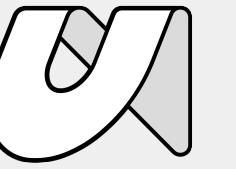


Design and Access Statement with Planning Policy Notes



56a-56b Beechwood Avenue,
Hayes, Middlesex, UB3 1JP

A new pair of semi detached houses behind
58 Beechwood Avenue facing onto Ash Grove

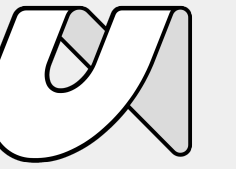


Existing view of the garage site looking west along Ash Grove



Proposed view of the new pair of semi detached houses looking west along Ash Grove

Introduction



We were instructed by the owner, “Kream Properties Ltd.” to investigate the potential to improve their recent purchase of the existing house at 58 Beechwood Avenue.

The very large garden area with garage (currently an open sided car-port) provides the opportunity for the addition of a pair of new semi-detached homes.



Proposed view along Ash Grove looking west

Amount, Layout and Appearance



Proposed Floor areas:

GIA, No. 56a = 117m², No. 56b = 117m²

The proposal is for a simple pair of semi-detached homes with traditional internal layout which sit comfortably in the street-scene with similar massing, open-space and heights to the neighbouring homes.

The plans show the locations of obscured glazing to first floor windows to maintain privacy for neighbours and residents alike.

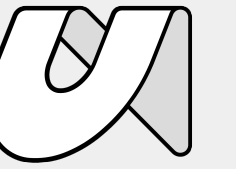
Cycle Parking: London Plan policy requirement are for these size of units to be provided with 2 cycle parking spaces per unit. Each of the properties benefit from private gardens, with direct access from the highway. Cycle parking requirements can therefore be met within the curtilage of each property.

Delivery and Servicing and Emergency Access: Each of the units are accessible from the highway, meaning there are no constraints on emergency vehicle access. Each of the units will be provided with dedicated bin storage and residents will present bins on the footway on collection day, collected as part of the established route.



Proposed aerial view along Ash Grove looking west

Sustainability and Access



The new homes will be highly insulated which is now a standard requirement of building regulations.

The south facing roof slope is shown with photovoltaic panels to match the proposed brown roof tiles.

Both homes have a [ventilation cowl](#) for connection to a top-down and passive stack ventilation system.

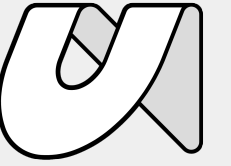
Both houses have gardens which can receive a deep bored coil for connection to a ground source heat pump installation which is more efficient and quieter than an air source heatpump.

Regarding access and building regulations, the entire scheme has been designed to satisfy all aspects of the building regulations in terms of wheelchair user and ambulant disabled access.



Proposed aerial view from the South West

Transport and Highways



Whilst within a relatively suburban residential setting, the site benefits from being within close proximity of a range of social infrastructure, including education, community, health, leisure and convenience retail land uses. A wider retail offer is located along within Hayes Town Centre and Uxbridge Road, including food retail. This proximity ensures residents of the site are not wholly reliant on travel by private car to access goods and services, ensuring the site is therefore an appropriate location for sustainable residential development.

