



LRJ PLANNING

Planning, Design and Development

PLANNING, DESIGN AND ACCESS STATEMENT

Demolition of existing dwelling and erection of 4 dwellings

**This includes associated access, parking, curtilage, and
landscaping on the land at Dellfield, Uxbridge Road, UB10**

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June 2023



1.0 Introduction

- 1.1 This Statement has been prepared by LRJ Planning Ltd to accompany the full planning application for the demolition of existing dwelling and the construction of 4 dwellings with associated access, parking, curtilage, and landscaping on land at Dellfield, Uxbridge Road, UB10 0BL.
- 1.2 This Statement provides a planning analysis to demonstrate that the submitted proposal is acceptable in planning terms and in accordance with the relevant policy and guidance.
- 1.3 The application is supported by a site layout plan, floor plans, full elevational plans and artist impressions, as well as supporting technical documents, which illustrate that the site is capable of accommodating the development and its associated works, including access.
- 1.4 The scheme has been redesigned to take into account the issues raised in the refusal of planning reference: 65993/APP/2022/2389 that was for the erection of 5 dwellings at the site.
- 1.5 The remainder of this Statement is structured as follows:
 - Section 2: Site Location and Description
 - Section 3: Background and Community engagement
 - Section 4: Development Proposal
 - Section 5: Planning Policy Context
 - Section 6: Design and Access
 - **i) Layout and Density**
 - **ii) Scale**
 - **iii) Appearance**
 - **iv) Materials detailing**
 - **v) Access**
 - Section 7: Planning Analysis



- A) The principle of development
- B) Impact on Character and appearance
- C) Impact on residential amenity
- D) Access and Parking
- E) Other matter
- Section 8: Conclusion

2.0 Site Location and Description

- 2.1 The application site comprises a flat, irregularly shaped parcel of land sited on the south western side of Uxbridge Road. The site currently comprise a detached single-storey property fronting Uxbridge Road. The site has an area of some 0.09 hectares. The location of the site is illustrated in Figure 1, below.



Figure 1: Site Location



Figure 2: Aerial View

- 2.2 The site currently houses an existing dwelling fronting Uxbridge Road.
- 2.3 The rear of the site is of limited visibility from a public vantage point, owing to its backland location.
- 2.4 It lies within a wholly residential area on the southern side of Uxbridge Road. There are several local services, facilities and amenities within 5km of the application site, including schools, supermarkets, healthcare facilities, public houses, bus stops and a railway station.
- 2.5 The surrounding properties are of a varied form and character, ranging from traditional, two storey properties lining Uxbridge Road, to detached bungalows.
- 2.6 The application site itself lies outside of any designated Conservation Area and is not located adjacent to any designated heritage assets



Figure 3: Street view image of site



Figure 4: Street view image and two-storey properties



3.0 Background

3.1 Planning permission under planning reference: 65993/APP/2022/2389 for five dwelling at the site was refused on the following basis.

1 By virtue of the backland location, expanse of additional hardstanding, lack of landscaping and biodiversity opportunities, excessive height, neighbour impact and inconsistency in siting and alignment, the proposed development constitutes inappropriate development of a residential garden and would be contrary to Paragraph 130 of the National Planning Policy Framework 2021 and Policies BE1 of the Hillingdon Local Plan (Part 1) 2012, Policies DMH 6 and DMHB 11 and DMHB 12 of the Hillingdon Local Plan (Part 2) 2020

2 By virtue of the raising of the ground level, lack of consistency with the existing pattern of development, poor design treatments and excessive scale, footprint, height and density of the backland development, the proposal represents over development of the site and poses an unsatisfactory impact upon the setting and character of the neighbourhood. The proposal is therefore contrary to Sections 11 and 12 of the National Planning Policy Framework 2021, Policies GC2, D2 and D3 of the London Plan 2021, Policy B1 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan (Part 2) 2020.

3 By virtue of its inconsistent siting, width and separation, the replacement dwelling on Uxbridge Road does not conform appropriately with the rhythm and pattern of the street scene, contrary to Sections 11 and 12 of the National Planning Policy Framework 2021, Policy D8 of the London Plan 2021, Policy B1 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan (Part 2) 2020.

4 By virtue of the raising of the ground level, excessive building height, blank side facade and a inadequate setback from the north eastern boundary, the development will pose unacceptable neighbour amenity impacts to the rear garden and habitable areas of Cottessloe and Leederville, including dominance, loss of



outlook, loss of sunlight and daylight and sense of enclosure, contrary to Policies BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMHB 1, DMHD 11 and DMH 6 of the Hillingdon Local Plan (Part 2) 2020.

