



LAND ADJACENT TO THE LOAD OF HAY

PLANNING APPLICATION DESIGN AND ACCESS STATEMENT

KRU
SZE
LNI
CKI
LEE
TCH

KRUSZELNICKI
LEETCH
ARCHITECTS

UNIT 75A
8 ANDREWS ROAD,
LONDON, E8 4QN

T 020 8985 5888
OFFICE@KLARCHITECTS.
CO.UK

LAND ADJACENT TO THE
LOAD OF HAY
33 VILLIER STREET,
UB8 2PU

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Introduction

1.1 THE PURPOSE OF THIS DOCUMENT

The following report has been prepared by Kruszelnicki Leetch Architects on behalf of Villier Street Developments, in support of their application for the creation of 1No. residential 2b4p house and 1 car space.

1.2 APPLICATION DOCUMENTATION

The application is supported by the following documentation:

- Drawings - prepared by Kruszelnicki Leetch Architects
- Planning Statement - prepared by Boyer Planning
- Heritage Statement - prepared by Turley
- Daylight & Sunlight Assessment - prepared by Herrington Consulting
- Noise Impact Assessment - prepared by KP Acoustics

Site information - Location

2.1 Site Location

The site is located south of Uxbridge town centre and forms part of the London Borough of Hillingdon. The site is the land adjacent to the Load of Hay Public House and is within the Greenway conservation area.

2.2 Key Facts about the Site

Address: Land Adjacent to the Load of Hay, Uxbridge, UB8 2PU
Borough: London Borough of Hillingdon
Site Area: 160 sqm



Site Location Plan



Site Location Plan

Site Information - History

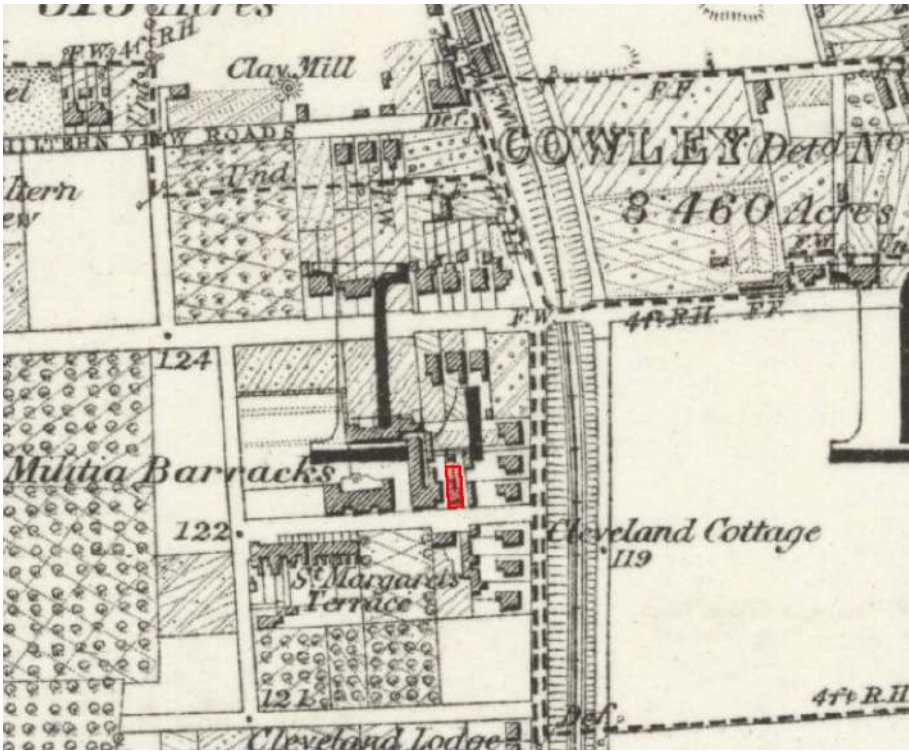
2.3 Historic Patterns of Development

1875 - The site appears undeveloped. The land adjacent appears to be established. Surrounding areas and streets are being formed.

