

DESIGN AND ACCESS STATEMENT



**Proposed two x 2-bed, double-storey,
semi-detached dwellings on land behind
1-3 Lulworth Way, Hayes, UB4 0HN**

23th June 2021

Towers Associates

Harefield Oil Terminal,
Harvil Rd, Harefield, UB9 6JL



The Site and Locality

The application site is located to the rear of properties 1 and 3 Lulworth way.

The application site is a separate plot to that of 1 and 3 Lulworth Way and thus should be accessed as such. The two separate sites can be seen above. The application site is hatched in red (AGL496593 and (AGL496362) and the plot belonging to 1-3 Lulworth Way is shown in blue.

The plot is situated on the Eastern side of Lulworth Way and is bordered by properties on Wimborne Avenue and to the East by the rear garden of properties on Shaftsbury Avenue.

The site is not affected by any other designations including Conservation Areas and Areas of Special Local Character.



The Proposal

The application seeks planning permission for the erection of no. 2 x 2-bedroom semi-detached dwellings with associated parking and amenity space. To be accessed via an existing private service road located to the side of No.1 Lulworth Way. It was established in a previous application that our client has existing Right of Way over this private road.

Previous Planning History

An earlier application for this site with reference number 75713/APP/2020/ was refused in 2020. Citing Issues of '*cramped form of development and insufficient separation between the proposed dwellings and the rear habitable rooms rear amenity space of No.1 Lulworth Way*'. This application addresses these issues and how this has been achieved will be explained within this statement.

Previous Consultee Comments:

In regards to the previous application at the site, all internal consultees responded favourably to the application and found the arrangements acceptable. This is shown by the comments below taken from the officer's report. We believe these views should still stand as we propose no change to these points in our revised application.

Access Officer

'I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal'

Trees and Landscaping Officer

'No objection subject to pre-commencement condition RES8 and conditions RES9 (parts 1, 2, 4 and 5) and RES10.'

Parking Provision

'In order to comply with the adopted parking standard, the maximum on-plot requirement demands up to 2 spaces per unit. 3 spaces are proposed in total which falls below the standard. However, this deficit is considered marginal and no undue consequence would be anticipated in terms of displaced parking within or outside of the site curtilage. The proposal would benefit from a parking allocation plan in order to ensure an appropriate distribution of parking spaces for each dwelling. This would need to be secure by way of planning condition.'

Cycling Provision

'Cycling Provision In terms of cycle parking there should be a provision of at least 2 secure and accessible spaces for each dwelling unit in order to conform to the adopted minimum borough cycle parking standard. A secure compound area containing 2 spaces per dwelling to the rear of the plot has been indicated. This arrangement and quantum are therefore considered acceptable.'

Vehicular Access Provision & Internal Parking Layouts

'The existing crossing serving 2 on-plot spaces on the frontage of No.3 is to remain unaltered and is considered fit for purpose. Access to parking on the frontage of No.1 would be facilitated via the adjacent private service road to the same level of provision which again is considered a satisfactory arrangement.'

'There is no evidence to suggest that the existing service road performs unsatisfactorily coupled with the minor uplift in proposed vehicular and pedestrian activity, the proposal as presented is, on-balance, considered acceptable.'

The consultee for Access provision made an observation stating that the rear service road was *'not conducive to an ideal environment for accessing a new residential provision in terms of setting.'* This was contributed to by what was considered to be *'sub-standard road surfacing, the absence of suitable lighting and active frontage'* not contributing to a *'comfortable and safe environment'*.

The consultee further explained *'Normally there would be a demand for betterment to be achieved whereby, for example, the road surface would be encouraged to be renewed with provision of low-level lighting as a minimum requirement to facilitate a planning permission. However, the service road is not within the red-line boundary of the site envelope or ownership of the applicant which severely limits what can be delivered.'*

Due to this concern the applicant has included the service road within the red line to allow for conditions to be placed upon approval to ensure this road is provided with sufficient lighting and surfacing if necessary. However, the access officer also stated *'The points made above are considered, more so, as a residential amenity/environmental issue and would not fully justify a highway related refusal reason as the site envelope is physically accessible and usable by both pedestrians and motor vehicles.'*

Vehicle Trip Generation

'The proposal would clearly increase traffic generation from the site as compared to the existing dormant nature of the plot. However peak period traffic movements into and out of the site would not be expected to rise beyond 1-2 vehicle movements during the peak morning and evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.'

