

Design and Access Statement

13 Kewferry Drive, Northwood, Hillingdon, HA6 2NT

Demolition of the existing two-storey dwelling and erection of a two-storey dwelling with a habitable loft; extension of the existing vehicle access and creation of a new vehicle crossing with dropped kerb. Landscape details and biodiversity net gain matters reserved.

- Mr Chirag Kodwani
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Planning History:

78425/APP/2024/1650 (Refusal, 15/08/2024)

Erection of two storey detached dwelling with habitable roof space, following the demolition of the existing dwelling. Installation of a new vehicle crossing.

Summary: "The proposed development, in terms of its bulk, scale and design would unduly impact on the character, appearance and visual amenities of the street scene. In addition, the loss of soft landscaping to the front would compromise the verdant nature of the street scene and visual amenities. The proposal therefore fails to accord with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11 and DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D3 and D4 of the London Plan (2021)".

78425/APP/2024/1587 (Approved, 15/08/2024)

Planning permission for the erection of part single storey, part double storey rear and side extensions, conversion of loft space to habitable use including 3 rear dormers and 3 front dormers, amendments to fenestration and roof lights and 4 new parking spaces in the front court. Demolition of the existing attached/detached garages and the rear conservatory.

Summary: "...while the proposed extensions would be substantial however given the width of the plot and scale of neighbouring dwelling it would not be out of keeping with the area and would appear subordinate. The proposal is acceptable in terms of its design, character and appearance and subsequently in accordance with Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)".

"Overall, it is considered that the proposal would not adversely effect the amenities of neighbouring occupiers, in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)".

78425/APP/2023/3492 (Refusal, 20/02/2024)

Erection of part single, part double storey rear and side extensions including attached garage, erection of front extension with porch and gable feature, conversion of loft space to habitable use including roof alterations and extensions, front and rear dormers, amendments to fenestration and roof lights and 4 new parking spaces in the front court (revised description).

Summary: "Cumulatively, the proposed development, by reason of its excessive bulk, scale, massing and design would be unduly prominent, visually incongruous and unsympathetic to the original architectural composition of the host dwelling, resulting in the proposed development having a harmful impact to original dwelling, and the character, appearance and visual amenities of the area. The proposal would therefore conflict with Policy BE1 of the Hillingdon Local Plan (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan - Part Two (2020) and Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023)".

Principle of Proposed Development

(Hillingdon Local Plan: Part 2 Policies DMH 1 and DMH 2; London Plan (2021) Policy D3)

The proposed development seeks upgrading current building/amenity conditions into an all new six-bedroom dwelling with indoor and outdoor amenity spaces tailored as per the need of the new owners of the property. The site is located on Kewferry Drive, a private domain street in Northwood neighbourhood of the Borough. The Council's Townscape Study shows that Kewferry Drive came into existence as 'Early 20th Century Garden Suburb Estate' that saw big houses built with a specific focus on well-designed green space and amenities. The local Townscape study designates Northwood as 'Northern Metropolitan Neighbourhood' with very low population density (10-35 people/ha) and is dominated by late Victorian and Edwardian properties. Kewferry Drive has seen gradual increment in size, shape and mass of houses individually using variety of planning tools including house extension and full replacement following demolition of existing houses. There is hence, a common trend of changing (expanding) needs of families on the street.

Policy D3 of London Plan supports optimising site-capacity that is led by good design, which "...with due regard to existing and emerging street hierarchy, building types, forms and proportions..." enhances the local context. The proposed development aims replacing a 4-bedroom house of less-efficient and highly constrained form with Gambrel roof that lowers efficiency of the extension. The efficiency constraint in maintaining the existing design of property, is evident from creation of an unused crown roof space (application reference: 78425/APP/2024/1587). Such a space will incur costs of construction but shall not provide usable floorspace. The existing roof design of the building itself highly differs from the existing and evolving street character. On the positive side, it is also not designated as any type of heritage status and its loss would not create no harm on local character. The construction costs do not highly differ between an extension and a newly built house. Whereas the internal area and quality of space achieved in a new-built can be of significantly higher standards, for instance energy efficiency with better insulation. It follows that an optimisation of application site, principally with a new-build can not only create a better design but also enhance efficiency, and usability of the building.

The indoor & outdoor amenities are in deteriorated state including unsafe and unwanted plants and vegetation grown at nature's course, especially towards towards no.15 and significant portion of the rear part. In replacement, as per the local (family) need, a better equipped 6-bedroom house is proposed that has significant enhancement of the amenities including:

1. Two usable parcels of front garden including significant portion of forecourt enhanced into a (usable) lawn area;
2. An optimised parking space over permeable grass pavement;
3. A dedicated library/study space;
4. A well and open plan family/living area;
5. A dedicated screening room;
6. More efficient utility spaces;
7. Bigger and more efficient bedroom spaces with walk-in closets;

The application site has more footprint than many of the other sites on the street. Additionally there is a presence of some houses that have denser build to plot ratio than the proposed development. It follows that the proposed development will provide a size of house with build to plot ratio more comfortable than some other houses on the street. In doing so, it will also complement the inherent character of being a 'Garden Suburb House'. It follows that plot size offers an opportunity to accommodate a newly built house even bigger than the approved extension of existing house (application reference: 78425/APP/2024/1587). The proposed development seeks to increase overall mass of the building in a very small amount, that is also negated with significant staggered design. Finally there is no net loss of a family home and the proposed development should thus be principally approved.