5 By virtue of the inappropriate siting of the proposed access alongside an existing and proposed dropped kerb and within a bus stop, the introduction of a new access for the replacement dwelling at Dellfield which allows unsafe reversing manoeuvres onto Uxbridge Road, the single width access into the site that would raise potential for unsafe reversing back onto Uxbridge Road, inadequate turning space for cars and refuse vehicles within the rear car park and inadequate pedestrian visibility at the entrance, the proposal represents an unsatisfactory highway arrangement and a high likelihood of risk to vehicular conflict, pedestrian safety and impediment to traffic flows on Uxbridge Road. This is contrary to Section 9 of the National Planning Policy Framework 2021, Policy T4 of the London Plan 2021, Policies DMT 1 and DMT 2 of the Hillingdon Local Plan (Part 2) 2020, and Section 4.7.1 of the Hillingdon Domestic Vehicle Footway Crossover Policy.

6 By virtue of the excessive density and need to meet highway technical requirements, there are inadequate opportunities for soft landscaping, tree planting and biodiversity enhancements to the front and rear of the dwellings on the backland site. There would be an adverse impact upon protected species, nature conservation and the landscape setting, contrary to Section 15 of the National Planning Policy Framework 2021, Policy G6 of the London Plan 2021, Policies BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMH 6, DMHB 14 and DMEI 7 of the Hillingdon Local Plan (Part 2) 2020.

7 The part subterranean location, room depth and concealed location of the window behind the staircase of bedroom 2 within each of the four backland dwellings adversely compromises the internal amenity of the bedroom, contrary to Section 12 of the National Planning Policy Framework 2021, Policies D6 and D10 of the London Plan 2021, Policy BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policy DMH 12 PDECSTD (ODB 2022) 65993/APP/2022/2389 2 of 5 END OF



*SCHEDULE Address: Development Management Directorate of Place Hillingdon Council 3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk of the Hillingdon Local Plan (Part 2) 2012*

8 By virtue of the siting of the access road serving the rear backland development immediately alongside the windows of Beechcroft and the replacement dwelling at Dellfield, the proposal would likely result in unacceptable levels of air and noise pollution to existing and future occupiers, contrary to Section 15 of the National Planning Policy Framework 2021, Policy SI 1 of the London Plan 2021 and Policy DMEI 14 of the Hillingdon Local Plan (Part 2) 2020.

9 In the absence of a swept path assessment and detailed plans for the waste collection area for the backland development, it is not possible to conclude that refuse collection can be achieved in a satisfactory manner or that there is sufficient space for on site storage of waste, recycling, green waste and food waste, contrary to Policy BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policy DMHB 11 of the Hillingdon Local Plan (Part 2) 2020.

10 With two of the three bedrooms of each of the four backland dwellings significantly below the minimum surface flood level as identified in the Flood Risk Assessment and Basement Impact Assessment and with additional flood risks posed by the proposed soakaways and no suitable level of mitigation, the proposed basement habitable accommodation poses a flood risk to future occupiers, contrary to Section 14 of the National Planning Policy Framework 2021, Policy D10 of the London Plan and Policies DMHD 3 and DMEI 9 of the Hillingdon Local Plan (Part 2) 2020.”

- 3.2 The applicant seeks to develop the site to improve the condition of site – both of which would benefit the residents/public by adding a sense of place.
- 3.3 The outstanding architectural design proposed is detailed and illustrated further in the following sections and in the supporting plans submitted as part of this application.



4.0 Proposal

- 4.1 Full planning permission is sought for the demolition of the existing dwelling at the site and the erection of 4 dwellings along with the provision of associated on site car parking, amenity space and landscaping. The revised designed approach has taken into account and addressed all ten previous reasons for the refusal of the previous planning application at the site.
- 4.2 The proposed development has been devised to represent outstanding architectural quality and design. Its design would utilise facing brick including areas of glazing to maximise solar gain and provide an open and light feeling to each of the dwellings.

Figure 5: Dwelling on Plot 1





Figure 6: Dwellings on Plots 2 to 4



- 4.3 The properties would also benefit from outstanding energy efficiency credentials and low carbon fabrication, with the highest quality of insulation and locally sourced materials, rainwater harvesting, electric vehicle charging point and highest rated energy efficient appliances and utilities. The development has also been designed to maximise solar gain through its orientation of glazing. The revised design has removed all basements.
- 4.4 Externally, each of the properties would benefit from amenity space at the rear and one parking space. Access to the development would be off Uxbridge Road via a private drive. The replacement dwelling at the front would be car free.
- 4.5 Further details of the proposed site layout, floor plans and elevations are provided in the submitted drawings accompanying this application.