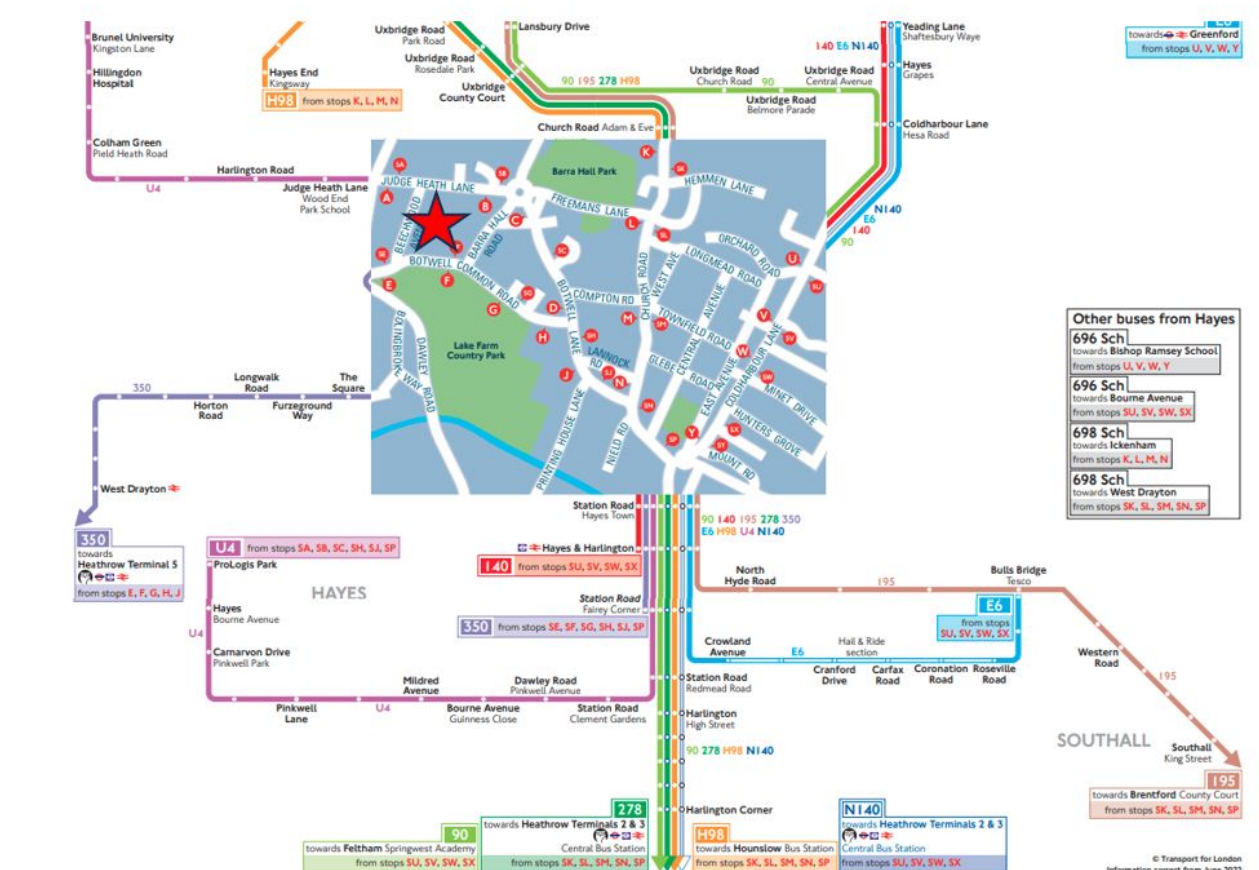
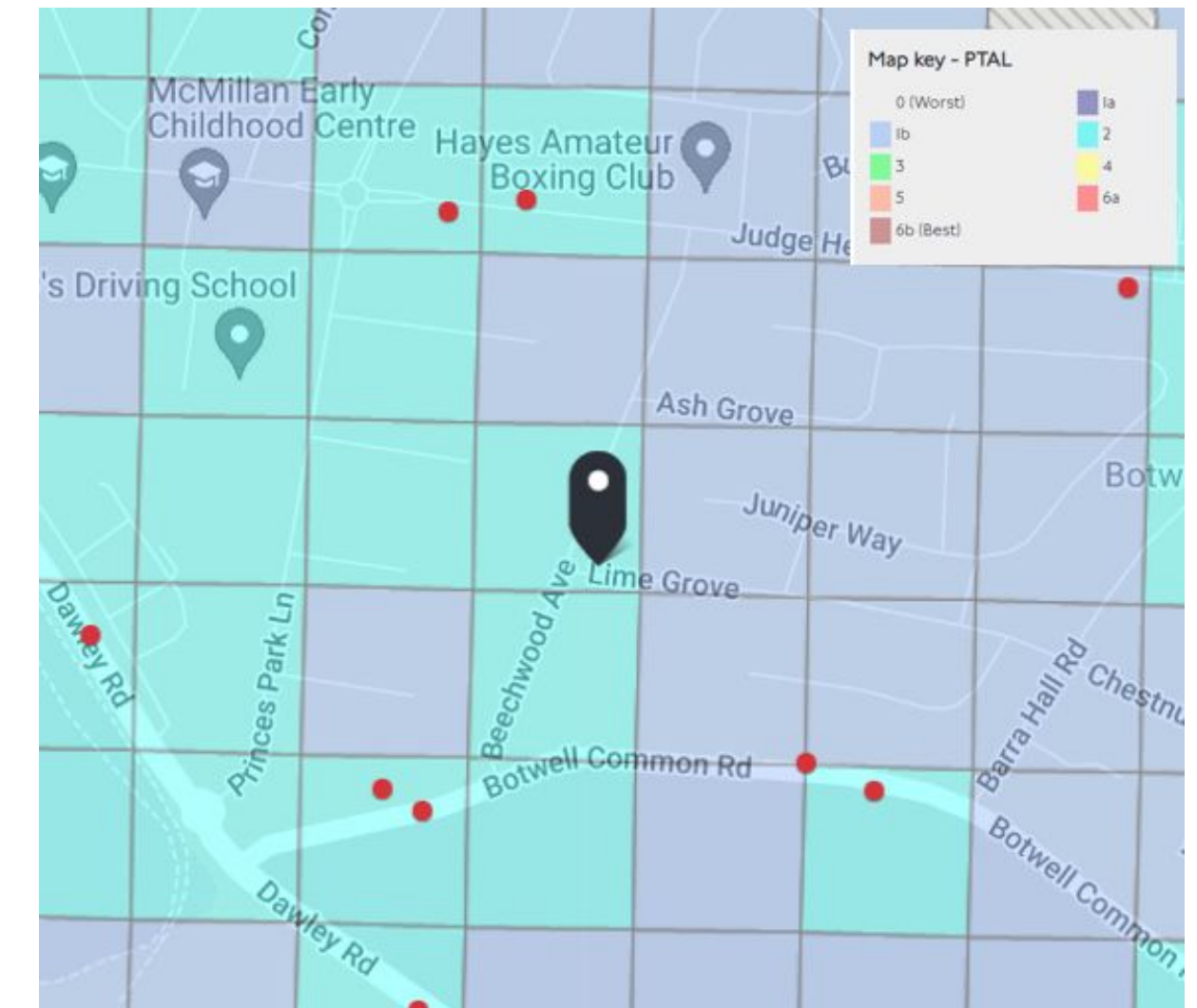
Active travel trips to these land uses are supported by an established street-lit pedestrian network, with crossing points along key desire lines.

