

LAND TO THE REAR OF 352 WEST END ROAD, RUISLIP

PLANNING, DESIGN & ACCESS STATEMENT

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LAND TO THE REAR OF 352 WEST END ROAD, RUISLIP

PLANNING, DESIGN & ACCESS STATEMENT

INTRODUCTION

Stewart Management & Planning Solutions Ltd has been instructed by the applicants, Joanna Jacobs and Madelaine Freedman, to prepare this statement in support of a planning application for the erection of a single storey dwelling on land to the rear of 352 West End Road, known as 352A West End Road, Ruislip. The main purpose of this statement is to:

- Explain the background to the proposal.
- Clarify the design approach.
- Clarify the access arrangements.
- Explain how the relevant planning considerations are reflected in the proposals, including the recent planning history.
- Clarify the CIL implications for the proposal.

The statement concludes that the scheme is a proper response to the planning, design and access context of the site and, therefore, having regard to the recent site history, planning permission should be granted.



Site & context

THE SITE AND ITS SURROUNDINGS

The site occupies a position to the rear of residential properties on the on the west side of West End Road, which is the A4180 which runs roughly north west to south east linking Northwood to Yeadng via Ruislip. The site is accessed by a surfaced lane between 350A and 352 West End Road. The site currently comprises a single car garage with an attached lean-to canopy constructed from translucent polycarbonate sheeting. The remainder of the site is a concrete yard with 2 further garages at the extreme south east end of the site and a shared access thereto. The garages and the yard area are generally used for car and general storage rather than as domestic garages. The site backs onto the rear gardens of houses on the east side of Wingfield Way.

The accessway is owned by the applicant but 354 and 354A West End Road have prescriptive rights of access to the two garages at the rear of their garden.

The area is generally characterised by traditional brick and tile two-storey properties and bungalows used primarily as single-family dwellings.

For planning purposes, there are no land use designations affecting the site.

The site has a PTAL rating of 2 and is about 12 minutes' walk from the shops, leisure facilities and public transport interchange at South Ruislip local centre.

PLANNING HISTORY & SIGNIFICANCE

There is no record of any previous planning applications or decisions on the council's website.

An application for "pre-app" advice was submitted on 3rd May 2021 and a meeting was held on 15th June 2021. The formal "pre-app" advice note is dated 5th July 2021. The advice received is summarised as follows:

- The site does not form part of a garden but must comply with Policy DMH6.
- Any application must be accompanied by accurate and consistent plans.
- The building must provide a minimum of 61m² to be eligible as a 2-bedroom house.

- 60m² of useable outdoor amenity space required to meet the requirements of Policy DMBH18.
- Avoid overlooking and privacy issues with appropriate design and boundary treatments.
- A single car parking space would be acceptable.
- One cycle parking space should be provided.
- Potential for renewable energy technologies should be explored.
- The site falls within Flood Zone 1, the area of lowest flood risk.
- The proposed development may give rise to a cramped appearance at odds with the generally low-density residential character of its context.

The application proposals have been re-designed to address these comments.

THE APPLICATION SCHEME

Guided by the advice referenced in the previous section, the form of the development proposed has been revised to show a single storey, flat roofed dwelling located towards the northern end of the site with private gardens to the south. One car parking space is proposed between the front of the property and the common boundary with 350 West End Road.

Internally, the property would comprise 1x double bedroom and 1x single bedroom, bathroom and toilet facilities and a generously proportioned family room with kitchen.

Parking for 2 bicycles is proposed in the rear garden and the existing boundary treatments, closeboard and overlap timber fencing, are proposed to be retained.

The scheme has been designed to correspond with design features typical of the area and reinterprets the scale and form of the buildings to the rear of the adjacent residential plots. The building is proposed to be finished using timber lathes to reference the garden buildings typically found in the area to the rear of the frontage properties in the area.

THE PLANNING COMPONENT

Sections 54A and 70(2) of the Town and Country Planning Act 1990 lay down the basic rules for determining planning applications. Section 54(A) states that:

Where in making any determination under the Planning Acts, regard is to be had to the development plan, the determination should be made in accordance with the plan unless material considerations indicate otherwise.

