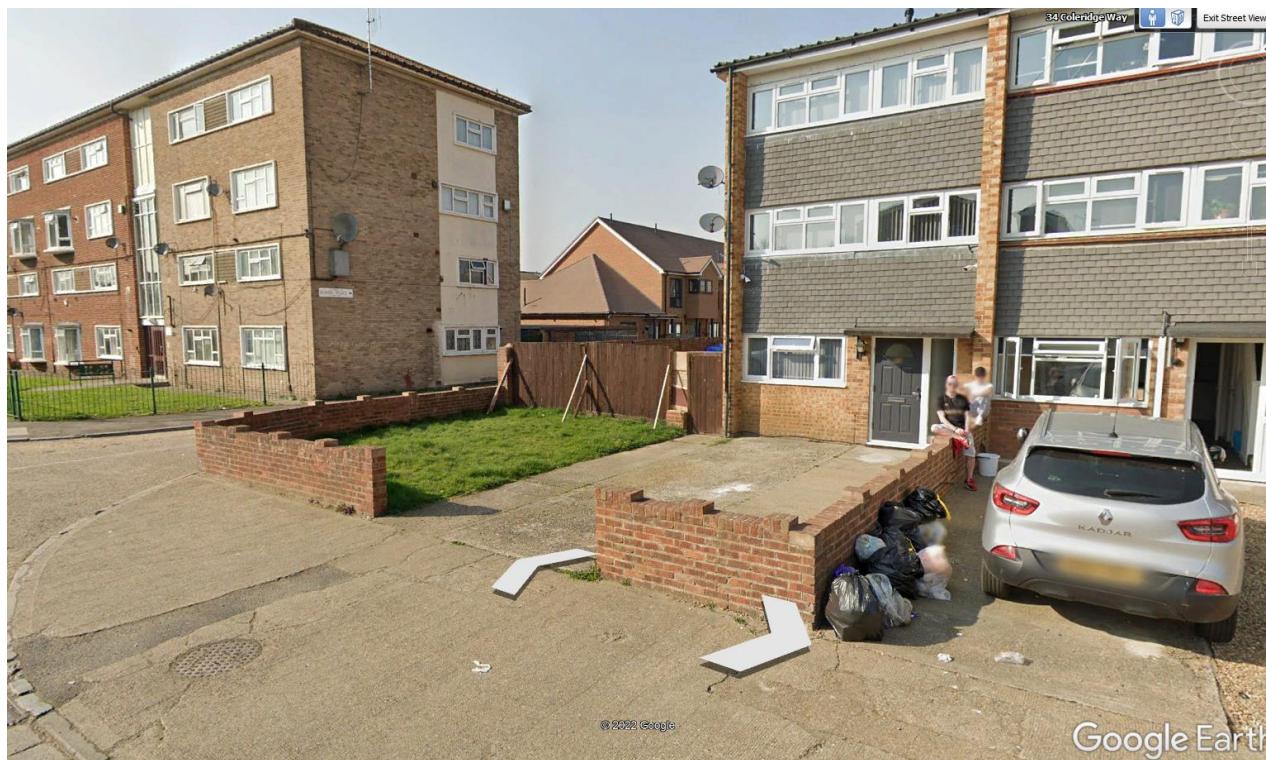


DESIGN AND ACCESS STATEMENT

Application for proposed three storey 2-bedroom end-of-terrace dwelling with associated parking and amenity space.



at
LAND ADJACENT TO 36 COLERIDGE WAY
WEST DRAYTON
MIDDLESEX

1.0 The Site

1.1 The Site is the land adjacent to 36 Coleridge Way, West Drayton, Middlesex. The development is for a proposed three storey 2-bedroom end-of-terrace dwelling with associated parking and amenity space and crossover to Scribe Place.

