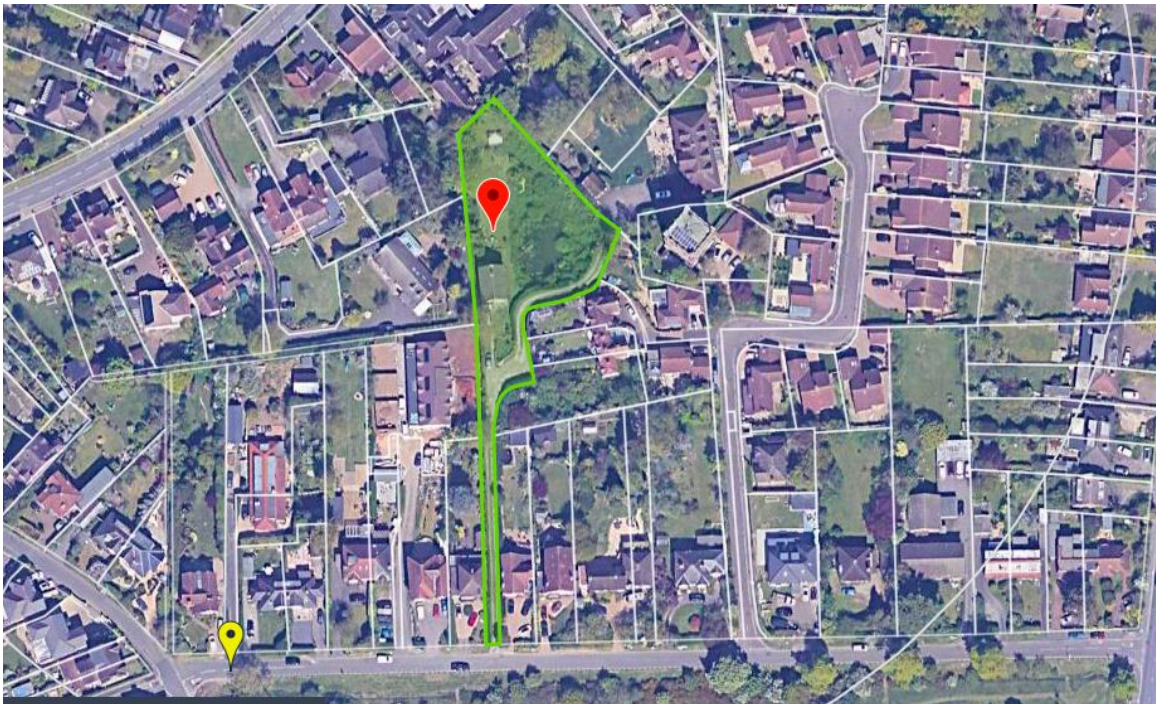


**LAND AT 13A NORTH COMMON ROAD, UXBRIDGE, UB8 1PD****DESIGN AND ACCESS STATEMENT**30<sup>th</sup> August 2022**INTRODUCTION**

This design and access statement has been prepared to support the application for full planning permission for a residential development on the land adjoining 13A North Common Road for the construction of two 3 bedroom houses, two storey in height.

**SITE CONTEXT**

The application site is positioned on the northern side of North Common Road. The area is predominantly residential and characterised by a two-storey detached and semi-detached properties on modest plots.



**Aerial View of the application site and surrounding area.**

The site currently has a four-bedroom detached property which will be kept and refurbished and modernised with the garden area reduced. The area maintained for the

garden for amenity space will be fully compliant with the council's standards. The site includes for the access road which serves a number of dwellings within the cul-de-sac who have rights of way over the access road.



**13A North Common Road**

The width of the access road varies slightly in its length but maintains a minimum width of 3.7 m along its length which is compliant with the fire brigade requirement for access as stated on the submitted fire strategy plan.



**Existing access road**

The site has two ponds which acted as overflows for the redundant water tower on the neighbouring site. The water tower has been converted substantially into a residential unit and therefore the two overflow ponds are redundant; pond 2 has little water but pond 1 has been dry for a few years.



The site is set back from the main road and the new dwellings are not visible from the main road.

The application site is 0.25 hectares and comprises a two-storey detached dwelling which is accessed by a driveway between nos. 11 and 15 North common Road.