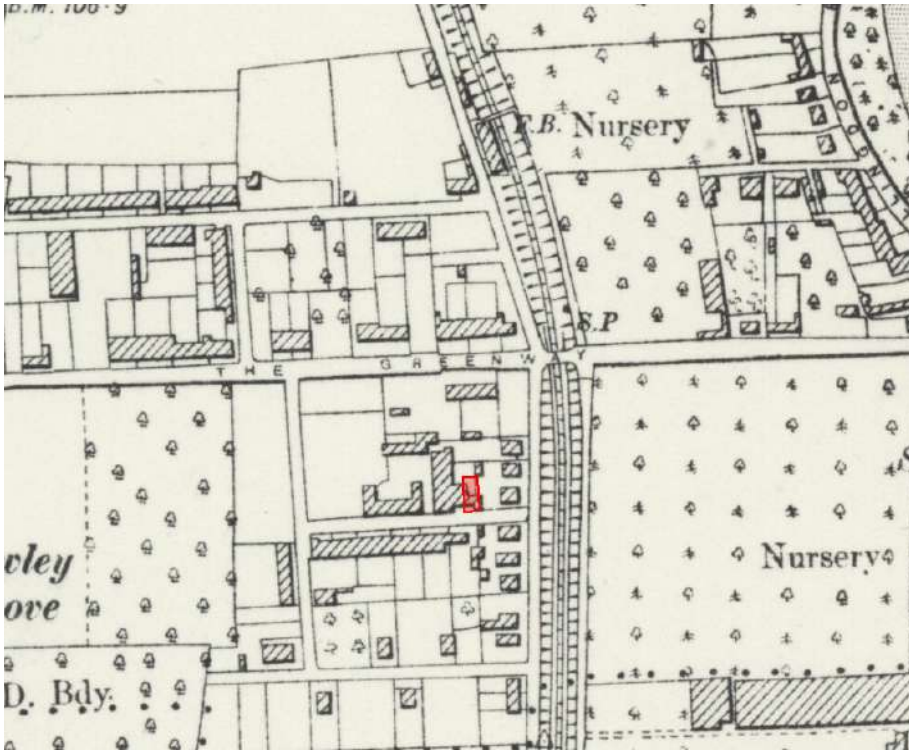
1895 - The site has been established and appears to have some development adjoining the public house .

1920 - The massing and footprint of the building on the site has changed and increased.

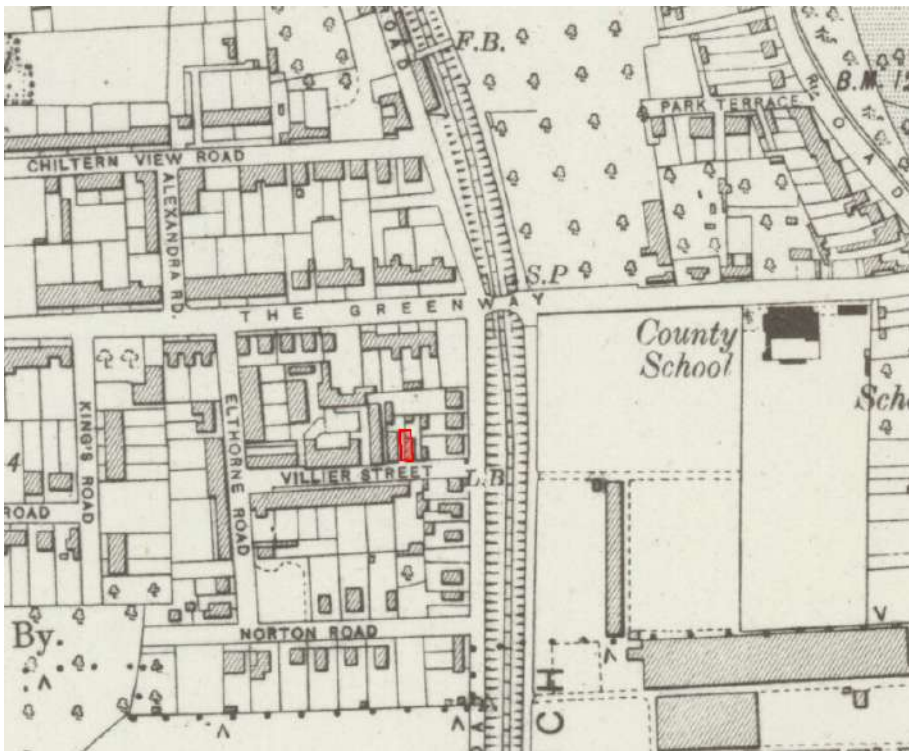
1938 - The site has been cleared.