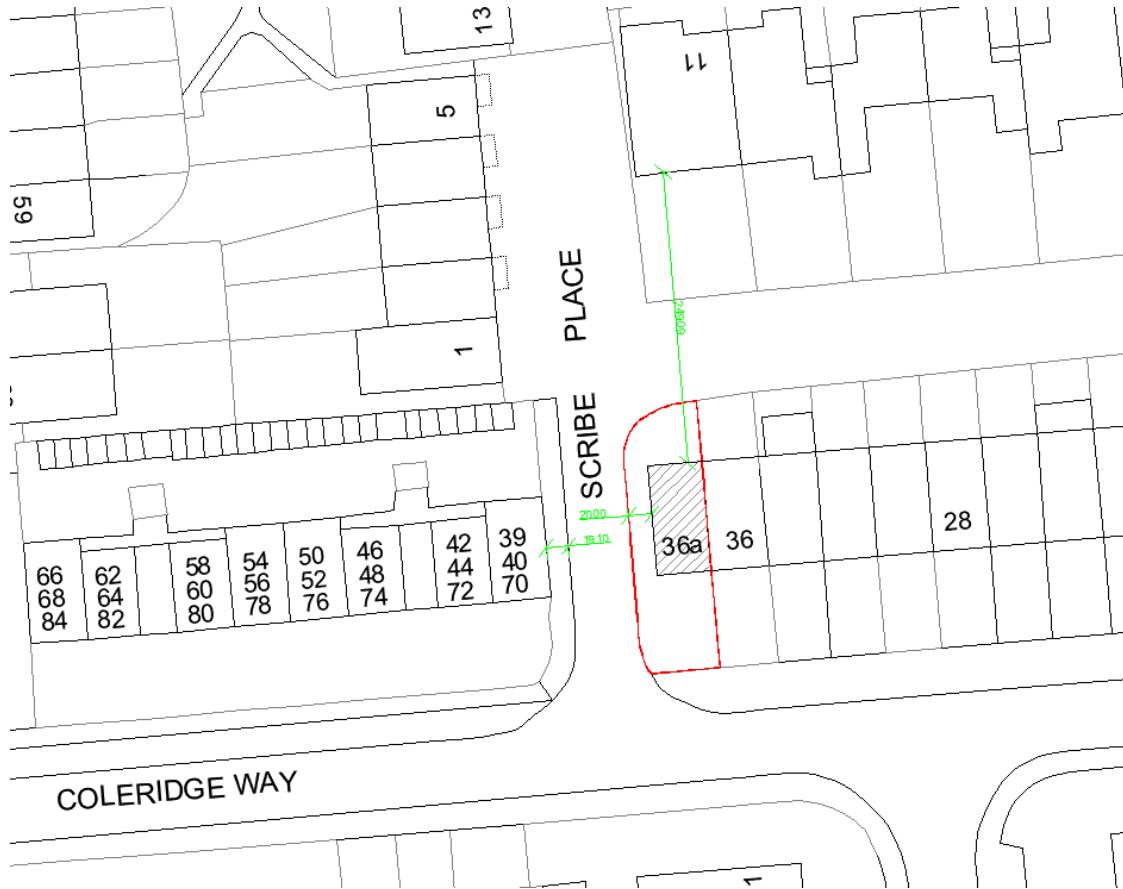


Fig. 1: Site Location Plan



Fig. 2: Existing Aerial Image

- 1.2 The site is located in an area allocated for residential use and recent developments including 1 Milton Way have been approved at appeal by the Appeal Officer.
- 1.3 The site is not located in a designated conservation area or other Article 2(3) land and is not subject to an Article 4 Direction.

2.0 Site History

2.1 Previous applications

2.2 Refused 75146/APP/2002/3301

Erection of a three storey 2-bedroom end-of-terrace dwelling with associated parking and amenity space and crossover to Scribe Place.

Reason for refusal:

1. The location of the proposed access on the corner of the intersection and within the side lane with limited width would result in complicated turning manoeuvres and reversing from the parking spaces with limited visibility, presenting an unacceptable impact to highway and pedestrian safety, contrary to Section 9 of the National Planning Policy Framework 2021, Policy T4 of the London Plan 2021, Policies DMT 1 and DMT 2 of the Hillingdon Local Plan 2020, and Hillingdon's Domestic Vehicle Footway Crossover policy.

2.3 Refused 75146/APP/2019/3298

Erection of a three-storey, 4-bed, end-of-terrace dwelling with associated parking and amenity space and crossover to front

Reasons for refusal:

1. The proposed development, by reason of its siting in this open prominent position, size, scale and bulk with minimal opportunity for landscaping would result in the loss of an important gap characteristic to the area and would thus result in a cramped, unduly intrusive, visually prominent over-development of the site.
2. The proposal would provide an indoor living area of an unsatisfactory size for the 3 storey unit and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers.
3. The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14.
4. The proposed development, by virtue of its failure to provide access to amenity space of a sufficient size and quality commensurate to the size and layout of the said unit would result in an over-development of the site detrimental to the residential amenity of future occupiers.

