

NMB PLANNING

Planning, Design and Access Statement

In respect of

Application for Full Planning permission:

For

**One Storey upwards extension to existing building to create 3 Nos.
One bed apartments with associated amenity space.**

At

Eden House, 814 Uxbridge Road, Hayes, UB4 0RS

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1. Introduction

1.1 This Planning Statement has been prepared on behalf of Burbank Properties Ltd in support of this application for full planning for the proposed erection of one additional storey on top of an existing detached commercial/mixed use building at 814 Uxbridge Road, Hayes to provide for 3 additional one bed apartments. This application is a scaled back scheme following the refusal of Prior Approval for the erection of two storeys on the building under Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2020 (As amended). (The GPDO) – LPA Ref 74992/APP/2021/3463 dated 8/11/21.

1.2 The existing site is a detached three storey building comprising ground floor commercial uses consisting of two Hairdressing salons and an optician, with two upper floors comprising 6 residential flats in total. The building was built in 1979/1980 following the grant of permission under LPA ref 932B/78/1918. A carparking area is located at the rear of the building accessed via a shared access which serves a number of properties and businesses to the rear of the site. This carpark will be retained and properly laid out to accommodate parking, bin store and for a new covered and protected cycle store.

1.3 The building sits on the northern side of Uxbridge Road, the road being dual carriageway at this point. To the East lies the site at 808-814 Uxbridge Road which is currently being redeveloped for a four-storey mixed commercial and residential scheme comprising ground floor commercial with three floors totalling 9 residential apartments above. There is no onsite parking provision associated with this adjoining scheme – permission granted under LPA ref 74992/APP/2019/3668

1.4 To the West of the site lies the detached Historical Adam and Eve Public House – which is currently occupied as an Afghanistan Restaurant, and a pair of much altered mid-18th century brick houses which are both Locally Listed and fall within a more recent extension of the Hayes Village Conservation Area. The application site does not fall within the CA itself. To the rear of the property lies the Hayes Job Centre and a Used car dealership which also forms part of the CA.

1.5 In September 2021 a Prior approval application was submitted under the Part 20 Class AA of Schedule 2 of the General Permitted Development Order (GPDO) which sought the upwards extension of this detached mixed-use building by two additional floors. This was subsequently refused due in principle to proposed alterations to the existing third floor mansard roof construction. Although concerns were also raised regarding

- Internal size and layout of the new flats in conflict with the Nationally prescribed standards.
- The potential top-heavy nature of the two additional storeys on the external appearance of the building.
- The potential sunlight and daylight aspects of the development on the amenities of the neighbouring development
- The potential impact of the upper floor extensions with no set back, on the neighbouring Conservation Area.

1.6 The current full planning application limits the proposed upwards extension of the building to one storey, with a set in from the front and rear of the building to allow for balconies, and to significantly reduce the bulk mass and scale of the proposal. These changes seek to address the previous above concerns. The application is also accompanied by a full heritage Assessment and Sunlight/Daylight assessment to address further the previous concerns.

1.7 The overall Planning Application consists of the following drawings and reports: -

- Location Plan 21.892 L 201-
 - Block Plan 21.892 B.201
 - Proposed site layout with Topo 21.892 P.201
 - Existing residential Plans 21.892 P.202 Rev A
 - Existing Elevations 21.892 P.203
 - Proposed Plans 21.892 P.204 Rev A
 - Proposed elevations 21.892 P.205
 - Existing and proposed Street Scene 21.892 P.206
 - Section A-A 21.892.P.207 Rev A

- Resubmission of Noise report by Noise.co.uk with updates
- Resubmission of Transport/Highway supporting Letter by Highway Planning Ltd
- Heritage Statement by Oxford Archaeology
- Architectural Design Statement by Harding Rose Architects
- Sunlight/Daylight Assessment by Keeping Blue Limited.

1.8 This Planning, Design and Access Statement addresses the following matters:

- A description of the site and surroundings;
- A review of the background and history of the site;
- An explanation of the development proposal and how it responds to the concerns of the Case Officer in relation to the previous prior approval application at the site;
- A review of relevant planning policy;
- An appraisal of the relevant planning and design issues;
- Conclusions.

1.9 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale, appearance and landscaping – in relation to the site's context. As such, the statement meets the requirement to formally state how design and access issues have been considered. The submissions conclude that the revised development proposal is acceptable and supportable in planning terms and that full permission should be granted.

2. The Site and Surroundings

2.1 The Existing property is a three-storey detached building with three commercial units occupying the Ground floor – units 814 A, 814 B and 814c – which comprise one optician, one hairdresser and one barbers. The top floor has a flat roof and is contained within a mansard roof design. At first and second floor, a total of 6 flats (three flats per floor) are provided. To the rear a carpark accessed via a shared access road, provides parking for 6 cars. There are no official bin storage facilities or cycle parking areas currently on site.