Historical Map - 1875



Historical Map - 1895



Historical Map - 1920



Historical Map - 1938

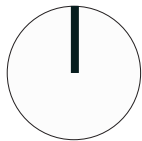
Site Information - Existing

2.4 Current Uses and Condition

The existing is an elongated rectangular site running along the north south axis, positioned between an existing public house building and an alleyway serving a more recent residential development to the rear. The site is predominantly covered by hardstandings and small element of soft landscaping, which is generally in very poor condition.



Existing Site Plan



Aerial View Looking North

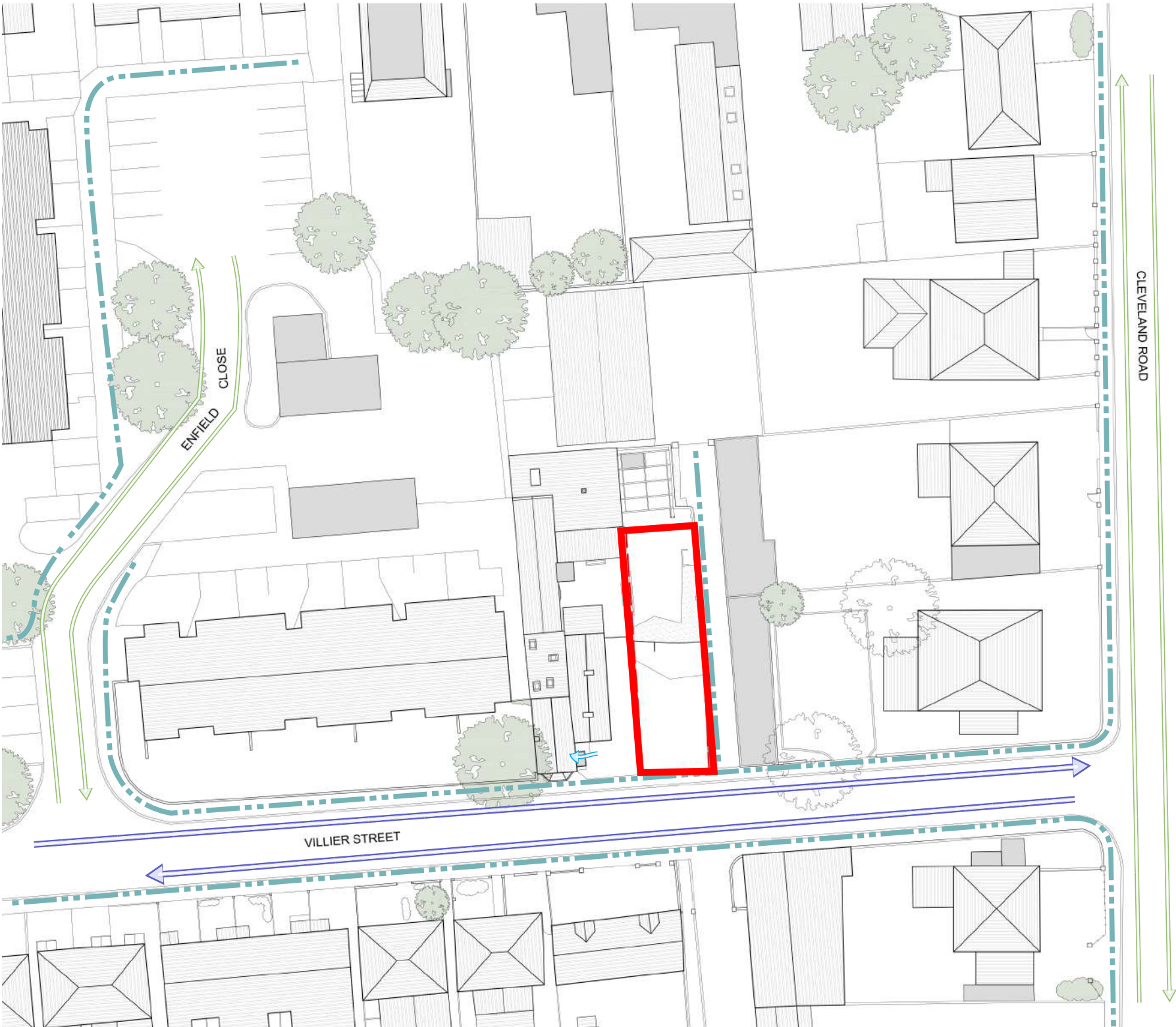


Aerial View Looking West

Site Information - Analysis

2.5 Boundaries and Access

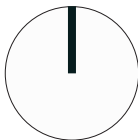
The site can be accessed via Villier Street. It is bound to the east by a side access road which gives access to 3 houses.



