

DESIGN & ACCESS STATEMENT
AND PLANNING STATEMENT

Southbourne Gardens, Ruislip, HA4 9SW

BACKGROUND

This planning application follows extensive negotiations and discussions with Liz Arnold, the case officer for the previous refused application ref.: 72211/APP/2018/4029 which was refused for the following reasons:

1. The virtue of its size, bulk, height and proximity would be detrimental to the amenities of the adjacent occupiers by reason of loss of privacy.
2. Insufficient parking provision for the proposed dwellings and would therefore result in an increase in on-street car parking.
3. The absence of a step free approach to the principle private entrance and a lift.

The scheme now proposed addresses these reasons for refusal.

1. The proposal has been re-sited to achieve 15 meters clear distance from the habitable rooms in No. 1-4 Green Lawns and now complies with your guidelines in this respect. We have indicated on the site layout the amenity area for the properties of No. 54-56 Southbourne Gardens and the siting of the building adjusted to achieve 21.5 meters distance for overlooking. From our discussions with Liz Arnold and her discussions with Meg Hirani we understand that this relationship is now acceptable.
2. We attach below an extract of Yes Engineering report from which you can see that the parking standards required by the London Plan for a PTAL 2 (our site PTAL) is 1 space per unit. The maximum we can provide under the Hillingdon parking standards is 1.5 to 1 space. As this is a maximum standard the provision of 1 space complies with the standard. Also, the London Plan is worded as a maximum standard of 1 space and therefore to provide more parking would be non-compliant with the London Plan.

I also attach below details of the walking distance to the Eastcote tube station which is 5 minutes walk from our site. This being 482 meters as shown on Google Maps and a copy of the bus routes etc available 100 meters from the site.

3. We have provided an 8 person passengers lift within the amended plans to show access for the disabled to all front entrances of the proposed flats.

Application of Parking Standards

The parking standards for both Hillingdon and the London Plan are shown in **Table 1** below.

Table 1 – Maximum Hillingdon and London Plan Residential Car Parking Standards

Adopted Hillingdon Car Parking Standard (C3 Use)	Adopted London Plan Car Parking Standard (C3 Use)	New London Plan Car Parking Standard – Consultation Document (C3 Use)
~~MAX~~ 1.5 to 1 space per unit (1-2 bed units) ~~MAX~~ 2 spaces per unit (3-4 bed units)	Less than 1.0 per unit (1-2 bed units) Up to 1.5 per unit (3 bed units) Up to 2 (4+ bed units)	Outer London Standards PTAL 0 to 1 – Up to 1.5 spaces per unit PTAL 2 – Up to 1 space per unit PTAL 3 – Up to 0.75 space per unit PTAL 4 – Up to 0.5 per unit PTAL 5 to 6 – Car free

The maximum number of parking spaces to be provided for two-bedroom units where there is a PTAL of 2 is no more than 1 space per unit. The number of spaces to be provided to accord with Hillingdon parking standards is between 6 and 9 parking spaces.

It is extremely unlikely that overspill car parking will occur on-street as the 2011 Census data reveals that less than one car is owned per household in the area. It is therefore wholly appropriate to restrict parking to 6 spaces on-site as advised at pre-application stage as further provision would encourage a higher car ownership than that, which is currently experienced in the area.

It is therefore considered that the car parking provision, 6 spaces, complies with both existing and emerging policy for this site and are also in-line with Pre-Application advice.

2011 Census Data

The 2011 Census data for the lower output area surrounding the site (referred to in Section 2.3 of the Transport Technical Note submitted with the planning application reveals that there are 516 vehicles owned by 611 households. This equates to less than one car per household (**Appendix D**).

This has been taken into consideration for the development of this site, providing more parking would only encourage unsustainable travel and clearly unnecessary given the car ownership.

Existing Use of the Garages

Bradley & Co were in charge of the management and rental of the garages for the previous landowners. They have advised that the garages were built approximately in the early 1960's and therefore are not suitable or fit for purpose to house a modern car leaving the usage instead limited for storage units only.

The garages are all empty and therefore no parking on-street will occur from the demolition of the garages.

Public Transport Serving Eastcote

BUS ROUTES:	282 - 398
UNDERGROUND:	<u>Metropolitan Line - Piccadilly Line</u>

BUS ROUTES

ROUTE 282: Metrolink

Mount Vernon Hospital, Rickmansworth Road, Green Lane, Northwood Library, Northwood Station, St Helen's School, Green Lane, Northwood High Street, Pinner Road, Northwood Hills, Joel Street Roundabout, Northwood Hills Station, Joel Street, Eastcote Village High Road, Field End Road, Eastcote Library, Eastcote Station, Field End Road, Field End Road Eastcote Lane, Field End Road, Eastcote Lane, Northolt High School, Eastcote Lane North, Northolt Leisure Centre, Northolt Station, Northolt Clock Tower, Northolt Target Roundabout, Church Road, Northolt Library, Yeading White Hart Roundabout, Ruislip Road, Greenford Sports Centre, Ruislip Road, Greenford Broadway, Cardinal Wiseman School, Greenford Road, Uxbridge Road, Basing Hospital.

Daily. On Schooldays, one additional morning journey operates from Greenford Broadway to Northwood Hills, two return journeys operate in the afternoon.

