles.
- 4.26 Policy T1 (Accessible Local Destinations) of the Local Plan states that;
- The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.*
- 4.27 The site is located a short walk to a local shopping parade and educational facilities. Cycle parking provision will be provided.

ii. Saved Unitary Development Plan (Saved Policies 27th September 2007)

- 4.28 The following policies were saved and have some relevance in decision making within the Borough. They are currently been replaced by the emerging Local Plan Part 2, which is expected to be adopted in mid-2018.

Policy	Description	Response
Design of New Development		
BE13	Development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance	The final design of the development will be determined via the reserved matters application. A existing green gap of 10metres is in place between the site itself and Harlington Road which will help ensure this part of the road retains its spacious character.
Residential Amenity		
BE19	The local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.	Whilst the final layout and position of the building within the site will be finalised at reserved matters stage the submitted drawings illustrate how a building can be
BE20	Buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded	

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BE21	Planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity	accommodated on the site without negatively impacting upon any neighbouring dwellings in particular 78 Corwell Lane.
BE23	New residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is usable in terms of its shape and siting.	
BE24	The design of new buildings should protect the privacy of the occupiers and their neighbours	

5.0 EXAMPLES OF SIMILAR SCHEMES LOCALLY

- 5.1 These examples cited below provide illustrations of new flatted developments along Harlington Road permitted by the London Borough of Hillingdon. These indicate a trend towards greater urban intensification along this route.

a. Corner of Dawley Road and Princes Park Lane

- 5.2 ***Erection of 18 flats (incorporating 13 two-bedroom, 3 one-bedroom and 2 four-bedroom units) with associated parking and amenity space.***

Date of application: 22nd July 2009

Approved: 19th October 2009

- 5.3 This development (see **Image 4**) on the site of the former 'Ram' public house (see **Image 5**) occupies an area of 0.205 hectares.

Image 4: New Development



Image 5: 'The Ram' public house, July 2008



b. Lady Craig Court (Adjacent to 189 Harlington Road)

- 5.4 ***Redevelopment to provide 30 two- bedroom flats (designed for over sixties) in 2 symmetrical blocks of three storey around a central communal garden area, a detached store, summerhouse and associated parking.***

Date of application: 27th June 2005

Approved: 3rd February 2006

Image 6: New Flats



- 5.5 These schemes provide examples of sites, which have been redeveloped in the last 10 years with new-flatted development close to the application site. They illustrate that Harlington Road as a designated London Distributor Road is appropriate for well-designed block of flats.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The outline planning application scheme has been developed in accordance with the policies, requirements and guidelines set out in the National Planning Policy Framework, the London Plan and local planning policy documents prepared by the London Borough of Hillingdon.
- 6.2 The scheme will provide much-needed and good-quality residential accommodation within the London Borough of Hillingdon. As a main distributor route with frequent bus services, Harlington Road is suitable for greater urban intensification, and which will be enhanced by the coming of Crossrail at Hayes and Harlington station in two years' time.
- 6.3 Policies in the National Planning Policy Framework, the London Plan and the Hillingdon Local Plan support sustainable economic development is another core planning principle (principle 3, paragraph 17). The Framework states that the planning system should do everything it can to support sustainable economic growth, and that 'significant weight' should be placed on the need to support economic growth through the planning system (paragraph 19).
- 6.4 The proposed development would make a small, but meaningful contribution towards the creation of new homes, in accordance with paragraph 17 of the Framework in an accessible and sustainable location, in accordance with paragraph 37 of the Framework.
- 6.5 The proposed development is in general accordance with the contents of the Framework and constitutes sustainable development which would improve the economic, social and environmental conditions of the area.
- 6.6 The Framework contains a presumption in favour of sustainable development (paragraph 14) which, for decision taking, means that developments that accord with the development plan should be approved without delay. In this case, where the relevant adopted policies are out of date, paragraph 14 states that permission should be granted unless the adverse impacts would significantly and demonstrably outweigh the benefits, or specific policies in the Framework indicate that development should be restricted.
- 6.7 This Planning, Design and Access Statement identifies that this outline planning application has been drawn up with close regard to the Hillingdon Local Plan and accords with relevant policies and provisions. The planning application scheme will not result in any no adverse impacts that could demonstrably outweigh the benefits of the proposed residential development. The proposed development is considered to be sustainable development in accordance with the NPPF, the London Plan and local planning policy for Hillingdon and merits the grant of outline planning permission.
- 6.8 The Applicant trusts that the Council of the London Borough of Hillingdon will determine the application positively as soon as possible.