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Land beside
30,Harvey Road
Northolt,
London UB5
6QT

Application for
2No 3bed dwellings

							Planning		Contract Administration
Architecture									

This report outlines the details of the proposed scheme to construct two 3bed dwellings on two stories with roof level accommodation on land adjacent to No 30, Harvey Road, Northolt UB5 6QT

A) Design Statement : The Site

The land lies to the North of a short terrace of two storey properties containing purpose-built flats, at the end South of Harvey Road in Northolt. The plot is a tapered rectangle measuring 26m wide at its mid-point and 67m long. The flats at No 30 Harvey Road have garden space to the rear which have access to the road that runs along the North of the application site. Access to this road is currently protected by rising bollards.

The predominant housing type in the area is 2 storey semi-detached houses, with pitched, hipped roofs, many with catslide sections, with red brick or painted rendered facades. Immediately adjacent to the site are purpose-built flats built as semi-detached two storey properties, with gable end pitched roofs, and constructed from a smooth buff brick.



Typical properties in Harvey Road.



Properties adjacent to the application site



Site Location Plan

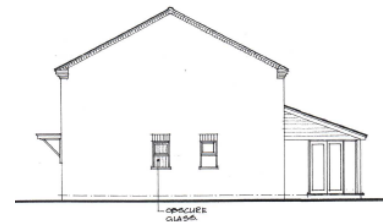
A) Design Statement : The Site (Contd)

Although the flats immediately adjacent to the application site have not been extended, the other properties in Harvey Road show a range of roof extensions, including hip to gable extensions, as well as some side and ground floor rear extensions.

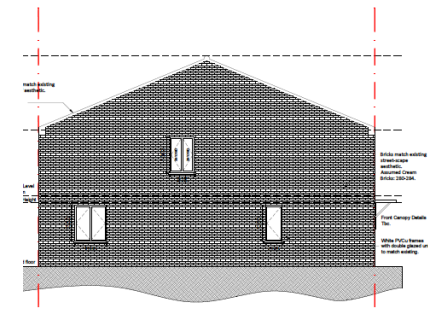
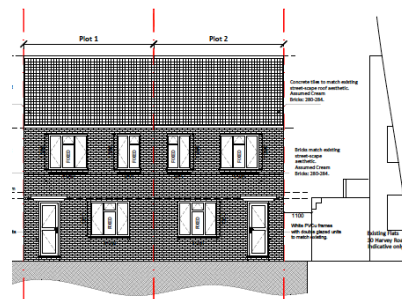
B) Planning History

The site has a planning history spanning back to 2010. In 2010, under application number 67335/AP/2010/2355, an application for two, two bed, two storey houses, and a single storey one bed unit was refused, on the basis that the scheme represented overdevelopment of the scheme, and this was followed by a subsequent application for two, two storey houses, which was approved under 67335/AP/2011/1968. In 2015, an application was made to discharge the planning conditions, which was refused on the basis of materials, and the lack of evidence of the scheme achieving the required sustainability levels. As a result of the refusal of the discharge of conditions, the planning consent lapsed.

Following this, a new application was made in 2017, under reference number 67335APP/2017/2717. This application was for two, two storey dwellings on a larger footprint to provide two three bed houses. This application was refused on the grounds that the scheme would be unduly intrusive and visually prominent on a site in a visually prominent location and would fail to harmonise with the existing spacious character of the area. In addition the proposal, by virtue of its scale, bulk, depth and proximity would harm the amenity of Nos 30 and 30A Harvey Road, by overshadowing and visual instruction



2011 Approved scheme



2017 refused scheme

C) Application scheme

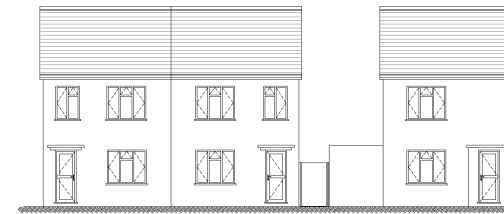
The application scheme seeks to build on the lapsed permission, but to provide three bedrooms, by utilising the roof space of the proposed units.

The 2011 approved scheme had a main building 8.775m deep with a rear extension, 3.038m deep set back from the boundary with No 30/30A, by 2.765m. The two properties were a total of 10.115m wide. The proposed scheme follows a similar footprint, with a main building 9.1m deep, and a rear ground floor extension 3.6m deep, but slightly narrower at 9.57m. The front building line is in line with Nos 30 and 30A, and the main rear building line is 750mm behind the rear of 30 and 30A, but 1m in front of the ground floor store associated with the neighbouring property. The proposal maintains a 1.4m separation from No 30/30A for the main building, and has a 2.9m distance between the rear extension and the boundary. Thus, the proposal attempts to replicate the relationship between the new buildings and Nos 30 and 30A, of the approved scheme.

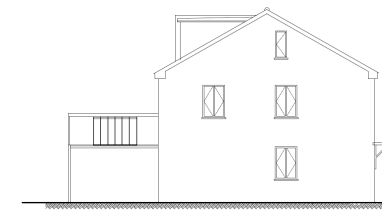
The scheme maintains the open grassed areas without divisions to the front of the site.