ROUTE 398: London United

Ruislip Station, Ruislip Manor Station, Chelston Road, Southbourne Gardens, Eastcote Station, North View, Eastern Avenue, Village Way, Rayners Lane Station, Alexandra Avenue, Alexandra Avenue Polytechnic, Alexandra Avenue, Eastcote Lane, South Harrow Station, Northolt Road, Roxeth Library, Northolt Road, Northolt Park Station, Pott's Hill, Whitton Avenue West, Wood End Lane, Wood End Gardens, Lillian Board Way, (Bedser Drive, Hemery Road (towards Ruislip)), Wood End Estate Lillian Board Way.

Daily

UNDERGROUND

METROPOLITAN LINE

Chesham, or Amersham to Chalfont & Latimer, then Chorleywood, and Rickmansworth, or Walford and Croxley, to Moor Park, then Northwood, Northwood Hills, Pinner and North Harrow, or Uxbridge, Hillingdon, Ickenham, Ruislip, Ruislip Manor, Eastcote, Rayners Lane and West Harrow, to Harrow-on-the-Hill, then Northwick Park, Preston Road, Wemhley Park, Finchley Road, Baker Street, Great Portland Street, Buston Square, King's Cross St Pancras, Farringdon, Barbican, Moorgate, and Liverpool Street, to Aldgate.

PICCADILLY LINE

Cockfosters, Oakwood, Southgate, Arnos Grove, Bounds Green, Wood Green, Turnpike Lane, Manor House, Finsbury Park, Arsenal, Holloway Road, Caledonian Road, King's Cross St Pancras, Russell Square, Holborn, Covent Garden, Leicester Square, Piccadilly Circus, Green Park, Hyde Park Corner, Knightsbridge, South Kensington, Gloucester Road, Earl's Court, Barons Court, Hammersmith, Turnham Green, to Acton Town, then South Ealing, Northfields, Boston Manor, Osterley, Hounslow East, Hounslow Central, Hounslow West, Hatton Cross, then either Heathrow Terminal 4 to Heathrow Terminals 1 2 3 or Heathrow Terminals 1 2 3 to Heathrow Terminal 5, or from Acton Town, Ealing Common, North Ealing, Park Royal, Alperton, Sudbury Town, Sudbury Hill, South Harrow, Rayners Lane, Eastcote, Ruislip Manor, Ruislip, Ickenham, and Hillingdon to Uxbridge.

To summarise there is plenty of public transport accessibility, with a Bus Stop within 100 meters of the entrance on Southbourne Gardens – 398

325 Meters to the nearest 282 Bus Stop, and Eastcote main underground station at 435 meters.

CONTEXT

Southbourne Gardens is set within a predominantly residential area with two-storey, plain tile pitch roofs buildings. The existing site consists of two banks of garages none of which are used and are semi derelict state and attract a lot of antisocial behavior. There has been a previous application withdrawn ref.: 2017/3911 and a refused application referred to the above.



Existing under-used site.

DESIGN

The proposal would involve the erection of two-storey building with rooms in the roof to provide 6x 2bedroom flats with associated parking and landscaping. The proposal has been developed to take into account the council's comments in the pre app dated 28th November 2016 and the subsequent discussions with Liz Arnold in January 2019.

The proposed building would be sited to the rear of Southbourne Gardens and would replace the existing semi derelict garages. The proposed building would be set back from each boundary to provide an appropriate 21.5m distance from neighboring properties amenity space to prevent overlooking and ensure an adequate privacy for its occupants. The layouts are designed to comply with the space standards that are set out by the London Plan having regard to the room sizes, ceiling height and internal floor space.

The proposal would reflect adjoining residential development and would be in keeping with the pattern of the development in the surrounding area. The development incorporates private amenity areas of an adequate size and conveniently located in relation to the flats on the ground floor and therefore would result in provision of necessary daylight/sunlight for future occupiers. The 4 flats on the upper floors would share the communal amenity space which meets council's standards.



ACCESS

The proposed block of flats would be served by the existing access and parking would be provided in front of the proposed building. The access is sufficiently wide to provide a 3.7 m access road. We have demonstrated capacity and accessibility of the fire engine. The proposed car park would accommodate 6 parking spaces – 1 space per unit, in compliance with the London Plan. The proposal would also be provided with bin storage and secure bike store. The site is approximately 482m from the nearest tube station which is Eastcote Station on the Metropolitan line and Piccadilly line with access to the Underground system and all main line stations. The property is within 2minutes walking distance from the bus stops, immediately adjacent to the site.

PLANNING STATEMENT

London Plan (2016) policy 3.3 seeks to increase housing supply, conforming that brownfield sites can help to meet London's housing demand. This general principle is reiterated in Local Plan: Part 1 – Strategic Policies (November 2012) policy H1, which recognises that efficient use of brownfield land can contribute towards the borough's housing supply.

Local Plan: Part 2 policy H12 further emphasises the need to ensure that back land development does not prejudice residential amenity stating:

"Proposals for tandem development of back land in residential area will only be permitted if no undue disturbance or loss of privacy is likely to be caused to adjoining occupiers."

Policy BE1 of the Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012) seek to ensure that the layout and appearance of the new building harmonises with the existing street scene and the character and appearance of the surrounding area. In order to safeguard visual and residential amenity, Local Plan: Part 2 policy BE22 confirms that building of two or more storeys in height should be set back a minimum of 1m from the side boundary of the property for the full height of the building. The building has been designed to meet this policy.

Local Plan: Part 2, policy BE22 states that residential buildings of two or more storeys in height should be set back a minimum of 1m from the side boundary for the full height of the building. In this instance the proposal is sited 1m from the West boundary and 2m from the East boundary.