PLANNING STATEMENT

TO ACCOMPANY A REVISED APPLICATION FOR THE ERECTION OF A TWO-STOREY BUILDING TO CREATE 2 X 2-BED FLATS WITH ASSOCIATED PARKING SPACES AND AMENITY

AT

ON LAND TO THE REAR OF 89 & 91 GOSHAWK GARDENS & HAYSTALL CLOSE HAYES

ON BEHALF OF H PARFITT & SONS LTD

PREPARED BY

PENTANGLE DESIGN GROUP

Date: October 2019
Job No. 3455

1.0 BACKGROUND

1.1 This is the third planning application submitted to the Council for the development of this particular site. The first, Council reference 74301/APP/2018/3913, involved the erection of a two storey, two bedroom dwelling attached to the side of Nos 89 and 91 and a separate two storey building to the north-east to create 2 x 2-bed self-contained flats with associated parking, involving the demolition of the existing garages. This application was withdrawn before it was decided. During consideration of that application we were advised that the case officer had some concerns about the quantum of development and that the Highways Officer had objected to the proposal.

1.2 Following the withdrawal of the first scheme we removed the proposed additional dwelling adjoining to Nos 89 and 91 Goshawk Gardens and resubmitted an application for just the 2 x 2 bedroom flats within the vacant site to the rear of these two properties. The revised site layout submitted with the second application was shown on drawing 3455/20.Rev A.

1.3 This revised proposal, Council reference 74301/APP/2019/1442, involved erecting a building within the widest north-eastern end of the site, angled around the bend in Haystall Close, as shown on the site layout drawing. The existing double garage would be removed to accommodate the building.

1.4 Car parking was provided in the form of two spaces in front of the building, where those in front of the double garage presently exist. The existing crossover would be widened slightly here. Another single space was shown mid-way along the straight stretch of Haystall Close and two spaces provided off Goshawk Gardens, in front of Nos 89 and 91 to serve those dwellings. A total of 5 spaces were shown in this scheme.

1.5 The new building would contain 2 x 2 bedroom flats, one on each floor. It would be sited alongside No 1 Haystall Close and on the same front building line, before angling south-westwards to follow the bend in the road. It would have private amenity space at the side and rear, with a refuse area positioned alongside the single parking space.

1.6 The area in front of the new building would be grassed and planted with footpath accesses either side of the angled frontage. The existing close boarded fence along the remainder of the Haystall Close frontage would remain, with a new section erected between the proposed site and the retained garden for Nos 89 and 91 to the south-west.

1.7 The new building would replicate the style, design and appearance of the existing dwellings in this area, with red brick walls and brown tiled hipped roofs. The proposed elevations of the new building were shown on Drawing No 3455.23. Rev A, and the Design and Access Statement submitted with the application demonstrated the manner in which the new building would blend seamlessly into its existing residential surroundings.

1.8 A second application was reported to the Council's Central South Planning Committee on 6th August with a recommendation that planning permission be refused. It should be noted that we were only informed of the council's intention to take the application to committee through our client only 2 days before the date of the meeting giving us little time to make any response.