5.0 Planning Policy Context

- 5.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states as follows *“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.



National Planning Policy Framework

- 5.2 In July 2021, the Government published the latest version of National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and sets out how they are expected to be applied. The NPPF took immediate effect.
- 5.3 Paragraph 2 of the NPPF states that *"Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise."* The plan-led approved approach to development as enshrined by Section 38(6) of the Planning and Compulsory Purchase Act 2004. In addition, the NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions, as are previous planning decisions and appeals.
- 5.4 Paragraphs 7 and 8 confirm that the purpose of the planning system is to contribute to the achievement of sustainable development, which comprises economic, social and environmental development. The NPPF retains a presumption in favour of sustainable development.
- 5.5 Paragraph 47 reaffirms that *"applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise"*.
- 5.6 In respect of the presumption in favour of sustainable development, Paragraph 11 identifies that development proposals which accord with the development plan should be approved without delay.
- 5.7 Paragraph 38 of the NPPF relates to decision making and confirms that *"Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work*



proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible”.

- 5.8 Paragraph 60 reaffirms the Government’s objectives to significantly boost the supply of homes. Paragraph 69 highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly.
- 5.9 Paragraph 119 requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, making as much use as possible of previously developed land. Similarly, Paragraph 120 promotes the development of under-utilised land and buildings.
- 5.10 Paragraph 126 notes that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. It elaborates that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.11 Paragraph 130 seeks to ensure that developments will function well and add to the overall quality of the area, be visually attractive as a result of good architecture, and be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 5.12 Paragraph 134 states that development that is not well designed should be refused. Conversely, it confirms that significant weight should be given to:
- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or



b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

5.13 The Courts have held that Central Government's policy is a material consideration that must be taken into account by the decision maker.

The Development Plan

5.14 The Development Plan for the London Borough of Hillingdon consists of the Local Plan: Part 1 - Strategic Policies (2012), The Local Plan: Part 2 - Development Management Policies (2020), The Local Plan: Part 2 - Site Allocations and Designations (2020), West London Waste Plan (2015) and The London Plan (2021). The following is a summary of the relevant planning policies.

Local Plan: Part 1 - Strategic Policies (2012)

PT1.BE1 - (2012) Built Environment	PT1.H1 (2012) Housing Growth
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The Local Plan: Part 2 - Development Management Policies (2020)

DMH 6 Garden and Backland Development	DMH 18 Housing Standards
DMH 11 Design of New Development	DM2 Highway Impacts
DMH 12 Streets and Public Realm	DM6 Vehicle Parking
DMHB 14 Trees and landscaping	

London Plan (2021)

Policy GG1: Building strong and inclusive communities	Policy D3: Optimising site capacity through the design-led approach
Policy GG2: Making the best use of	Policy D14: Noise



land	
Policy GG3: Creating a healthy city	Policy H1: Increasing housing supply
Policy GG4: Delivering the homes Londoners need	Policy H3: Meanwhile use as housing
Policy GG5: Growing a good economy	Policy H10: Housing size mix
Policy GG6: Increasing efficiency and resilience	Policy G6: Biodiversity and access to nature
Policy D2: Infrastructure requirements for sustainable densities	Policy SI1: Improving air quality
Policy D4: Delivering good design	Policy SI13: Sustainable drainage
Policy D5: Inclusive	Policy T1: Strategic approach to transport
design	Policy T2: Healthy Streets
Policy D6: Housing quality and standards	Policy T3: Transport capacity, connectivity and safeguarding
Policy D11: Safety, security, and resilience to emergency	Policy T4: Assessing and mitigating transport impacts
Policy D12: Fire safety	Policy T5: Cycling
Policy T6: Car Parking	Policy T7: Deliveries, servicing and construction

6.0 DESIGN AND ACCESS

- 6.1 The design related policies in the development plan identify that context and character are key considerations and that development in existing areas must respond to and respect inherent layout, density, scale, appearance, materials and access. The following sections provide an overview of the relevant considerations,



which will be assessed in greater detail within the later Planning Appraisal section.