- 2.2 The site lies on the northern side of Uxbridge which is dual carriageway at this point. The site falls within the Primary Shopping Parade of the Uxbridge Road. To the east lies 800/812 Uxbridge Road which is currently being redeveloped for commercial at ground floor and three floors of residential accommodation, comprising 9 self-contained units. The upper floors are set back at the front and glass projecting balconies occupy some parts of the rear elevation. There is no carparking on site – the neighbour scheme being approved with zero onsite parking in 2019.
- 2.3 To the West lies the Former Adam and Eve PH – now an Afghan Restaurant with a 9-bedroom HMO on the first floor. The building is of interwar years architecture. The building is locally listed, principally for its historical importance on the site of an old coaching inn rather than specific architectural importance and forms part of the extended CA setting for the main Hayes Conservation Area which lies to the south of the Uxbridge Road. The Adam and Eve building is set back from the principle main road frontage of many of the modern commercial and residential schemes which now occupy much of the Uxbridge Road today. It is noted that significant gaps exist to either side of the Adam and Eve building, with a vehicular driveway providing access to the rear buildings between the locally listed building and the application site.
- 2.4 Further details of the setting and characteristics of the Conservation Area and the interrelationship with the application site is set out in the accompanying heritage report.

3 Planning History & Development Proposals.

- 3.1 On the application site itself – Prior Approval for a two-storey upwards extension of the building was refused under LPA ref 74992/APP/2021/3463 dated 8/11/2021. This full application for one storey extension addresses the previous concerns.

- 3.2 Next door at 800-812 Uxbridge Road – the redevelopment of the site for a four-storey building of ground floor commercial with flats above is currently being implemented following approval having been given under LPA ref 74992/APP/2019/3668 dated 28/07/2020.
- 3.3 Next door but one to the East of the site lies 800 Uxbridge Road which received planning permission for one additional floor (three flats with set in at front and rear for balconies) – to make it a four-storey building overall under ref 43151/APP/2019/1277 dated 14/06/2019.
- 3.4 The current development proposals limit the upwards extension of the existing building by one floor only. Replacing the current dated mansard roof arrangement with a continuation of the existing facing brick arrangement of the lower floors, with identically proportioned and balanced front and rear window positions. The new top floor would be significantly set in at the front and the rear by 1.8m with an anthracite grey cladding system facing front and rear. This set back provides two significant benefits.
- 3.5 Firstly, to enable a usable private amenity space for each of the 3 Nos. one bed units created in the form of balconies with glazed balustrades. The two front units would have 16.5 sq. m and 10.5 sq. m of balcony space respectively. The rear facing unit would have 11.4 sq. m of balcony space.
- 3.6 Secondly the setbacks significantly reduce the bulk, mass and scale of the extended building within the overall street scene and adjoining the Conservation Area boundary.
- 3.7 The overall building height would remain comparable to the neighbouring commercial/residential mixed use recent developments, together with the significant setback.
- 3.8 Internally 3 Nos. one bed 2 person units are proposed served off the existing stair core which is accessed from the side of the building. All three units comply with the National Housing standards in terms of overall sq. m space being in excess of 50 sq. m plus outside amenity space, correctly sized individual habitable rooms, and internal floor to ceiling heights a minimum of 2.3m throughout. All the units have window positions on dual aspects.
- 3.9 In respect of side windows these are identical higher-level size and locations on the North West Elevation. No additional side facing windows are proposed

on the south east facing elevation to protect against the current development taking place on the adjoining site to the east at 810-812 Uxbridge Road.

- 3.10 To the rear the informal tarmacked carparking area will be formally laid out and 6 car spaces provided alongside a refuse and recycling storage facility and a covered and secure 12 space cycle parking facility.
- 3.11 The ground floor commercial units remain unchanged.

4 Planning Policy

- 4.1 The relevant Development Plan to this proposal is in two parts. The Hillingdon Local Plan – Part 1 (Adopted November 2012) sets out the Strategic Policies which guide development within the Borough. The Hillingdon Local Plan Part 2 (Adopted 2020) sets out the Development Management Policies- delivering the details of the strategic Part 1 Policies.
- 4.2 Part 1 Policy BE1 – Built Environment which seeks to ensure all new developments achieve a high standard of design.
- 4.3 The site lies within the Hayes District Centre and outside but adjacent to the Hayes Conservation Area.
- 4.4 Part 2 Policy DMH 2 seeks to secure a housing mix reflective of the Councils latest information on housing need. Given the limited scale of the scheme, and its setbacks from front and rear, and given the lower existing units are two and three bed in size – the provision of 3 Nos. one bed units – provides the mix across the building as a whole.
- 4.5 Policy DMHB 4 Conservation Areas. Development on the fringe shall preserve or enhance the character and appearance of the area. The accompanying Heritage Report undertakes this assessment in respect of the neighbouring Conservation Area and locally listed Adam & Eve PH.
- 4.6 Policy DMHB11 – looks at Design of New Development. To ensure the design of the extension is of the highest quality and harmonises with the local context, including height, mass and bulk of neighbouring buildings, building lines, streetscape rhythms and maintains important gaps and safeguards adjacent heritage assets – see heritage report, Architectural Design statement and below. To Note the one floor addition addresses previous concerns

regards bulk, mass scale and matches the scale and heights of the newly erected neighbouring scheme. The design also helps to modernise a dated 1980 mansard roof design.