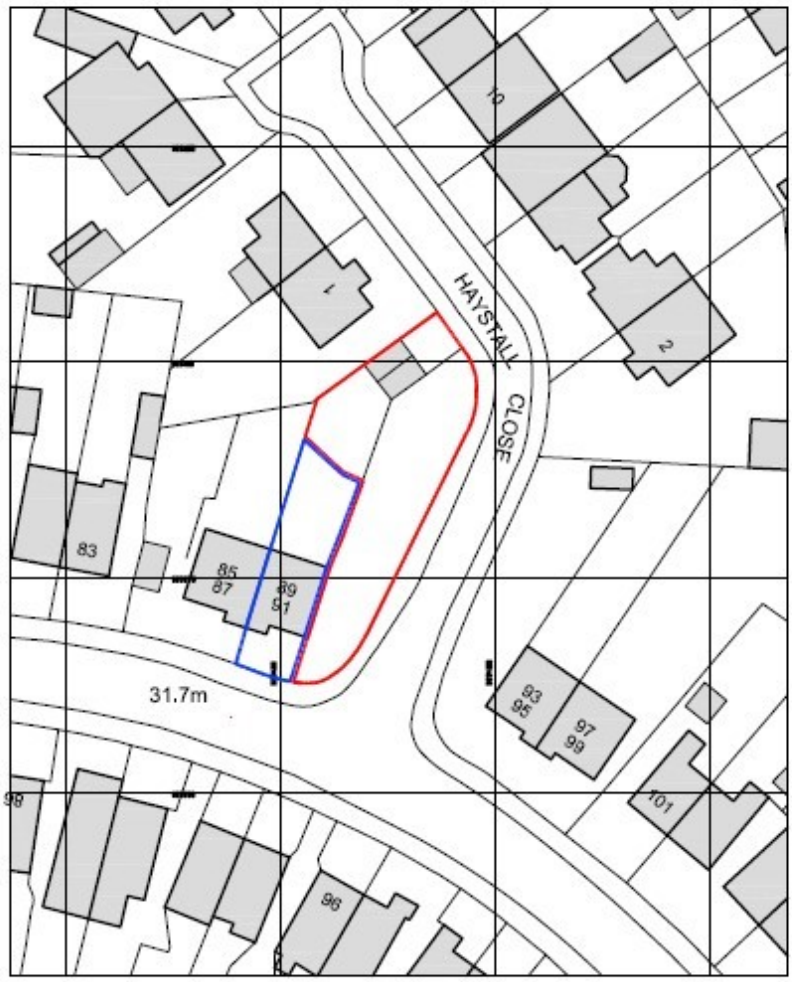
1.9 The conclusion of the report was that the proposed development, given its siting, would protrude beyond the established return building line with Haystall Close and combined with its proximity to the highway would be an overbearing and visually intrusive addition to the detriment of this part of the street scene and surrounding area. Furthermore, it would provide a substandard level of parking for the existing and proposed dwellings (5 rather than 6) which, coupled with the proximity of the gate and lack of visibility when exiting the site off Haystall Close, would result in the potential for additional conflict points along the highway to the detriment of highway and pedestrian safety, contrary to the relevant policies set out within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), The Hillingdon Design and Accessibility Statement: Residential Layouts and the London Plan (2016).

1.10 Insofar as the highway refusal was concerned, the Committee were not advised of the receipt, prior to the meeting, of an amended plan provided by us that added 2 No. parking spaces along the Haystall Close frontage, though the enlargement of the single space to create two visitors spaces to the south-west of the new building (serving the 2 new flats and Nos 89 and 91) and repositioning the refuse area behind them, and another single visitors space further to the south-west to serve Nos 89 and 91. The amended plan indicated the provision of 7 spaces.

1.11 The revised plan (reference Drawing No 3455.30A) was designed to overcome the highway concerns set out in reason 2 of the recommendation to the Committee. However, as it was not presented to Members the officer's recommendation was not changed and the second reason for refusal was allowed to stand and planning permission refused for the reasons set out in the Committee report.

1.12 An appeal has not been lodged against this decision in favour of the submission of a third application, which addresses the highway concern that led to the refusal of the second application and which, in this statement, responds to the planning objection in reason 1. It is hoped that on this occasion there will be no highway objection and that upon reconsideration of the planning objections on urban design, harmony with the existing street scene and safeguarding the design of existing and adjoining sites, this application will be reported favourably to the Planning Committee, avoiding the need for the applicant's to go to appeal over the proposed development.

2.0 THE APPLICATION SITE AND ITS SURROUNDINGS



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2.1 The site that is the subject of this application is an area of overgrown and unkempt former garden land within an established residential estate on the northern outskirts of Hayes that has lain vacant for a number of years. It lies to the side and rear of Nos 89 and 91 Goshawk Gardens, along the western side of Haystall Close, just beyond its 'T' junction with Goshawk Gardens.

2.2 The irregular shaped site has a 1.5m high fence that runs along its eastern boundary with the back edge of the pavement of Haystall Close. The site widens at its north-eastern end and includes a pair of unattractive flat roofed garages with their crossover onto the inside of the bend in the road.

2.3 This area of the Borough is wholly residential in character, made up of two storey housing in a mixture of terraced blocks and semi-detached buildings. Those around the appeal site comprise red bricked walls beneath brown tiled hipped roofs.

2.4 There are no trees of merit within the appeal site and no TPO's or Conservation Area designations within this area of the Borough.



