

LAND BETWEEN 23 & 25 LITTLE ROAD,
HAYES, UB3 3BT

Planning, Design and Access Statement

Erect a dwelling house on the land

August 2020

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About us

A combined Architecture and Planning practice with a team of highly qualified and experienced Architects and Town Planners established in 2003.

Our services

- Feasibility assessments and planning appraisals
- Creative unique design solutions based on considerable experience of historic and contemporary settings and varied client briefs
- Routine use of 3d modelling and visualisation
- Building control submissions, technical drawings and specifications
- Master planning strategic sites and urban extensions for residential and mixed use schemes
- Planning application submissions, negotiation and inspired solutions
- Planning appeals and expert witness
- Development plan monitoring and attendance at Examinations in Public
- Neighbourhood planning and community consultation



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1.0 Site and Surroundings

1.1

The site is located in Hayes within the Hayes Housing Zone and walking distance of the Hayes Local Centre. It is in a highly sustainable location within walking distance of amenities. The surrounding area is mixed in form with everything from blocks of flats to the North and East and semi detached and terraces to the South with an existing industrial estate to the West that has recently gained consent for residential flats. Little Road is mainly residential properties comprising semi-detached and terraced dwellings in a 1930's style. To the rear is an industrial estate which recently gained consent for redevelopment into housing.