- 4.7 Policy DMBH16 – Housing Standards requires all housing development to provide adequate internal space to provide an appropriate living environment. The scheme meets the most up to date National Housing Standards.
- 4.8 Policy DMHB 18 – Private outdoor Amenity Space. Reflective of more recent top floor extensions in the vicinity of the site – private balcony areas have been provided for all three units. All achieving a minimum depth of 1.5m and a width in excess of 2m, as required in the Policy. In addition, significant open park areas exist immediately to the south of the site within the Hayes Conservation Area.
- 4.9 Policy DMT 1 Managing Transport Impacts – this requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable way. The development is accessible by public transport, walking and cycling – the rear car park will be properly laid out to provide six onsite parking spaces and a covered cycle parking area will be provided to encourage cycle usage. The accompanying Transport statement and survey work previously undertaken, confirmed to the Highway Authority and Transport for London (TfL) that the existing parking provision and improved cycle parking provision was satisfactory and thus raised no Highway issues. As such Policies DMT 2 – Highway Impacts; DMT 5 – Pedestrian and Cyclists; are also met.
- 4.10 The London Plan (2021) Policies which are also relevant to the scheme include D13 - Agent of Change – which explores the impact external noise sources may have on a noise sensitive development such as housing. An Environmental Noise Assessment submitted previously showed that satisfactory internal noise levels can be achieved with appropriate glazing and a ventilation system which can be secured by condition on any approval. This is once again submitted and it is anticipated the same conclusion will be reached.
- 4.11 Policies D1 – London's form, character and capacity; D3 – Optimising site capacity through design led approach; D4 – Delivering good design; D6 –

Housing standards; T5 – Cycling and T6 carparking all reflect similar requirements to the Hillingdon Policies discussed and shown to be met above.

5 Planning Considerations

- 5.1 During consideration of the previous Prior Approval Application, which sought an additional two floors on the existing building, consideration was given to a number of aspects of the scheme and a number of concerns were raised by officers. The significant reduction in the current full application proposal for a single floor upwards extension only, with significant sets backs to the front and rear – together with refinement to the external appearance of the building, and the internal layout of the units has ensured those previous concerns have been addressed.
- 5.2 In addition, a full sunlight/daylight Assessment has been undertaken to demonstrate there are no amenity issues on the neighbouring units which are currently being built.
- 5.3 A summary planning assessment is undertaken below which shows how the reduced and refined scheme is acceptable in all respects.

Transport and Highway Impacts of the development

- 5.4 The attached Transportation and Highways letter by Highway Planning Ltd confirms that the site falls within the moderate ptal 3 rating in terms of accessibility to Public Transport. However, it is also to be noted that the site falls within a highly sustainable location in terms of accessibility and availability to day-to-day facilities, located as it is in a primary shopping centre in the defined Uxbridge Road Town Centre. As such support can be given to zero car parking provision for new flats. A Lambeth Methodology Parking Survey has taken place in May 2021 which showed the extent of the on-street parking capacity within the vicinity of the site. In addition, improved car parking layout is to be provided at the rear of the site including the provision of covered secure cycle parking to meet the needs of the new flats. This is similar to that which was approved on the redevelopment scheme for the

adjoining site at 808-812 LPA ref 74992/APP/2019/3668 – where a zero-parking scheme has been approved for ground floor commercial and three storeys of 9 flats, subject to appropriate levels of onsite cycle parking being achieved. As such, it is considered that the onsite parking and cycle facilities adequately cater for the existing and addition of two floors of 6 flats onto the existing property.

5.5 Both TfL and the Hillingdon Highway Authority concluded on our previous Prior Approval scheme that no additional parking – but provision of secured covered cycle parking was a satisfactory solution for additional flats on an upper floor.

Contamination Risks.

5.6 The proposals seek upwards extensions to the existing building. Except for a resurfacing of the rear parking area and marking out of a workable carparking layout – This ensures there are no risks in terms of contamination issues.

Flood risk

5.7 The site falls in Flood zone 1 and not in an area of critical drainage. The additional flats will be served by existing surface water and foul services. No increased level of flood risk will occur.

