



PLANNING, DESIGN AND ACCESS STATEMENT

SITE ADDRESS: Dyson Road, St Andrews Estate, Uxbridge

DATE: SEPTEMBER 2024



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Executive Summary

This statement has been prepared by Total Planning to support the provision of 9 off street car parking spaces and 3 new estate trees.

This application is supported by all of the housing residents of Dyson Drive and they have asked that Total Planning submit this application which seeks approval for 9 spaces which will equate to 1 allocated space per dwelling on the street. Each dwelling currently has 1 car parking space and this proposal would increase it to 2 spaces per family home.

The proposal will increase the number of formal spaces, but the proposal also seeks to remove existing parking. Therefore, it is considered that the proposals will not increase or decrease the number of parking spaces and as such, the proposal will not affect the number of cars entering and exiting Dyson Drive. Particularly as they will serve only existing residents.

Given the proposals will not generate any additional vehicle movements or restrict access and will only provide additional car parking in line with local parking standards, it is considered to be no reason why the application should be refused on highway or safety grounds. To the contrary, the proposal will prevent any obstructions and encourage the better management of the street.

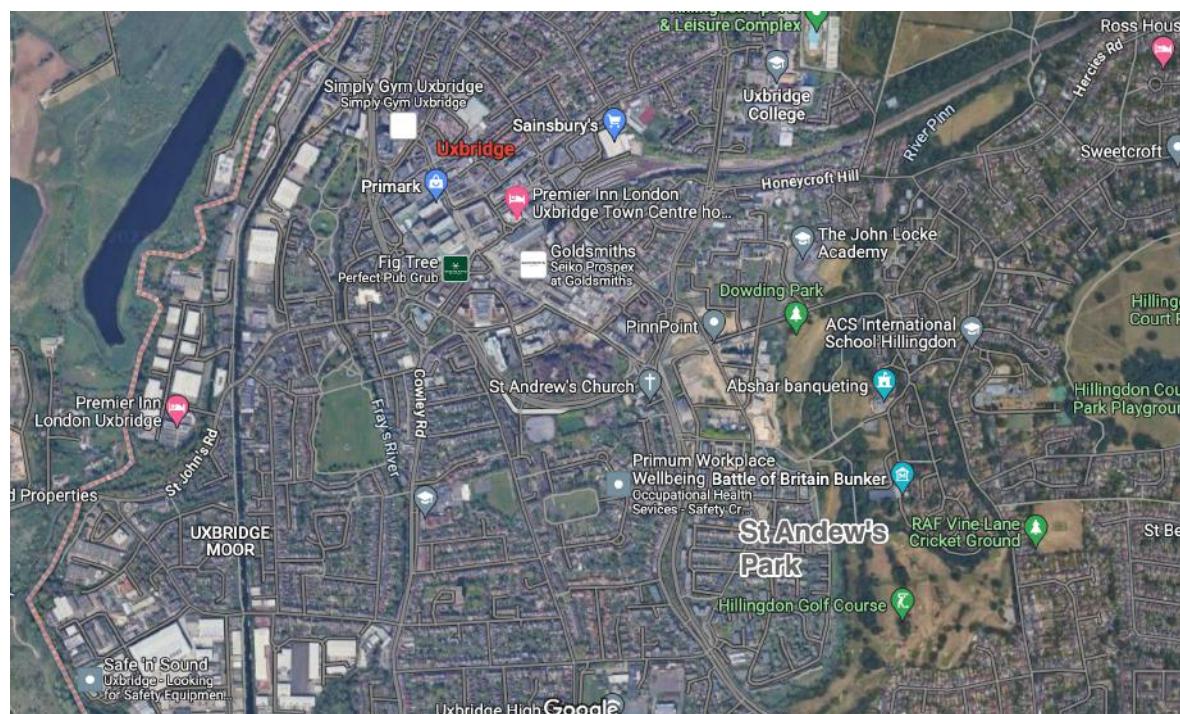
In addition, the provision of 3 new street trees, will increase biodiversity and improve the visual amenity of the streetscene.

Overall, the approach to this development would reflect the 17 global goals of sustainable development as set out in the NPPF. The application meets the strategic policy objectives of the London Plan as well as the aims and objectives of the Local Plan.

