

# Supporting Statement

33 Chiltern View Road | UB8 2UE | Uxbridge

26 June 2022

## Introduction

This Supporting Statement has been prepared by Belfrage Surveying Services on behalf of Mullin and Sons Ltd. (herein referred to as the 'Applicant') to support their application for Permission in Principle (PiP) to partially redevelop 33 Chiltern View Road (herein referred to as the 'Application Site'). The proposal for which PiP is sought can be described as the:

"Erection of one (1) single-storey dwellinghouse (Use Class C3) in the rear garden."

The intent of this statement is to address the matters relevant to a PiP application (i.e. location, land use and amount of development) and highlight the merits of the principle of the proposed development. This statement should be read and considered in conjunction with the other documents submitted as part of the application comprising the:

- Application Form;
- Location and Site Plans (dwg. 122a-01); and
- Existing and Proposed Site Layout (dwg. 122a-02).

## Site Location

The Application Site is a nearly rectangular 110sqm plot of the land in the Greenway Conservation Area of Uxbridge and is located on the northern side of the public highway from which it is setback by a strip of landscaping and footpath to Caxton Drive. It contains one-half of a Locally Listed three-storey detached residential building (Swiss Cottage) with the other half contained within the adjoining property of no. 31 Chiltern View Road to the west. The half of the building located within the application site (herein referred to as the 'main building') provides four (4) self-contained flats spread across four (4) levels including a habitable roof level.

The main building is setback from the front boundary of the property and benefits from a softly landscaped front garden. In contrast, the section of the rear garden immediately behind the main building is an underutilised section of concrete hardstanding. A single-storey outbuilding flanked by a small lean-to is located to the rear of the hardstanding. Beyond these structures is a grassy area with a clothes line. An additional section of concrete hardstanding used for off-street car parking is provided at the rear end of the garden. The boundary treatments enclosing the rear garden and its numerous sections are varied

and include a: low brick wall, high brick wall, timber fencing and an open boundary.

Swiss Cottage is reflective of the traditional residential character of the street scene along Chiltern View Road, which is comprised of pairs of two-storey semi-detached houses to the west and rows of two-storey terrace houses to the east. These neighbouring terrace houses are actually located along Caxton Drive, which runs parallel to Chiltern View Road before turning north to run between the Application Site and no. 34 Caxton Drive. Caxton Drive then splits into a stub behind the Application Site and a public highway onto which nos. 34-44 Caxton Drive back and nos. 1-6 of a Post-War backland residential development front.

Although the Application Site is located within walking distance of bus stops located along Cowley Road and Hillingdon Road, it has a 'poor' PTAL Rating of 2. In contrast, the property is easily accessible by vehicle and off-street parking is located at the rear of the site. This vehicle parking can be accessed from Caxton Drive. Both Caxton Drive and Chiltern View Road do not appear to be subject to any on-street parking restrictions such as a Controlled Parking Zone.

In regard to other relevant planning constraints, the Application Site is located within Flood Zone 1, as well as, Air Quality Management and Focus Areas. Additionally, the property may be contaminated from a former use of the site. However, the Application Site is neither subject to any Article 4 Directions nor the site of a statutory Listed Building.

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## **The Proposal**

The proposed development for which PiP is sought comprises the subdivision of a section of the rear garden of the Application Site to be redeveloped as an affordable and accessible single-storey dwellinghouse. The dwelling would be provided with cycle storage, external amenity, and waste storage spaces, as well as, an off-street vehicle parking space that would be located to the rear of the new property. Additionally, the proposal would include alterations to the existing garden to the rear of the main building to provide a softly landscaped communal amenity space for existing occupants.

Considering what the proposal entails, the principle of the development would amount to the:

- Optimisation of the residential use of the host property to provide not only a much needed additional home in the borough but also a home that would be both affordable and accessible;
- Reduction in the existing amount of external amenity space provided to the occupants of the existing main building but provision of more conveniently accessible green space of a higher quality; and
- Loss of an off-street vehicle parking space to the existing main building.

The fact that the delivery the homes Londoners need is a key strategic objection of the London Plan (2021)

can be considered evidence of the city's severe housing shortage and the difficulty of delivering additional homes in general. Therefore, the fact that the proposed development would result in the delivery of not just an additional dwellinghouse but also one that is both affordable and accessible, which are homes that are in even shorter supply, is a significant consideration deserving of significant weighting in the assessment of the principle of the proposed development.

It is acknowledged that the proposed development would result in the loss of an off-street vehicle parking and this **could** result in an increase in on-street parking on local streets. However, such a detrimental impact on local transport is only a possibility. Furthermore, any such potential impact could also potentially be mitigated. In this regard, it would not be unreasonable for any PiP granted for the proposed development to be subject to a technical details condition requiring the submission and approval of a travel plan for the entire property that either confirms that the existing availability of vehicle parking on local streets could support any overspill generated by the proposed development via a parking generation assessment and parking survey(s), or commits to sustainable mitigation measures that would avoid such overspill (e.g. provision of car club membership for occupants of the existing main building).

It is acknowledged that a previous application (ref. 8069/APP/2021/3066) submitted by the Applicant seeking Full Planning Permission for a similar proposal was refused as, among other reasons stated on the Decision Notice, it would fail to preserve or enhance the visual amenity provided by the Locally Listed Building, Greenway Conservation Area, and local street scene. However, the design of the single-storey dwellinghouse now proposed is not a matter to be considered during the assessment of an application for PiP. Instead, the provision of an acceptably designed scheme would be dealt with at the technical details consent stage of the PiP route.

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## Conclusion

As the proposal seeks to add an accessible and affordable dwelling to the London Borough of Hillingdon's housing stock without detriment to availability of high-quality external amenity space for the occupants of the existing dwellings on site and on-street parking stress on local stress, it would assist with the meeting of both local and regional strategic planning objectives. Therefore, the principle of the proposed development should be considered acceptable. Any concerns regard to securing the dwelling as an affordable home and details on both an acceptable (incl. accessible) design for the scheme and sustainable travel plans could be addressed via conditioning and a legal agreement.