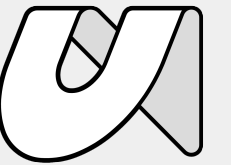
The site also benefits from being located within close proximity of an established public transport network, reflecting in its PTAL rating of 2, which is fair for an outer London suburban setting. This PTAL rating is achieved based on the site's proximity to bus routes that operate along both Judge Heath Lane to the north and Botwell Common Road to the south.

From Judge Heath Lane residents can access route U4, which provides direct and frequent access to Uxbridge town centre and Prologis Stockley Park, via Hayes town centre.

From Botwell Common Road, residents can access route 350, which provides direct and frequent access to Heathrow Terminal 5 and Hayes Town Centre.

Each of these services therefore access Hayes Town Centre, via which there is interchange opportunities with other local bus services accessing destinations such as Heathrow T2/T3, Greenford, Yeading, Northolt and Brentford...





... Whilst Hayes and Harlington Station is outside of the adopted walking distance threshold used to inform PTAL calculations, it is likely to be accessible to some residents from the site, and if not directly on foot is accessible using the aforementioned bus routes. Hayes and Harlington provides access to Elizabeth Line services into central London.

On this basis, the site can be considered a sustainable location for residential development from a transport and access perspective.

Each of the proposed units include a private drive, accommodating one parking space per unit.

London Plan policy requirements for a residential development with a PTAL rating of 2 is for a maximum of 1 space unit. The proposals are therefore in accordance with this policy and a broad reflection of the accessibility of the area as described above. It is acknowledged however that local planning policy requires residential developments with curtilage to provide 2 spaces per dwelling. In this instance, it is envisaged that should a property have a second vehicle, this would park across the crossover serving the private drive, ensuring parking demand is accommodated in the most efficient way possible.