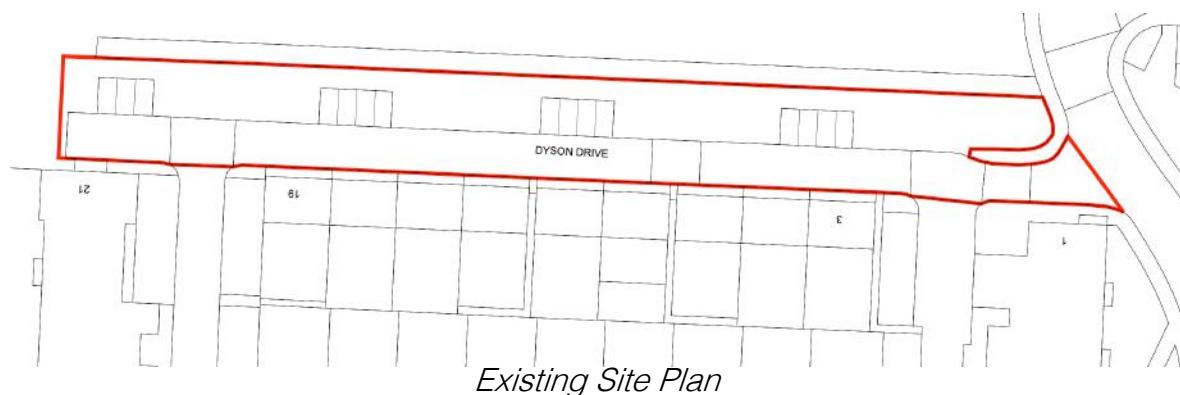
The Site

The site is located within the London Borough of Hillingdon in West London. The site comprises a private road, Dyson Drive, which is situated within the St Andrews Park which was a RAF airbase associated with the Battle of Britain. This section of the base was converted to residential use with the main roads becoming private roads with parking spaces owned by owners of individual houses/flats.

Dyson Road provides access to houses along it, as well as on and off street parking spaces. The off street spaces are allocated whilst the on street spaces are not marked out and are used on a first come first serve basis. An existing site layout is shown below.



Location of St Andrew's Park in relation to Uxbridge

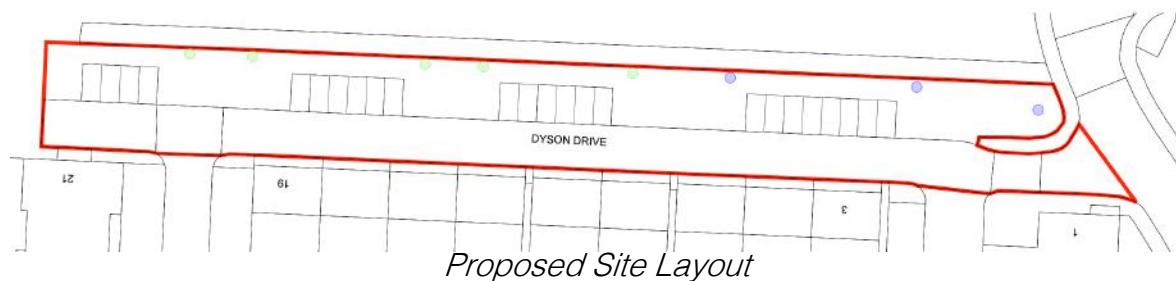


Existing Site Plan

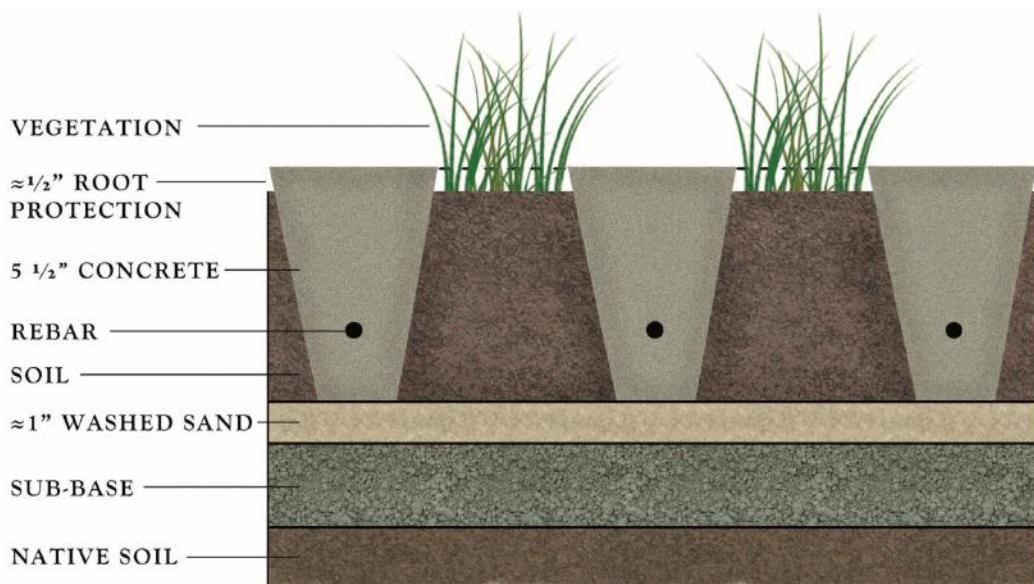
In addition, the site is located in Flood Zone 1, which is an area at lowest risk of flooding.

