

Design Statement.

Background

Wadhal was appointed to design proposals for a new dwelling at land rear of 229 Victoria Road. The property is not listed or in a conservation area, comprising of a single storey garages used as storage and an existing overgrown garden enclosed with timber fencing. Planning consent for a one bedroom dwelling was refused in 2019 (ref. 75052/APP/2019/2543) due to its relationship to existing dwellings, impact on neighbouring amenity and highways issues. This application aims to address these points while highlighting an almost identical precedent on a neighbouring site at Salcombe Way, where we received consent in 2022, planning reference: **41627/APP/2022/2128**.

Site and Locality

The proposed site comprised a rectangular piece of land measuring approximately 162m² located toward the western end of Bessingby Road before the intersection with Victoria Road. It was formerly part of the rear garden area to 229 Victoria Road which forms part of a small terrace of two storey dwellings. The street scene on both roads is characterised by similar two storey residential properties with a mixture of brick, render and pebble dashed facades, bay windows and clay tiled roofs representative of typical 1930’s metroland housing.

Proposed Scheme

Planning permission is sought for the erection of a two storey, two-bed dwelling with associated parking and amenity space provision, including demolition of existing garages.

Neighbouring Amenity

The proposed development would be sited 8.2 metres of the boundaries with the neighbours on Victoria Road. The height of the building would be 7.7 metres matching the existing terrace on Bessingby Road and 1.2m lower than the existing terrace on Victoria road.

On the first floor, the habitable accommodation has been located toward the front of the building, with the rear section comprising the stairwell and bathroom, both of which would be served by high level roof lights, positioned above eye level. Two side windows facing the side elevation of 1 Bessingby Road serve the ground floor powder room and stairs. No high level windows face the neighbouring gardens, to ensure any undue overlooking while maintaining the living conditions of future occupiers.

Parking

One on-site parking space is provided for the new dwelling, which falls between Hillingdon Council’s maximum standard of up to two spaces and the London Plan standard of up to 0.75 spaces. The proposal is therefore considered unlikely to adversely affect the surrounding road network. The development also provides one secure and accessible cycle parking space in accordance with Hillingdon’s standards, together with an EV charging point in line with London Plan requirements.

Street Scene

The proposal comprises a two bedroom two storey detached house with a hipped roof, two storey bay window on the front elevation with a small gable above with exterior materials consisting of facing brick and render, clay roof tiles and aluminium windows. An off street parking area and garden is provided on the side. A 3.3 map gap is retained to the neighbour at 1 Bessingby Road, while matching the building line and ridge height of the existing terrace on Bessingby Road,

The surrounding area is characterised by relatively densely developed two storey houses arranged in short terraces. Distinctive features of the locality include bay windows, hipped roofs and a material palette of red brick, pedbble dashed render and pan tiled roofs. The proportions and materiality of the proposed dwelling match this context exactly to harmonise with the prevailing character and appearance of the area. The proposal therefore accords with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and Policies DMHB 11 and DMHB 12 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Traffic Impact

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would increase traffic generation from a dormant site, however not beyond a single vehicle movement, which is generally considered marginal and easily absorbed into the local road network without detriment to traffic congestion. A low frontage wall treatment not exceeding 0.6m in height to Bessingby Road is proposed to ensure conformity and inter-visibility sigh-line requirements.

Urban Design

The development includes a bin storage area to the frontage. There are no TPO’s or Conservation Area designations affecting the site. A 60m² amenity space is provided in line with requirements under Table 5.3: Private Outdoor Amenity Space Standards.

The internal floor area totals 72m² which having regard to the minimum space standards set out in Table 3.1 of the London Plan is the minimum requirement for a two storey 2bed 3person dwelling. The development accords with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Conclusion

The resubmission scheme addresses the previous reasons for refusal while matching a previously consented neighbouring scheme ref. 41627/APP/2022/2128. We thereby respectfully request that the application is recommended for approval.

