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architect

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Design & Access Statement

for

Proposed construction of 5 x 3-bed dwellings in a two-storey terrace with associated parking including demolition of the single storey rear extension to existing public house.

at

**Land Rear of
830 Uxbridge Road, Hayes UB4 0RR**

BMD/1129

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Relevant Planning History

This document has been prepared as part of a planning application for the redevelopment of the site at land to the rear of 830 Uxbridge Road, formerly the Adam & Eve Public House, now the Shiraz Afghan Restaurant.

A planning application Ref: 1078/APP/2022/1642 was submitted for the erection of a terrace of 6 x 3-bedroom houses on land to rear of existing Public House including demolition of existing function room and erection of new bin and bike stores.

The planning application was withdrawn on the advice of the planning officer to allow for changes to be made to the design prior to a re-submission.

A pre-application advice request Ref: 1078/PRC/2022/228 was submitted with a revised design to assess if the previous concerns had been addressed prior to re-submitting a new planning application.

Pre-application advice was received and this revised application we believe now addresses the additional comments received.

Introduction

The site falls within the boundaries of the Hayes Village Conservation Area and contains the Adam and Eve public house which is locally listed.

The site is located on the north side of the Uxbridge Road, northeast of its junction with Church Road.

The adjacent buildings, Nos. 832-834 Uxbridge Road are both locally listed.

To the north of the site is the Hayes Jobcentre building.

The proposed redevelopment shall utilize the rear car parking area to provide 5 x 3-bedroom dwellings including parking and amenity space.

The proposals shall revitalise the area and provide much needed residential family units in the borough.



Image 1 Aerial View

Existing Use

The site is located within the Uxbridge Road, Hayes Town Centre and forms part of its Secondary Shopping Area.

The application site is currently in use as a restaurant at ground floor level with a 9-bedroom House of Multiple Occupancy (HMO) at first floor level.

At the rear of the existing building is a function room which was a later addition to the public house.

This function room is in poor repair and shall be demolished as part of this planning application.



Image 2 Function Room to be Demolished

There is also an existing small office building at the rear of the site that shall be demolished as part of this application.



Image 3 Office Building to be Demolished

There is currently parking at the front of the restaurant for up to 8 cars for use by the restaurant.

At the rear of the property there is a car park area which has been in separate use for car storage.

This is the area where the proposed development shall be located.



Image 4 Existing Site Plan

Proposed Use

The proposed use of the development site is to form a small development of 5 x 3-bed family dwellings including associated parking and amenity space.

The proposed development will require the demolition of the existing function room at the rear of the public house.

Vehicle parking will be provided for the new houses as well as the existing HMO.

The new houses shall be provided with private gardens at the rear of the properties.

An additional communal garden shall be provided to the west of the site for use by the residents of the houses.

A separate garden area shall be provided for the HMO tenants.



Image 5 Proposed Site Plan

Amount

The proposed development shall create 5 x 3-bed, two-storey family dwellings with accommodation within the roof space.



Image 6 Proposed Elevations

Each property shall have an internal floor area of 99 sqm in accordance with national space standards and the London Plan.

Each house shall have 4.7sqm of built-in storage as well as additional storage space within the eaves space.

The development is small in nature and therefore the lack of a mix of dwelling sizes was considered acceptable during the pre-app advice.

The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

The number of new 1 & 2-bed units being constructed in the Borough is high and there is an increased need for 3-bed family starter homes.

Hillingdon Council's Housing Market Assessment (HMA) notes that the Council may wish to pursue a split of 40% smaller one and two bed dwellings and 60% larger three and four bed dwellings. It also suggests that almost all new market housing should have three or more bedrooms; Almost 45% of new intermediate housing should have three bedrooms; and Almost three quarters of social rented dwellings should have three or more bedrooms.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in the supporting Table 5.3

Layout

The proposed development shall be located to the rear of the public house and requires the demolition of the existing function room and a small office.

A section of two storey, later extension shall be retained as this contains part of the HMO at first floor level.



Image 7 Proposed Alterations

The site has a shared vehicular access point onto the Uxbridge Road.

It shares the access with the properties to the east that use it for servicing from the rear and by Jobcentre Plus.

A new car park for 9 cars shall be created providing 5 no. spaces for the 5 new houses and 4 no. spaces for the HMO

The new development shall be located to the north of the site comprised of a terrace of 5no. 3-bed, two-storey family dwellings running east to west across the width of the site.

The new units will set away from the existing public house structure by over 17m softening the impact that the new development shall have on the listed building.

The rear first floor windows of the existing public house belong to the kitchen and en-suites of the HMO and have obscured glazing to avoid any overlooking of the new development.