Operational Refuse Requirements

'On collection day, a site management regime should ensure that waste collection distances between the new bin store (or suitable collection point) and a refuse vehicle should not exceed 10m in order to accord with the Council's waste collection standard. As presented this parameter appears to be exceeded given that refuse vehicles would not be encouraged to enter the service road to attain closer access to the bin store on operational & safety grounds. It is therefore anticipated that refuse vehicles would collect directly from Lulworth Way. New occupiers would then be required to move their waste to a position within the 10m rule. It is considered that for this small scale of development, it is in the best interest of the occupiers to place their refuse within the 10m distance parameter if they wish for their refuse to be collected. This 'informal' arrangement is therefore considered sufficient in this case. There are no further observations.'

Planning Policy and Consideration

The new proposed layout has been designed in accordance with the suggestions in the officer's report and this statement addresses the refusal reasons of the first application. We will work through this in the order of policy mentioned in the officer's report of the last application.

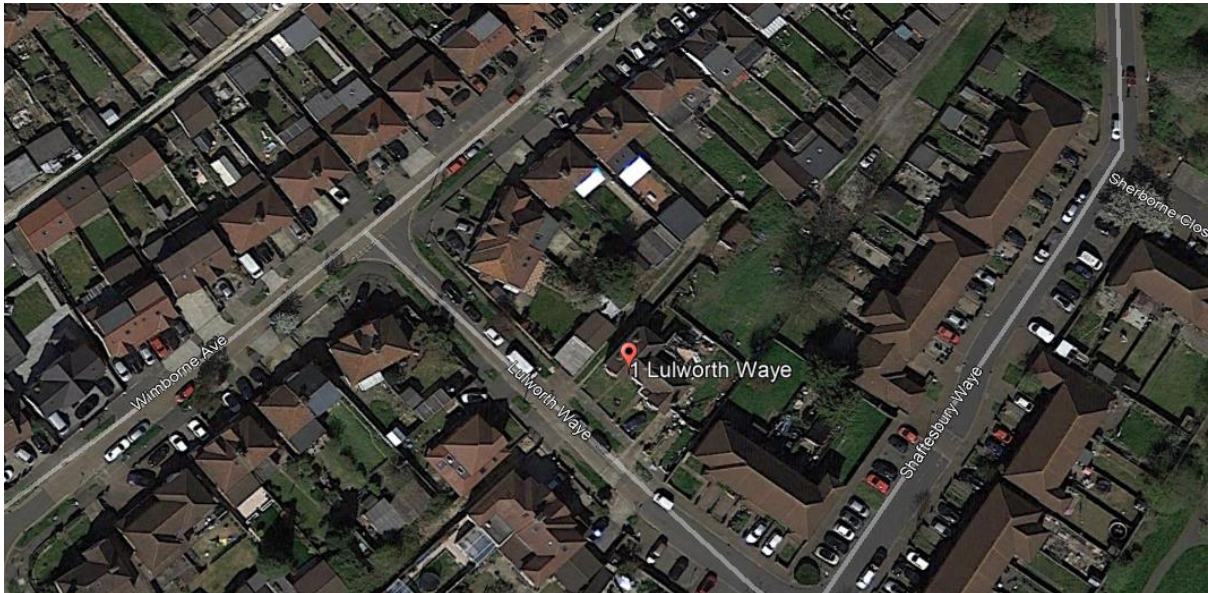
'The London Plan (2016) provides guidance on how applications for development on garden land should be treated within the London Region. The thrust of the guidance is that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.'

The London Plan (2016) has now been replaced by The London Plan (2021), which states in paragraph 2.0.3 *'If London is to meet the challenges of the future, all parts of London will need to embrace and manage change...This is especially the case in outer London, where the suburban pattern of development has significant potential for appropriate intensification over time, particularly for additional housing.'*

On Table 2.1 - Opportunity Area Indicative capacity for new homes and jobs in the local plan detailing opportunity Areas and Indicative Capacity for new home, Hayes is listed at having the capacity to provide 4,000 new homes.

Policy D6 Housing quality and standard states the requirements to be met by any housing proposals. All space standards detailed in Table 3.1 including that of private internal space have either been met, or exceeded. All the habitable rooms placed to front and rear maintain adequate outlook and source of natural light to comply with Policy 3.5 of London Plan.

The proposed dwellings will have a gross internal area of 70 m². This meets the London Plans criteria for a 2 bedroom, 3- or 4-person house.



The planning officer has argued that 'the (previous) proposal involves development of a garden site in a residential area characterised by family housing with large undeveloped rear gardens being a prevailing characteristic. We refute this strongly.

To clarify houses in Shaftesbury Way, have 60-70sqm garden spaces: (No 34 to No 14, No 43 to No 27, No 7 to 11 to name just a few) Some of them have a large outbuilding, so actual garden space is significantly less.

