

LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL, WHITEHEATH AVENUE, RUISLIP

PLANNING, DESIGN & ACCESS STATEMENT

OUR REF: 0189/WHI001/PADAS V1.2

DOCUMENT CONTROL

Site/Project Name:		Land Adjacent to Whiteheath Junior School, HA4 7PR	
Client:			
Our Ref:		0185/262ASH/PADAS	
Other Ref:			
Document Location			
Approvals		Client	
Document Owner(s)			
Project/Organisation Role			
Version	Date		
1.0	16/02/2023		
1.1	21/02/2023		
1.2	22/02/2023		

LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL, WHITEHEATH AVENUE, RUISLIP

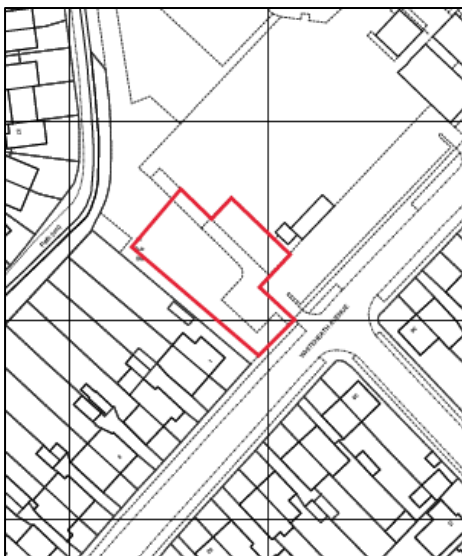
PLANNING, DESIGN & ACCESS STATEMENT

INTRODUCTION

Stewart Management & Planning Solutions Ltd has been instructed by the applicants, Reynolds Developments, to prepare this statement in support of a planning application for the erection of 2 x two-storey single family dwellings on land between Whiteheath Junior School and 1 Whiteheath Avenue. The main purpose of this statement is to:

- Explain the background to the proposal;
- Clarify the design approach;
- Clarify the access arrangements;
- Explain how the relevant planning considerations are reflected in the proposals, including the recent planning history;
- Clarify the CIL implications for the proposal.

The statement concludes that the scheme is a proper response to the planning, design and access context of the site and, therefore, having regard to the recent site history, planning permission should be granted.



Site & context

THE SITE AND ITS SURROUNDINGS

Whiteheath School occupies a corner position on the south west side of the junction of Ladygate Lane and Whiteheath Avenue in north Ruislip. Ladygate Lane is a local distributor road servicing much of the residential area to the east of the A4180 which links Northwood to the A40, via Ruislip. Whiteheath Avenue is a broad, tree lined, suburban residential street, terminating in a cul-de-sac after its junction with Grassmere Avenue. The area is generally characterised by traditional brick and tile two-storey properties and bungalows used primarily as single-family dwellings.

The subject site is an irregular shaped plot between the house at 1 Whiteheath Avenue and Whiteheath Junior School which measures about 0.08 hectares, on the north side of Whiteheath Avenue, directly opposite the junction with Grassmere Avenue. The current access to the site is shared with the school's main gates serving the car park off Whiteheath Avenue. The site is relatively level with many trees and overgrown shrubs at the rear end of the site. It is understood that the school's ICT building previously occupied the site although this was demolished some years ago and the provision relocated elsewhere within the school estate.

For planning purposes, there are no land use designations affecting the site.

The site has a PTAL rating of 1b and is about 10 minutes' walk from the shops at Howletts Lane local parade.

PLANNING HISTORY & SIGNIFICANCE

Planning permission was granted on 18th March 2020 for the erection of 2 x 4 bed dwellings with associated landscaping, car parking and an ecological area to the rear involving the current application site area together with land to the east and the north which has subsequently become the ecological area and the access thereto (64510/APP/2019/1412). The permission was amended in 2021, pursuant to a Section 73 application (64510/APP/2020/4020), to vary the access to a substation to the rear of the site and make consequential adjustments to the footprint of the approved dwellings and their parking areas.

The applicant has only recently acquired the site and fully intends to implement the consented development scheme. However, as the planning permission is scheduled to expire on 19th March 2023, there is insufficient time remaining to resolve the

various outstanding Grampian style planning conditions attached to the extant planning permission.

It is acknowledged that there is no provision within the Planning Acts for the period for implementation of a planning permission to be extended. The Regulations dictate that a new application would be required in these circumstances. However, where renewal is sought by means of a fresh application, the existence of an existing or lapsed permission is still an important material consideration.