Fig.1. Site Location Plan

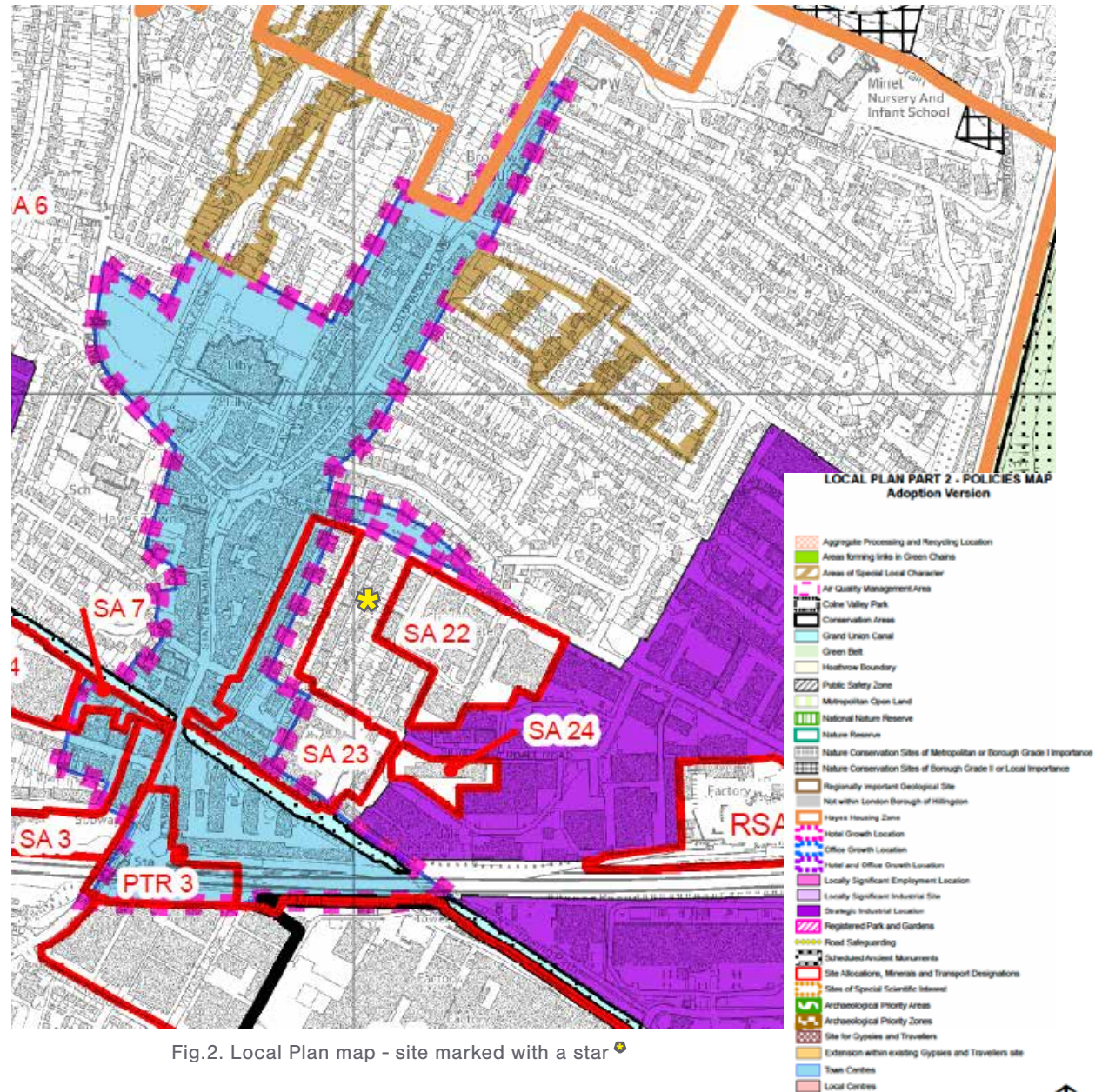


Fig.2. Local Plan map - site marked with a star

1.2

Properties in the local area have been extended and altered in a variety of ways, presumably through permitted development rights. The main remaining features that are attractive are the bay windows and uniformed tiled hipped roofs. Materials mainly consist of white painted render and red bricks making an attractive urban street.

1.3

The site is approximately 154 sq. m in size and was previously the access to Chailey industrial estate that is now blocked off. It is currently in a poor state with a concrete base and overgrown weeds. To the entrance is an unsightly metal gate.

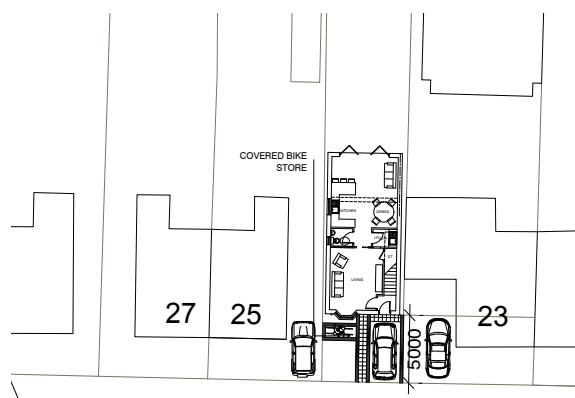


Fig.3. Site Plan



Fig.4. Google earth image showing the variety of housing types - site marked with a star

2.0 Proposed Development



2.1

The proposal is for the erection of a dwelling on the existing vacant plot. The proposal is to provide a 2 storey dwelling with 2

bedrooms, a cycle store and a parking space.