i) Layout and Density

- 6.2 The layout of the development has been informed by both the constraints of the application site, including its access and relationship with neighbouring properties, as well as the layout of the surrounding built environment. It looks to create an identity and a sense of place to the development. The number of units at the site have been reduced since the previously refused scheme to create a more spacious development and ensure that there is no overdevelopment at the site.
- 6.3 The majority of the surrounding area is characterised of being of a high density of development, where dwellings have smaller garden areas.
- 6.4 The layout of the proposal capitalises on the space available within the plot to create a higher density of development which is served by a good level of external space that respects the layout and densities of the surrounding area.
- 6.5 The redesigned scheme has been orientated in a manner which maximises its potential for solar gain and for passive heating, further increasing its sustainability credentials.
- 6.6 The proposed layout ensures that there is ample separation between neighbouring dwellings, protecting local residential amenity, as well as sufficient space within the plot for one car parking space per dwelling.
- 6.7 Internally, the layout of the development would ensure that a generous amount of amenity is offered to the prospective residents within all bedrooms and external areas, and that all necessary facilities and amenities are provided.
- 6.8 Overall, it is considered that the layout and density of development proposed is commensurate with the host plot and respects the layout and density of the surrounding townscape.



ii) Scale

- 6.9 Careful consideration has been given to the building's scale, with its final design being informed by the surrounding townscape, as well as the prevailing two storey scale seen throughout Uxbridge Road.
- 6.10 The, two storey design of the units to the rear is commensurate with the nature and scale of the plot and is an integral element of the contemporary architectural design. The height of the dwelling has been lowered that backs onto Leederville to safeguard the amenity of that property.
- 6.11 The design of the development and the reduction in the number of units serves to reduce its overall bulk and massing, which consequently reduced the impact of the proposed development on local residential amenities by avoiding overlooking or overshadowing.

iii) Appearance

- 6.12 During the design process, it was noted that there is an eclectic range of architectural styles and forms both locally and throughout Uxbridge Road, which provides the opportunity for an innovative design approach, creating 4 new homes which exhibit the highest quality design and architecture, rather than an ill-fitting pastiche. Since the previously refused scheme, the replacement dwelling has been repositioned to the opposite side of the site and the shared driveway has been reduced in size. This ensures a degree of consistency and visual harmony in the street scene. The height of the dwelling has been lowered that backs onto Leederville to safeguard the amenity of that property.
- 6.13 The overall appearance of this amended residential scheme would be one of high-quality design, of minimalist style, utilising areas of glazing and high-quality locally sourced materials.



iv) Materials detailing

- 6.14 The development would utilise materials of outstanding quality which have been carefully selected to reflect elements of the local character including brick and tiled roofs.
- 6.15 Samples of the proposed materials are available for the LPA to show evidence of their quality and durability, if necessary.

v) Access

- 6.16 The site is to be accessed from Uxbridge Road, and the width of the access has been reduced so it is a private drive. The replacement dwelling will be car free.
- 6.17 This access would then lead towards the curtilage of the dwelling, which provides sufficient space for vehicle turning and off-street parking.
- 6.18 Further details and assessment of the access, traffic and parking considerations are given in the later planning appraisal section.

7.0 Planning Appraisal

- 7.1 This section seeks to highlight the main issues relevant to the determination of the application and assesses the scheme against the local and national planning policies and guidance referenced in section 5.0 above, as well as dealing with the issues raised in the previously referenced refusal notice.
- 7.2 In formulating the proposal, special regard has been given to the more detailed requirements of the development plan. The requirements and standards of these documents have heavily influenced the final scheme, ensuring that a development of the highest possible quality, appropriate to its setting, is submitted for approval.
- 7.3 The main issues that are considered pertinent to the appraisal of this proposal are:
- The principle of development.



- The design of the proposal and its impact on the character and appearance of the surrounding area.
- The impact of the development on local residential amenity.
- Access and parking arrangements.
- Other matters relating issues raised in previous refusal reasons.

A) The principle of development

- 7.4 The application site comprises a parcel of previously developed, or ‘brownfield’, land, situated within the urban boundary. At the heart of the NPPF is the presumption in favour of sustainable development which meets social, economic and environmental needs. One of the core principles in the NPPF (paragraph 119) is that planning should encourage the effective use of land by reusing land which has been previously developed (brownfield land). The NPPG also promotes mixed-use developments and encourages patterns of growth which focus significant development in locations which are, or can be made, sustainable.
- 7.5 Paragraph 122 of the NPPF sets out that planning policies, and decisions should reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability
- 7.6 The plan also identifies that the site lies within a ‘wholly residential’ area. The site itself has no specific designation.
- 7.7 The London Plan identifies that London needs 66,000 new homes each year for at least twenty years, with 522,870 homes required over the next ten years alone. To achieve the required number of homes, it sets each borough a ten-year target for net housing completions. In Hillingdon, this target is 10,830 with 2,950 of those units to be provided on small sites.
- 7.8 In accordance with the provisions of the NPPF, the proposal constitutes effective use of previously developed land in a sustainable location for a comprehensive



mixed-use redevelopment proposal. The scheme would deliver significant social, economic and environmental regeneration benefits.