Paragraph 60 of cancelled Circular 11/95 advice remains useful in explaining that an application to renew an existing planning permission should be refused only where:

- a) there has been a material change in planning circumstances since the original permission was granted (e.g., a change in some relevant planning policy for the area, or in relevant highway considerations, or the publication by the Government of new planning policy guidance, which is material to the renewal application);
- b) continued failure to commence the development would contribute unacceptably to uncertainty about the future pattern of development in the area;
- c) the application is premature because the permission still has a reasonable time to run.

THE APPLICATION SCHEME

The applicant has recently acquired the site and proposes to implement the consented scheme. However, as the permission will expire on 19th March 2023, the purpose of this planning application is to effectively extend the life of the consented scheme to allow time for the orderly discharge of the conditions precedent and the letting of a suitable contract for its implementation.

Guided by the advice referenced in the previous section, this is a full free-standing planning application wherein the details of the application scheme are identical to the previously approved scheme with the single proviso that it relates only to the site of the two proposed dwellings and their curtilages. The site of the ecology area, the substation and the access thereto, which are all features of the parent planning permission, are excluded as these are beyond the area of the applicant's ownership and are the responsibility of others.

In general terms, the project involves the construction of a pair of two storey semi-detached houses. Each of the properties would comprise four bedrooms on the first

floor, with kitchen, dining, and lounge facilities on the ground floor. The site will be arranged to place the built form towards the street frontage. Each property would have the benefit of two off-street car parking spaces to the front or side of the property, and a private garden space to the rear.

The scheme has been designed to correspond with design features typical of the area and proposes a typical domestic scale and form. The buildings are proposed to be constructed using brick and tiles to match those typically found in the area.

THE PLANNING COMPONENT

Sections 54A and 70(2) of the Town and Country Planning Act 1990 lay down the basic rules for determining planning applications. Section 54(A) states that:

Where in making any determination under the Planning Acts, regard is to be had to the development plan, the determination should be made in accordance with the plan unless material considerations indicate otherwise.

The principle of the plan-led system of development management articulated in section 54(A) of the 1990 Act is carried forward, in slightly modified form, in Section 38(6) of the Planning and Compulsory Purchase Act 2004.

NATIONAL PLANNING CONTEXT

In July 2018 the new National Planning Policy Framework was adopted, replacing the 2012 version which itself replaced all previous Planning Policy Statements and Guidance. The 2018 version was itself updated in February 2019 and again, in 2021 and earlier this year.

At the heart of the NPPF is a presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. For decision-making, Local Planning Authorities are encouraged to approve without delay development proposals that accord with an up-to-date development plan (paragraph 11c). For applications involving the provision of housing, an “up-to-date development plan” includes situations where the local planning authority can demonstrate a five-year supply of deliverable housing sites; or where the Housing Delivery Test (HDT) indicates that the delivery of housing was

more than 75% of the housing requirement over the previous three years. Hillingdon is currently able to demonstrate a five-year supply of deliverable housing sites. The “tilted balance” in favour of sustainable development is therefore not engaged and the local plan is considered to be up to date for the purposes of housing delivery.

LOCAL PLANNING CONTEXT

This Statement has been prepared having regard to the planning framework against which the application falls to be assessed in this case, the London Plan 2021, The Local Plan Part 1 – Strategic Policies 2012, Part 2 – Development Management Policies 2020, Part 2- Site Allocations and Designations 2020.

Providing new housing to meet the needs of a growing population is an overriding strategic objective for the London Borough of Hillingdon in accordance with London Plan policy H1, which sets an annual monitoring target of 1083 new homes per year between 2019-2021, 295 of which are expected to be provided on small sites such as this. Policy H1 also promotes optimising housing delivery on suitable sites and highlights how small sites and surplus council owned sites, such as this one, especially contribute to this objective.

Policy DMH 2 of the Hillingdon Local Plan 2020 calls for the provision of a mix of housing unit sizes in development schemes “... to reflect the Council’s latest information on housing need.” The related paragraph 4.6 of the document refers to a particular need for three-bedroom units. The scheme has therefore been designed to feature three-bedroom units as a particular response to this identified need. We would therefore submit that our proposals would provide a suitable mix of housing to support sustainable, inclusive and mixed communities in compliance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021). Further, as the site is located within a residential area, a presumption in favour of the development would apply, subject to compliance with the detailed policy requirements contained within the local plan.

DESIGN PHILOSOPHY**POLICIES**

	London Plan 2021
D1	London's form, character, and capacity for growth
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
	Local Plan
DMHB11	Design of New Development
DMHB12	Streets and Public Realm
DMHB15	Planning for Safer Places

Details of the design approach were examined as part of the evaluation of the original proposals in 2020. Whilst it is noted that the policy context has evolved since that time when both the London Plan and the Hillingdon Local Plan were still being developed, it is clear that there was consideration of these emerging plans at that stage and again at the time of the section 73 application in 2022 by which time both plans had been adopted.