External Appearance of the Building

5.8 The materials used in the upwards extension of the building proposes the same brick usage on the third floor and removes the dated mansard roof structure. On the top floor extension, set back from the front and rear elevations by 1.8m, this will be designed as a modern anthracite grey cladding system, with a brick parapet wall end. The set-in balances the building and reduces the external visual impact within the overall street scene. The architectural features remain simple as reflected in the existing building. The internal layout of the flats has been designed to ensure the proposed window

sizes and positioning reflects the existing rhythm of windows on the building. The proposed works at the rear of the site to create a waste storage facility and a cycle store, together with the resurfacing and proper markup of the existing scruffy carparking area will enhance and improve the visual appearance of the site as a whole.

- 5.9 By stepping in the top floor, this significantly reduces the height, mass and bulk of the building. The modern updated colour palate and materials improves the street scene and reflects the modern treatment along the Uxbridge Road. As such the revised scheme is wholly appropriate to the site and the context of the wider area.
- 5.10 With external balconies to be provided at the front and the rear, these will be enclosed by modern glass balustrades, and intervening obscure glazed panels will separate the demise of the two front facing flats – to protect the residential amenities of future occupiers. An Architectural Design Statement is submitted alongside with Planning Statement to set out the architectural merits of the proposed external appearance.

The provision of adequate natural light in all habitable rooms of the new dwellinghouses

- 5.11 The proposed internal layout and window sizes and positions reflect the existing provision of windows and light to habitable rooms within the existing building. All habitable rooms have a combination of front, rear and/or side facing windows providing adequate levels of light to the same degree as the existing flats. And ensures all flats have dual aspect windows. All windows on the front, rear and west facing side elevations provide outlook and light.

Impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;

5.12 The recent redevelopment of the neighbouring property at 808-812 has a number of high-level obscure glazed, side facing windows in order to protect the privacy and amenities of the existing Eden House upper flats. The neighbouring windows serve a kitchen area, en suite bathroom and secondary bedroom windows – as such this will not have an adverse impact on the main living areas which remain well served by front glazing and balconies. The new application scheme at Eden House, removes any east facing side facing windows – thus protecting the privacy of neighbouring occupiers.

5.13 In respect of any impact on sunlight and daylight to the neighbouring occupiers – this has been undertaken and is submitted. The report concludes that the values of daylight levels and annual sunlight hours for all surrounding properties is acceptable in all instances. As such a previous concern has been addressed fully.

Impacts of noise

5.14 Given the premises are located on the Uxbridge Road, in a mixed commercial and residential area – with a former PH next door – a full Noise impact assessment has been undertaken by Noise.co.uk. The conclusion in their report is that road noise is the largest contributor to the noise environment in the area. With appropriate glazing mitigation measures acceptable internal noise levels can be achieved. Indeed, the noise environment is likely to be greatly improved over the lower floor levels of existing residential flats.

Impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;

5.15 Given the predominantly mixed commercial and residential nature of the existing building and similar mix in many surrounding buildings, the increase in residential use at a higher level will have no greater impact on the carrying out of any trade, business or other uses operating in the area.

Heritage Assessment

5.16 The site does not interfere with an identified protected view. It is noted that the site falls outside, albeit next to a recently extended Conservation Area where the Former Adam and Eve PH is identified as a locally listed property. However, Oxford Archaeology has assessed the proposals in relation to the PH and concluded that the proposed development would have no significant impact on the character and setting of the Hayes Village Conservation Area. Given the schemes' reduction to one floor only, set back and with the gap maintained between it and the locally listed Public House, the scheme addresses previous concerns.

Private Outdoor Amenity and internal space standards

5.17 With a set back of 1.8m to front and rear, each of the three flats are provided with a spacious private balcony area. Internal redesign of the units has also secured compliance with the National Internal Space standards.

4 Conclusions

4.1 The above comments and attached plans and documentation show that the proposed reduced single storey upwards extension of the existing Eden House building fully complies with the Policies of the Development Plan and addresses previous concerns by securing a significant reduction in scale mass and bulk. In addition, further sunlight/daylight assessment ensures there is no adverse impact on the neighbouring properties. The design and layout of the lower scheme with setback ensures no significant impact on heritage assets or the

Conservation Area. The external design and materials proposed reflect surrounding recent development and maintains the height and balanced nature of neighbouring developments.

- 4.2 It is established that, due to distances, orientation and appropriately positioned windows, there are no adverse impacts on neighbouring properties as a result of the proposals in terms of overlooking, loss of privacy or loss of light.
- 4.3 The external elevation treatment, window positions and materials are in keeping with the existing property and surrounding properties.
- 4.4 In conclusion the scheme in all respects complies and provides for additional much needed housing whilst protecting the surrounding environment. As such I respectfully request that this scheme is approved.

Nicki Broderick – August 2022