View of south east elevation of Nos 89 & 91. The site is currently enclosed by a close boarded fence on the back edge of the footpath which will be retained.



View of site, which lies between close boarded fence and end elevation of 89 & 91. Note that site has been untended for many years and is now over grown.



View of rear part of application site. No 1 Haystall Close on right hand side of photograph.

Garages which are to be demolished on the right hand side of photograph.

3.0 THE PROPOSED DEVELOPMENT

Site Layout

3.1 In this third application the siting, layout, design and external appearance of the building involved has not changed from that which was refused in the previous scheme, and detailed in paragraphs 1.2 - 1.7 of this statement.



PROPOSED SITE PLAN
1:200 scale

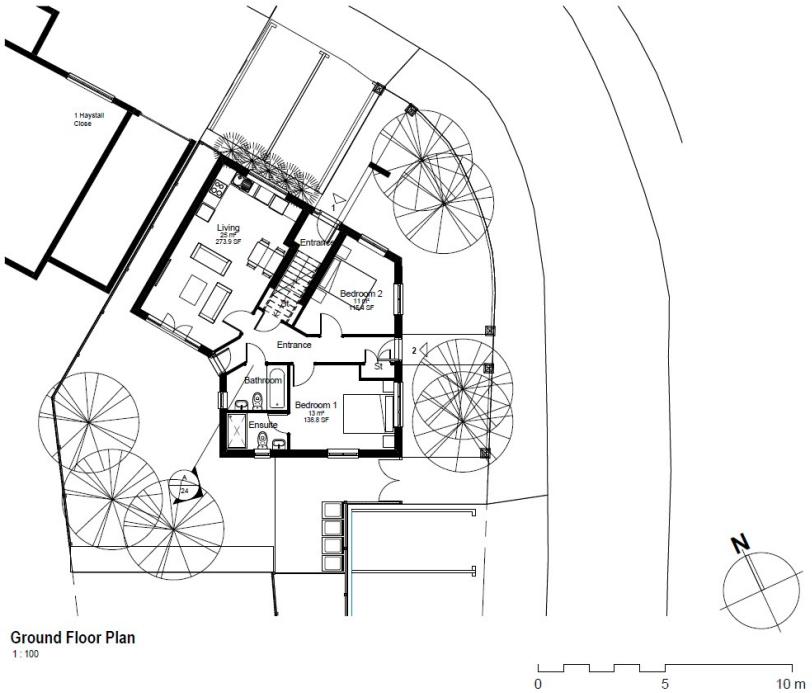
3.2 The changes to that scheme relate to the highway concerns and in particular to the quantity and location of the parking spaces, which are shown on drawing No 3455/30A. The revision now proposes 7 parking spaces, in excess of the requirements of the Councils adopted Car Parking Standards. These involve enlarging the single space to create two visitors spaces to the south-west of the new building to serve the 2 flats and Nos 89 and 91, repositioning the refuse area behind them, and adding another single visitor's space further to the south-west to serve Nos 89 and 91. In addition to the increase in parking spaces a proposed gate shown on the earlier proposals has been removed.

3.3 It is hoped that on this occasion the Highway Officer's concerns about the previous scheme have been overcome. With that in mind the remainder of this statement will address the concerns identified in reason 1 and the basis of those concerns, as they were presented in the report to the Planning Committee.

3.4 It is understood from a conversation with the planning officer regarding the amended layout made prior to the planning committee meeting that the amended layout was acceptable from his standpoint subject to further comment from the highways authority.

Floor Plans

The size of the proposed units meet the standards set out in the Major of London's Housing Design Guide.