The principle of the plan-led system of development management articulated in section 54(A) of the 1990 Act is carried forward, in slightly modified form, in Section 38(6) of the Planning and Compulsory Purchase Act 2004.

NATIONAL PLANNING CONTEXT

In July 2018 the new National Planning Policy Framework was adopted, replacing the 2012 version which itself replaced all previous Planning Policy Statements and Guidance. The 2018 version was itself updated in February 2019 and again, in 2021 and earlier this year.

At the heart of the NPPF is a presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. For decision-making, Local Planning Authorities are encouraged to approve without delay development proposals that accord with an up-to-date development plan (paragraph 11c). For applications involving the provision of housing, an “up-to-date development plan” includes situations where the local planning authority can demonstrate a five-year supply of deliverable housing sites; or where the Housing Delivery Test (HDT) indicates that the delivery of housing was more than 75% of the housing requirement over the previous three years. Hillingdon is currently able to demonstrate a five-year supply of deliverable housing sites. The “tilted balance” in favour of sustainable development is therefore not engaged and the local plan is considered to be up to date for the purposes of housing delivery.

LOCAL PLANNING CONTEXT

This Statement has been prepared having regard to the planning framework against which the application falls to be assessed in this case, the London Plan 2021, The Local Plan Part 1 – Strategic Policies 2012, Part 2 – Development Management Policies 2020, Part 2- Site Allocations and Designations 2020.

Providing new housing to meet the needs of a growing population is an overriding strategic objective for the London Borough of Hillingdon in accordance with London Plan policy H1, which sets an annual monitoring target of 1083 new homes per year between 2019-2021, 295 of which are expected to be provided on small sites such as this. Policy H1 also promotes optimising housing delivery on suitable sites and highlights how small sites and surplus council owned sites, such as this one, especially contribute to this objective.

Policy DMH 2 of the Hillingdon Local Plan 2020 calls for the provision of a mix of housing unit sizes in development schemes "... to reflect the Council's latest information on housing need." The related paragraph 4.6 of the document refers to a particular need for three-bedroom units. Whilst it has to be acknowledged that the application scheme does not propose a three-bedroom dwelling, we note that the site forms part of a small enclave of residential development on the west side of West End Road, backing onto Northolt Airport where the majority of dwellings have three or more bedrooms. In all the circumstances, we consider that the purposes of housing mix are better served by the provision of a two-bedroom unit on the site. We would therefore submit that our proposals would contribute to a suitable mix of housing to support sustainable, inclusive and mixed communities in compliance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021). Further, as the site is located within a residential area, a presumption in favour of the development would apply, subject to compliance with the detailed policy requirements contained within the local plan.

THE DESIGN COMPONENT

DESIGN PHILOSOPHY

	POLICIES
D1	London Plan 2021 London's form, character, and capacity for growth
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
	Local Plan
DMHB11	Design of New Development
DMHB12	Streets and Public Realm
DMHB15	Planning for Safer Places

The design philosophy recognises the location of the site between parallel rows of traditional Metroland two storey dwellings fronting West End Road, and single storey bungalows fronting Wingfield Way. The aim has been to minimise the impact of the development on the character and appearance of the area by reducing its height and relating the external appearance to back garden buildings rather than the frontage buildings. We have also sought to avoid competing with the bungalows fronting Wingfield Way.

SCALE

	POLICIES
D1	London Plan 2021 London's form, character, and capacity for growth
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
	Local Plan
DMHB11	Design of New Development
DMHB12	Streets and Public Realm

The height of the proposed new building has been reduced to 3 metres following “pre-app advice. Also, the building has been set back from the forward building line of the existing garages on the site. The footprint of the building has been carefully placed to provide a car parking space adjacent to the front entrance and a policy compliant garden space to the rear.