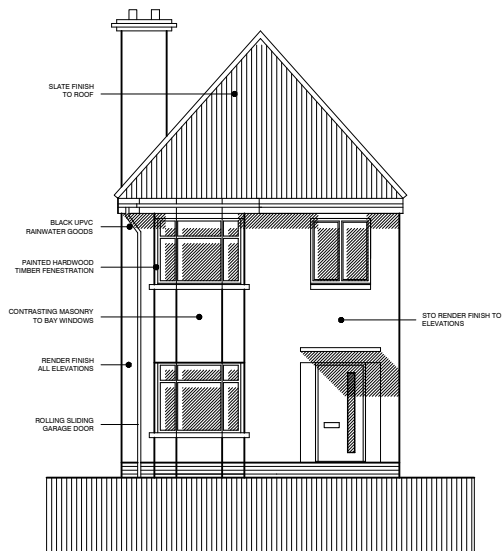
2.2

It is proposed to be styled in the local 1930's

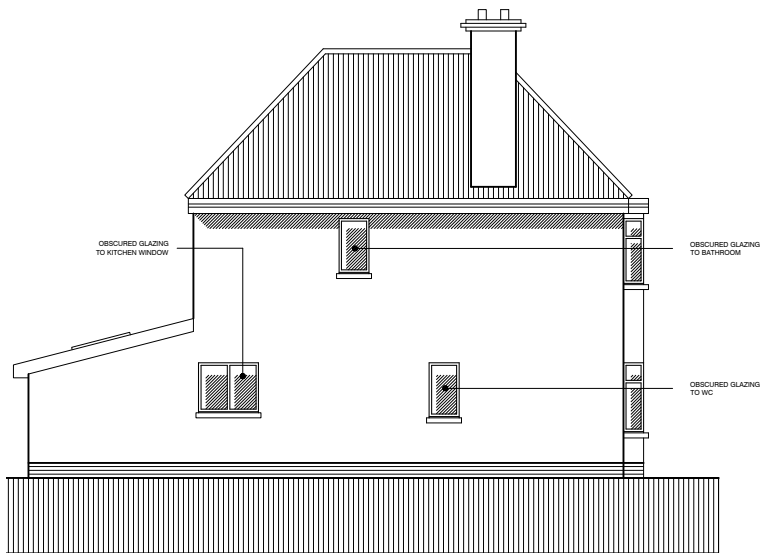
style vernacular with render, brick detailing and tiles to match the neighbouring properties. The dwelling would be nestled between a pair of semi-detached dwellings and would maintain a gap between the properties as is found in the street scene maintaining the spacing.



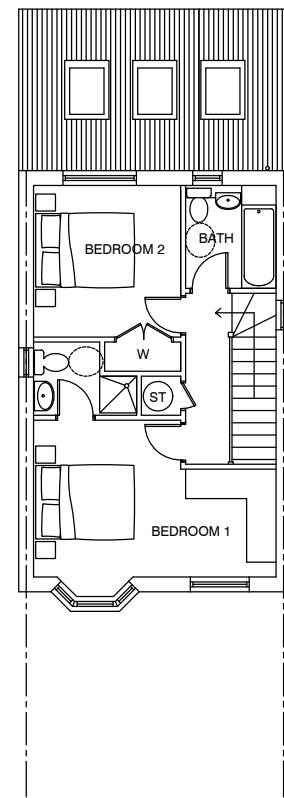
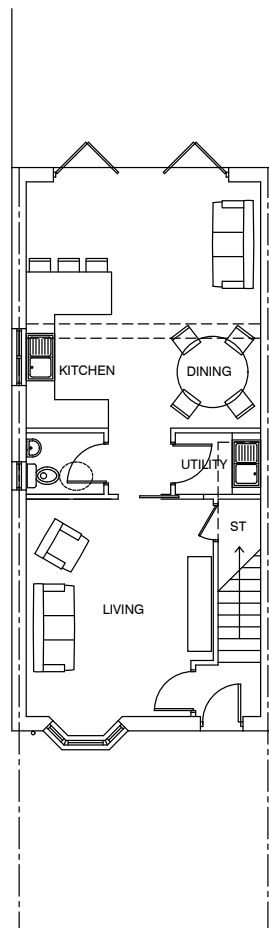
Fig.5. Proposed street scene plan



FRONT ELEVATION



SIDE ELEVATION



4.0 Current Planning Policy



National Planning Policy

4.1

The National Planning Policy Framework (NPPF, 2018) sets out the main aims of Sustainable Development. One of the main 'Core Planning Principles' includes to 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.'

4.2

The NPPF (2018) confirms small sites can make an important contribution to meeting the housing requirements of an area and can help boost housing supply for which there is an overwhelming need. It is considered that the proposal for two dwellings set back from the main road and within landscaped gardens will make a positive contribution to the character of the area and are in accordance with the NPPF as it would help boost the supply of family housing in this sustainable residential area for which there is a known need.

4.3

In relation to education, paragraph 94 states local authorities should take a proactive, positive and collaborative approach to meet

educational needs and widening choices.

4.4

With reference to Design, Para.124 states 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve.....'