3.0 The Proposed Development

3.1 The application has been designed to address the concerns in the officers report of the ***most recent*** refusal (85146/APP/2022/3301). This is summarised below:

Reason for refusal:

1. The location of the proposed access on the corner of the intersection and within the side lane with limited width would result in complicated turning manoeuvres and reversing from the parking spaces with limited visibility, presenting an unacceptable impact to highway and pedestrian safety, contrary to Section 9 of the National Planning Policy Framework 2021, Policy T4 of the London Plan 2021, Policies DMT 1 and DMT 2 of the Hillingdon Local Plan 2020, and Hillingdon's Domestic Vehicle Footway Crossover policy.

On 14th March 2023, Simon Taylor of Hillingdon Council was consulted following the refusal notice. The officer suggested removing one of the two parking spaces proposed and reducing the proposed extension to the crossover.

It was confirmed on 20th March that the Highways Officer agreed to the arrangement (as per the submitted drawings) and from a planning perspective the balance would likely favour the development when weighing the additional housing vs any highway risk.

3.2 The application has been designed to address the concerns in the officer's report of the refusal (85146/APP/2022/3301). This is summarised below:

Reasons for refusal

- 1. The proposed development, by reason of its siting in this open prominent position, size, scale and bulk with minimal opportunity for landscaping would result in the loss of an important gap characteristic to the area and would thus result in a cramped, unduly intrusive, visually prominent over-development of the site.**

A 2m gap has been introduced from the boundary to the edge of the building. Recent developments in the area boast similar gaps and these have been acceptable by the LA. The width of the house has been reduced and soft landscaping has been introduced to the front and side which includes hedges and grassed areas.

A similar reason for refusal was stated for the development for a new attached dwelling house at 1 Milton Way. The Appeal Officer in his decision stated the following:

'The majority of the properties within the immediate vicinity of the site are terraced houses and blocks of apartments and as such are quite densely developed.'

In conclusion, I consider that the new dwelling would not appear dominant nor would it have a cramped form as a significant open area would remain in the form of the landscaped verge.

I consider that HUDP Policy 15 is not directly relevant to the proposal, because it relates to extensions and alterations to existing buildings. Even though the proposal would be attached to the end of the terrace it has been designed as a separate dwelling. I also consider that the Hillingdon Design and Accessibility Statement Supplementary Planning Document: Residential Extensions (SPDRE) is not directly relevant to the proposal, for similar reasons to HUDP Policy 15 because the SPDRE relates to residential extensions.

- 2. The proposal would provide an indoor living area of an unsatisfactory size for the 3 storey unit and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers.**

The property has been resized to suit the requirements of the London Plan. The house is now a 2-bedroom dwelling house for which there is no min. GIA requirement however a 2-bed house over 2 floors has a required area of 79sqm, the proposed dwellinghouse has an area of 99sqm.

- 3. The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14.**

2 no. parking spaces have been provided which are accessed via Scribe Place. The existing dwelling house at no. 36 will retain its single parking space.

The highways Officer previously stated that the vehicles attempting to egress the site access would conflict with oncoming traffic from said junction.

A similar reason for refusal was stated for the development for a new attached dwelling house at 1 Milton Way. The Appeal Officer in his decision stated the following:

'Furthermore, I noted at my site visit (mid-morning) that Milton Way was very quiet and there were relatively few vehicles using it. I acknowledge that at other times of the day it may be busier but there is no evidence before me to suggest that the road is normally heavily trafficked. Numerous properties in Milton Way have parking areas on their frontages and as a result there are substantial lengths of the pavement that have dropped kerbs to allow vehicular access across. I have no evidence before me to indicate that pedestrian safety has been compromised by these extended crossovers. 23. Vehicles entering or leaving the new drive might obstruct people using the adjacent footway. However, visibility for a driver would be reasonable in both directions, and given the relative infrequency and short duration of such manoeuvres and the low speeds involved I am satisfied that the safety of pedestrians would not be materially compromised.'

It should be noted that Milton Way is similar to Scribe Place.

- 4. The proposed development, by virtue of its failure to provide access to amenity space of a sufficient size and quality commensurate to the size and layout of the said unit would result in an over-development of the site detrimental to the residential amenity of future occupiers.**

The rear garden proposed is much larger than the existing gardens to the existing properties, it should be noted that adjacent gardens are as small as 14sqm.