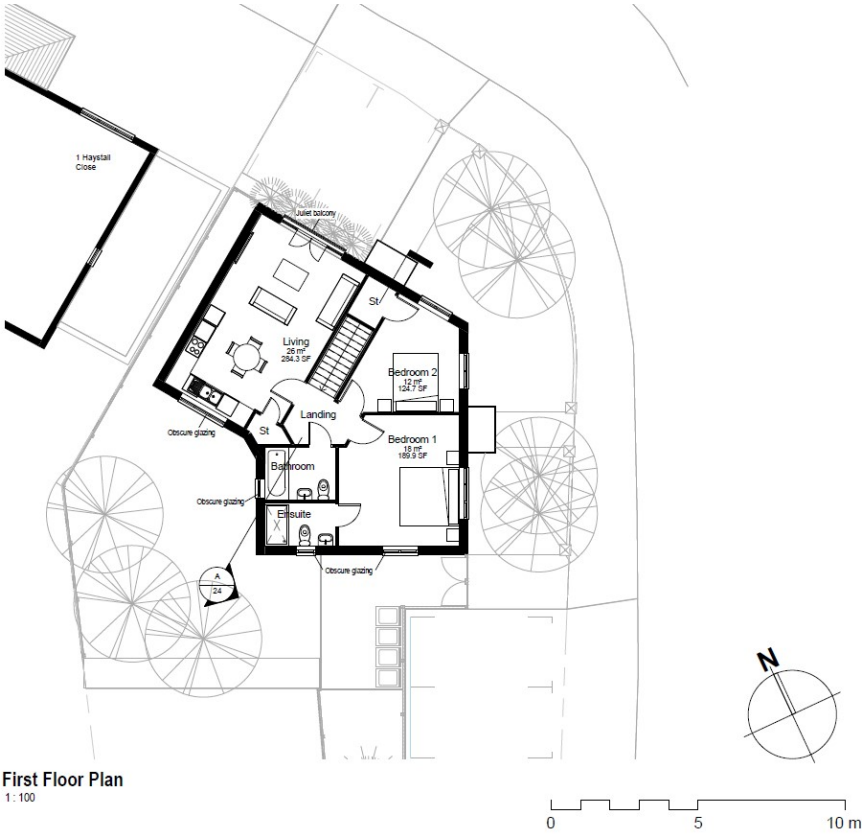


Ground Floor Plan
1 : 100

Considerable care has been taken to ensure that there is no overlooking between habitable rooms between the existing and the new dwellings.

Plan form to the proposed flats to the rear have been modified to ensure that the principle rooms front onto the road elevations.

Additional windows have been added in places for elevational reasons. Where there is the possibility of overlooking windows will be fixed shut and obscured glazed.



First Floor Plan
1 : 100

Appearance

As will be seen from the earlier photographs the adjacent properties have a common design aesthetic which includes hipped roofs and simple red brick facades. The intention for the proposals is to blend with the existing.



North East Elevation
1 : 100

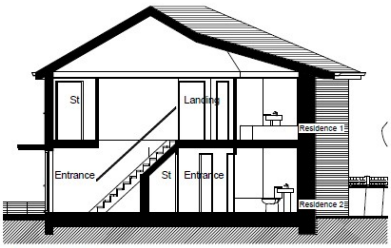


South East Elevation
1 : 100

0 5 10 m



South West Elevation
1 : 100



Section AA
1 : 100



North West Elevation
1 : 100

0 5 10 m



View from the south

4.0 COMMENTS ON PREVIOUS GROUND FOR REFUSAL

Overbearing and Visually Intrusiveness

4.1 In presenting this application to the Planning Committee Members were advised that the site lies within an established residential area where there would be no objection in principle to the intensification of the residential use, subject to all other material planning considerations being acceptable. The report went on to advise the Committee that when looking at the density in the case of small scale development such as that proposed with this application, it is often more appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

4.2 In the Policy context the report drew attention to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) which requires all new development to maintain the quality of the built environment including providing high quality urban design. It also noted the relevance of Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) which resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

4.3 Policy BE22 of the Hillingdon Local Plan Part Two - Saved Policies was also mentioned in the report. This requires a minimum gap of 1m between a 2 storey building and the side boundary. The purpose of this is to avoid a cramped appearance in the street scene. The Committee was advised that no terracing impact would occur in this case and an exception to Policy BE22 would be acceptable in accordance with design guidance. The development would not be cramped within this street scene.

4.4 In assessing this development against the relevant policy requirements the Committee were advised that the new building had been designed to reflect the size and appearance of the adjoining and nearby neighbouring properties in regards to its height, roof form and materials and "**was acceptable in these regards."** (our emphasis). However, the report then alleged that *"the new building would be sited forward of the return building line established by the adjacent property at 1 Haystall Close. The open space to the side of 1 Haystall Close maintains an open spaciousness within the street scene in relation to the adjacent T junction and the addition of a new 2 storey building given its intrusion into this clearly defined building line would result in the loss of this open and spacious relationship to the road is such that it would appear visually intrusive in the street scene to the detriment of the surrounding area."*

4.5 In our view this is an inaccurate assessment of the proposed development for a number of reasons. Firstly, the new building has been sited along the same front building line as No 1 Haystall Close and this is clearly shown on the site layout drawing. The return flank wall of No 1 does not provide an established building line within the Haystall Close street scene. Instead, in views around the inside of the bend in the road the south-eastern end elevation of No 1 presents a solid brick wall above the flat roofed garages This contrasts with the layout around the opposite side of the road, where the extended pair of Nos 2 and 4 Haystall Close take the eye around the outside of the bend.