Proposed Development

This application seeks planning permission for provision of 9 allocated off street parking spaces and provision of 3 new estate street trees.



The only works to be carried out will be the provision of 9 car parking spaces which will comprise removal of a small amount of top soil and grass (areas as indicated in the Proposed Site Layout above), installation of a sub base, followed by approximately a 1 inch layer of washed sand and 5 ½ inch concrete mesh layer with root protection and grass on top. This is called a partially concealed system and a section of this is shown below.



Partially Concealed Grasscrete system

This application has been submitted by all of the housing residents of Dyson Drive who have contributed towards the cost of submitting this application and the previous application.

See table below of the residents supporting this application.

Address of Supporter/Applicant	Resident(s) in support
3 Dyson Drive, Uxbridge, UB10 0GJ	Sanjeev Kumar Ravi Uday Kiran
5 Dyson Drive, Uxbridge, UB10 0GJ	SK. Chadaragolla Revanasiddappa

7 Dyson Drive, Uxbridge, UB10 0GJ	<i>Vedant Prajapati</i> <i>Dhara Patel</i>
9 Dyson Drive, Uxbridge, UB10 0GJ	<i>Biana Hayward</i> <i>Steven Hayward</i>
11 Dyson Drive, Uxbridge, UB10 0GJ	<i>Denzel Machado</i> <i>Maria Machado</i> <i>Joshua Machado</i> <i>Ninoshka Machado</i>
13 Dyson Drive, Uxbridge, UB10 0GJ	<i>Namita Prakash</i> <i>Amit Kumar</i>
15 Dyson Drive, Uxbridge, UB10 0GJ	<i>Pushpinder Kaira</i> <i>Ripudaman Keira</i>
17 Dyson Drive, Uxbridge, UB10 0GJ	<i>Rikesh Kothari</i> <i>Sejal Gadhia</i>
19 Dyson Drive, Uxbridge, UB10 0GJ	<i>Mr H.Y.B Kaggadaspura Nagaraja</i>

Planning History

The planning history of St Andrews Park is extensive and overlapping.

The original outline planning permission 585/APP/2009/2752 was approved on the 18th January 2012 and it covered most of the St Andrew Park redevelopment.

In 2016, Hillingdon Council granted reserved matters (layout, scale, appearance, and landscaping) in compliance with conditions 2 and 3 for Phase 3B (Southern area) which relates to the application site.

The Transport Statement prepared by Halcrow Group which was submitted for planning permission ref: 585/APP/2009/2752 made provision for “one and half spaces per house” (p.48). The proposed site plan for 585/APP/2015/4494 Phase 3B (Southern area) allocates 1 off-plot parking space to each of the dwellings on Dyson Drive, with an excess of 6 unallocated parking spaces.

More recently in 2023, an application ref: 78464/APP/2023/3668 for allocated on street car parking spaces was submitted. This was refused for the following reason:

‘The development would result in an overprovision of car parking, prejudices highway safety and fails to encourage sustainable modes of transport including cycling, walking and the use of public transport, in conflict with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 115 and 116 of the NPPF (2023).’

This application went before committee with a petition in support of it by residents of Hillingdon. There was a lot of sympathy by Councillors however this did not overcome their concern regards to highway safety. They recognised that the proposal was increasing the number of car parking spaces above a level set out in

the London Plan, but they understood that the road has been used for car parking and that a solution needs to be found. Nonetheless, the recommendation of refusal was upheld by Committee Members over their concern regarding highway safety despite this being an existing situation.