## DESIGN

The following drawings and documents are submitted with the application:

- 22/3511/1 – Location Plan
- 22/3511/2 – Existing Site Plan
- 22/3511/3 – Proposed Site Plan
- 22/3511/4 – Fire Strategy Plan
- 22/3511/5 – House 1: Proposed Floor Plans and Elevations
- 22/3511/6 – House 2: Proposed Floor Plans and Elevations
- 22/3511/7 – Detached Garage Drawing
- TH1936 B – Arboricultural Impact Assessment & Method Statement (BS:5837 2012)  
Flood Risk Assessments & Surface Water Drainage Strategy.
- AE22.144 – Ecological Appraisal & eDNA report.

The proposal is to construct two 3 bedroom detached dwellings on the site. The buildings have been designed in keeping with the surrounding area which consists predominantly of two storey traditionally designed houses. There is a large water tower which has been converted into a residential unit.

The houses have been provided with allocated parking spaces in compliance with the local authority standards. A double detached garage has been provided for the two proposed houses and a double detached garage has been proposed for the existing house. There is

also provision for two visitor's parking spaces, one of which is to disabled parking standards.

This design and access statement should be read in conjunction with the planning statement provided by the appointed planning consultants.

## ACCESS

Access is provided to the site via the existing access road which provides reasonable access for delivery and service vehicles. The turning facility has been provided at the end of the access road together with a widening of the road to facilitate a passing point. This will improve access to the site and to the surroundings properties which use the access road and will mitigate against the slight increase in vehicular movements.

## BACKGROUND TO THE SITE

Application ref 74738/APP/2019/1181 proposed the *"Erection of 5 two storey, 3 bed attached dwellings with associated parking and amenity space, involving demolition of existing detached house"*.

The application was appealed against non-determination under appeal ref APP/R5510/W/20/3246164.

The main issue of the appeal were the effects of the proposed development on;

- Highways
- Biodiversity; and
- The character and appearance of the area, with particular regards to the North Common Uxbridge Area of Special Character (ASLC).

Regarding the character and appearance, the inspector concluded that the proposed development would ***'have little impact on the verdant and attractive frontage of North Common Road and the ASLC as a whole. The proposed development would not harm the character and appearance of the area'*** and ***'there would be no harm to loss of any heritage asset'***.

However, the inspector concluded that the development would be detrimental to highways safety and that it would have an unacceptable adverse effect on biodiversity due to the lack of a legal agreement to mitigate the impact of the proposed development and subsequently dismissed the appeal on 22<sup>nd</sup> October 2020.

The current proposal has reduced the proposed number of new dwellings which would reduce vehicle movements and aims to retain the pond in a similar position to that existing in order to mitigate impact on biodiversity.

The new dwellings would be set in modest plots and by virtue of their scale, height, design and external materials they would contribute positively to the established pattern of development within the area, retaining its semi-rural and verdant character which would not affect the spacious qualities of the locality or undermine the significance of the ASLC.