A separation distance of over 19m is proposed from units on Marshall Drive to the flank wall of the new development.

There shall be a separation distance of over 16m between the Jobcentre to the north and the proposed development.

The proposed separation distances have been deemed acceptable during the pre-application advice request.

The position of the new development at the rear of the site, as well new trees adjacent the HMO Garden will reduce the impact when viewed from the Conservation Area.

Scale

This section of the Uxbridge Road is characterized by predominantly 2 and 3 storey brick buildings that mostly comprise of retail uses at ground level with residential above including accommodation within the lofts.

The existing public house is a two-storey structure set away from the main road by an area currently used for parking.

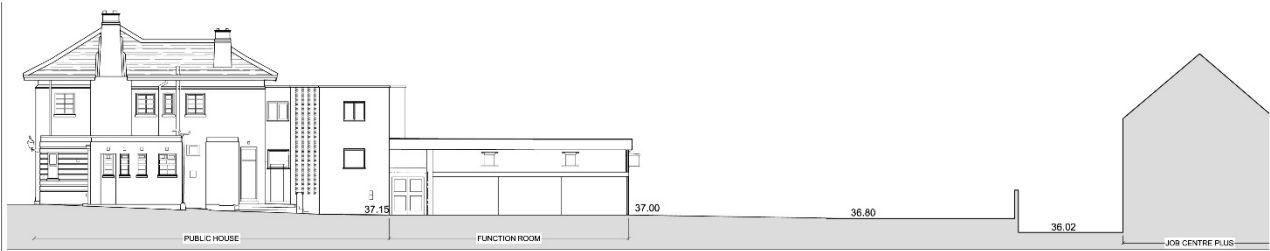
At the rear of the site there is the two-storey Job Centre building.

Further to the north are mostly residential properties that are typically two storeys in height including space within the lofts.

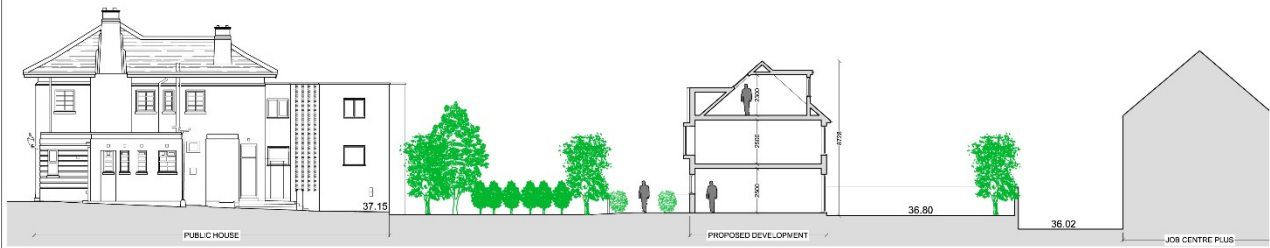
The new development shall be comprised of two storey properties with accommodation within the loft to harmonize with the local character and context.

The scale of the new development is modest in nature and takes into consideration the height, mass and bulk of adjacent structures.

The domestic scale of the new development shall be sympathetic to the existing public house and adjacent buildings as can be seen in image 8 below.



EXISTING SITE SECTION



PROPOSED SITE SECTION

Image 8 Existing and Proposed Site Sections

Design & Appearance

The design of the new houses shall reflect the appearance of the existing public house by the use of matching brickwork and detailing as shown in images 9 and 10 below.



Images 9 & 10 Existing Public House Brick Detailing

This will allow the new development to acknowledge the locally listed building whilst retaining its own individuality.

Zinc detailing shall be provided to create interesting, contemporary architectural features similar to images 3 & 4 below.



Image 11 Window Detail



Image 12 Dormer Detail

Slate tiles shall be provided on the roofs to reflect the walls and roof of the Job Centre Plus building at the rear of the site.



Image 13 Job Centre Plus

Access

A Transport Statement has been prepared by EAS Transport Planning Ltd to accompany this planning submission.

Access to the application site is via a shared access from the Uxbridge Road.

It shares the access with the properties to the east that use it for servicing from the rear and by the Job centre.

The application site has a Public Transport Accessibility Level Score (PTAL) of 3 on a range of 0 (worst) to 6b (best).

A new car park for 9 car parking spaces shall be provided at the rear of the public house serving both the existing HMO and the new development.

5 no. spaces shall be provided to the new development which equates as one spaces per house in accordance with council parking standards.

4no. car parking spaces shall be allocated for the HMO

Parking permits shall be allocated to the residents and the parking shall be monitored by a parking management company

There is currently parking at the front of the restaurant for up to 8 cars for use by the restaurant.

