

ANDREAS GEORGIOU T/A GIAD

PLANNING STATEMENT
INCORPORATING DESIGN & ACCESS

73 Victoria Road
Ruislip Manor
Middlesex HA4 9BH

New Second Floor 1 Bedroom Flat

11th February 2022

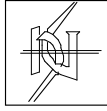
The Application Site

The application site is located on Victoria Road in Ruislip above No73 and 73A. The buildings are two and three-storey in height and terraced. They front on to the shopping Center of Ruislip Manor and comprise a mix of retail and commercial uses on the Ground floor with residential use above.

There is a commercial unit at ground floor level and a maisonette above. The building faces west and is located within the Ruislip Manor Town Centre. To the rear of the application site is an outrigger on the ground and first floor level. The external rear yard at ground floor level has been built out and is part of the commercial unit.

Some of the residential maisonettes are accessed by a private rear service road that runs along the rear of the properties, between Linden Avenue and Dulverton Road

Access to the first floor flats for the two-storey block are from Victoria Road, from an access stairs between Numbers 61 and 63 and lead along a first floor terrace / walkway.
Other flats from number 75 are from the rear service road.



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National Planning Policy

A. Paragraph 14 of the National Planning Policy Framework states that there should be a presumption in favour of sustainable development. Local Planning Authorities should approve individual proposals that do not conflict with the development plan or where the plan is silent or out of date unless the adverse impacts of allowing a proposal would significantly and demonstrably outweigh the benefits.

B. Paragraph 9 states that pursuing sustainable development involves seeking positive improvements in the quality of the environment and lists examples of how this can be achieved. One is widening the choice of homes available and another is improving conditions in which people live, work and travel.

C. The NPPF says that housing applications should be considered in the context of the presumption in favour of sustainable development (paragraph 49). Relevant housing policies should be considered out of date if the LPA cannot demonstrate a five year supply of housing sites.

D. The NPPF indicates that an important Government objective is to increase the number of new dwellings. Significant weight should be attached to the benefits of economic and housing growth.

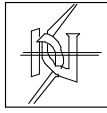
E. Paragraph 65 states that Local Planning Authorities should not refuse planning permission for buildings which promote high levels of sustainability because of concerns about incompatibility with an existing townscape if those concerns have been mitigated by good design.

Development Plan Policies

The relevant Development Plan Policies for this application are contained in the London Borough of Hillingdon Local Plan: Part 1 Strategic Policies, Saved Policies from the Hillingdon Unitary Development Plan 2007 and London Plan Policies.

Part 1 Policies - Policy BE1 Built Environment.

This Policy states that the Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighborhoods, where people enjoy living and working and that serve the long-term needs of all residents. In particular the Policy states that all new development should seek to protect the amenity of surrounding land and buildings, particularly residential properties.



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Part 2 Policies

AM7 – consideration of traffic generated by proposal
AM9 – infrastructure for cycling
AM14 – car parking standards
BE13 – new development must harmonies with surroundings
BE15 – alterations and extensions to buildings
BE19 – new development must improve/complement the area
BE20 – daylight and sunlight considerations
BE21 – siting, bulk and proximity of new buildings/extensions
BE22 – residential extensions/buildings of two or more storeys
BE23 – amenity space provision
BE24 – adequate privacy for neighbours
LPP3.3 (2015) - increasing housing supply
LPP3.4 (2015) - optimizing housing potential
LPP3.5 (2015) – quality and design of housing
LPP5.3 (2015) – sustainable design and construction
HDAS-LAY – residential layouts, LBH Design and Access Statement, SPD adopted July 2006

The Proposal

The proposal the subject of this application involves conversion of the existing loft and building over the outrigger airspace. A patio entrance area has been provided.

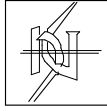
At the rear first floor level, we have provided a location for bins to be housed in a timber construction unit and a secure storage unit for 2 cycles that will comply with secure by design.

