

SP/NLL/Project No: 178

Date: 20<sup>th</sup> May 2021



Address: 379 Sipson Road,  
Sipson, West Drayton,  
UB7 0HU

# **FULL PLANNING STATEMENT DESIGN AND ACCESS STATEMENT**

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## INTRODUCTION

379 Sipson Road, circa 1960, a semi-detached three storey house (inclusive of attic conversion) with large garden and a detached garage. The property is located in West Drayton within the borough of Hillingdon Council. The property is not within a conservation area, nor is it listed, but is it in an Archaeological priority area. There are no planning records within the LPA web-site. However, there may be some historical records within the council's archive.

An application for pre-planning advice was submitted to the local planning authority on the 2<sup>nd</sup> March 2022 (ref: 73444/PRC/2022/33), for the division of the rear garden in order to create a new dwelling house to align with the terrace housing developments at 215 Sipson road.

The case officer, 'Mr James Wells', provided the following advised during a video conference on the 28<sup>th</sup> March 2022:

- As the property is within an Archaeological priority area, an Archaeological desktop study must be provided to support the application.
- The proposal should try and meet the standards set within the "Local Plans 2020", policy DMH6, garden and back land development.
- The proposed new dwelling will need to be lower in height than the neighbouring properties.
- The proposal should try and meet the standards set within the "Local Plans 2020", policy DMH11, Design of New Development.
- The proposed new dwelling will need to be set a minimum distance of 21 metres away from the rear wall of the existing dwelling at 379 Sipson road. This is to protect existing garden and to ensure that the daylight and sunlight of the existing dwelling at 379 Sipson road are not impacted.
- The development will need to be set 1 metre away from the site boundary facing the alleyway.
- 2 new car parking spaces will need to be provided for the proposed development and show the existing car parking spaces within the driveway of number 379 Sipson road.
- Refuse and recycling space will need to be allocated on the proposed plan.
- Secured cycle storage will need to be provided.
- Address issues of suitability.

The case officer stated that a written report of the advises given will be provided by the end of April 2022. However, this has not been provided.

The applicant is now seeking planning permission to develop the site in order to create a two-bedroom detached house, dividing the rear garden of 379 Sipson road in order to undertake this development.

## THE PROPOSAL

It is the applicant's wishes to divide the garden into two equal portions so that a new house can be constructed in alignment to the existing terraces of number 215 Sipson Road. The existing garage belonging to the applicant at the rear of the site will be demolished. Some of the tree within the site will be removed.

The proposal is for a two-bedroom detached traditional house to cater for three occupants. The proposed house will be in alignment with that of number 215 Sipson Road and will be lower in height than the neighbouring properties and set a minimum distance of 21 metres away from the rear wall of the existing and retained dwelling house at 379 Sipson road.

The ground floor will cater for an open plan living room, dining room and kitchen facing the garden, with storage space underneath the staircase. The entrance to the property will be at the rear of site as per number 215 Sipson road. The entrance lobby will be enclosed from the principal rooms and a cloak room will be located adjacent.

The first floor will cater for one double bedroom and one single bedroom with a shared bathroom off the staircase lobby.

## AMOUNT and LAYOUT

The existing site is approximately 333.4m<sup>2</sup>. Once divided to cater for the additional dwelling house, the new development will have a site area of 147.4m<sup>2</sup> and the existing dwelling house will have a site area of 186m<sup>2</sup>.

<b><u>New Development</u></b>	Approximately 73.2m <sup>2</sup> (gross internal floor area)
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Living Room, Dining room and Kitchen:	27.8 m <sup>2</sup> (gross internal floor area)
Entrance Lobby:	2 m <sup>2</sup> (gross internal floor area)
Cloak Room:	1.8m <sup>2</sup> (gross internal floor area)
Store:	12.6m <sup>2</sup> (gross internal floor area)
Double Bedroom:	12m <sup>2</sup> (gross internal floor area)
Single Bedroom:	8.0m <sup>2</sup> (gross internal floor area)
Bath Room:	4.4m <sup>2</sup> (gross internal floor area)
Staircase lobby:	2.9m <sup>2</sup> (gross internal floor area)
Private Garden:	52.3m <sup>2</sup>
Secure cycle store:	2.5 m <sup>2</sup> (gross internal floor area)

The proposed development is orientated to cater for a two-bedroom house, allowing for habitation of up to three residents. When designing the property, the life time homes standards was taken into account. The occupier will enter the house from the levelled entrance at the side of the property. The entrance lobby has been designed to cater for the turning circle of a wheel chair (1500mm diameter). A large cloak room is situated within the entrance lobby (1.6m x 1.3m), which can also be used by wheelchair users.