This parking is historical as can be seen in the image below.



Image 14 Historical photo

A number of bus routes serve the site which stop at bus stops along Uxbridge Road, within 150 metres of the site.

Hayes and Harlington Rail Station, served by Heathrow Connect and GWR trains, is located a 1.4 mile walk (2.2 km) south of the subject site.

The closest underground station is Uxbridge located a 3.4 mile walk (5.5 km) north west along Uxbridge Road, served by the Metropolitan Line and Piccadilly Line.

Secure bin and bike stores shall be provided on site for use by the residents.

The existing private waste collection arrangements shall be extended to include the new dwellings.

The car park shall have a level surface allowing inclusive access for all users.

There shall be 1 disabled parking bay provided in the new car park.

Level thresholds shall be provided into all new houses and the properties are designed to Category 2, M4 (2) specifications.

All new houses shall have an adequate provision of internal space in order to provide an appropriate living environment as shown on drawing 1129-17D

Policy 7.2 of the London Plan requires that all new development provides the highest standards of accessible and inclusive design.

All new units will comply with the requirements of the London Plan, with particular attention paid to policy 3.8 and its requirements to achieve accessible housing.

Landscaping and Amenity

Each new property shall have a minimum of 60 sqm of rear private amenity space in accordance with council guidelines.

A shared garden is also proposed to the west of the site providing an additional 280sqm of landscaped, communal garden space for the residents of the new houses.

The HMO tenants shall have their own separate garden space of 135sqm which complies with council guidelines of 15sqm of private usable amenity space per habitable room.

The public Meadow open ground on the opposite side of the Uxbridge Road and Barra Hall are also in close walking distance for use by the residents.

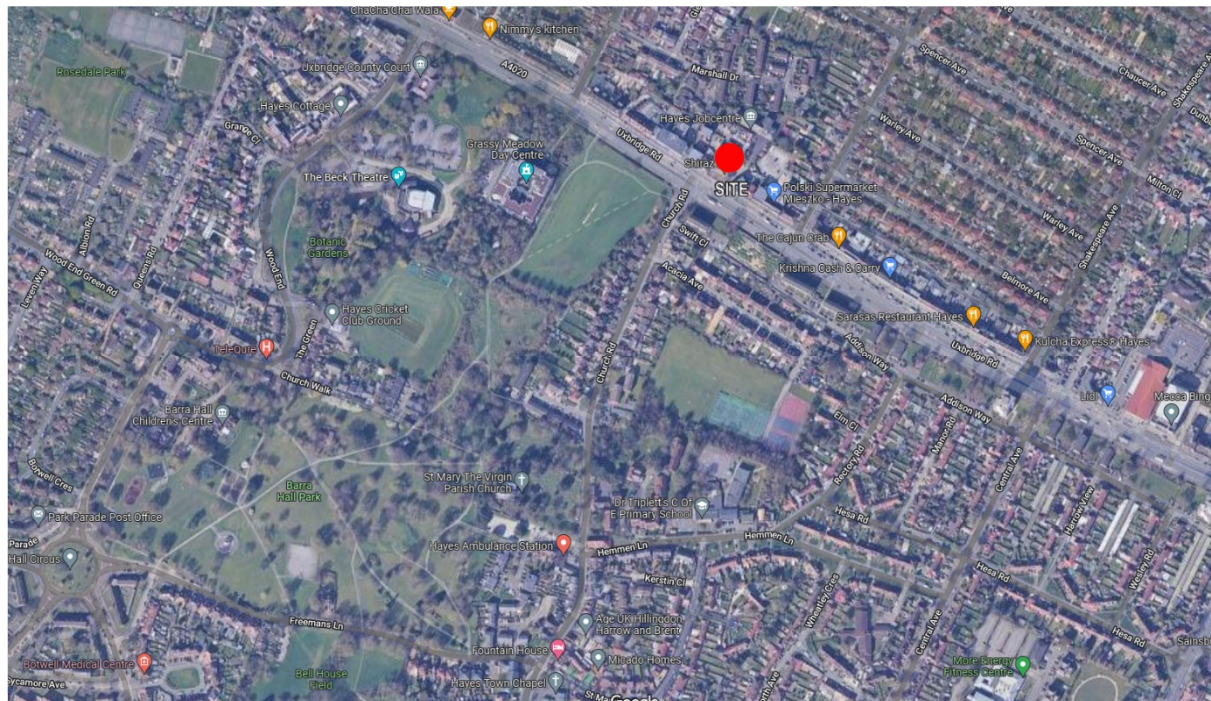


Image 15 Local parks in close proximity to application site

A full landscaping scheme shall be provided as part of any planning condition.