Impact on Street Scene and Proposed Design

(Hillingdon Local Plan: Part 1 Policy BE1 and Policy E7; Hillingdon Local Plan: Part 2 Policies: DMHB 11, DMHB 12, DMHB 14, DMHD 1 and DMEI 7; Policies G7, D1, D3, D4, and G6 of London Plan (2021); NPPF (2023) Paragraphs 15 and 135)

The existing building on application site is amidst the uniquely built properties with good amount of spaces between the properties. The proposed development will replace existing building and integrate in constantly evolving character whilst enhancing and cementing design elements like roof-type, architectural elements, setbacks, and greenery.

The proposed development seeks a total width of 22.3m that narrows down to less than 17m on first floor and less than 15m on loft floor including all habitable & utility spaces on. Similarly the depth totals to 14.2m and staggered parts are inset totalling to 10.35m. The staggered parts of the proposed building create unique visual breaks forming three strong wings and a subservient ground storey mass towards no. 11. The three wings of the proposed building are highlighted with 300mm wide bands, projecting 125mm outside the walls that frame two-three storey vertical building mass with triangular form of roof on top. Out of three wings, there is a unique formation of one wing in the front with its eaves dropping to first-floor level and uses same clay-tile material for roof and walls, creating a wrap around to the flank on the side. The form and material highlights on this wing are carefully considered to balance the pre-eminence of overall mass of the building from the front, also with the help of subservient ground-storey mass towards no.11. The form and massing of the building is inspired by various buildings on the street, including unique cases of two-storey roof masses. The street-scene drawing (10/24-13-KDNH-B) demonstrates how such features of the proposed building fit in with neighbouring property. The proposed building mass, above ground-level proposed to maintain at least 5.3m distance from no. 11 and around 6 to 6.5m from no.15, overall retaining similar amount of greenery similar to the approved extension whilst maintaining privacy of neighbouring properties. Such setting of the building, that is sensitive to existing greenery and privacy of neighbouring dwellings adds positively to integrate and compliment the local character.

Architectural material palette consists of white stucco wall, black uPVC Mumford-style windows with brown sandstone lintels. Such material palette and fenestration styles are evidently common on the street. Further, the proposed front, the side and the rear dormer windows, are identical and that seek uniformity to complement the main roof and wings, projecting with parallel steep roof-lines. The fenestration proposed with dormers compliment the overall loft floor fenestration. Similarly, there are identical windows on the front and rear of the building, with tailored sizes and congruent placement of windows on side elevations. Further, the main door in front of the proposed dwelling, highly compliments the existing doors on other properties on street and black Mumford windows, consisting of square forms and this style continued on the doors to the side of the building. The rear French bi-fold door opening to outdoor amenity complements Mumford-style windows with divisions of its fixed glass panes and is proposed to be placed 1.25m behind the (columns) frame of proposed middle-wing. Similarly, sliding doors for balconies on the first floor compliment the whole scheme of doors and windows of the house. Finally, the porch to the house seeks to place a pair of Ionic (Roman) columns, that are commonly found on the street, including approved front elevation of the house. Overall the architectural elements of the proposed house are commonly found on the street that seek to form a contemporary design, followed by its internal functions. The images below consist of the inspiration for the overall architectural design.

Further the current soft landscaping and trees to the front of property contribute to visual amenities of the street. The proposed development seeks to increase the greenery in the front of the building with increment in overall lawn area, retention of existing trees, and introduction of grass permeable pavement. Further on the sides of the proposed building, the proposal seeks provision of a good sized green wall (towards no.11) and unlocking lawn area from overgrown bushes (towards no.15). In doing so, it is considered that the overall greenery can be significantly increased as compared to the existing condition and also more than the approved extension (application reference: 78425/APP/2024/1587). It should also be noted that the proposed development with its footprint, will only impact trees and overgrown bushes, similar to the approved extension and additionally presents a remediation scheme to unlock the underused green area, as demonstrated in Proposed Site Layout (10/24-13-KDNH-A). Such impacted greenery is of low quality (class 'U') as established in evidence of the previous application (78425/APP/2024/1650). The Proposed Site Layout (10/24-13-KDNH-A) and supporting drawings show scope of the landscape to the front, both sides and some portion of rear of the property. The detailed vegetation types, their quantity and landscape scope of remainder of the rear open area shall form part of the detailed landscape scheme in the reserved matter stage. Based on the detailed landscape scheme, the reserved matter stage shall also consist of necessary biodiversity net gain report and its supporting documents like ecology report.