In relation to the design approach, the original case officer made the following observations:

The dwellings have been designed with a two-storey gable roof structure, similar in scale to surrounding dwellings and compatible with the general appearance of surrounding buildings whilst contributing to the overall variation in building designs which helps create an informal and non-rigid character within the street scene.

Further comments referred to the manner in which the designs responded to concerns expressed by local residents and the planning committee. The case officer concluded that the design approach was consistent with the development plan and recommended the proposals for approval. The case officer's recommendations were endorsed by the planning committee in 2020 and again in 2022 in the context of the Section 73 application to vary the parent planning permission, including adjustments to the position of one of the proposed dwellings.

In all the circumstances these considerations and conclusions in relation to the acceptability of the design approach remain valid.

SCALE

POLICIES

	London Plan 2021
D1	London's form, character, and capacity for growth
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
	Local Plan
DMHB11	Design of New Development
DMHB12	Streets and Public Realm

The scheme proposes the development of two, two storey houses with gardens and parking to the front and private gardens to the rear. Their footprints, bulk and silhouettes are identical to the approved dwellings under application 64510/APP/2020/4020. The properties would each have a street frontage of about 7 metres which relates closely to that of properties elsewhere in the street which varies from about 6 metres to 9 metres.

The scheme has clearly been designed taking cues from the style and detailing of properties on adjoining and nearby streets and relating them to the context of the application site and the detached form of the dwellings. Evidently, special attention has also been paid to the 45°-degree rule in the design of the scheme to ensure that there can be no loss of amenity to adjoining residential occupiers by way of overshadowing, overlooking or loss of outlook.

The design is considered to be most appropriate to the character and appearance of the area, consistent with the requirements of Policy DMHB 11 and DMHB 12 and, as it has the previous endorsement of officers and the planning committee, it should therefore be supported.

AMOUNT AND LAYOUT

POLICIES

	London Plan 2021
D6	Housing Quality and Standards
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
	Local Plan
DMHB11	Design of New Development
DMHB12	Streets and Public Realm
DMHB16	Housing Standards
DMHB18	Private Outdoor Amenity Space

The application scheme proposes the provision of two new family houses, as defined by the London Plan. Each one would comprise principally a large family area including kitchen, with designated areas for living, dining and watching TV at ground floor level. Additionally, there would be a toilet and under stairs storage area. At first floor level there would be four bedrooms, one with en suite bathroom facilities. Each house would comprise about 150m² of floorspace over two floors making them suitable for occupation by 6 persons or more, having regard to the London Plan and the Nationally Prescribed room size standards. It similarly exceeds the minimum space standard for a 4-bedroom house set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) as these are the same as those found in Table 3.1 of the London Plan (2021).

With regard to garden spaces, it is noted that at 143 m² and 250 m² these compare very favourably to the minimum 60m² guideline set out in Policy DMHB 18. Moreover, the spaces are well located, well designed and well-able to provide for the private enjoyment of the occupiers, thereby meeting all other requirements of the policy.

The land to the rear of the site is in the process of development as an ecological area for the school and local community and the properties would benefit from a rear outlook over this space. With views over this open space feature, it is considered that the properties would offer an exceptionally standard of outlook for future occupiers with no significant impact on the conditions currently enjoyed by occupiers of nearby and adjoining properties.

SUSTAINABILITY

POLICIES

London Plan 2021

SI 2 Managing greenhouse gas emissions

SI 4 Managing heat risk

Local Plan

DMEI 2 Reducing Carbon Emissions

The proposed development will be designed to achieve the highest standards of sustainability with regard to materials, energy, and water use. Low energy building techniques, methods and practices will be an essential part of the applicants' approach. The applicant will consider Passivhaus accreditation for the scheme.

Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are built with meticulous attention to detail and rigorous design and construction according to principles developed by the Passivhaus Institute in Germany. They are then certified through an exacting quality assurance process. The objective in Passivhaus design is to reduce the heating requirement to the point where a traditional heating system is no longer considered essential. Cooling is also minimised by the same principles and through the use of shading. Other techniques that are used include:

- good levels of insulation with minimal thermal bridges.
- passive solar gains and internal heat sources to reduce the heating load.
- excellent level of airtightness.
- good indoor air quality, provided by a whole house mechanical ventilation system with highly efficient heat recovery.
- low energy light fittings with infra-red sensor controls in circulation and toilet areas.