Permeable paving is proposed across the site to allow for sustainable drainage of surface water and further details on water management can be found in the report prepared by Herrington Associates Ltd

'Grey' Drivesett Argent Piora by Marshalls or similar shall allow rainwater to pass straight through to the ground below without overloading drains and thereby reducing the risk of flooding in the area.

For pavements and patio areas, Ardara 600 x 1200 x 20 'Moon' or similar paving slabs shall be provided with grey kerbs and edging provided throughout.



Image 16 'Grey' Drivesett Argent Priora



Image 17 'Ardara 600 x 1200 x 20 'Moon'

The existing brick boundary walls shall be repaired where required and retained around the site.



Image 18 Existing boundary walls

Between the new properties, close boarded timber fences and concrete posts shall be provided similar to the image below.



Image 19 Proposed timber fences

Wall and pole mounted lighting shall be provided around the new car park area to provide a sufficient light level for access and security whilst avoiding any light pollution or nuisance of neighbouring properties.

A detailed lighting design shall be provided as part of any landscaping condition.

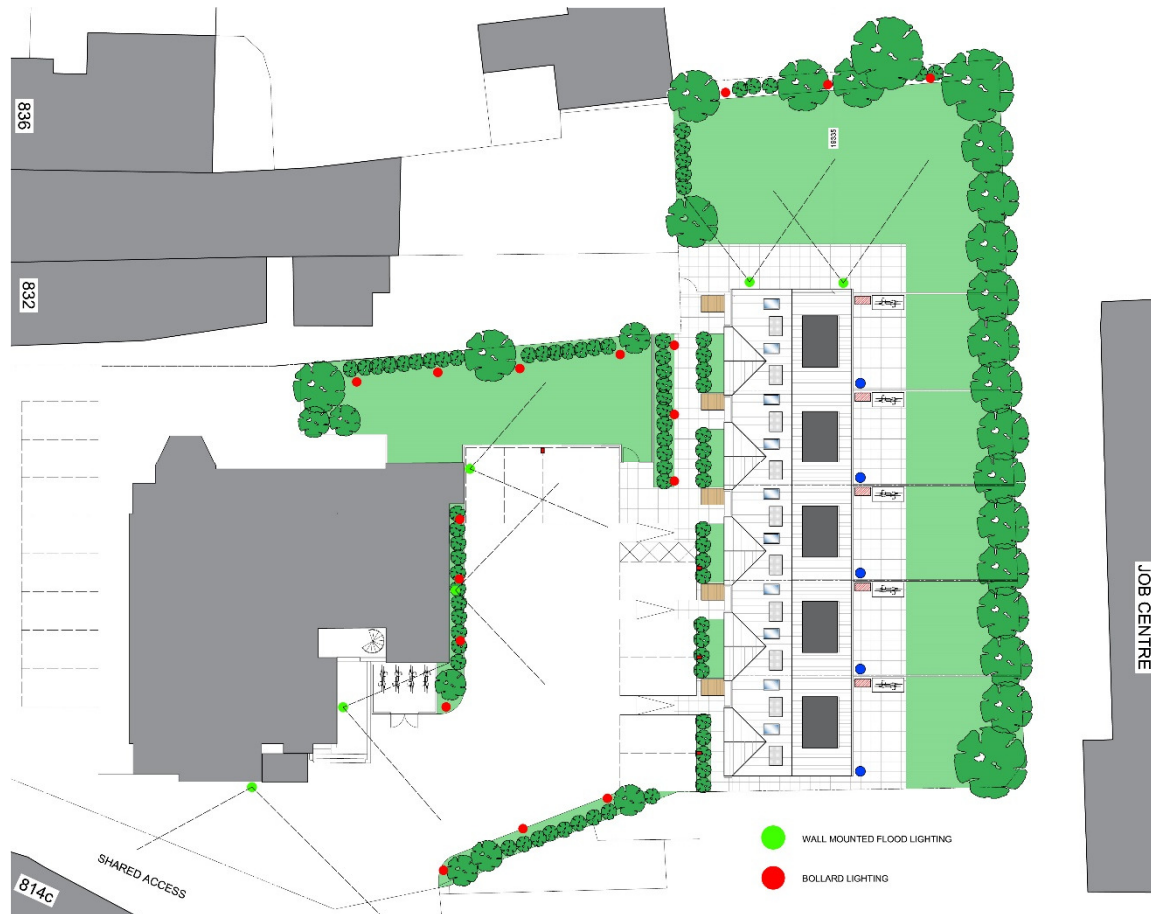


Image 20 Proposed Lighting Layout



Images 21 & 22 Proposed Lighting

Site Photos