Site Access



Site Boundaries



- Legend**
- Site
 - Entrances
 - Primary Traffic Routes
 - Secondary Traffic Routes
 - Gated Entrances
 - Pedestrian Routes
 - Bounding Buildings

Site Information - Analysis

2.6 Orientation and Views

The site’s main axis runs approximately north to south. The proposed house and associated space will receive a sufficient amount of daylight & sunlight as demonstrated in Daylight & Sunlight Assesment prepared by Herrington Consulting.



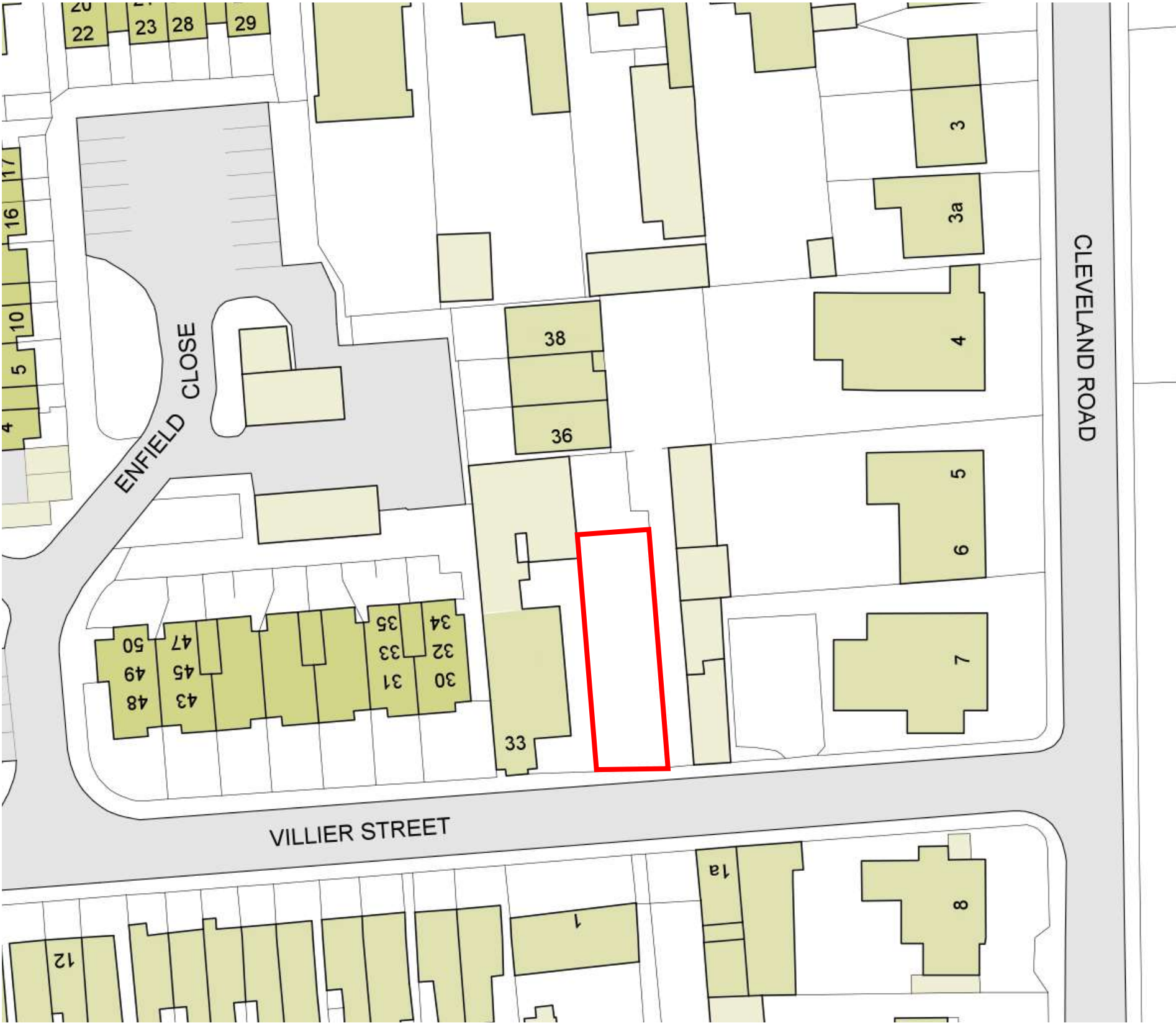
Sun Path Diagram

Legend

- Sun Path
- Sun Set
- Sun Rise

Site Information - Analysis

2.7 Surrounding Building Heights and Scale



Legend

- +1 Storey
- +2 Storey
- +3 Storey
- +4 Storey
- +5 Storey
- +6 Storey
- +7 Storey
- +8 Storey
- +9 Storey
- +10 Storey