Local Planning Policy

Hillingdon Local Plan Part 1 (2012) and Part 2 (2020)

The relevant adopted part 1 plan policies:

- PT1.BE1 (2012) Built Environment
- PT1.H1 (2012) Housing Growth

The relevant adopted part 2 plan policies:

- DMH 2 Housing mix
- DMH 4 Residential Conversions and Redevelopment
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping

- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking

Supplementary Planning Documents (SPD)

- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.8 (2016) Housing Choice
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.13 (2016) Sustainable drainage
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.2 (2016) An inclusive environment
- LPP 7.4 (2016) Local character

5.0 Planning History and appeals

5.1

The site history includes the submission of 2 planning applications both of which were withdrawn.

5.2

The first application (75175/APP/2019/3419) was submitted in October 2019 for the erection of a two storey, 4 bedroom dwelling with habitable roof space, associated parking and amenity space. It was going to be refused for the negative impact of visual amenity to the street scene, for over development for the lack of parking provision, inadequate private amenity space and undersized bedroom accommodation.

5.3

The second application (45510/APP/2020/255) was submitted in February 2020 for the erection of a two storey 2 bedroom dwelling with associated parking and amenity space which was going to be refused on the grounds of the site providing access to the Chailey Industrial Estate which was an allocated site (Policy SA22) within the Council's Local Plan for 198 residential units and the potential for the development to preclude this development coming forward. This in turn was



Plans for application October 2019
(75175/APP/2019/341)



Plans for application February 2020
(45510/APP/2020/255)

considered to hinder the regeneration of Hayes Town Centre. Concerns were further raised in relation to the suitability of this plot to provide a single dwelling in terms of the appearance of the development and the development being at odds with the character of the area.

5.4

The area is predominantly two storey semi-detached or terraced 1930s houses with hipped roofs with bay front windows set within a similar sized plot and a decent separation from one another. There were concerns that the proposal would appear cramped and the overall design would not be sympathetic to the set design found in this street scene.

5.5

Adjacent site history includes the recent approval of a housing development to the rear of the site under application reference 2102/APP/2018/4231 on the Chailey Industrial estate. This was for three buildings ranging from 2 to 10 storeys in height delivering 331 residential units and 710 sq.m of ground floor commercial floor-space (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development. The provision of

parking spaces at this site was provided at 0.622 spaces per dwelling which is under provision and justified due to the owners having entered into a section 106 agreement with a

parking strategy that would assess the parking arrangement over time and the provision would be amended if needed.



Plans for application 2102/APP/2018/4231 on the Chailey Industrial estate
- application site marked with a star *

Relevant appeals

5.6

Various appeals have been reviewed in relation to this site in order to gain an understanding of the case law position on a site such as this.

5.7

Reference APP/R5510/W/17/3173350

An appeal was submitted at 3 The Broadwalk, Northwood for a detached 2 storey house with accommodation in roof space following redevelopment of a large, detached Arts and Crafts house on a generous plot on a spacious, open Estate within an Area of Special Character. The replacement proposal would have a mock Georgian façade with two front projection either side with a central covered porch above the front door. The result would be an imposing, relatively grand dwelling, the style of which is in keeping with other properties on the Estate. The distinctly modern

designed proposal would include a crown roof over both main element of dwelling and side garage. It was concluded that the proposal would harmonise with street scene; scale and overall mass of the proposal not out of keeping with other properties in the area and replacement of existing frontage vegetation and dwarf walls with railing acceptable.

5.8

In comparing this to the application submitted, the proposal seeks to provide a dwelling within a plot that is different to what is found in this site at present. However the proposal seeks to provide a dwelling that is in keeping with the street scene in design terms. It is felt that this proposal would also harmonise with the street scene and would become a positive domestic contribution in comparison to the existing commercial access.

Reference APP/L5240/W/19/3241886

5.9

An application at 3 West Hill, South Croydon was refused for the provision of 9 flats in a contemporary 4 storey block following redevelopment of a 2 storey detached house in an area characterised by large detached houses set in spacious plots set back from the road frontage. It was felt by the LPA that the street scene character was changed by the inclusion of flat blocks. The Inspector found that the proposal would be taller than neighbours but because of the differences in land level it would be set back at 4th floor and larger scale of blocks of flats to the south end of street, considered proposal would not appear unduly dominant or out of place.

