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DESIGN & ACCESS STATEMENT

**65 Victoria Avenue
Uxbridge
UB10 9AJ**

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Prepared by ES ARCHITECTURE LTD



57 CHESTER ROAD, WATFORD, HERTFORDSHIRE WD18 0RG.

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1. Assessment and Evaluation

1.1 Context and Design Overview

This application has been prepared using the Hillingdon Local Plan Part 1 and 2, Saved Unitary Development Plan policies, the London Plan 2021 and the Nationally Described Space Standard guidance.

The site address is 65 Victoria Avenue, Uxbridge, UB10 9AJ. It is located on a corner of the Victoria Avenue – Ryefield Avenue cross junction. On the site there is a five-bedroom, end of terrace dwelling with a large garden to the rear.

This Design & Access Statement supports a planning application for a rear extension and loft conversion with the conversion of the existing property into a 1x2 bedroom (No:65A) and a 1x3 bedroom dwelling (No:65). The application includes the proposal to extend the existing property to the rear with conversion of a loft space and add a new pitched roof over the existing flat roof on the side. Similar proposals for a new pitched roof were granted planning in 2022 for 63 Victoria Avenue (8499/APP/2022/2610), 2004 (8499/APP/2004/1514) and 2011 (8499/APP/2011/2534). In 2013, a new pitched roof and loft conversion was granted for the property (8499/APP/2013/660). The new roof would be an attractive addition to the property which is in keeping with the character of Victoria Avenue.

We believe the proposed scheme meets the criteria for a lawful separate dwelling as it meets the relevant criteria in relation to its overall dimensions, amenity, and parking requirements for its location.

The proposal shows separate associated amenity space, bicycle and refuse storage for both dwellings, which will be compliant with the Hillingdon Local Plan. Dedicated parking bays for each dwelling have been provided and are in accordance with Table 1a, parking bay sizes, in Hillingdon's Local Plan.

Existing Site

Front Elevation (Victoria Avenue):



Rear Elevation (Ryefield Avenue):



Side Elevation (Ryefield Avenue):



Approach (Victoria Avenue):



1.2 Location and Use

The application site is 322sq.m, featuring a five bedroom, terraced dwelling with a garage in the rear garden. The property is currently being used as a single dwelling by the occupant family.

The site is located 5-minute walk from the local shops on Long Lane, which include a Co-op food store and a Boots Pharmacy and the TFL bus stop, Hillingdon Circus. For train links into Central London, Hillingdon Metropolitan Line Station is a 10-minute walk from the property, and Uxbridge Station is

located 1.5 miles away from the property. Half a mile from the property is Hillingdon Court Park.

A PTAL Rating of 2 is associated with the site and there is street parking for permit holders only.

The land has a very low surface water flood risk.

1.3 Existing Residential Design

The surrounding area is residential in character. The street scene in this locality is, in the main, semi-detached and terraced properties in a typical 1930's style. These are constructed using red brick and often finished with painted render or sand and cement pebble dash. They are all relatively similar in their appearance, with the main variation being the presence or absence of a catslide roof on the front elevation.

1. Design

2.1 Planning Policy

National Planning Policy Framework

Chapter 5

Para. 60: To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para. 70: Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 69a) suitable for housing in their area.

Chapter 9

Para. 105: 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.

Chapter 12

Para. 130: 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)

The London Plan 2021

Chapter 1, Best Use of Land:

Policy GG2: of the London Plan 2021 states that; to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:

- A) 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
- B) prioritise sites which are well-connected by existing or planned public transport
- C) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling
- D) applying a design-led approach to determine the optimum development capacity of sites

Chapter 3, Design

Para. 3.1.8 states that, as change is a fundamental characteristic of London, respecting character and accommodating change should not be seen as mutually exclusive. Understanding of the character of a place should not seek to preserve things in a static way but should ensure an appropriate balance is struck between existing fabric and any proposed change. Opportunities for change and transformation, through new building forms and typologies, should be informed by an understanding of a place's distinctive character, recognising that not all elements of a place are special and valued.

Policy D2.A, states that the density of development proposals should:

- 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels.

2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services)

Policy D3:

A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. 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 (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

C) In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

The proposal has also been designed to conform to the design led approach as set out in Policy D3.D, 1) to 13) in the London Plan, addressing Form and Layout, Experience, and Quality and Character.

Policy D5:

A) 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.

B) Development proposal should achieve the highest standards of accessible and inclusive design. They should:

1) be designed taking into account London's diverse population.

2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion

3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment

4) be able to be entered, used and exited safely, easily and with dignity for all.

5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more

subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

C) Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.

Policy D6:

A) Housing development should be of high-quality design and provide adequately sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.

D) 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.

E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

The proposal has been designed to conform to the minimum gross internal floor areas and built-in storage as set out in the technical housing standards - Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan.

Chapter 4, Housing

Policy H2 states that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making.

Para 4.2.1 states that small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions and plan-making.

Chapter 10, Transport

The proposal takes into consideration the requirements for parking as set out in Policy T6 and T6.1 of the London Plan, particularly in relation to developments which are well connected to public transport links.