Access to the new flat will be from the rear existing ground to first floor staircase, followed by a new staircase to the second floor.

The proposed flat has been designed to avoid any potential overlooking. The flat will comprise of a kitchen, living and dining room, bathroom, one bedroom and storage facilities.

The flat internal floor area will be 50m² + storage of which complies with the latest London Plan. 90% of the flat will have a ceiling height of 2.3 meters. In this entrance patio, we are providing some large pots with plants in order to have some landscaping, this will include a small seating area.

The external materials to be used will be to match the existing and surrounding buildings.



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History of the site

A Planning Application was submitted for a New Second Floor First Floor Flat (Ref: 76505/APP/2021/2332) and was refused for the following reasons below in highlighted red of which we have responded below each point.

- 1. By virtue of its siting, size, scale, bulk, massing, height, design and external finish, the proposed additional storey, together with the rear dormer and extended external staircase, would result in a dominant, incongruous and visually obtrusive form of development. The proposal would therefore cause significant harm to the character, appearance and visual amenities of the host building and the surrounding area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two-Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan and the National Planning Policy Framework (2021).*

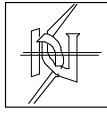
Policy BE1- Hillingdon Local Plan

We have achieved the points listed 1 to 11 as follows:

1. The design with the proposed finishes matches the existing surrounding buildings and adds enhancement to the rear of the existing building. The materials specified are of good quality, for example using plain clay tiles for the dormers, fibre glass flat roof, powder coated aluminium external doors and windows and conservation type roof lights. These items are of low maintenance and would remain in excellent condition for many years.
2. As per No1 above and the finishes would match the surrounding buildings with no change to the front elevation. The rear part of the proposed flat is in excess of 21 meters to rear properties of Dulverton Road.
3. As most designs of adding a floor and using the existing roof space, this point would be irrelevant to this proposal.
4. This point does not apply to this proposal.
5. This point does not apply to this proposal.
6. This is a town center developments which has all the amenities required including public transport for easy access to the city and central London.
7. As per No1 above and the finishes would match the surrounding buildings and will be of good quality and would not affect wildlife.
8. The design will meet the criteria of Secure by Design as the security of the rear of the existing property will be improved to that level. The rear of the existing properties already has many access's to the flat above the commercial units.
9. This point does not apply to this proposal.
10. This point does not apply to this proposal.
11. This point does not apply to this proposal as we are not exceeding the existing ridge line of the property.

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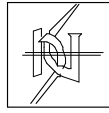
Policy DMBH 11 & 12 - Hillingdon Local Plan: Part Two-Development Management Policies

The requirements of the policies have been met by the following:

- The scale of the proposal is with the parameters of the existing first floor of the building. Not exceeding the height of the existing roof ridge line.
- Quality detailing will be used by using and specifying good quality materials that will be of low maintenance and will match the existing building.
- There will not be any impact the rear of the properties of Dulverton Road. Adjacent properties, this proposal will encourage the owners to carry out the same to their properties in order to provide additional small accommodation which is much needed for workers that commute to the city and central London for work. This is the ideal town center for this type of development.
- High quality materials / finishes have been specified.
- The internal layout complies with the London Plan, including a good achievement of natural light for the living, dining and bedroom areas.
- The design provides good quality bin stores to house all the required refuse bins.
- Many developments have these located at the rear first floor at the rear of the properties of Victoria road.
- (34 – 36 Victoria Road, Ruislip HA4 OAG and other adjacent properties).
- This a second floor development also there is no existing landscaping.
- This is a 'Car Free' development in a town centre where there are underground and mainline stations in close proximity including bus routes.
- We have provide secure cycle store for 2 cycles to be store and comply with Secure by Design.

Policy D1, D3 & D4 – The London Plan

- The property has a suitable roof space and airspace above the first floor for development to provide a much needed 1 bedroom flat that complies with the requirements of The London Plan.
- The location of the property has within walking distance underground and main line stations for easy access to the city and central London.
- The design will have excellent insulation for sound in order to meet all noise levels required.
- This will be a 'Car Free' development to encourage the occupants to use public transport and cycles. A secure by Design cycle store has been specified.