The crossovers will be a minimum 2.5m at the back of footway and do not encompass the full site frontage. The crossovers are offset slightly from each of the property boundaries, ensuring pedestrian visibility is achieved. The footway widths along the site frontage ensure vehicle visibility along Ash Grove can be achieved.

Following any successful planning application, the principal contractor would apply for a crossover license to deliver access to these private drives.

Each of the parking spaces will be provided with electric vehicle charging points in accordance with building regulations.

In terms of impact on parking stress levels, it should be noted that the existing property already has a crossover to the rear of the property fronting Ash Grove. This is not however in regular use, meaning the existing property is already generating on-street parking demand. The proposals will not materially impact on existing parking stress levels given the significant majority of adjacent units benefit from on-plot parking and the fact that the Ash Grove frontage does not currently have development facing the kerblane.

The London Plan

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

The document was adopted earlier this year and has replaced the previous 2016 document.

Whilst the London Plan policies are mostly associated to larger scale major developments some of the policies may be considered relevant to small site developments such as the one proposed as part of the current application.

- Policy GG1 – Building strong and inclusive communities, states that developments must, among other things, support and promote the creation of an inclusive London where all Londoners can share in its prosperity.
- Policy GG2 – Making best use of land, states that those involved in planning and development must, amongst other things, enable the development of brownfield land, prioritise well-connected sites, proactively explore the potential to intensify the use of land to support additional homes by promoting high-density developments, introduce urban greening, and should plan for good sustainable transport connections.
- Policy GG3 – Creating a healthy city, states that those involved in planning and development must, amongst other things, promote more active and healthy lifestyles, seek to improve London's air quality, and plan for improved access to spaces for play and recreation.
- Policy GG4 – Delivering the homes Londoners need, states that those involved in planning and development must support the delivery of the strategic target of 50% of all new homes being genuinely affordable and should create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs. [...continued]

- Policy GG6 – Increasing efficiency and resilience, states that those involved in planning and development must ensure buildings are designed to adapt to a changing climate, as well as creating a safe and secure environment which is resilient the impact of emergencies including fire and terrorism.
- Policy D3 – Optimising site capacity through the design-led approach, states that all developments must make the best use of land by following a design-led approach that optimises the capacity of sites. 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. The design-led approach refers specifically to; form and layout, experience, and quality and character.
- Policy D4 – Delivering good design, recommends that masterplans and design codes should be used to help bring forward development and states that the design of developments will be scrutinised by the Council.
- Policy D5 – Inclusive design, states that Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them. Development proposals should look to achieve the highest standards of accessible and inclusive design, whilst Design and Access Statements should be submitted as part of development proposals.
- Policy D6 – Housing quality and standards, states that housing developments should be of high-quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Dual aspect dwellings should be maximised, and single aspects dwellings should be avoided where possible. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. Housing should also be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste.
- Policy D7 – Accessible housing, to provide suitable housing and genuine choice for London's diverse population, residential developments must ensure that at least 10% of dwellings meet Building Regulation requirement M4(3) – wheelchair user dwellings, and 90% of dwellings meet Building Regulation requirement M4(2) – accessible and adaptable dwellings.
- Policy D13 – Agent of Change, states that Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby. [...continued]

- Policy D14 – Noise, in order to reduce, manage and mitigate noise to improve health and quality of life, residential development proposals should manage noise by; avoiding significant adverse noise impacts on health and quality of life, reflecting the Agent of Change principle, and mitigating and minimising potential adverse impacts of noise.
- Policy H1 – Increasing housing supply, to ensure that ten-year housing targets are achieved, Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:
- sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary; and small sites.
- Policy H2 – Small sites, states that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25ha in size).
- Policy H10 – Housing size mix, states that schemes should generally consist of a range of unit sizes.

Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need.