French bi-fold Doors (Source: Pinterest)



Black Mumford windows and white walls combination (Source: Pinterest)



Brown Sand-stone and Black Window (Source: Bekstone)



Roof and wall clay-tile inspirations

Left to right: Clay Plain Tile - Flanders by Wienerberger (proposed); Kaolin Court built with proposed Clay-tile (Wienerberger Flanders); Terreal Range (inspiration) by Country Roofing Supplies



Existing blocked and underused green area towards no. 15 (Image Source: Author)



Grass permeable pavement inspiration (Source: Pinterest)



Indoor & Outdoor Amenities

(Hillingdon Local Plan: Part 2 Policies: DMHB 16, DMHB 18, DMT 5, DMT 6; Policies T5, D1, D3, D4, D5, D6 and D7 of London Plan (2021); NPPF Paragraph 135)

As mentioned earlier, the proposal is highly in-line with the amenity focused dwelling design and seeks maintaining the Early 20th Century Garden Suburb Dwelling style, equipped and enhanced with indoor as well as outdoor amenities required in current times. Policy DMHB 16 (Housing Standards) necessitates meeting or exceeding housing standards as prescribed in Table-5.1 and provide adequate internal space. The existing extravagant size of the plot enables building a mansion with enhanced amenities with space standards significantly higher than the requirements of Table-5.1. Similarly, Policy D6 of London Plan (2021) requires certain internal space dimensions and the proposal significantly exceeds the same. The proposed dwelling seeks raising the floors by 150mm steps to the front, rear and side lawns and hence also makes it possible to be made accessible M4(2) category and can be detailed at building regulations' stage.

Policy DMHB 18 (Private Outdoor Amenity Space) obligates new residential development to be equipped with adequate, functioning, well-designed and in-keeping outdoor amenity space with local character. The private outdoor space shall follow certain space standards as per Table-5.3. The Table-5.3 requires 6-bedroom house to have more than 100m² outdoor amenity space. The attached drawing Proposed Site Layout (10/24-13-KDNH-A) demonstrate a scope of well designed outdoor amenity space summing significantly more than 100m² space just within the front portion of proposed dwelling. As mentioned in previous chapter, the forecourt layout seeks maintaining the existing appearance by preserving most of the existing green-fence.

The car and cycle parking space location is proposed in front-court, over grass-permeable pavement and submerges in front green appearance. In-line with London Plan (2021) Policies T5 and T6 as well as Policies DMT 5 and DMT 6 of Hillingdon Local Plan Part-2, the proposal provides two car parking and four cycle parking spaces with all required standards. Further, there is an additional vehicular access proposed that follows good-practice standards as commented by Highway department for previous applications. There are two electric charging points provided at the inner end of the linear bush, dividing the car-parking spaces. There is a dedicated bin-storage is located on a wall portion, devoid of any window and out of sight to maintain the front elevation. The refuse is managed in bags on Kewferry Drive and the space provided is considered to be sufficient and conveniently located.

Flood Risk and Drainage

(Hillingdon Local Plan: Part 2 Policies: DMEI9, DMEI10; Policies S12 and S13 of London Plan (2021))

The property is located in flood-zone 1 and thus has low risk of flooding. Further for surface water drainage, the design aims to minimise the use of hard-surface and seeks application of permeable grass pavement that has majority of its surface area open to grow grass and provide clever safety for natural ground surface. This shall also enable less need of planning for surface water run-off. Although some portions of the such surfaces need barriers and water movements planned. For instance Section-BB' shows a sectional detail of floor slope to the rear of the property with different floor materials divided by gratings catching surface-water. At the current outline stage, the ground-floor levels propose separating three levels on the front with grass pavement for cars and two-raised lawn surfaces leading to match the rear with natural slope. Such level differences with detailed floor gratings for water catchment shall form part of detailed landscaping scheme in reserved matter stage. Landscaping scheme shall also contain sustainable water irrigation/drainage systems for green-walls and plantation, detailed as per viability and detailed studies. Overall, with conscious use of pavement material types and increased lawn area, the design seeks provision of sustainable drainage system for surface water catchment.

Conclusion

The proposed development seeks enhancing efficiency of the plot. The proposal is built upon the previously explored designs, including approved and refused proposals. It picks up the best of all details and seeks fulfilling all policy requirements and also seeks matching the Council's views for design minutiae. The design seeks to blend in the street-scene better than the roof-type of existing building and at the same time enhance the street scene. Following the approval of design, the proposal particularly considers further detailing for landscaping and biodiversity net gain at the reserved matter stage and further enhance the overall sustainability. With the above-mentioned reasons, the proposed development is considered fulfilling all policy requirements and hence should be approved.