The houses No1 to No7 in Sturminster Close (40m away from No3 Lulworth Way) have 60sqm garden spaces.

The houses (No3 to No 15, No 4 to No18) in Corfe Close (50m away from No3 Lulworth Way) have 60sqm garden spaces.

The majority of houses in Wimborne Ave have rear extensions and large outbuildings. Most of them have approx 60-70sqm rear garden space left after these developments.

2A Lulworth Waye (4-bedroom house) was approved in 2013 and built on the land rear of No 37 and No 39 Wimbourne Ave with a 5m deep garden. No 39 Wimbourne Ave was left with approx 90sqm garden space after this development.

No 1 and No 3 Lulworth Waye will have garden spaces of 115sqm and 82 sqm, respectively, which will be bigger than other gardens in the area after the proposed development.

Policy DMH6 of the Hillingdon Local Plan Part 2 says that ‘back land development may be acceptable’, subject to the following criteria:

1. Neighbouring residential amenity and privacy of existing homes and gardens must be maintained

Historically, only the first 8m behind 1-3 Lulworth Waye has been maintained; the remaining area at the rear has not been used or maintained for more than 10 years, and has different ownership. This is wasted space in an area of Hayes where housing is in much need. We contend that this is the best use of the land, and more good quality housing will benefit the area. The total garden area of No 1-3 Lulworth Waye will be approx 200 sqm which is much bigger than Hillingdon Local Plan Part2 and the existing gardens. Therefore, we believe there will be no adverse effect to the amenity space of No1-3 Lulworth Waye.

2. Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light

The front of the proposed houses we have proposed soft landscaping and three parking spaces on porous paving. Also proposed are tall planting between the service road and the house, which will enhance the area outlook. We believe this will comply with the criteria on Policy DMH6.

3. Development on back land sites must be more intimate in mass and scale,

We are proposing a much smaller building than the previous application. The proposed building will be 12.2m in width x 6.8m in depth, which is smaller than the buildings around (for example No 1-3 Lulworth Waye is 13.5m in width x 10m in depth). The maximum height of the proposed building will be 7.6m which will be approximately 1m lower than the nearby buildings, such as No 5-7-9 Lulworth Waye. Therefore, the proposed will comply with Policy DMH 6, which requires that “*Development on back land sites must be more intimate in mass and scale*”.

4. Features such as trees, shrubs and wildlife habitat must be retained or re-provided.

There are no plants except small bushes on the site. There is a Sycamore (T2) on the land next to the site which will not be affected with the proposed layout. We are happy about a condition for detail of the tree protection measures, such as tree protection fencing. Therefore, this will comply with Policy DMH6.

Similar applications have been approved and built in Hillingdon. Some of them are listed below;

- *Demolition of existing garages and erection of 2 x 3-bedroom semi-detached houses (ref: 75104/APP/2019/3086) - former garages site rear of 23 & 24 Vernon Drive Harefield*
- *Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses (ref: 74993/APP/2019/2504, date: 09-04-20)- 5-31 Garage Court, rear of Brampton Road*
- *Demolition of existing garages and construction of 1 x one bedroom attached bungalow, 2 x two storey (with rooms in the roof space), four-bedroom dwellings and 4 x two storey, three-bedroom dwellings (ref: 74342/APP/2018/4084, date: 18-01-19)- former garages site a rear of 38-84 Coleridge Way West Drayton*
- *6 x two storey, 4-bed, semi-detached dwellings with habitable roof space (ref: 1022/APP/2015/3593) - 36 Boniface Road Ickenham*
- *Demolition of existing garages and construction of 6 dwellings comprising 4 bungalows and 2 houses-(ref: 74344/APP/2018/4085, date: 30-01-19) former garages site b, rear of 2-28 Wordsworth Way West Drayton*
- *Demolition of existing garage blocks and construction of a terrace of 5 x two-storey 4-bedroom dwellings with additional rooms in roof space (ref: 73231/APP/2017/3665)-former garage site off Malmesbury Close Pinner*
- *Two storey, four-bed, detached dwelling (ref: 63342/APP/2013/1168 date: 19-11-13)-land at rear of 37 and 39 Wimborne Avenue Hayes*
- *Proposed development of 2 x 2-bedroom semi-detached bungalows (ref: 75125/APP/2019/3206) - land adjacent to 1 Poplar Avenue Yiewsley*

In the previous application the officer's report stated *'The development would appear as an isolated form set behind 1 and 3 Lulworth Waye, detrimentally altering the appearance of the street pattern. Furthermore, it would establish an unwelcome precedent within this area, which would erode its well-defined character and appearance.'*

It can be argued we are not setting an unwelcome precedent in the area as this is certainly not the first application of its type to be approved as shown by approval of scheme 63342/APP/2013/1168 which proposed a Two storey, four-bed, detached dwelling with associated parking and amenity space and installation of 2 x vehicular crossovers to side, and garage to serve No.37 Wimborne Avenue. (63342/APP/2013/1168) Land at Rear Of 37 And 39 Wimborne Avenue. This application and other's detailed above are far from isolated example and are just a small number of schemes approved by Hillingdon Council in recent years. Clearly, this sets the principle that these 'back land' schemes are acceptable to the council where matters have been carefully considered, as we believe has been demonstrated in this revised scheme.