**Proposed House 1**



**Proposed House 2**

## **IMPACT ON NEIGHBOUR AMENITY**

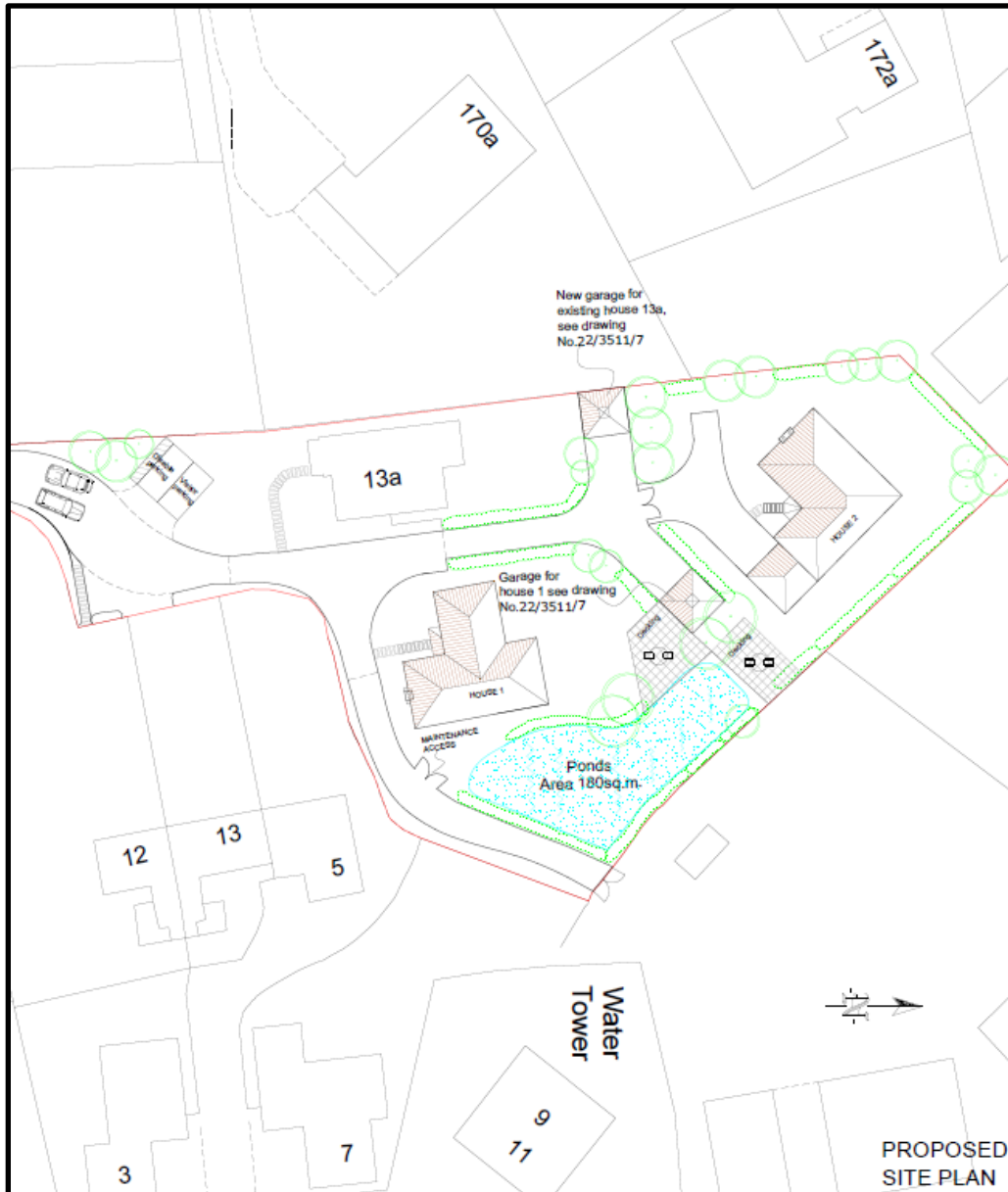
Paragraph 130 of the NPPF states that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

London Plan 2021 policy D3 (Optimising site capacity through the design-led approach) states that development should deliver appropriate outlook, privacy and amenity.

Local Plan: Part Two policy DMHB 11 (Design of new development) further seeks to ensure that development proposals should not adversely impact on the amenity, daylight and

sunlight of adjacent properties and open space. Policy DMHB 18 (Private Outdoor Amenity Space) states that amenity space should be provided in accordance with the standards set out in Table 5.3.

The proposed dwellings have been sensitively positioned within the site to ensure that they would not result in any unacceptable impacts on neighbouring amenities through a loss of outlook, privacy or amenity.



**Proposed site layout plan**

The proposed position and internal layout of the new dwellings would not result in direct overlooking of neighbours' habitable room windows and whilst a degree of overlooking of garden space would be available it would not give rise to an unacceptable loss of privacy.

Therefore, by virtue of the design, size, scale and position of the properties as well as the careful placement of windows the development would not result in any unacceptable impacts by way of a loss of outlook, daylight or privacy.

In addition, the host property is a 3-bedroom dwelling and would retain a private outdoor amenity of approximately 125m<sup>2</sup> which exceeds the standards set out in Table 5.3.

In summary, the proposed development would not result in any unacceptable effects on residential amenities and thus the proposal would not conflict with the aims of the NPPF, the London Plan 2021 or Local Plan: Part Two policies DMHB 11 and DMHB 18.

