

103 HILLINGDON HILL, UXBRIDGE, UB10 0JQ

DESIGN AND ACCESS STATEMENT

13 June 2022

CONTEXT

The site lies within a Hillingdon Village conservation area as defined within the Hillingdon Local Plan. The site is accessed via a rear service road and comprises of service yard with the detached storage building which is single storey. The frontage building facing Hillingdon Hill comprises an Estate agent office on the ground floor with residential unit at first and second floor level which is accessed via an external staircase from a small rear garden area.

There's a passage way to the side of 103 Hillingdon Hill leading to the rear garden area of the flats and also continuing down via service road and the application site. Vehicular access to the site is obtained via the side road Vine Lane. The service road is a col-de-sac terminating at the rear of 87 Hillingdon Hill.

The majority of the commercial properties fronting Hillingdon Hill have single storey commercial buildings some of which are quite extensive and 2 storey in height. The application site has a relatively small storage building which is very poor construction and has been redundant for many years leading to a spate of fly tipping incidents. The site is also magnet for other antisocial behaviour, particularly in the hours of darkness.

DESIGN

It is proposal is to demolish the existing dilapidated single storey storage building and constructed 2 storey office building. The replacement building has been designed to take into account the residential units above the shops fronting Hillingdon Hill. The first floor has been set off into the roof slope to reduce the height of the proposal whilst maintaining a tiled pitch roof appearance without increasing the height of the building above a 2 storey flat roof building height. This will enable the ridge height of the proposed building to be in line with the cill height of the first floor windows of the flats above the shop units in Hillingdon Hill. It will also mean that when the building is viewed from these flats, it will not appear as a solid brick wall with the box type appearance and flat roof and will be more broken up by the changes in material and the pitch of the roof.

The strategy of bringing derelict building yard back into use has several spin off benefits. It will reduce the anti-social behaviour which the site is prone to attract at present and potentially reduces the crime in the area with natural surveillance. The redevelopment of the yard which is currently derelict would also bring the yard back to economical use which would help the local economy.

ACCESS

The application site has vehicular access via a service road to the rear of the shops in Hillingdon Hill. The service road is a col-de-sac terminating at the rear of 87 Hillingdon Hill. This access road provides reasonable vehicular access for small deliveries and the car parking which is provided for the development. The refuse storage will be privately managed and collection will be made from the head of the service road which terminates in Vine Lane.

There's a passage way to the side of 103 Hillingdon Hill leading to the rear garden area of the flats and also continuing down to the rear service road which provides alternative pedestrian access to the site. This passageway is also sufficiently large to allow for bicycles and postal deliveries. There are bike storage facilities provided on site to reduce the reliance on the motorcar. There is an extremely good bus service immediately outside the site which provides good bus links to Sheppard's Bush to the East and Uxbridge to the West, also close to services which link Heathrow airport with Ruislip running from North to South. The building will be designed to facilitate level access for disabled people. There is also one parking space allocated to provide for a disabled person. An electric charging point has been provided to one parking space.

CONCLUSION

The proposal has been designed to comply with Local Plan policies, London Plan policies and National Planning Policy Framework as follows:

DMHB 4 Conservation area
DMHB 11 Design of New Development
DME 3 Office Development
DMT 6 Vehicle Parking
LPP GG2 (2021) Making the best use of land
LPP GG5 (2021) Growing a good economy
NPPF12 NPPF 2021 – Achieving well-designed places