The living room, dining room and kitchen has been designed to be open plan and opening out into the west facing garden. The first floor caters for two bedrooms, one single room and one double room with a shared bathroom off the staircase lobby.

The property will be set at a minimum of 21 metres from the rear wall of the existing dwelling house number 379 Sipson road and will be 6.16 metres in height. which is a lot lower than the neighbouring properties. The proposed building will be set 1 metre away from the existing boundary within the alleyway, but cannot be set 1 metre away from the garages to the south of the site. This is because the width of the proposed dwelling is 4.6 metres, if this was to be reduced by an additional 1 metre from the south boundary, the proposal will only be 3.6 metres in width on an average. This will be far too small for a new dwelling house and will make the scheme unviable.

The development seeks to align with that of the existing terrace developments adjacent at number 215 Sipson road and will be in keeping with the orientation of the site and neighbouring buildings.

## SCALE

The new development will take up 44% of the existing site, leaving 56% of the site for 379 Sipson road. The mass and scale of the development is minimal because the proposed building will be smaller in terms of height and scale than that of the neighbouring properties.

## LANDSCAPING AND CAR PARKING

Provisions have been provided for car parking on site. Two new car parking spaces have been provided for the proposed development. They are to be located off the alleyway adjacent to the existing parking spaces of the neighbours. The side of the site will be developed to cater for these two new car parking spaces, which will be paved.

The existing dwelling at 379 Sipson road will make use of the existing driveway, which can cater for three car parking spaces.

Soft landing is to be provided throughout the site and two of the trees on site will be retained. For the area allocated for refuse and recycling, this will be paved with herringbone brickwork. New 1.9m high timber fences will be provided at the boundary between 379 and 381 Sipson road. The existing high level boundary wall and timber fences separating the site from the alleyway will be replaced with a new 1.9m brick wall to the garden side. Toward the entrance of the proposal, a low-level brick wall with metal gates will be allocated on the site boundary.

## APPEARANCE

The proposed development will complement the appearance of the neighbouring properties in terms of the materials to be used, the size of the development and the form and height. The proposal follows the unique symmetry of how the neighbouring buildings are located on site, as well as keeping in alignments with the terraces at number 215 Sipson road.

London stock brickwork is proposed for the façade of the development to match that of the terraces adjacent. The flat roof to the ground floor entrance porch will be finished in asphalt and will have a parapet wall with coping stone. The main roof will be of mansard construction and finished with tiles and asphalt. Two small timber dormers are proposed to the rear of the site overlooking the garden and one large dormer will overlook the field adjacent.

All windows and sliding doors will be double glazed with powder coated grey aluminium frame. The main entrance door will be constructed out of timber, with security lighting adjacent. The bicycle shed will be constructed out of timber with a felt roof finishing,

The gates at the rear of the properties will be constructed out of timber and the entrance gate will be metal rails painted black.

## ACCESS

The entrance porch faces the alleyway and will be the main entrance to the property. The alternative means of escape will be from the sliding door opening out on to the garden which will lead to the rear timber gate. The external ground will be elevated to be the same level as the internal of the property, allowing wheelchair users to safely enter the building.

## REFUSE AND CYCLING STORAGE

Sheltered cycle store will be provided within the garden, catering for up to three bicycles. The refuse and recycling area has been allocated within the rear garden catering for one 140L general waste bin for black bags, one 140L recycling bin for dry recycling (clear bags), one 240L garden waste bin or the councils garden waste bags and a 25L food waste collection bin.

Upon collection day, all waste and recycling bags which has been provided by the council and the food and garden waste bins will be taken out of the storage area and left on the boundary at the front of the property.

## CONCLUSION

The proposal seeks to enhance the character of the neighbourhood. The neighbouring properties is of a similar nature to this application in terms of scale, materials and functionality. As demonstrated within the policies and standard indicated above, the application should be permitted as it is providing an increase in the number of dwelling houses within the borough. The internal room sizes are in-keeping with the standard set out within the National Housing Guide. The elevation of the building enhances the appearance of the locality. The building has been designed to respect the alignment and scale of the surrounding properties.

## PERSPECTIVES