- 7.9 Importantly, the scheme has evolved and been designed following a plan-led approach, and in close collaboration with key stakeholders over a significant period.
- 7.10 The Proposed Development would utilise a brownfield site to deliver housing, in line with national and regional planning policy.
- 7.11 The residential units are delivered in order to create an active and lively community at the site and the mix proposed is one that is acceptable and delivers a sufficient level of family homes, as well as a dwelling that is suitable for those with mobility issues.
- 7.12 The principle of housing development in this location is entirely appropriate. The requirements of Policy DHM 6 of the Local Plan Part 2 are noted. The policy states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
 - ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
 - iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
 - iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.



- 7.13 Further commentary will be offered on the specific requirements of the policy below, but it is contented that given the overriding policy to boost the supply of housing, the development of the site for a sustainable development of residential purposes would represent a more appropriate use of the land, and make use of previously developed land within the urban boundary.
- 7.14 As the development results in the creation of family homes and a form of highly sustainable development, located on previously developed land within the defined urban area, it is asserted that the principle of development is acceptable in this instance, in compliance with local and national planning policy.

B) The design of the proposal and its impact on the character and appearance of the surrounding area

- 7.15 Planning policy at a national, strategic and local level require development to create high quality buildings and places in which people want to live and work.
- 7.16 It is the intention that the development will set itself apart from other local schemes. It will do this through aspiring to create a building which champion the reduction of embodied and operational carbon, promote the health and well-being of those who occupy them or live in close proximity. While achieving this, development should optimise the potential use of the site including delivering an appropriate mix of green and public space (NPPF, paragraph 130(e)).
- 7.17 The Government attaches great importance to the design of the built environment in the NPPF. Chapter 12, Paragraph 126 states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of



sustainable development and is indivisible from good planning, and should contribute positively to making places better for people.

- 7.18 Paragraph 130 goes on to promote inter alia good architecture, layout and appropriate and effective landscaping. At a national level, the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Chapter 12).
- 7.19 Development should function well and add to the overall quality of the area over the lifetime of the development (NPPF, paragraph 130(a)). In pursuance of this, development should be visually attractive, sympathetic to the local character and context, maintain a strong sense of place and distinctiveness.
- 7.20 While achieving this, development should optimise the potential use of the site. (NPPF, paragraph 130(e)). The NPPF identifies in Para 130 f) that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.21 Para 132 of the NPPF states that design quality should be considered throughout the evolution and assessment of individual proposals.
- 7.22 Paragraph 1 of the PPG on Design (2019), states that local planning authorities are required to take design into consideration and should give great weight to outstanding or innovative designs which promote high levels of sustainability and help to raise the standard of design more generally in the area. It states that planning permission should not be refused for buildings and infrastructure that promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would