#### **STANDARD OF ACCOMMODATION PROPOSED**

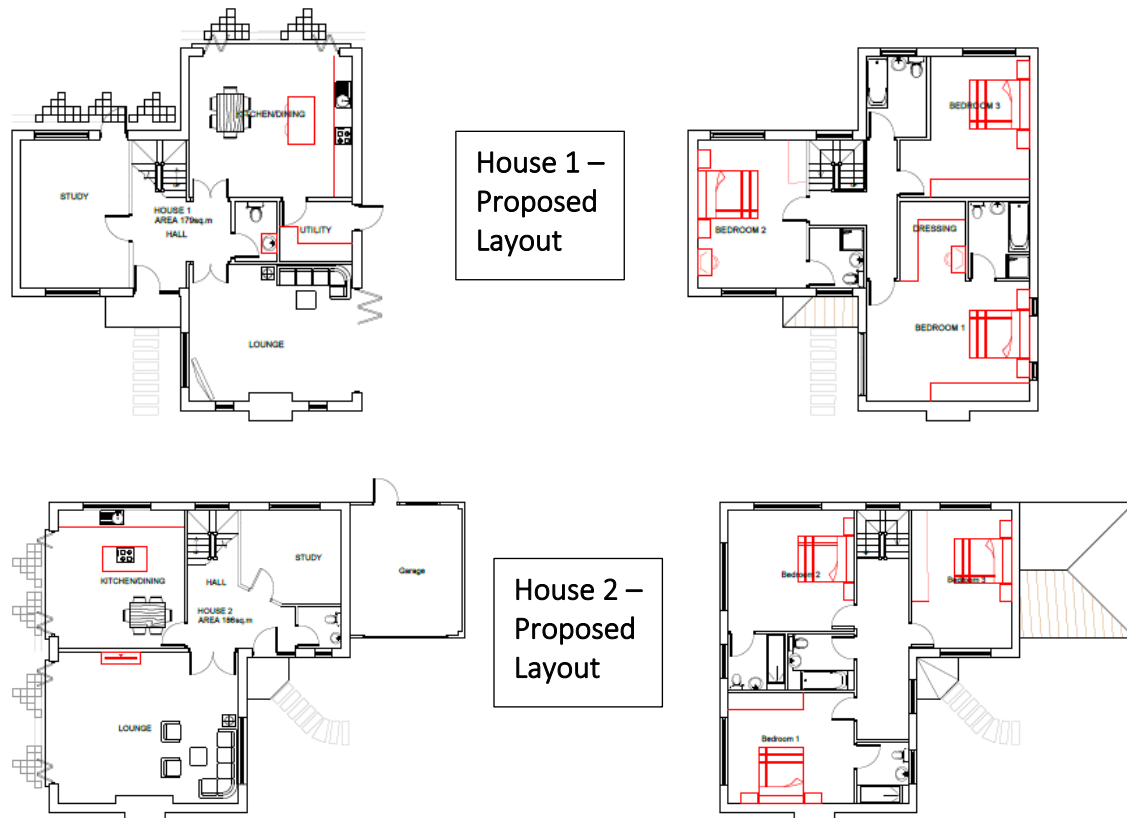
The NPPF seeks to ensure that the amenity of future users of development is safeguarded whilst Table 3.1 of London Plan 2021 policy D6 (Housing quality and standards) sets out the minimum internal space standards for new dwellings.

Local Plan: Part Two policy DMHB 16 (Housing Standards) seeks to ensure all housing development provides an adequate provision of internal space in order to provide an appropriate living environment. Space standards should meet those set out in Table 5.1.

London Plan Table 3.1 and Local Plan Table 5.1 set out that a 3-bedroom, 6-person, 2 storey dwelling would provide a minimum 102m<sup>2</sup> GIA including 2.5m<sup>2</sup> of built-in storage.

In this case the proposed Houses 1 and 2 would both be 3-bedroom/6-person, 2 storey dwellings that would provide GIAs of 179m<sup>2</sup> and 186m<sup>2</sup>, therefore, given the generous floorspace available this would allow adequate space for built-in storage.

The new dwellings would have regular shaped, generously sized rooms with good access to light and outlook that comply with the size standards set out under London Plan 2021 policy D6.



In addition, House 1 would have a private amenity area of approximately 233m<sup>2</sup> (not including pond) whilst House 2 would have an amenity area of approximately 286m<sup>2</sup> to the side and rear which would significantly exceed the recommendations of Local Plan: Part Two policy DMHB 18 (Private Outdoor Amenity Space) which expects a minimum of just 100m<sup>2</sup> for a 3-bedroom dwelling.