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2. *The proposed development, by reason of its proximity, size, scale, bulk, massing, height and design, would cause harm to the living conditions of the neighbouring residential occupiers at numbers 73a and 75a Victoria Road, in terms of outlook, light, overbearing impact and sense of enclosure. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part Two- Development Management Policies (2020) and the National Planning Policy Framework (2021).*

Refer to points above is Section 1

3. *The proposed development, by virtue of its poor outlook, poor levels of natural light and inadequate external amenity space provision would result in a substandard form of residential accommodation to the detriment of the amenity of future occupants. The proposal would therefore be contrary to Policies DMHB 16 and DMHB 18 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).*

The proposed design has provide all habitable rooms good size windows and external doors for clear views. Including roof lights to the pitch roof and flat roof lights to the flat roof tom provide additional natural lights. The rear part of the proposed flat is in excess of 21 meters to rear properties of Dulverton Road.

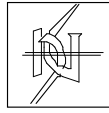
4. *The proposed refuse and cycle store provision, by reason of its proximity and siting, would cause unacceptable harm to the residential amenities of the neighbouring residential occupiers at number 73a Victoria Road, in terms of loss privacy, noise and disturbance. Also, due to the constrained nature of the site, it is questioned whether the refuse and cycle store could be re-located to an alternative location that would not prejudice the quality of accommodation for existing or future occupiers at the site. The proposal would therefore conflict with Policies DMHB 11 and DMT 5 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020), Policy T5 of the London Plan (2021) and the National Planning Policy Framework (2021).*

The design provides good quality bin stores to house all the required refuse bins of which would avoid poor outlook the No73A. The rear of 73A is a kitchen and bathroom. The bins enclosure design will not affect the habitable rooms.

The cycle store is of good quality and will affect any outlook from the habitable rooms of No73A.

The proposed flat will have good sound insulation design and a sound test will be carried out prior to occupancy.

The informative points, 43 have been listed for refusal. Many of the points do not relate to this type of development / proposal, The ones that relate have been responded to in the points above listed 1 to 4.



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Conclusion

The need to increase the supply of new dwellings particularly in London and the South East is urgent and one of the fundamental objectives of national planning policy is to encourage more housing in areas such as Ruislip Manor. Many areas find it difficult to contribute to meeting the current shortfall because of their location in the Green Belt, in areas of outstanding natural beauty, conservation areas or sites of scientific interest. Others are just poorly located in terms of access to essential facilities particularly public transport.

Ruislip Manor is not constrained by any of these factors and is exactly the type of location where additional housing at higher densities should be encouraged. The application site is within the town center which has good access to public transport and other essential facilities. The built form of the development has been amended to address the concerns of the LPA and will now have even less visual impact on the wider area, concern about which was the only reason why the previous application was refused.

The National Planning Policy Framework is clear that significant weight should be attached to the benefits of housing growth and that there should be a presumption in favour of sustainable development. Sustainable proposals such as this that do not conflict with the development plan should be allowed unless the adverse impacts would significantly and demonstrably outweigh the benefits.

The proposals involve the provision of a self-contained one-bedroom flat in a highly sustainable location. This addition to the housing stock is clearly a benefit. I do not consider that the proposed new development will conflict with any planning policies or guidance and the overall benefits of the proposal outweigh any adverse impacts.

In the recent Housing White Paper the Government stated that it was proposing to amend the NPPF to make it clear that Local Authorities and developers should address the scope for higher-density housing in urban locations well served by public transport by (inter-alia) extending buildings upwards and thus using the 'airspace' above them.

The site is in an urban location well served by public transport and the proposal uses the "airspace" above the building by means of sympathetically designed extension to increase the number of dwellings the site can accommodate. The approach is totally in accordance with emerging Government advice and I trust that the application will be viewed favorably.