5.10

The difference in design with the surrounding building was discussed and judged that the carefully designed flat roofed building with upper floor clad in metal panels and dark metal fenestration would contribute positively

to street scene character and appearance making imaginative use of brick cladding while brick colour would reflect surrounding palette of materials. Considered proposal would add to diversity while continuing a trend already established at end of street.

5.11

This proposal was considered to be significantly different in design and character and was not deemed to be so significant as to be harmful. The application before us here is only marginally different in appearance through being detached as a posed to the detached dwellings found locally. The proposal would replace a feature that is currently alien with a more in keeping domestic structure and would maintain overall design and plot spacing. This proposal is considered to be acceptable and would not be harmful to the street scene or area as a whole.

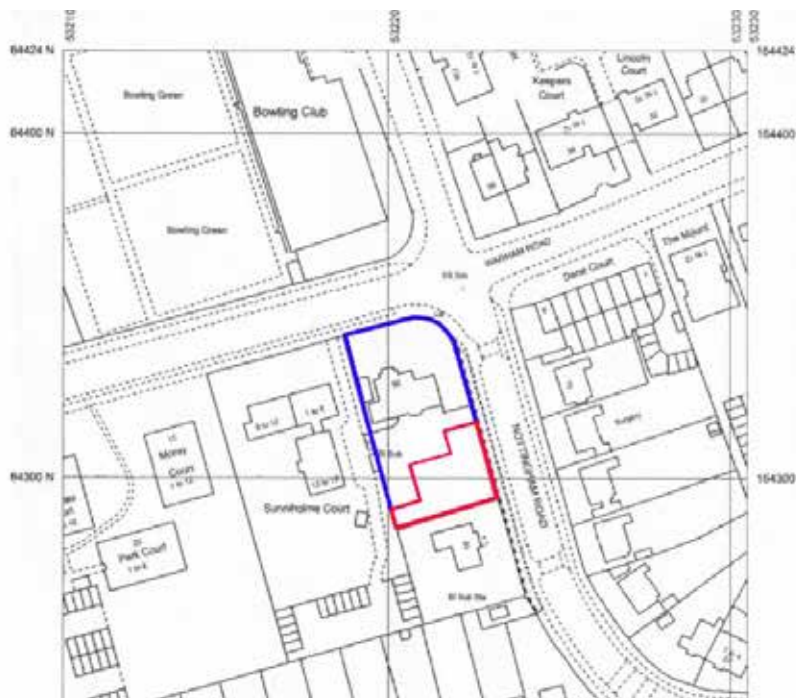
**Appeal reference APP/
L5240/W/16/3151147**

5.12

25 Warham Road, South Croydon - Provision of a block of 3 x 2 bed flats in the rear garden fronting a street scene of mostly 2 storey properties of mixed design and type with large gardens. The Council's concern was that the infilling of the gap would harmful the open, spacious area character and that the proposal would appear cramped and the

plot subdivision would harm area character.

Although it was accepted that the resulting plot size would not incorporate a rear garden of proportionate length to others close by, it was considered that the overall size and form of the proposed building would reflect nearby properties and adequate space between the proposal and adjacent properties would still remain so as not to appear cramped.



appeal APP/L5240/W/16/3151147 site plan

5.13

The Inspector found that the proposed design as an extended single dwelling would not appear out of keeping in a varied street scene. The proposal was not considered to be cramped as space remained between the properties. This would be the same situation on this application as it would maintain the appearance of the street scene and would blend with it. Spacing between properties would be maintained in a sympathetic way. Further if later infilling occurred with side extensions to neighbours this would still be maintain the character and appearance of the area which includes terraced properties.

**Appeal reference APP/
R5510/W/19/3232482**

5.14

Site is at 1 Manor Drive, Northwood. A proposal for a block of 5 x 2 bedroom flats which is the redevelopment of existing 2 storey house on a prominent corner site

within an established residential area. It was found that the appeal site was reflective of established pattern of development and not prominent in street scene as set down into site. However proposal would result in a substantial building on the site with a bulky roof, which would appear disproportionately large in comparison with the rest of the building. Building would be in close proximity to it's side boundaries, and due to the level changes between the site and surrounding area the full scale and bulk of the roof would be clearly visible to appear as the dominant feature. It was decided that the proposal would be a prominent and incongruous addition within the street scene, and fail to respond to the prevailing pattern.