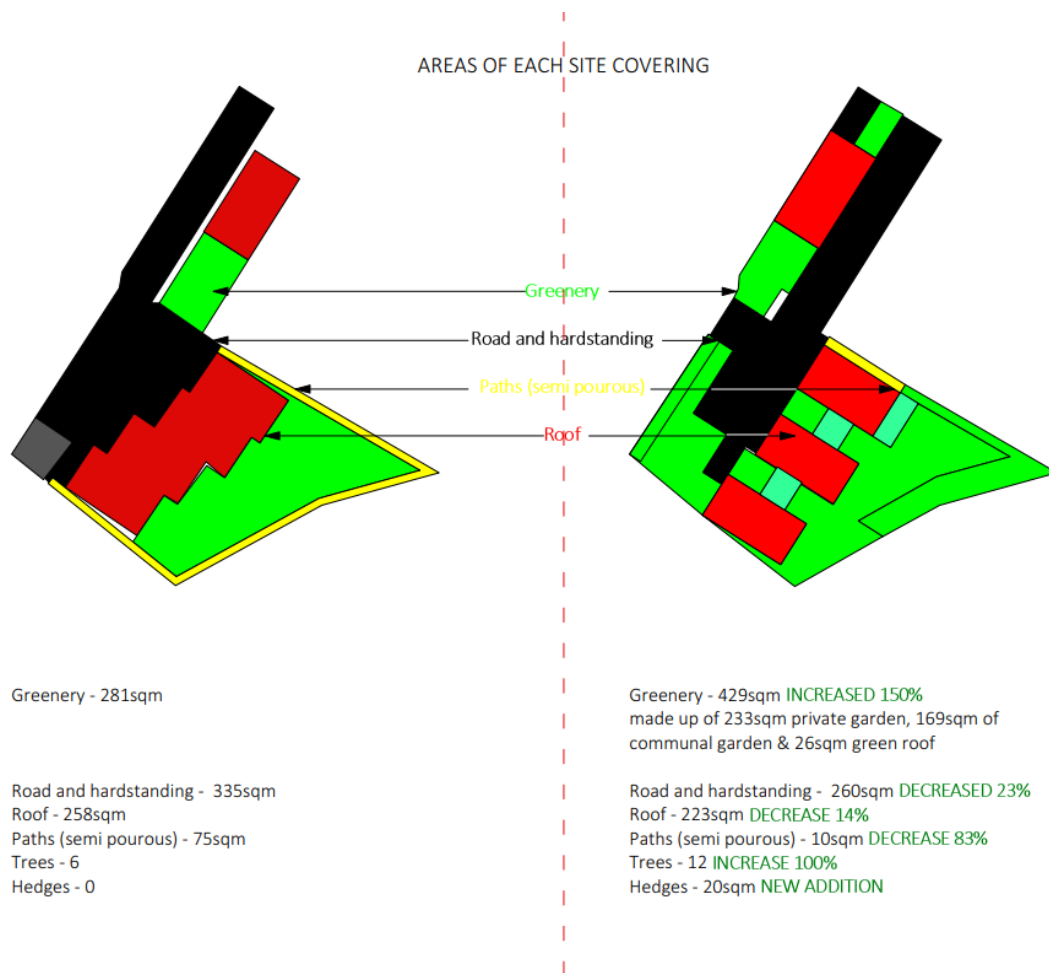
cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).

- 7.23 Paragraph 1 of the PPG on Design also sets out the key characteristics of well-designed places.
- 7.24 The London Plan requires good growth and for Local Authorities to identify areas for growth through assessing the capacity of a site and to ensure there is planned infrastructure to support the required level of growth.
- 7.25 Policy D2 of the London Plan sets out that density of development should consider planned infrastructure to ensure it can support the development proposals.
- 7.26 Policy D3 sets out how site capacity should be optimised through a design-led approach and that higher density developments should be promoted in areas that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Density should be considered in respect of i) form and layout, ii) experience and iii) quality and character.
- 7.27 Policy D4 provides more detail in respect of how masterplans should be developed to ensure they deliver high quality design and place-making, and what should be submitted alongside
- 7.28 The higher the density of a development, the greater the level of design scrutiny that is necessary, particularly qualitative aspects of the design, as described in London Plan Policies D2 and D4.
- 7.29 The above is enshrined in the policies of the Local Plan Part 2 and in particular DMH 6.
- 7.30 The applicant's own character assessment of the surrounding area notes that there is an eclectic range of architectural styles and forms both locally and throughout the area as well as range of height of buildings from single to two-storey.



7.31 The revised design approach includes the reduction in the number of units at the site to four that improves the sense of spaciousness within the site, so it fully assimilates with the surrounding form of development. A design-led approach has been taken to optimise the capacity of the site to achieve the aspirations of delivering housing at the site whilst fully considering its impacts on the area including on townscape, heritage, local amenity, environment, transport networks and the local climate in accordance with London Plan Policy D3 and DMH6 of the Local Plan.

Figure 7: Relationship between existing and proposed





- 7.32 The scheme has been designed to respond to the local context through scale, orientation, character and appearance. The scheme has evolved to fully interrogate the design evolution process to ensure the scheme is right for the local area and create a sense of space. Indeed, with regards to the replacement dwelling this has been repositioned to the opposite side of the site, adjacent to a narrower shared driveway. There is now consistency in the street scene and the replacement dwelling is now the same width as the house two doors away.
- 7.33 As set out above, the process of testing the massing has been iterative across the site which has helped to define a singular cohesive vision that sits in harmony with the surrounding development. The design approach is therefore considered to be sufficiently address London Plan Policies D3 and D4.
- 7.34 The diverse architectural variety in the area, and the private location of the site, provides the opportunity for an innovative design approach to create a contemporary development which exhibits the highest quality design and architecture, without appearing obtrusive amongst the existing townscapes. It should be noted that the surrounding form of development an existing high density.
- 7.35 The high-quality architecture proposed by this scheme, combined with the improvements to the use and appearance of the existing site, would protect and enhance the town's character, variety of buildings and natural environment.
- 7.36 The development would also enhance the sense of character and community through improving the visual amenities of the site and introducing an iconic development of the highest standard, strengthening the immediate setting, local identity and sense of place.
- 7.37 The introduction of a bespoke development of iconic design would not detract from the already mixed character or appearance of the existing area. Instead, it would create new architecture to enhance the quality and variety of buildings in the area,