Other Relevant Factors

The area where the new dwellings are proposed is currently experiencing a high volume of anti-social behaviour, impacting the enjoyment of the amenity space of surrounding houses. This scheme will be the best use of the land and will benefit the surrounding dwellings as the space will no longer be easily used for criminal activity. This is supported by local residents as evidenced by a petition in favour of the scheme provided in the previous application.

Sustainability

It is envisaged that, in the event that the planning application is acceptable in general terms, then reserved matters would apply to detailed construction and services design and implementation, in order that the very advances in technology may be utilised.

The following measures will be committed at building design stage:

- Commitment to meet proposed Building Regulations 2013 standards
- Enhanced insulation to reduce heat loss in the building fabric
- High performance glazing to reduce heat through the glazed areas
- 100% low energy light fitting in each dwelling
- High efficiency condensing boiler
- Energy efficient appliances and services to reduce energy consumption and cost
- Natural ventilation for residential accommodation
- Design for air-tightness.

Conclusion

We believe this statement will have given the reader a basic insight to our proposal, but should be read in conjunction with the enclosed application form and drawings.

In summary we would like to clarify how we have addressed the two points of the previous refusal:

REFUSAL OF PLANNING PERMISSION

Application Ref: 75713/APP/2020/2128

1. The proposed development, by reason of its siting and layout would result in a development of the site, which would fail to harmonise with the existing local and historic context of the surrounding area. The principle of intensifying the residential use of the site as proposed, as well as the proposed loss of existing private rear garden area would have a detrimental impact on the visual amenity, character and appearance of the street scene and of the area as a whole. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMH 6 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5, 7.1 and 7.4 of the London Plan (2016), guidance within The London Plan Housing Supplementary Planning Guidance (March 2016) and the NPPF. -In this application we have used the

comments provided in the officer's report to reconfigure the houses and layout to ensure they harmonise with the surrounding area. As explained above the current dwellings in this locality consist of mixed style, two-storey residential units of varying ages and sizes. We feel our proposed render and brick design will blend cohesively with the surroundings. If there are concerns in regards to the material or colour used we are happy for this to be covered by condition stating that a schedule of materials must be submitted and approved in writing by the local authority.

- The proposed development, by virtue of its siting, size, scale, bulk, height and proximity, would be detrimental to the amenities of the adjoining occupiers at 1 Lulworth Waye by reason of overlooking and loss of privacy. Therefore, the proposal would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). All windows belonging to habitable rooms are placed on the front and rear elevations. There is a min gap of 21m between the proposed front wall and No 1 Lulworth Waye, and gap of 24m between the proposed front wall and No 3 Lulworth Waye, which comply with Hillingdon Local Plan Part 2. Although we are safely in compliance with the local plan, we would like to draw attention to the recently approved scheme Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses (ref: 74993/APP/2019/2504, date: 09-04-20)- 5-31 Garage Court, rear of Brampton Road which has an approximate gap of just 15m between the side wall of proposed plot 3 dwelling and rear wall of the neighbour (no.25) approved in 2020. Which shows that a well-designed scheme can still gain approval though Hillingdon Planning despite small conflicts with policy DMH6/DMH11.

Another more local example of this is Two storey, four-bed, detached dwelling with associated parking and amenity space and installation of 2 x vehicular crossovers to side, and garage to serve No.37 Wimborne Avenue. (63342/APP/2013/1168) Land at Rear Of 37 And 39 Wimborne Avenue Hayes which has approximately 18m separation distance from the rear of 37/39 and new house 2a. Both of these applications are arguably situations of back land development, this sets the principle that these 'back land' schemes are acceptable to the council where matters have been carefully considered, as we believe has been demonstrated in this revised scheme.

In summary, the proposed layout complies with the criteria set out in both national and local planning policy.

We believe that our proposal will provide the best use of currently wasted space in an area of Hayes where housing is in much need; and more good quality housing will benefit the area.

We trust that this will meet with your approval. If you require any further information please do not hesitate to contact us.