5.15

This site has had several redesigns and is now at a point that it has a design that is reflective of the local character, plot patterns and building designs that makes the scheme acceptable in all regards in comparison to

this scheme that had proposal out of keeping with the surrounding in design and bulk as well as the plot patterns.

6.0 Planning Considerations



Local Planning Policy and principle of development

6.1

The site is in Hayes which is the largest District Centre within the Hillingdon Local Plan Area. The site is specifically within the allocated Hayes Housing Zone, as identified in the recently adopted Local Plan Part 2: Development Management Document and Policies maps (January 2020). As such the principle of development in this location should be considered acceptable.

6.2

The site is a highly sustainable location and approximately 400 metres as the crow flies from the nearest train station with links to Heathrow airport and London. The High Street is located 200 metres from the site making amenities within easy walking distance. The site is positioned along a residential street set between 2 site allocations that form part of the recently adopted London Borough of Hillingdon Local Plan Part 2: Site allocations and designations document (January 2020). The Local Plan has assessed these sites to be the most sustainable locations for housing developments and by virtue this site should be

seen in the same way.

6.3

The site was previously an access to the employment site to the rear. The employment site has now been approved planning consent for a housing development without the need of this access. As such this land has become a redundant brown field site and is falling into disrepair.

Design

6.4

Neighbouring properties have been altered and extended over the years with extensions built right up to the boundaries. One strong feature remains and that is of the bay windows to the front elevation with a uniform width of the dwellings and hipped roofs to the front. This aesthetic is the most attractive feature on the street which when combined with an attractive front garden appears as a pleasant street scene. It is accepted that the previous designs were out of keeping with the local area in terms of elevation detailing not being commensurate with the local area. The design now seeks to mimic that of the elevations found locally in a 1930's style with a building width similar to the semi-detached properties

adjacent with a hipped roof and bay window to the front. The scale, mass and bulk of the scheme is proposed to respect the adjacent properties and is now considered to be in keeping.

Plot pattern

6.5

The previous Planning Officer raised concerns in relation to the plot pattern through the provision of a detached property which is not currently found on the street scene and through the infilling of a gap between the housing. The application site is a-typical of the street scene at 12 metres between the main dwellings of no. 23 and no. 25. Dwellings on this street have set distances between the blocks of original dwellings of approximately 7 metres. Most of the 7 metre gaps have now been infilled with a mixture of 2 storey or single storey extensions which disrupt this historic pattern. Most properties have extended to their side elevations with very few maintaining a completely uninterrupted gap. Some gaps are only maintained by a single storey garage allowing views between properties at first floor level due to the neighbouring having extended to 2 storeys. In the case of the terraces at the end of the street there are no gaps at all between



Single storey extension with a footpath gap at ground floor and a 4.65 metre gap at first floor between the terrace and semi-detached properties.



Total gap between dwellings in this location are 2.8 and 3.8 metres between the terraces and semi-detached properties.



There is no gap at ground floor and 4 metres at first floor.



The gap here is a total of 12.759 metres at present and would result in a 2.8 metre gap to the left and 3.8 at first floor with 1 metre gap at ground floor to the right following development.

There is a 1.6 metre gap at ground floor and 3.8 metres at first floor.



Single storey extensions abutting with no gap at ground floor and a 6.3 m gap at first floor. End dwelling is larger than standard but retains the bay window design feature.



these properties and so the infilling would be in keeping. These are shown in more detail on page 12.

6.6

The existing site forms a substantially larger gap than any other found on the street, although it has been partially infilled by a single storey extension to the side of no. 23, it remains an alien feature not found elsewhere in the road. It previously allowed access to the industrial estate behind from Little Road, this is now fenced off and is an unattractive concrete landscape with weeds. As such the principle of infilling this land can be supported. This is shown in orange above.