avoiding an ill-fitting pastiche. The quality of the architecture proposed by this development should carry significant weight in favour of the scheme.

- 7.38 It would also utilise a number of local materials which are sympathetic to the character and detailing of the wider area, strengthening local distinctiveness, property diversity and identity.
- 7.39 The scheme would be of a scale, mass, layout and density which is commensurate with the surrounding townscape. Being a proposed residential use, the development would be entirely in keeping with the nature and character of its immediate setting.
- 7.40 Being a proposed residential use, the development would be entirely in keeping with the nature and character of its immediate setting.
- 7.41 The development has been fully informed by the previously refused scheme and with design changes across the scheme, along with the reduction in the number of units and the repositioning of the dwelling, this proposal has fully addressed the previous refusal reasons and would therefore comply with the key themes of the design policies contained in the NPPF, London Plan and Local Plan by having an acceptable impact on the character and appearance of the surrounding area.

B) The impact of the development on local residential amenity

- 7.42 In relation to safeguarding the residential amenity of neighbouring properties, Paragraph 130 of the NPPF states:

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*



- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

7.43 Paragraph 130 (f) of the NPPF clearly describes that decisions should ensure that developments have a high standard of amenity for future or existing users. NPPF paragraph 180 decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. This is echoed in local planning policy.

7.44 As detailed earlier, the sensitive design and position of the development in respect of neighbouring properties ensures that the scale, massing and prominence of the development is reduced, favouring the amenities of local residents by preventing an overbearing impact, a loss of light, or overshadowing.

7.45 The site layout and design meet the 25-degree test and 45-degree test ensuring no adverse effects are felt by neighbouring properties with regards daylight and sunlight. The separation distances between the proposed development and the



properties to the rear on Uxbridge Road will be sited a sufficient distance off the development. The removal of the basements and reduction in the number of units has improved the relationship with neighbouring dwellings to result in a favourable scheme.

- 7.46 The proposed design and floor layouts have been set to protect privacy between residents and adjacent buildings. The London Plan Housing SPG highlights that planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m.
- 7.47 As detailed earlier, the scale, massing and prominence of the development is reduced, favouring the amenities of local residents by preventing an overbearing impact, a loss of light, or overshadowing.
- 7.48 In terms of privacy, the development would be sufficiently distant from all neighbouring properties as to prevent overlooking or a loss of privacy. As such, there would be no material overlooking or loss of privacy.
- 7.49 The development would provide a generous amount of internal and external space to provide the proposed occupiers with a sufficient level of residential amenity.
- 7.50 Overall, this amended proposal would therefore accord with the NPPF, London Plan and Local Plan.

C) Access arrangements and Parking

- 7.51 One of the key objectives of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable and accessible (Paragraphs 104(c) and 112(a)).
- 7.52 Support is given to schemes where opportunities to promote sustainable transport modes can be taken, the number and length of journeys needed for a range of



uses can be minimised, and safe and suitable access to the development site can be achieved for all users

- 7.53 The London Plan also prioritises sustainable transport methods and encourages development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes to help reduce overall vehicle trips. As part of the Mayor of London's Healthy Streets Approach, development should provide effective public transport, including solutions to encouraging walking and cycling (London Plan Policy T1 and T2).
- 7.54 Transport capacity, connectivity and other improvements to public transport networks should be supported by development proposals to ensure they can operate efficiently to, from and within developments (London Plan Policy T3).
- 7.55 Development proposals should ensure that transport measures should reflect and be integrated with current transport access, capacity and connectivity, with the cumulative impacts of the development on public transport and road network capacity (including walking and cycling) should be taken into account and mitigated (London Plan Policy T4).
- 7.56 London Plan Policy T5 aims to remove barriers to cycling to create a healthy environment to encourage more people to choose to cycle. Development proposals are to ensure that a more generous provision of cycle parking is provided, and where this is not possible, on-street parking locations should be identified.
- 7.57 Vehicle access to the site will be provided from Uxbridge Road via a shared private drive. The replacement dwelling will be car free.
- 7.58 The shared drive will provide direct access to the rear of the site.
- 7.59 The London Plan requires a maximum of up to 1.5 car parking spaces per dwelling for areas with a PTAL rating of 1 in Outer London. The proposal delivers one



parking space per new dwelling, so a total of 3 parking spaces. As such, the proposed level of parking is in line with London Plan Standards.

