



PROGRESS PLANNING

Land Adjacent to 10 Kent Close, Uxbridge, UB8 1XR.

'The erection of a single-family, 1 bedroom dwelling house with associated works'.

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Executive Summary

The following design, access and planning statement has been submitted in support of the full planning application that seeks planning permission for the 'erection of a single-family dwelling house with associated works' located at Land Adjacent to 10 Kent Close, Uxbridge, UB8 1XR.

In terms of principle of development, there is local, regional and national support for efficiently using existing underutilised sites to provide more housing.

This application follows the Appeal of the previous outline application (75553/APP/2020/1357) which sought an 'outline application for a new dwelling with means of access, layout and parking to be determined'. The main issues considered at the time of appeal was the effect of the proposal on (i) the character and appearance of the area; (ii) the living conditions of adjacent occupiers; and (iii) whether the proposal would provide adequate parking for future occupiers.

It is considered the amendments made to the proposal overcome the issues laid out in the inspectorates' decision. The layout of the development will allow the proposed to sit comfortably within the site and it reflects the wider pattern of development in the area. The proposed positioning is situated away from the neighbouring residential properties and its footprint can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy, or outlook.

The proposal would provide an appropriate level of car parking for the house in accordance with the Council's parking standards and cycle parking spaces in compliance with the London Plan 2021.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

The Site

The site is located on land adjacent to No. 10 Kent Close and 5 Fairlight Drive with its main access point from Fairlight Drive, approximately 50m West of its junction with Harefield Road, Uxbridge. The site currently comprises a parcel of infill land that is not owned by any adjacent neighbour and has been used privately for ad hoc use as open air storage. The surrounding area is characterised by mainly 2 storey housing of a similar style which were completed in the 1980/90s as part of 2 separate residential estate development. Many of the buildings are finished with a red matching brick or have a render finish.

The site has a PTAL rating of 2 and is located in Flood Zone 1. There are no other planning designation relevant to the site.

Proposed development

This statement supports the full planning application and seeks planning permission for the erection of a single-family, 1 bedroom dwelling house with associated works. An existing car parking space will be utilised for the development on Fairlight Drive with a pedestrian access leading to the building. The bins and cycle storage would be provided adjacent to the entrance of the site. There is existing access from both Fairlight Drive and Kent Close which will be utilised for the development.

This proposal overcomes all the reasons for refusal found within the outline application. The following breaks down the inspectorate's assessment and how it has been overcomes these concerns.

Planning History

75553/APP/2020/1357 - Outline application for a new dwelling with means of access, layout and parking to be determined at Land Adjacent To 10 Kent Close & 5 Fairlight



Drive Kent Close Uxbridge UB8 1XR. The application went to appeal for non-determination in which the inspectorate refused the outline application.

Planning Policy

The proposed development has been assessed against the Hillingdon Local Plan; the London Plan 2021, the NPPF 2021, and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

Principle of Development

As the Council failed to determine the previous planning application, it is most useful to reflect on the comments made by the previous Planning Inspector who determined the appeal against non-determination by Hillingdon Council. The Planning Inspector dismissed the appeal for the following reasons:

- (i) Impact on the character and appearance of the area; – *‘The proposal would redevelopment the vacant site and the dwelling would be positioned in the area of the site adjacent to No. 10 Kent Close. The positioning of a dwelling in this location would eradicate the currently open site, and essentially create a continuous built form around the cul de sac development of Kent Close. I consider that this erosion of the space would be extremely harmful to the character of the area. The increased enclosed, in combination with the increase in development and visual element of infilling, would entirely change the character of this part of the road and be detrimental to the street scene and the wider area generally.’*
- (ii) Impact on the living conditions of adjacent occupiers; – *‘The plans indicate that the new dwelling would be located toward the corner of the site adjacent to Kent Close. It would be very close to the side, and extend beyond the rear, of No. 11 Kent Close. Having regard to the elevated position of the site in comparison to its neighbours I consider that the proposal would be harmful to the living conditions of neighbouring properties. Whilst scale is not before me, I consider the principle of the development in this location would be harmful due to the rising land level of the site.’*
- (iii) Insufficient car parking for the development; – *The proposal would not provide any on-site parking. A single allocated space would be provided on Fairlight Drive. It was clear from my observations that Fairlight Drive is a busy residential area and there is already a significant level of on street parking. The site has a Public Transport Accessibility Level of 2, and whilst there are bus routes that run in fairly close proximity to the site it is probable that the occupants of the dwelling would require the use of a car. On the basis of the evidence I am not satisfied that the provision of the parking space could be achieved without removing a parking space from another dwelling. As such, the proposal would increase demand for on street parking. I have very little evidence to demonstrate that the surroundings streets have been assessed to conclude whether the additional level of parking could be accommodated safely.’*

This latest proposal has sought to overcome these concerns through provision of more detail regarding the scheme (full planning permission now being sought) and revisions to the scheme.