- Policy S4 – Play and informal recreation, states that development proposals for schemes that are likely to be used by children should not result in a net loss of play provision and for residential development, at least 10 square metres of play space should be provided per child.
- Policy G7 – Trees and woodlands, states that development proposals should ensure that, wherever possible, existing trees of value are retained.
- Policy SI2 – Minimising greenhouse gas emissions, states that major developments should be net zero-carbon.
- Policy SI3 – Sustainable drainage, states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- Policy T4 – Assessing and mitigating transport impacts, states that transport assessment/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network are fully assessed.
- Policy T5 – Cycling, states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should also demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people [...continued]

Local Plan

Policy NPPF 1 – National Planning Policy Framework – Presumption in Favour of Sustainable Development, states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy H1 – Housing Growth, states that the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved.

Policy BE1 – Built Environment, 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 neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

- Achieve a high quality of design;
- Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;
- Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility;
- Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate, introduce public art;
- Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secured by Design standards;
- Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants; [...continued]

Policy EM1 – Climate Change Adaptation and Mitigation, states that the Council will ensure that climate change mitigation is addressed at every stage of the development process.

Policy EM4 – Open Space and Informal Recreation, states that major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities. The Council will also seek to protect existing tree and landscape features.

Policy EM6 – Flood Risk Management, states that the Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council may require developer contributions to guarantee the long-term maintenance and performance of SUDS is to an appropriate standard.

Policy EM8 – Land, Water, Air, Noise, states that all developments should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated. The Council will also expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses.

Policy EM11 – Sustainable Waste Management, states that the Council will require all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy T1 – Accessible Local Destinations, states that the Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All developments should encourage access by sustainable modes and include good cycling and walking provision [...continued]

Policy CII – Community Infrastructure Provision, states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by resisting the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss. The Council will also support the development of new schools and youth facilities, as well as the enhancement of existing community

The Hillingdon Local Plan Part 2: Development Management Policies and Site Allocations and Designations were adopted as part of the Borough's Development Plan at Full Council on 16th January 2020. The new Local Plan Part 2 replaces the Local Plan Part 2 Saved UDP Policies (2012).

Policy DMCI 7 – Planning Obligations and Community Infrastructure Levy, states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis and applications that fail to secure appropriate planning obligations will be refused.

Policy DMH 2 – Housing Mix, states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

Policy DMH 7 – Provision of Affordable Housing, sets out the national policy requirements for the provision of affordable housing.

Policy DMHB 1 – Heritage Assets, states that the Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- it makes a positive contribution to the local character and distinctiveness of the area; and
- the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials. [...continued]

Policy DMH6 states:

'There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- development on backland sites must be more intimate in mass and scale and lower than frontage properties; and iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided'.

Policy DMHB 11 – Design of New Development, states that all developments will be required to be designed to the highest standards and, incorporate principles of good design, including; harmonising with the local context, ensuring the use of high-quality building materials and finishes, ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities, safeguarding designated and un-designated heritage assets, and the provision of landscaping and tree planting. Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Development proposals should also make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

Policy DMHB 12 – Streets and Public Realm, states that developments should be well integrated with the surrounding area and should be accessible.

Policy DMHB 14 – Trees and Landscaping, states that all developments will be expected to retain or enhance existing landscaping and trees. Developments will be required to provide a landscape scheme and where space for ground level planting is limited, the inclusion of living walls and roofs will be expected where feasible. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. [...continued]

Policy DMHB 16 – Housing Standards, states that all housing developments should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential developments should meet or exceed the most up to date internal space standards. In the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

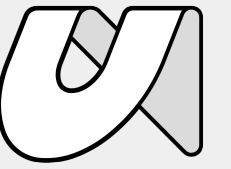
Policy DMHB 17 – Residential Density, states that all new residential developments should take account of the Residential Density Matrix contained in Table 5.3 of this Plan.

Policy DMHB 18 – Private Outdoor Amenity Space, states that all new residential developments will be required to provide good quality and useable private outdoor amenity space.

Policy DMT 1 – Managing Transport Impacts, states that developments will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds

Policy DMT 2 – Highways Impacts, states that development proposals must ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity. [...continued]



Principle of development

The proposal is to construct two new houses in the garden of the existing property on the site resulting in an intensification of the residential use of the site. The principle is mainly established through the existing residential use of the site.