- 7.60 In relation to cycle parking a dedicated bike store will be provide for each unit.
- 7.61 The anticipated increase in trip generation as a result of the development proposals is minimal and it is therefore considered that the site is a suitable and sustainable location for the proposed development and the development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure and would not have a detrimental impact on highway safety. The development would not result in a severe residual impact in accordance with the NPPF.
- 7.62 In terms of accessibility and sustainability, the development with easy access to a several local services, facilities and amenities possible on foot, via a dedicated pedestrian footway. Local bus stops provide further options for sustainable forms of transportation to serve the development.
- 7.63 Overall, this amended scheme has dealt with the previous highway related issues and result in a development that would be located within a sustainable and accessible urban area, be suitably served by sustainable forms of transportation, benefit from adequate site access, cycle provision and car parking. It would therefore accord with the NPPF, London Plan and Local Plan.

D) Other matters

- 7.64 With regards to other matters raised in the previous refusal reason they have been addressed as such:
- **Net biodiversity gain**– The ecology report produced by ROAVR demonstrates an net gain in biodiversity across the site. The level of hardstanding and roof space has been reduced. Moreover, given the reduction in the number of units across the site, this ensure the root systems of the four previously effected trees will be safeguarded. Additional tree



planting is proposed that will also ensure result in an improvement to the local environment.

- **Amenity** – This matter has been addressed through the removal of the basements and all rooms will comply with minimum space standards. This will ensure a high standard of amenity for all future occupants.
- **Air quality-** The proposal further represents an improvement to air quality through the planting of additional trees and the creation of electrical car charging points. The replacement dwelling will be car free that will result in further improvements.
- **Refuse collection** - The refuse collection area is within 20m of the kerb that satisfies the Manual for Streets Standards and will allow for appropriate collection of refused and recycling from the site.
- **Flood risk** – Through the removal of the basements from the proposed dwelling there is no resulting issue in respect of flood risk.

8.0 CONCLUSION

- 8.1 In conclusion, the previous refusal reasons have been used as a guide to influence this latest scheme. The significant redesign of the scheme by virtue of the reduction in the number of units at the site, the removal of the basements, repositioning of the replacement dwelling that will be care free, the provision of refuse store within 20m of the kerb, additional tree planting, along with EV charging points ensures that the ten previous grounds for refusal have been fully addressed.
- 8.2 The proposed development would involve the construction of a development of outstanding architectural quality and environmental credentials. Furthermore, sustaining the economy is a vital element of sustainable development, and the latter is about positive growth. Progress has to be made for the betterment of the local economy and social community. Also, the proposal would reduce the reliance on fossil fuels. The proposal would deliver significant socio-economic benefits



through the construction process as well delivering a much-needed energy efficient homes.

- 8.3 The site makes the more appropriate and efficient use of previously developed land in an exclusively residential area within the settlement boundary, in a location which has access to a number of local services, facilities and amenities by sustainable transportation modes.
- 8.4 The design of the proposal and its associated landscaping has been informed and influenced by its location and setting, ensuring that the development is sensitive to the character, form, layout, and scale of the surrounding townscape, whilst taking the opportunity for an innovative and iconic design solution given the eclectic mix of local styles and will improve the sense of place. The provision of additional tree planting results in further enhancements.
- 8.5 The proposal would be served by suitable access and parking arrangements and would have an acceptable impact on local residential amenity, improving the visual amenities of the area. Moreover, it would not result in any harm to local air quality and would result in a net biodiversity gain.
- 8.6 Overall, the proposal represents a sustainable development of outstanding design quality, appropriate to its setting and the character of the wider area, and of exceptional sustainability credentials.
- 8.7 As such, it fully accords with Paragraph 134 of the NPPF, which states that significant weight should be given to developments which reflect local design policies and guidance, and to developments of outstanding or innovative design which promote high levels of sustainability and help raise the standard of design in an area, providing they fit in with the overall form and layout of their surroundings.



8.8 This latest scheme is fully compliant with the suite of local and national planning policies. It is therefore requested that planning permission is granted for the proposed development.