The Chair of Planning Committee reasonably and sympathetically advised the Applicant to re-engage with officers to find a solution that may be acceptable to overcome these concerns. This latest proposal has overcome the highway safety concerns and will improve highway safety by virtue of the removal of the existing providing allocating car parking. As such, it is hoped that Committee may look upon this current proposal more favourably and recommend approval.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan; the London Plan, the NPPF and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

National Planning Policy

The National Planning Policy Framework (NPPF) under paragraph 11 states decisions should apply a presumption in favour of sustainable development and 11(c) stipulates that for decision taking this means approving development proposals that accord with an up to date development plan without delay.

Paragraph 38 stipulates that local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Chapter 9 of the NPPF refers to '*Promoting sustainable transport*'. Paragraph 105 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.

Within this context, paragraph 112 states that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Chapter 11 of the NPPF refers to '*Making effective use of land*'. Paragraph 119 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) The importance of securing well designed, attractive and healthy places.

Chapter 12 of the NPPF refers to '*Achieving well-designed places*'. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspects of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that significant weight to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area as long as they fit in with the overall formal and layout of their surroundings.

Chapter 14 of the NPPF refers to '*Meeting the challenge of climate change, flooding and coastal change*'. Paragraph 154 states that new development should be planned for in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

Regional Planning Policy

Policy GG2 '*Making the best use of land*' of the London Plan states that London's population is set to grow from 8.9 million today to around 10.8 million by 2041.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks. Integrating land use and transport in this way is essential not only to achieving the Mayor's target for 80 per cent of all journeys to be made by walking, cycling and public transport, but also to creating vibrant and active places and ensuring a compact and well-functioning city.

All options for using the city's land more effectively will need to be explored as London's growth continues, including the redevelopment of brownfield sites and the intensification of existing places, including in outer London. New and enhanced transport links will play an important role in allowing this to happen, unlocking homes and jobs growth in new areas and ensuring that new developments are not planned around car use.

To create high-density, mixed-use places that make the best use of land, those involved in planning and development must:

- enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites
- prioritise sites which are well-connected by existing or planned public transport
- proactively explore the potential to intensify the use of land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- Applying a design-led approach to determine the optimum development capacity of sites
- understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.

Policy GG3 '*Creating a healthy city*' of the London Plan states that to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

- ❖ ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
- ❖ promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.
- ❖ use the Healthy Streets Approach to prioritise health in all planning decisions.
- ❖ plan for improved access to green spaces and the provision of new green infrastructure.

Chapter 3 Design of the London Plan contains the following relevant policies:

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D8 Public realm

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Policy D3 'Optimising site capacity through the design led approach' of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, and that best delivers the requirements set out in Part D.

Chapter 8 Green Infrastructure and Natural Environment of the London Plan contains the following relevant policies:

Policy G4 Open space

Policy G5 Urban greening

Policy G7 Trees and woodland

Chapter 9 Sustainable Infrastructure of the London Plan contains the following relevant policies:

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 12 Flood Risk Assessment

Policy SI 13 Sustainable drainage

Chapter 10 Transport of the London Plan contains the following relevant policies:

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

9Policy T6 Car parking

Policy T6.1 Residential parking

Housing SPG
Accessible London SPG

Local Planning Policies

The Hillingdon Local Plan currently comprises the Local Plan Part 1 and Part 2.

Planning Assessment

The application site comprises the majority of the road known as Dyson Drive. Currently, the road is laid out with designated vertical parking spaces and private car parking spaces which are situated horizontally along the side of the road. These spaces are not demarcated. This proposal seeks to provide allocated parking spaces to each family house along the street.

The purpose of this application is to improve highway safety along Dyson Road. Currently vehicles park along the entire stretch of the road where vertical parking spaces are not provided. Through their replacement with allocated vertical spaces, this will prevent cars parking along the road, thereby improving accessibility for cars, delivery and refuse vehicles, as well as emergency vehicles.

The parking also resulted in noise and disturbance to the family homes and their residents that face the street with very little set back from bedroom and living room windows. As such, these allocated spaces positioned further away from the houses will improve this relationship and give a better sense of ownership to the area. As a result, the sense of threat from crime and lack of privacy will be significantly reduced. When I drove along the road when visiting to measure the street, I found many residents closing their curtains and resorting to turning on their lights during the day instead of allowing daylight in for privacy reasons because they felt overlooked by the proximity public car parking immediately in front of their homes.