In any event, the new windows and door would be constructed using high performance sustainably sourced timber fitted with low "E" and argon filled triple glazed units to maximise thermal efficiency. In addition, water usage reduction measures are planned to ensure that each of the proposed dwellings uses no more than 105 litres of water per person per day.

Notwithstanding the above, we are mindful that Policy SI 2 of the London Plan (2021) asks residential development to achieve at least a 10% improvement beyond Building Regulations 2013, whilst Policy DMEI 2 requires all developments to make the fullest contribution to minimising carbon dioxide emissions. All of these matters can be secured by way of a suitably worded planning condition attached to the planning permission.

Electric vehicle charging facilities will be provided for the proposed dwellings in accordance with local plan and Building Regulations requirements.

THE ACCESS COMPONENT

CONNECTIVITY

POLICIES

London Plan 2021

T6 Car parking

T6.1 Residential parking

Local Plan

DMT1: Managing transport impacts

DMT6: Vehicle Parking

The site has a PTAL rating of 1a and is about 10 minutes' walk from the shops at Howletts Lane and 15 minutes' walk from Ruislip Town Centre with its range of shopping, leisure and community facilities.

Bus travel

Bus route 331 is less than a 5-minute walk from the site and provides access to various local destinations including Ruislip, Northwood and Uxbridge as well as Mount Vernon Hospital.

CAR PARKING

Regarding parking conditions locally, we note that there are no anti-commuter or other CPZ restrictions on car parking that apply in Whiteheath Avenue or the surrounding streets, although there are School Keep Clear markings starting about 80 metres to the north east of the site. Nonetheless, it is proposed to provide off street parking facilities for two cars for each of the proposed dwellings which would exceed the London Plan requirement for a maximum of up to 1.5 spaces per dwelling for this scale

of development in a suburban outer London location with a Ptal rating of 1, as indicated in table 10.3 which supports Policies 2.8 and 6.13.

Whilst the proposed level of car parking would exceed the maximum requirement, it is significant that the proposed car parking arrangements are identical to the previously approved scheme. Further, Local Plan Policy DMT6 sets out maximum level of provision of 2 spaces per dwelling. The proposed level of parking provision is therefore considered appropriate having regard to the objectives of Policies 6.0 and 6.1 of the London Plan and the specific requirements of Local Plan Policy DMT6.

Provision will be made for two bicycles per dwelling to be stored in sheds within the rear gardens of each house consistent with Local Plan Policy DMT6.

DISABLED ACCESS & MOBILITY

We will ensure that the proposed development will comply with Part M of the Building Regulations, with BS 8300:2009, The Disability Discrimination Act 1995 (as amended 2005), The Planning and Compulsory Purchase Act 2004, British Standards 9999: 2008 with particular reference to the means of escape for disabled persons.

The proposed dwellings would be built to Lifetime Homes Standard with full potential for adaptation to suit a range of family types, needs and lifetime points.

OTHER MATTERS

It is acknowledged that the scheme will be liable for payment of CIL.

The net area chargeable for Mayoral CIL would be calculated using the Jones, Laing LaSalle CIL calculator. The Mayoral CIL for Hillingdon is £60/m².

The London Borough of Hillingdon Charging Schedule adopted in 2014 indicates £95/m² for residential development which with indexation to 31st December 2022, amounts to £142.30/m².

CONCLUSION

The application has been designed to replicate the details of the approved development scheme in so far as they relate to the provision of 2 new dwellings on the site. The position, footprint, elevations, roofscape and the internal and external spaces are identical to the approved scheme.

The statement demonstrates that the scheme would be well designed to correspond with the character of the site and the surrounding area consistent with NPPF, London Plan and Hillingdon Local Plan policies in support of good design. Internally, the scheme would provide a high standard of accommodation and would meet Local Plan standards and the detailed requirements for “Lifetime Homes” as well as the Nationally Described Space Standards. No adverse implications are anticipated with regard to the character of the area or the amenities of adjoining and nearby residents.

It is considered that the scheme proposes a proper response to the planning, design and access context of the site and, having regard to Paragraph 60 of cancelled Circular 11/95, planning permission should therefore be granted, subject to suitably worded planning conditions.

© Stewartmaps
February 2023

STEWART MANAGEMENT & PLANNING SOLUTIONS LTD
THE WINDMILL STUDIO CENTRE,
106A PEMBROKE ROAD,
RUISLIP,
HA4 8NW

TELEPHONE 0203 918 0705
SWITCHBOARD 01895 624755

E-MAIL INFO@STEWARTMAPS.CO.UK

 www.stewartmaps.co.uk