Local Plan

This planning proposal is designed to meet the requirements of Hillingdon Local Plan Part 1, Strategic Policies and Local Plan Part 2, Development Management Policies.

- Policy BE1.1) to 11) of the Hillingdon Local Plan Part 1 (Nov 2012) states that all new development achieves a high quality of design in all new buildings, alterations and extensions which is also appropriate to the identity and context of Hillingdon.
- Policy DMHD 1 A) to B): Alterations and Extensions to Residential Dwellings, Local Plan Part 2 (2020)
- Policy DMHB 11: Design of New Development, A) to D) Local Plan Part 2 (2020)
- Policy DMHB 18: Private Outdoor Amenity Space, A) to D) Local Plan Part 2 (2020)
- Policy DMEI 2: Reducing Carbon Emissions, A) Local Plan Part 2 (2020)
- Policy DMH 4: Residential Conversions and Redevelopment, Local Plan Part 2 (2020)
- Paragraph 4.20, Hillingdon Local Plan, Part 2 (2020): The supporting text to Policy H2: Affordable Housing in the Local Plan Part 1 refers to a target to provide 35% of all new units as affordable housing in the Borough, with a tenure mix of 70% social rented and 30% intermediate housing. In terms of unit size, 70 % of net need is for two and three bed accommodation, more than a fifth is for four bed accommodation and almost 7% is for one bed accommodation.

2.2 Design Approach

In presenting our proposal, we are open to amendments to be made to best meet Hillingdon Council requirements.

Having carefully considered all aspects of local and national planning policies from Hillingdon Council, we believe that the characteristics of the site and planned extension of the dwelling allows for it to be suitably converted into two properties. The addition of a new dwelling supports Policies GG2 and H2 of the London Plan, as well as Policy DMH2 of the Local Plan Part 2.

The proposed extension converts the existing dwelling into a 3 bedroom dwelling -No:65 and a two bedroom dwelling – No:65A. In relation to paragraph 4.20 of the Hillingdon Local Plan, Part 2, single bed properties are of lower net need in the Borough's housing stock at 7%, whereas 70 % of net need is for two and three bed accommodation.

In this proposal, we have divided the gardens suitably between the two properties to provide amenity space that meets Policy DMBH 18.A and table 5.3: Private Outdoor Amenity Space Standards of the Local Plan Part 2.

The main habitable rooms of the new build have been designed to maximise natural light and warmth to habitable rooms. It also has a good outlook and plenty of natural light to ensure a high-quality living environment as recommended by Policies BE20 Daylight and sunlight considerations; BE 21 Siting, bulk and proximity of new buildings/extensions; and, BE22 Residential extensions/buildings of two or more storeys of the Hillingdon Local Plan (Nov 2012). It advises that buildings are laid out so that adequate daylight and sunlight can penetrate into and between them and that the amenities of existing houses are safeguarded. The proposed extension allows daylight, sunlight and outlook to be retained to existing properties therefore ensuring no loss of amenity to the neighbouring properties.

The proposed new build meets the internal space standards of the London Plan and HDAS-LAY Residential Layouts, Hillingdon Design and Access Statement for the Residential Internal Space Standards. See separate Table in section 2.3 Areas

Front gardens and boundaries, new landscaping will be provided to both the front and rear of both the new and existing properties.

The dwellings are wheelchair accessible to the ground floor to comply with Policy 9 of Hillingdon Design & Access Statement HDAS (SPD)
The proposed developments would create two practical and well laid out family homes, with very little impact to the existing dwelling.

Each dwelling has good access for parking, their own self-contained rear gardens, and spacious units ready for modern living. We feel the benefits of creating this additional unit creates no detriment to the appearance of the street or the neighbours.

2.3 External Provision

Table 5.3: Private Outdoor Amenity Space Standards

| Dwelling type | No of bedrooms | Minimum amenity space provision (sqm) |
|---------------|-----------------------------|---------------------------------------|
| Houses | 1 bedroom | 40 |
| | 2 and 3 bedrooms | 60 |
| | 4 + bedrooms | 100 |
| Flats | Studio and 1 bedroom | 20 |
| | 2 bedrooms | 25 |
| | 3 + bedrooms | 30 |

Table A:

| Garden Area in sq m | Private Outdoor Amenity Space Standards, Local Plan Part 2. sqm | No.65 Sq.m | No 65A Sq.m |
|---------------------|---|------------|-------------|
| Total Garden Area | 60 for a 2 and 3 bed house | 61.3.0 | 77.5 |

The new proposal divides the rear garden of 65 Victoria Avenue in a manner that achieves the above standards.

Each house will include provision for secure and screened off refuse storage, this is in the side access for no.65A and in the rear garden for no.65. Bicycle storage for both dwellings will be provided in the rear garden. This will be in accordance with Policy DMBH 11.D of the Local Plan Part 2.

Adequate off street parking will be retained in accordance to Policy DMHD 1 A)i. of the Local Plan Part 2 (2020) and the provision for each property will meet the parking standards set out in Table 1, Parking Standards, Appendix C. For a two bedroom dwelling, a minimum of one space is required. Electrical car charging points will be provided for each dwelling on the front elevation.