The application proposal includes for rear dormers to both properties to provide a master bedroom and ensuite at roof level. Although none of the adjacent flats have roof level accommodation many of the properties in the area have, as noted above, undertaken loft conversions, many including hip to gable extensions, and with full, or virtually full width dormers. Many of these extensions have been approved under the GPDO.

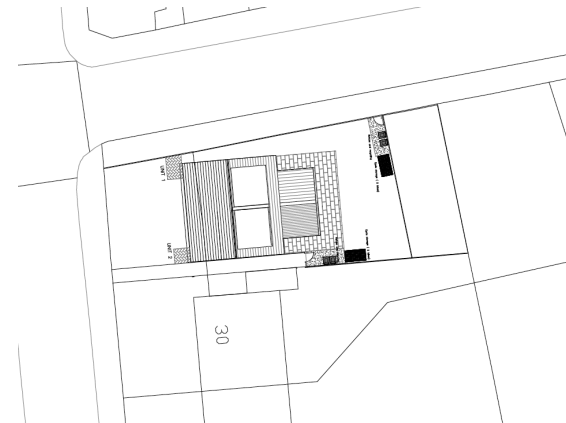
Although these dormers provide additional bulk to the rear of the properties, the application side lies to the North of Nos 30 and 30A, and the rest of the terrace, and hence will not cause overshadowing of the site. The dormers also lie in line with the rear of the adjacent properties, meaning that the additional bulk will not impact those properties



Proposed front elevation



Proposed side elevation



D) Sustainability

The development will be designed and detailed to meet the requirements of the BREEAM Eco Homes standards to a level of at least 4 Very Good.

- ✚ All external walls, floors and roofs will be insulated to a standard that exceeds the current building regulations Part L relating to conservation of Fuel and Power. All glazing will meet the requirements of Part L employing double glazing with low E glass externally, and Argon filled cavities.
- ✚ Materials used for Construction will be traditional materials that do not produce biochemical by-products in production. Where possible, building materials will be sourced locally. Materials used will have a long, low maintenance life, thus minimising the need to consume new resources during the lifetime of the development.
- ✚ Timber used in the development will be obtained from properly managed sources, certified as sustainable by TRADA and/or EU. Priority will also be given to re-cycled materials during specification and sourcing.
- ✚ The openable parts of windows will provide adequate ventilation such that no habitable rooms will require additional powered ventilation other than that required by the Building Regulations. No air-conditioning is proposed to either of the dwellings
- ✚ The scheme will employ high efficiency combined condensing boilers with direct water heating, with a SEDBUK rating of A.
- ✚ Refuse and recycling waste storage areas have been provided externally to the Council's requirements. Other measures to reduce the load of the development on the environment will be the use of low flush lavatories to reduce water load, and the provision of water butts to allow for collection of rainwater for use in gardens.

Lifetime Homes

The scheme has been designed with the criteria for lifetime homes initiative in mind.

- ✚ All entrances and exits will have level thresholds
- ✚ Internal doors will have a minimum width of 775mm and corridors and landings will have a minimum width of 1050.
- ✚ There is entry level living accommodation and, with some modification the potential for a separate entry level bedroom
- ✚ There is an entry level W.C., with sufficient space to allow for adaptation for disabled use, and for the addition of a shower
- ✚ Stairs are of a sufficient width to allow a stair lift.
- ✚ The properties will be constructed in such a way that hoists etc., can be fitted I bathrooms and bedrooms.
- ✚ The living space has full height glazed doors to allow for those sitting to see out into the garden, and handles will be located such that these can be used by wheelchair users.
- ✚ All service controls will be in a zone between 450 and 1200mm from the floor

Accommodation

The proposed accommodation meets the space requirements of the London Plan, with the overall internal space being 102 sqm, the overall living accommodation totalling 31sqm (in excess of the 29sqm required for a 3 bed 5 person property), and with double bedrooms being a minimum of 12sqm, and the single bedroom being 8.9 sqm. The properties have private amenity space of 70sqm and 60 sqm respectively, as well as non-private amenity space of 36sqm each to the front of the properties.

E) Transport

The site lies in an area with a PTAL rating of 1b, and hence, although the PTAL report states that there is access to all forms of public transport, with Underground and National Rail stations within 12 minutes walk, and a local bus node within 8 minutes walk, it is expected that the properties will require car usage.

The proposal does not include for parking within the site, although cycle storage areas are allowed for within the rear gardens of both properties.

The section of Harvey Road in front of the application site, and indeed Harvey Road in general does not have controlled parking, and hence restriction on parking, in the form of a car free development is not a feasible option.

The previous application proposed the provision of 5 parking spaces sited off the service road to the North of the application site, which is currently protected by rising bollards, and the Officer's report for the previously refused application makes reference to a proposed S106 agreement with the Council to remove the bollards and carry out highways works to provide the required parking spaces. This application makes the same proposal in relation to parking provision for the site.

Deborah Parker
September 2018

F) Flood Risk

The site is not in an area with a flood risk. The closest area with a risk of flooding, is Yeading Brook, with an area designated Flood Zone 2 approximately 600m away, along the A40 corridor, and Flood Zone 3 approximately 1.5km