With regards the first concern raised by the Planning Inspector as referenced above, the proposed dwelling has been repositioned within the site to improve the relationship of the building within the wider context.

The scale of the scheme ensures the proposed footprint is of similar size to other buildings found within the cul de sac, this along with the limited height only extending as high as 3.35 metres and fundamentally being less than a single storey side extension or outbuilding which is permitted under PD (dual pitched roof permits up to 4m) clearly indicates that the scale and size of the building is both domestic, subordinate and not excessive at this location.

In addition, the attached sections plan that shows the ground level of the building and its height demonstrates that the height of the building would be modest and that only 0.8m would be visible above the height of the trellis when viewed from the street scene. It is therefore evident the proposal would cause virtually no loss of openness between number 5 and 10. There is only a small glimpsing gap between these properties currently and the CGIs that have been prepared to support this current proposal show that the development would not materially affect the streetscene (see below existing and proposed).

Existing



Proposed



As is evident from the CGIs above, the proposal would not appreciably fill in the gap between the neighbouring blocks above. Only 0.8m of the proposed structure would be visible from above the boundary fence seen on site.

The proposal would read as a side extension or outbuilding when viewed within the streetscene. Although within the site itself it would appear as a small dwelling (see below).



The CGIs above demonstrate that the impact on the visual amenity of the cul de sac would be minimal. With regards the wider area, the topography of the site ensures that the proposed dwelling would not be visible and as such, the impact on the character and appearance of the area would be limited.

In addition, the proposed dwelling would have a green roof that would further soften the appearance of the building when viewed from the surrounding area. In terms of materiality, the building would be finished with locally identified bricks that would be in keeping with the character of the area.

Overall, the proposal would not have a significant visual presence in the streetscene or locality. It would not have a detrimental impact on its character and it would not appear dominant or unattractive. To the contrary, it would sit comfortably within the streetscene and have subtle in keeping appearance.

The second concern raised by the Planning Inspector as outlined above has been overcome in this latest proposal by virtue of the proposal's height, revised layout and overall subservient massing which ensures the proposal would not appear dominant when viewed from neighbouring properties.

This reasons specifically mentions that due to land levels and the extent of how far the development would project beyond the rear of the neighbouring property, the proposal would harm the residential amenity of occupiers within No. 11. However, the previous outline application did not provide details of levels or the height of the proposal. This new full planning application shows that the building would be single storey and measure only 3.35 high. Also, the proposed section shows that the building would not be elevated. It would sit on the same level as No. 11, the neighbouring property. Also, the building would now have a flat roof, whereas it was envisaged that the previous scheme would have a dual pitched roof. Furthermore, care has been taken to ensure that the proposed building would not project beyond the 45 degree rule in relation to the nearest habitable room window belonging to No. 11. As such, the scheme would ensure that there was no adverse impact in terms of enclose, loss of light or dominance. As the building is single storey and existing boundary fencing would screen it from adjacent neighbours, there would also be no loss of privacy. Therefore, the residential amenity of occupiers within neighbouring properties will be protected. As such, this reason for refusal has been overcome.

The last issue raised by the Planning Inspector was regarding the parking provision. It is considered that one parking space for use by the proposed one dwelling containing a single bedroom would be more than adequate as outlined and assessed against the London Plan 2021. To be clear this space belongs to the original title plan

of the parcel of land and therefore would not reduce the parking from existing residents. So that there is no doubt and contrary to the Planning Inspector's previous comments within the decision, the proposed parking space is located onsite and is on privately owned land by the applicant. The applicant and owner has the sole right to park on this space. No other property has the right to park in this space. Therefore, the proposal would not result in the loss of parking to any existing dwelling. This location plan that is submitted with this planning application shows the full extent of the application site. Certificate A of the planning application form has been signed to declare that the applicant has the sole interest in the application site. If this was not the case, then any future planning permission would be unimplementable, but this is not going to be the case because the existing space allocated for parking for the new house is existing and owned privately by the applicant (See title registry NGL537151). If a further statutory declaration is required from the application to prove this then this could also be made available, but the above title registry has also been referenced in the application form. On this basis, the 1 parking space for the proposed development should be acceptable. This reason for refusal was completely unreasonable previously and should not be upheld.

Conclusion

In conclusion, we consider that the development, incorporating the principles established above, has overcome the issues raised by the inspectorate and ultimately makes the most efficient use of this underutilised land. In terms of principle of development, there is local and London Plan support for efficiently using existing underutilised sites to provide more housing.

Given the layout approach taken, the development will sit comfortably within the site and it would reflect the pattern of development in the area. It is set back from neighbouring properties and the proposed accommodation would provide quality living space for future occupiers both internally and externally which will be secured.

The building has been positioned away from neighbouring residential properties and its footprint can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy, or outlook.

The proposal would provide an appropriate level of car parking for the house in accordance with the Council's parking standards and cycle parking spaces in compliance with the London Plan. Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy. Therefore, this application should be approved on these merits.