2.4 Internal Accommodation

The application proposes to extend the existing dwelling at 65 Victoria Avenue and convert the property into two terrace houses. The proposed development will not be excessive in its bulk and height. The design intends to improve the appearance of the existing dwelling with the replacement of its flat roof with a pitched roof.

Number 65 will maintain the existing proportions and layout of its front rooms. The new extension will allow for a larger, open plan kitchen and the addition of a ground floor WC, which meets the guidance set out in M4(1), paragraph 1.12 of the Approved Document M. Likewise for number 65A, the front rooms will remain as built, with the addition of an extended kitchen and dining area at the rear and a new downstairs WC.

There will be no loss of amenity to the neighbouring properties. The proposed ground floor extension does not protrude more than 3m from the rear wall of number 65. It would therefore have no more impact on the neighbour's outlook at number 67 than the present massing of the dwelling.

The new loft dormer to the property will allow for an additional double bedroom and en-suite bathroom, increasing the stock of three-bedroom dwellings in the area.

Both dwellings 65 and 65A will comply with the gross internal floor area requirements set out in the technical housing standards - Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan. The floor areas for the property are set out in Table B.

2.5 Proposed Areas

Table B. Using the Nationally described space standard and Policy D6.F, 1) to 9) in the London Plan, the internal room and external areas for the proposed dwellings comprise of:

| No.65 3 beds 6 person | National and Local Space Standards in sqm | Proposed Area in sqm |
|------------------------------------|--|-----------------------------|
| GIA Total | 108 | 122.75 |
| GIA Ground floor | | 57.28 |
| GIA 1 st floor | | 42.8 |
| GIA Loft floor | | 22.67 |
| Bedroom 1 | 11.5 (>2.75m wide) | 12.13 |

| | | |
|------------------------|-----------------------|-------|
| Bedroom 2 | 11.5 (>2.75m wide) | 14.68 |
| Bedroom 3 | 11.5 (>2.75m wide) | 13.27 |
| Kitchen /Dining/Living | | 44.50 |
| WC | | 2.16 |

| No.65A 2 beds 4 person | National and Local Space Standards in sqm | Proposed Area in sqm |
|-------------------------------------|--|-----------------------------|
| GIA Total | 79 | 82.36 |
| GIA Ground floor | | 41.18 |
| GIA 1 st floor | | 41.18 |
| Bedroom 1 | 11.5 (>2.75m wide) | 16.27 |
| Bedroom 2 | 11.5 (>2.75m wide) | 12.24 |
| Living /Dining | | 22.48 |
| Kitchen | | 14.19 |

2.6 Material Use

The proposed extension will utilise materials that match that of the existing property, comprising of a masonry structure with a pebbledash exterior finish. All new roofing tiles will match the existing property and the height of the existing ridge will be maintained. The new windows and doors to be fitted will be white uPVC to match existing.

3. Access

Access to the dwellings will be via the existing front entrances. These entrances will be suitably ramped to ensure they are visitable dwellings, pursuant with the guidance set out in M4(1), Visitable Dwellings in the Approved Document M. No. 65 has access to the garden through the rear doors of the dwelling. The garden at no.65A can be accessed externally from the side of the property and through the rear doors of the dwelling.

Each dwelling will include secure, covered storage for bins and 2 bicycles.

3.1 Vehicular

Appendix C, Table 1: Parking Standards of the Hillingdon Local Plan Part 2 relating to new development requires parking spaces to have a minimum size

of 2.4m x 4.8m. This application proposes one dedicated, off street parking space for both properties. This provision uses the existing front driveway provision and will reduce the impact on the adjoining highway in terms of parking capacity, and neighbouring amenity.

3.2 Pedestrian

The main pedestrian access to the dwellings will be via the front of the site where there are two proposed front entrances.

3.3 Waste

The provision for the bin stores to be covered and located rear garden for number 65 and to the side of number 65A.

4. Landscaping Strategy and Plan

The rear garden of the plot is currently laid to lawn. The proposed development will divide the rear garden suitably between the two properties. The existing rear garage outbuilding will be removed and replaced with planting and lawn.

The front garden will also be divided between the two properties to accommodate one parking space for each dwelling. Materially, the front garden will be kept as existing, featuring permeable block paving.

5. Inclusive Design Statement

An inclusive approach has been incorporated into the proposal by taking into consideration M4(1), Approved Document M. Both dwellings will be visitable by disabled users, including a step free approach and a ground floor WC. Number 65 and 65A has scope to be an Accessible and Adaptable M4(2) dwelling in the future with the following features:

- The car parking to at the front entrance of the property can be widened to incorporate disabled user parking.
- the front porch and the front door have a minimum opening of 850mm.
- The entrance hallway for 65 can be widened in the future to have a 1500 x 1500mm, allowing for the unobstructed turning of a wheelchair.
- The bedrooms maintain a clear access zone of 750mm from the doorway to the window, as well as to both sides and foot of the bed.
- The main bathroom is located on the same floor as the principal bedroom and can be converted into a wet room if required.