The scheme has been designed so that all of the fenestration looks north, over the parking area, or south, over the garden. The layout also ensures that prospects for overlooking, loss of privacy and overshadowing of adjoining properties are effectively minimised as the proposed built form relates to the rearmost portions of surrounding gardens such that opposing windows between sites are not created.

The aim is to maximise the space available for vehicle manoeuvring to the front of the building and militate any semblance of a cramped development, as advised in the pre-app advice.

Whilst the scheme proposes a 9-metre frontage onto the manoeuvring area, this would be articulated to reflect the site's boundaries and provide some visual interest. However, there would be no view of the development from any public vantage point as the scheme has been carefully designed to ensure that just the off-street parking space would be visible from outside of the site.

The design is considered to be most appropriate to the character and appearance of the area, consistent with the requirements of Policy DMHB 11 and DMHB 12 and it should therefore be supported.

AMOUNT AND LAYOUT

POLICIES

D6	London Plan 2021
D3	Housing Quality and Standards
	Optimising site capacity through the design-led approach
D4	Delivering good design

DMHB11	Local Plan
DMHB12	Design of New Development
DMHB16	Streets and Public Realm
DMHB18	Housing Standards
	Private Outdoor Amenity Space

The application scheme proposes the provision of a two-bedroom bungalow, suitable for occupation by up to 3 people, as defined by the London Plan. The property would comprise principally a large family area including kitchen, with areas for living, dining and watching TV. Additionally, there would be a bathroom and storage area together with the two bedrooms, one double and one single. The house would comprise about 62m² of floorspace making it suitable for occupation by up to 3 persons, having regard to the London Plan and the Nationally Described Space Standards. It similarly

exceeds the minimum space standard for a 2-bedroom house set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) as these are the same as those found in Table 3.1 of the London Plan (2021).

With regard to garden spaces, it is noted that at 60.7m² compares well to the minimum 60m² guideline set out in Policy DMHB 18. Moreover, the spaces are well located, well designed and well-able to provide for the private enjoyment of the occupiers, without compromise to neighbouring interests, thereby meeting all other requirements of the policy.

SUSTAINABILITY

POLICIES

London Plan 2021

SI 2 Managing greenhouse gas emissions
SI 4 Managing heat risk

Local Plan

DMEI 2 Reducing Carbon Emissions

The proposed development will be designed to achieve the highest standards of sustainability with regard to materials, energy, and water use. Low energy building techniques, methods and practices will be an essential part of the applicants' approach. The applicant will consider Passivhaus accreditation for the scheme.

Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are built with meticulous attention to detail and rigorous design and construction according to principles developed by the Passivhaus Institute in Germany. They are then certified through an exacting quality assurance process. The objective in Passivhaus design is to reduce the heating requirement to the point where a traditional heating system is no longer considered essential. Cooling is also minimised by the same principles and through the use of shading. Other techniques that are used include:

- good levels of insulation with minimal thermal bridges.
- passive solar gains and internal heat sources to reduce the heating load.
- excellent level of airtightness.

- good indoor air quality, provided by a whole house mechanical ventilation system with highly efficient heat recovery.
- low energy light fittings with infra-red sensor controls in circulation and toilet areas.

In any event, the new windows and door would be constructed using high performance sustainably sourced timber fitted with low "E" and argon filled triple glazed units to maximise thermal efficiency. In addition, water usage reduction measures are planned to ensure that each of the proposed dwellings uses no more than 105 litres of water per person per day.

Notwithstanding the above, we are mindful that Policy SI 2 of the London Plan (2021) asks residential development to achieve at least a 10% improvement beyond Building Regulations 2013, whilst Policy DMEI 2 requires all developments to make the fullest contribution to minimising carbon dioxide emissions. All of these matters can be secured by way of a suitably worded planning condition attached to the planning permission.

The amenity courtyard space is proposed to be provided with a green wall. As observed in the explanatory text for policy DMEI 1, these can promote local food growth, as well as biodiversity improvements.

Electric vehicle charging facilities will be provided for the proposed dwellings in accordance with local plan and Building Regulations requirements.