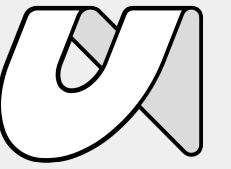
The site would meet the development plan definition of a backland /gardenland site therefore it must the principles of DMHB 6 of the Local Plan.

In regard to point i) of the policy, the properties would feature habitable room windows within the front elevation which would serve the two bedrooms to the front of the properties and two angled windows in the side elevation which would provide views of the facing the road only.

Windows are provided on the rear elevation at the upper floor level but these would be obscure glazed and smaller and the purpose of these would be to provide additional light into the bedrooms and the bathroom. They are reduced in size to prevent the perception of overlooking of the rear gardens of neighbouring properties. No windows would face other habitable room windows within the 21 metres distance included within DMHB 11 of the Local Plan.

The properties would be two storeys with a pitched roof and form a pair of semi's which would integrate with the local character. The building is set back and set in from the neighbouring boundaries in order to prevent any overshadowing of gardens.

Regarding point (ii) the proposal would require additional crossovers to be constructed in order to facilitate access to off street parking for 1 car for each property. This arrangement is no different to the other properties within the street and the access is separated from the highway by a small pavement area therefore is no excessively long. [...continued]



Finally point iii) some of this assessment is included in point i) but as shown on the drawings, sufficient garden space is to be provided around the two new houses, the pair of semi's sits comfortably within the site whilst also retaining adequate rear garden space for the existing property. The scale of the properties is in keeping with the existing character of the street and would therefore integrate well with the street scape.

In terms of unit mix, the application proposes 2 x 3 bedroom properties which would meet an underlying need within Hillingdon and more widely across London.

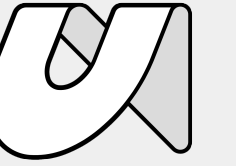
In summary the proposal would meet the requirements of the backland / gardenland development policy DMH 6 and the principle should be acceptable.

Planning comments on Design

The proposal is for a pair of semi's within an established residential area. The properties would be two storey with hipped roofs and constructed of similar materials to the existing properties in the street. The properties follow a similar building line to the neighbouring site, are set in and set back from the boundaries in order to provide adequate space for amenity space and respect the character of the area. Overall the scale and design is in keeping with the local area. The application would adhere to Policy DMHB 11.

Amenity

In terms of overlooking, the ground floor units would not overlook or provide views into the neighbouring properties or gardens. The upper floor bedrooms would be served by side facing windows angled towards the road to prevent overlooking and the front upper floor bedrooms providing views to the south (highway) only. There are no windows would overlook a garden from an unreasonable distance or a neighbour bedroom / living room window within 21 metres which is the requirement to adhere to DMHB 11. [...continued]



Quality of Living Accommodation

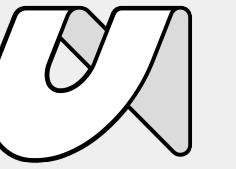
Both properties would be 3 bedroom and have been designed to meet the London Plan and Local Plan minimum space standards.

The proposal would provide 80 sqm of rear garden space for both new properties and retain adequate garden space to serve the existing house. This is in excess of both the London Plan and Local Plan standards.

Transport and Parking

The existing properties parking arrangements would be unaffected. 1 space per new property would be provided which would adhere to the maximum standards required by the London Plan in a low PTAL area such as this which has a PTAL rating of 1b. Refuse collection would be kerbside in accordance with Hillingdon's bin collection policy, bin stores can be provided if required and can be conditioned as will cycle storage which we understand will need to be secured and covered.

Conclusion



In summary, the London Plan supports the use of small sites and their contribution to provide new homes. The proposal would provide 3 bed family sized properties which there is an underlying need for creating a clear public benefit. The application would comply with the backland/gardenland development policy, would not harm neighbour properties or the character of the area. The proposal would not result in a significant increase in traffic movements either. The application should comply with the key development policies as set out in this Design and Access Statement.

We commend this design to the council and planning department and ask that it is given planning permission.

Hugh Dennis,
Urban View, 23rd February 2024