Given the above information the proposed dwellings would comply with the minimum space standards as set out in regional and local policy indicating that the scheme would result in a good standard of accommodation for future occupants which would not conflict with the aims of the NPPF, the London Plan 2021 or the Local Plan: Part Two.

## HIGHWAY IMPLICATIONS

Paragraph 111 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.



Local Plan: Part 2 policies DMT1 (Managing Transport Impacts) and DMT2 (Highway Impacts) states that development proposals will be required to meet the transport needs of the development and ensure that safe and efficient vehicular access to the highway network is provided to the Council's standards.

Policy DMT 6 (Vehicle parking) requires development proposals to comply with Appendix C (Parking standards). Appendix C states that there should be 2 car parking spaces per dwelling and 2 cycle spaces per 3 or more bed unit.

The previous appeal was dismissed by reason of detrimental impacts on highway safety based primarily on the size of the access lane and the potential increased likelihood of vehicles meeting and being unable to pass. The Inspector considered that this would result in an increase in vehicles waiting on North Common Road and due to a lack of turning area vehicles may have to reverse onto the highway impacting on pedestrian vehicle safety.

The access road would be widened up to our ownership and the road resurfaced with ground lighting to be installed for night safety with sensors. The passing places along the road have been improved and due to the straight section of access road any vehicles entering or leaving the site would have good visibility so they may adequately anticipate other vehicle movements and act accordingly.

The scheme now includes a turning head to ensure all vehicles can enter and leave in a forward direction. A reduction in property numbers also ensures that an increase in vehicular movements upon the site would be minimal.

There is an existing arrangement with the local authority for waste collection in a smaller vehicle which will continue.

However, taking into account the issues raised in the recent appeal the applicant has commissioned a Transport Statement from Motion which is submitted with this application which, sets out the existing on-site conditions, the development proposal and trip generation, and their summary and conclusion.

The Transport Statement concludes that ***“The assessment work undertaken has shown that there will not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent”***.

Thus, the proposed scheme by reason of the reduced scale would not conflict with the aims of the NPPF or Local Plan Part 2 policies DMT1 and DMT2.

## **BIODIVERSITY**

The NPPF states at paragraph 180 that *“If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort compensated for, then planning permission should be refused”*.

Local Plan Part 2 policy DMEI 7 (Biodiversity Protection and Enhancement) states “The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement”.

The previous appeal was assessed on its biodiversity impacts and although it was acknowledged that an existing pond would be removed and a new one created the main parties agreed that off-site enhancements would be necessary, and a planning obligation would secure this. Consequently, due to a failure to secure an appropriate planning obligation in accordance with Local Plan Part 2 policy DMCI 7 (Planning obligations and community infrastructure levy) the scheme was considered to have an unacceptable adverse impact on biodiversity.

In this case the pond would still be relocated but it would retain an area of 180m<sup>2</sup> and as previously sought the applicant is willing to enter into a legal agreement in order to provide appropriate contributions to deliver off-site improvements if necessary.

Furthermore, the applicant will accept a landscaping condition to ensure that the external areas meet the council’s requirements.

In summary the proposed development would be compliant with the aims of the NPPF and Local Plan Part 2 policies DMEI 7 and DMCI 7.

## CONCLUSIONS

The proposed scheme by reason of its design, size, scale, layout and position would make efficient use of land whilst maintaining the qualities and visual amenities of this Area of Special Local Character.

- National and local policies encourage redevelopment of such underutilised, sites
- The site is located within an existing developed site
- The buildings are not listed or within a conservation area

As set out above, the development would provide future occupants with a good standard living without impacting on the residential amenities of neighbouring occupiers.

There will be 100% provisions for building regulations part M4 (2) compliant units and the development would be compliant with secure by design

The development would also overcome issues relating to highway matters by reason of reduced vehicular movements and biodiversity by virtue of an arrangement to enter into a legal agreement to deliver off-site improvements.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and that applications should be considered in the context of the presumption in favour of sustainable development. The proposed *'Construction of 2no. 3-bedroom, 2 storey dwelling houses with associated parking and amenity space'* would conform with national, regional and local planning policy and, for the above reasons, it is politely requested that the application is approved.