CONNECTIVITY

POLICIES

London Plan 2021

T6 Car parking

T6.1 Residential parking

Local Plan

DMT1: Managing transport impacts

DMT6: Vehicle Parking

The site has a PTAL rating of 2 and is about 12 minutes' walk from the shops, leisure facilities and public transport interchange at South Ruislip local centre.

Bus travel

Bus route E7 is less than a 5-minute walk from the site and provides access to various local destinations including Ruislip, Greenford, West Ealing Station and Ealing Broadway Station.

ACCESS

The site is accessed via a long-established driveway between 350A and 352 West End Road from West End Road. Currently, it provides vehicular access to two garages to the rear of 354 and 354a West End Road as well as the application site, which in turn has two independent users: the owners and their tenant. We are aware of Policy DMH6's concern to avoid disturbance to properties adjoining the access to backland development sites. However, as noted above, the access in this case is long-established and the proposed development is most likely to lead to a reduction in vehicle movements relative to the existing situation. Moreover, the properties on either side of the access road are set back by up to 3.5 metres from the roadway and are therefore unlikely to be disturbed by its use.

CAR PARKING

Regarding parking conditions locally, we note that there are anti-commuter CPZ restrictions on car parking that apply to West End Road Wingfield Road and large parts of the area on the east side of West End Road.

It is proposed to provide off street parking facilities for one car, as advised in the 2021 “pre-app” advice, notwithstanding the London Plan requirement for a maximum of up to 0.75 spaces per dwelling for this scale of development in a suburban outer London location with a Ptal rating of 2, as indicated in table 10.3 which supports Policies 2.8 and 6.13.

Whilst the proposed level of car parking would mathematically exceed the maximum requirement, it is significant that this is a single dwelling development scheme and there are CPZ parking restrictions in the locality. “Rounding-up” the car parking requirement to one whole space is considered appropriate in these circumstances. Further, Local Plan Policy DMT6 sets out maximum level of provision of 1 space per dwelling for this scale of development. The proposed level of parking provision is therefore considered appropriate having regard to the objectives of Policies 6.0 and 6.1 of the London Plan and the specific requirements of Local Plan Policy DMT6.

Provision will be made for two bicycles to be stored within the rear gardens consistent with Local Plan Policy DMT6.

DISABLED ACCESS & MOBILITY

We will ensure that the proposed development will comply with Part M of the Building Regulations, with BS 8300:2009, The Disability Discrimination Act 1995 (as amended 2005), The Planning and Compulsory Purchase Act 2004, British Standards 9999: 2008 with particular reference to the means of escape for disabled persons.

The proposed dwelling would be built to Lifetime Homes Standard with potential for adaptation to suit a range of family types, needs and lifetime points.

OTHER MATTERS

It is acknowledged that the scheme will be liable for payment of CIL.

The net area chargeable for Mayoral CIL would be calculated using the Jones, Laing LaSalle CIL calculator. The Mayoral CIL for Hillingdon is £60/m².

The London Borough of Hillingdon Charging Schedule adopted in 2014 indicates £95/m² for residential development which with indexation to 31st December 2022, amounts to £142.30/m².

CONCLUSION

The application scheme proposes the redevelopment of this garages site to provide a single storey two-bedroom house suitable for up to 3 people. The scheme has been significantly revised in response to comments received from the Council in response to “pre-app” enquiries.

The statement demonstrates that the scheme would be well designed to correspond with the character of the site and the surrounding area consistent with NPPF, London Plan and Hillingdon Local Plan policies in support of good design. Internally, the scheme would provide a high standard of accommodation and would meet Local Plan standards and the detailed requirements for “Lifetime Homes” as well as the Nationally Described Space Standards. No adverse implications are anticipated with regard to the character of the area or the amenities of adjoining and nearby residents.

It is considered that the scheme proposes a proper response to the planning, design and access context of the site and, having regard to Paragraph 11c of the NPPF, planning permission should therefore be granted without delay, subject to suitably worded planning conditions.

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