There has been a number of occasions where the police have had to be called to have cars moved because they were blocking the street for the rest of the residents. An example of this is case reference number CAD6945 29/09/2022 which led to a wider incident because of the current arrangement of private parking spaces. More details of this incident can be provided to the Council should this be needed.

This new proposal will result in new parking spaces situated vertical from the road.

It is considered that the benefits of this scheme are clear in that it will provide allocated car parking spaces.

It is appreciated that this new layout will lead to the removal of approximately 100sqm of laid amenity grass. In this regard, it is worth reflecting on the acceptability of this in all other relevant planning ways. These are summarised as follows:

1. Loss of grass and the impact on trees/ecology/biodiversity
2. Drainage and surface water run off including flooding
3. Impact on amenity and character of the street
4. Provision of additional allocated car parking spaces

With regards to the first matter, it is important to bear in mind that amenity grass is recognised to have one of the lowest levels of biodiversity/ecology value of any type of soft landscaping. This is because it is extensively managed / maintained and does not offer much habitat for flora and fauna. In fact, due to its continuous

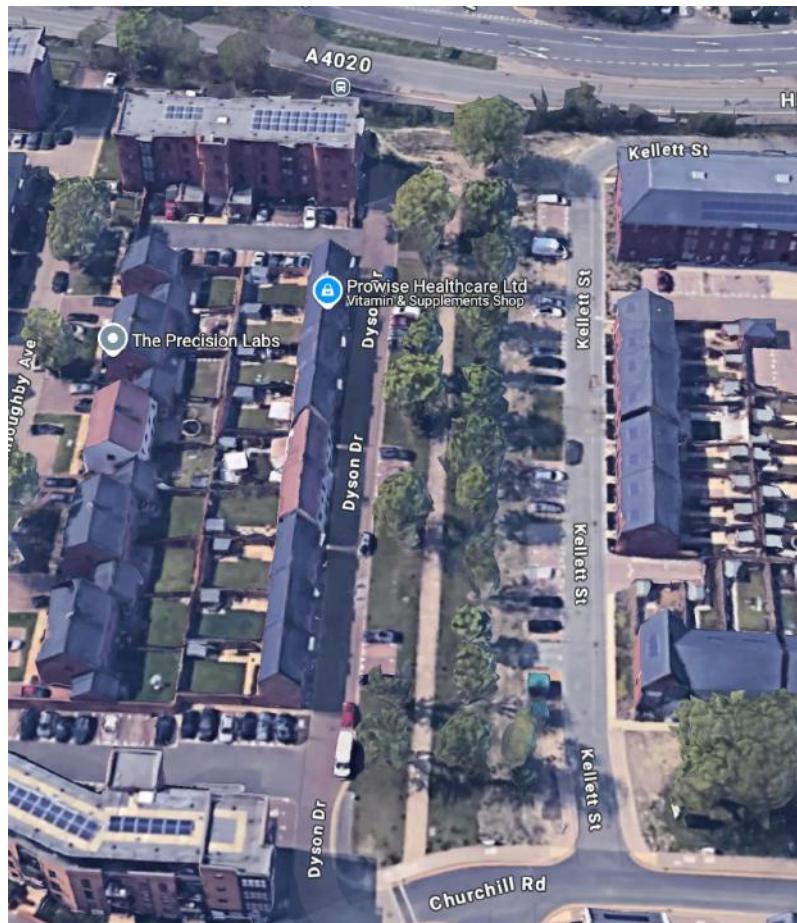
management which requires mowing / cutting back on a frequent basis, landscape architects, ecologists, as well as experts in sustainability now consider that amenity grass like this causes significant increases in global greenhouse gases. Partly because of its management which requires fuel to manage, but also more significantly from the breakdown of the green waste when it breaks down after being cut and the whole process encouraging growth of the grass which feeds into a feedback cycle. As such, the partial loss of the amenity grass in itself should not result in any loss of ecology or biodiversity.