6.7

There is a presence of terraced properties along this street found at no. 34-38 and 33-37 Little Road. The close relationship and appearance of linking with the neighbour could not be considered harmful as a result. Notwithstanding this, the neighbours single storey extension at no. 23 Little Road could not be considered to be wholly linking creating a terracing effect as it is single storey and maintains a gap and view through at first floor, as per the other semi-detached properties on this road. No. 25 has not extended to the side

and the spacing is maintained at this point creating a clear gap between the sides of the proposed dwelling at this point. When all of these points are considered as a whole the infilling of this plot could not be considered to be harmful on the plot pattern and character of the area but instead would enhance and maintain it.

6.8

The provision of a detached dwelling in itself is not typical but it would be of a similar design to the neighbours in terms of its facade and this would make it blend well with other properties in the street. It is not out of the ordinary to have a mix of housing on a street provided that the exterior design is maintained to appear as the same development era. This fact when combined with the appearance of a single storey link with the neighbour would mean that the detached dwelling would blend in the street scene and would appear in keeping with plot patterns in this regard.

6.9

Overall there is an existing mix of housing types with no distinct set pattern of development along this road. The defining pattern and character in this is to have a mix of housing with prominent main dwellings set forward

with bays and hipped roofs and a recessed extension of some form linking between neighbours. This proposal would not be harmful or detrimental to this character and would in fact enhance and maintain the character.

Car parking

6.10

To the front a car parking space would be provided along with a bike and bin store. These would be softened with landscaping to the front and would form a pleasant approach to the property similar to the arrangements found along this road. Policy DMT6 Vehicle Parking refers to Appendix C table 1 on parking provision which requires there to be 2 parking spaces per dwelling and 1 cycle parking space. The paragraphs prior to the policy state that *'the standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level'*. Furthermore the Hillingdon Parking Standard Justification document which was submitted in support of the Local Plan part 2 outlines that the London Plan requires a maximum of 1 spaces per dwelling. It further states that LBH are not seeking to apply a minimum standard but allow developers the flexibility to provide parking where and when the market believes it necessary and to mitigate the negative im-

pacts of associated under parking provision that is prevalent in the Borough. As such the provision of a single space that does not exceed the requirements of the London Plan and does not exceed the maximum requirement of the Hillingdon Plan, is therefore considered reasonable.

6.12

The PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has 'good' access to public transport oreppRC Page 5 of 6 with a PTAL rating of 4. On this basis, there will be less emphasis on the private motor vehicle. At the preapplication stage the highways officer is satisfied with 1 offstreet parking space. The provision of 1 less space than the Local Plan maximum can be wholly justified in policy terms as the site is in a sustainable location within walking distance of all amenities of the high street and a main trainline into London. Furthermore the neighbouring industrial estate has recently been granted planning permission on a provision 331 dwellings with 0.622 parking spaces per unit. In light of these facts the provision of a single unit is considered to be justified on planning grounds.

Neighbouring Amenity

6.13

The proposal is sited side on to the neighbouring properties with no primary side facing windows. Neighbouring properties would be in line with the proposal scheme with no primary windows serving habitable rooms facing this land. As such the proposal would not cause any detrimental overbearing overlooking issues.

External Amenity Space

6.14

Policy DMHB 18: Private Outdoor Amenity Space requires that a two bedroom dwelling has a minimum of 40 square metres. The rear garden measures 68 m2 and as such would be of a sufficient size to serve for this 2 bedroom dwelling, in compliance to Policy DMHB 18.

Waste and recycling

6.15

Appropriate waste and recycling facilities have been proposed on the plans suitable for the dwelling to the front of the site.

Contributions

6.16

The applicant is willing to pay relevant contributions commensurate with the development. The pre-application response advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £65 per square metre. The London Borough of Hillingdon is collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

6.13

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £95 per square metre.

8. Conclusion

7.1

The proposal is considered to be in size and scale with the buildings to which it relates as well as the wider area. The proposed design, scale and layout of the scheme is considered to be sympathetic to the aesthetic amenities of the surrounding area and neighbouring residents.

7.2

The proposal seeks to respect the local area through its position, pattern, scale, mass and bulk. As well as through appropriate detailing in the Local area. The site is in a sustainable location and is in easy walking distance of amenities and outdoor spaces. Overall this is a highly sustainable location suitable for development.



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