4.6 The angled return of the proposed building, inside the bend of Haystall Close, turns the corner in views north-westwards from the junction with Goshawk Gardens, in the high quality way that is a requirement of Policy BE1.

4.7 The 'open' space referred to at the side of No 1 Haystall Close does not provide open spaciousness within the street scene. It is enclosed by a 1.5m high close boarded fence erected at the back of the pavement and, when opening up at its northern end, it presents two unattractive garages to the street frontage. There is not, we suggest, a clearly defined return building line in this area and, rather than intrude into or be visually intrusive within the street scene, the proposed development would actually enhance and provide greater harmony within the prevailing street scene and built pattern of development around this part of Haystall Close, from its 'T' junction with Goshawk Gardens around the bend in the road, lining up with the houses along its south-western side.

4.8 Members of the Planning Committee were advised that Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites. In our view such harmony and street scene safeguarding would be achieved through the proposed positive treatment of the otherwise negative contribution that the appeal site makes to this area of the Goshawk Gardens housing estate. Accentuate the positive; eliminate the negative.

4.9 Externally, this new building would harmonise with others in this residential area in terms of positioning, height, roof form and materials. The Committee report acknowledges that the occupants of the host and new dwellings would not suffer an unacceptable loss of outlook, light or privacy, and the proposed development would not constitute an un-neighbourly form of development in compliance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4.10 Internally, the proposed development complies with the space standards in Policy 3.5 and Table 3.3 of the Housing Standards Minor Alterations to the London Plan (March 2016) and Policy BE19 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012). Policy BE23 requires all new residential dwellings to provide sufficient external amenity space to protect the amenity of the occupants of the proposed building and is usable in terms of its shape and surrounding. The HDAS guidance states a shared amenity space for 2 bed flats should be 25 square metres each. The two flats would benefit from an amenity area measuring approximately 65 square metres, and the host dwelling 89/91 Goshawk Gardens would have an area of 80 square metres. The proposal would therefore accord with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5.0 SUMMARY

5.1 On the basis that the highway objection to this second application to develop the appeal has been overcome through the submission of an amended plan and the principle of adding new dwellings within the existing residential area is acceptable, the only issue in in this third application relates to whether the two storey building proposed would be overbearing and appear visually intrusive in the street scene to the detriment of the surrounding area.

5.2 The reason for refusal of the previous application cites Policies BE1, BE13 and BE19 of the Hillingdon Local Plan against which the proposal has been assessed. These Policies require development to provide high quality urban design, harmonise with the existing street scene and to safeguard the design of existing and adjoining sites. All three policies are consistent with the design advice in the NPPF. In this case we submit that the proposed building would achieve all of these requirements. Through its positioning on the inside of the bend, its angled frontage turning the corner of Haystall Close, its two storey height, hipped roofs and facing brickwork the building is of high quality design, harmonising with the street scene and its surroundings.

5.3 The existing overgrown site and close boarded fence boundary with Haystall Close add nothing to the street scene when viewed northwards from its junction with Goshawk Gardens. By contrast, the new building would offer a positive visual enhancement, turning the corner and harmonising with the housing on the outside of the bend.

5.4 We submit that in the planning balance (which has become a favoured concluding assessment used by Inspectors at appeal) the sustainable location of the site, the high quality design of the building, its harmony with its surroundings, the enhancement of the street scene, the acceptable internal space standards, the lack of any harm to the amenities of existing residential amenities and compliance with the relevant policies of the Local Plan all combine to significantly outweigh the subjectively based overbearing and visually intrusive concerns which led to the rejection of the second application.

5.5 For all of the foregoing reasons we invite the Council to agree with our submission that this third application, as amended to overcome the highway objection, is now acceptable in all respects and to grant planning permission accordingly.