With regards to trees, care has been taken to position the new bays far away from existing trees (see Proposed Site Plan). As such, these new bays will be located for the most part out of the root protection areas of these trees. Therefore, the proposal will not lead to any harm to these street trees and their capacity for providing ecology. This is particularly the case given the type of construction proposed which is shown in the 'Proposed Development' section of this report. It shows that only approximately half a foot of ground preparation is required for these spaces and as such, any roots of nearby trees are even less likely to be affected. However, the Applicants would be satisfied to have a condition added to any planning permission which required this ground work to be hand dug and for roots of trees to be safeguarded and worked around as it is not anticipated that there will be much growth under the location of these spaces given their distances from them. Subject to this condition, the proposals should have no harm to nearby trees.

Furthermore, these latest proposals now also include the provision of 3 new estate trees (10-12cm Field Maples with tree guards and stakes) that would enrich the street scene and provide more tree and biodiversity enhancement, as well improve the visual amenity of the area. These will extend the life of the avenue of trees which was associated with the former use of the site as a RAF base. Therefore, the proposals should be welcomed in terms of trees.

It is worth highlighting that Kellett Street that runs parallel to Dyson Road on the other side of the green amenity area already contains a significantly greater number of car parking spaces in this arrangement (see existing survey drawing and aerial below) and as such, the proposals would not be out of character with the area.





Aerial Image showing extent of hard surfacing on Kellet Street in comparison with Dyson Drive

This application would result in a total of 24 car parking spaces along Dyson Drive and 3 more street trees in comparison with the 29 spaces and a turning head on Kellet Street. Therefore, this scheme would be more in keeping and sympathetic. With regards to drainage, it is appreciated that some of the area will be hard surfaced through the use of Grasscrete (see image below of an example). However, the proposed use of Grasscrete is extremely permeable and unlikely to cause any significant increase in water surface run off, particularly given the new spaces are spread out and located next to a large area of existing soft landscaping. The vicinity of the spaces are located in Flood Zone 1 and is not an area at risk of flooding and the use of Grasscrete as seen further below will mitigate from any additional surface water run off to prevent surface water flooding.



Example of Grasscrete

With regards to the amenity of the area, the addition of 9 attractive Grasscrete spaces is not considered to harm the visual amenity of the street. The streetscene will remain open and from long distance views, these areas will appear relatively green visually. See photograph below of existing situation.



Existing situation with car parking along Dyson Drive

The removal of these unsightly cars parked along the road to allocated spaces will create a better sense of openness within the streetscene itself which hopefully will be welcomed. In addition, as this photograph demonstrates, it will alleviate pinch points for vehicles, thereby improving the flow of traffic and it will remove these unsightly vehicles which are positioned so close to the front windows of these family homes.

Lastly and importantly is the matter of increased allocated parking spaces for these family homes. This proposal seeks to provide 9 allocated spaces (1 additional for

each house to a maximum of 2 spaces). This is consistent with Hillingdon's Local Plan which states below:

DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit.

Table 1 Annexe 1 of Hillingdon's Local Plan: Part 2.

It is appreciated that the London Plan encourages lower levels of car ownership, but it is important for every application to be judged on its own merits and in this case, the proposal will improve highway safety by providing allocated parking spaces and would not be in excess of the local maximum standards. For these reasons alone, there are the circumstances to permit this approach which will resolve a local issue that is completely supported by the community in which it serves.

This revised scheme has overcome the previous and existing highway concerns with regards to the car parking on street.

The site has a low level of accessibility and the original parking provision for these houses was below the council's maximum parking provision when first secured.

The proposal will still be below the council's maximum parking standards and as such is policy compliant and as mentioned earlier in this report, this proposal has been put forward before the Council by the residents of the street who are entirely in support of it.

Given the proposals will not generate any additional vehicle movements or restrict access and will only formalise the current parking on road, there are considered no reasons why the application should be refused on highway or safety grounds. To the contrary, the proposal will prevent any obstructions and encourage the better management of these spaces for the benefit of residents on the street. Thereby ensuring the free flow of traffic on the street, and safeguarding access for emergency vehicles.

It is hoped that the Council will appreciate that this is a resident led application that has local community support and is policy compliant and will also make better and more efficient, as well as importantly safe this private road.

In addition, the provision of 3 new street trees, will increase biodiversity and improve the visual amenity of the streetscene.

Overall, the approach to this development would reflect the 17 global goals of sustainable development as set out in the NPPF. The application meets the strategic policy objectives of the London Plan as well as the aims and objectives of the Local Plan.