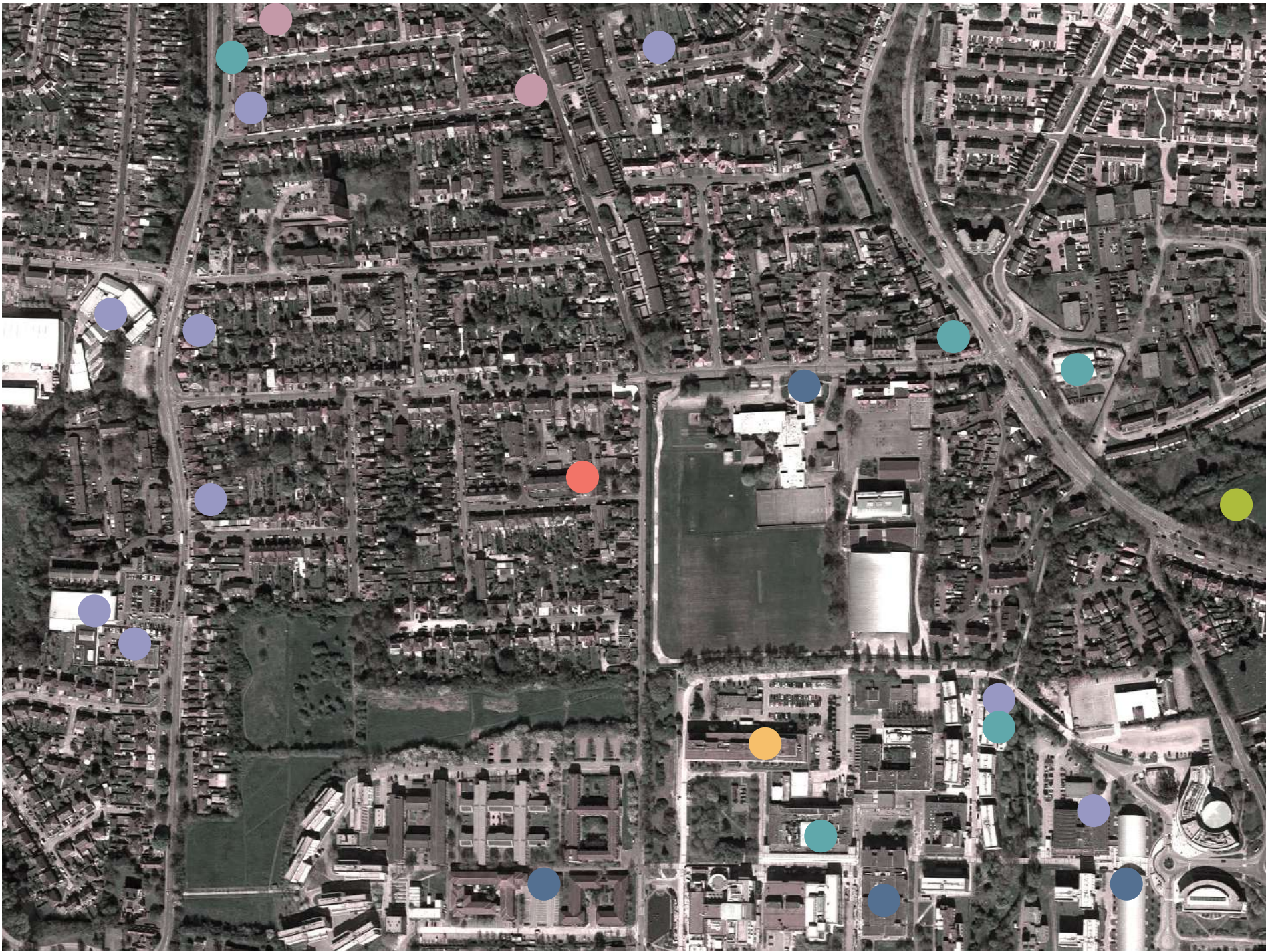


Building Heights

Site Information - Analysis

2.8 Amenities

The site is located within a 10 minutes walk from various amenities such as schools, restaurants and shops.



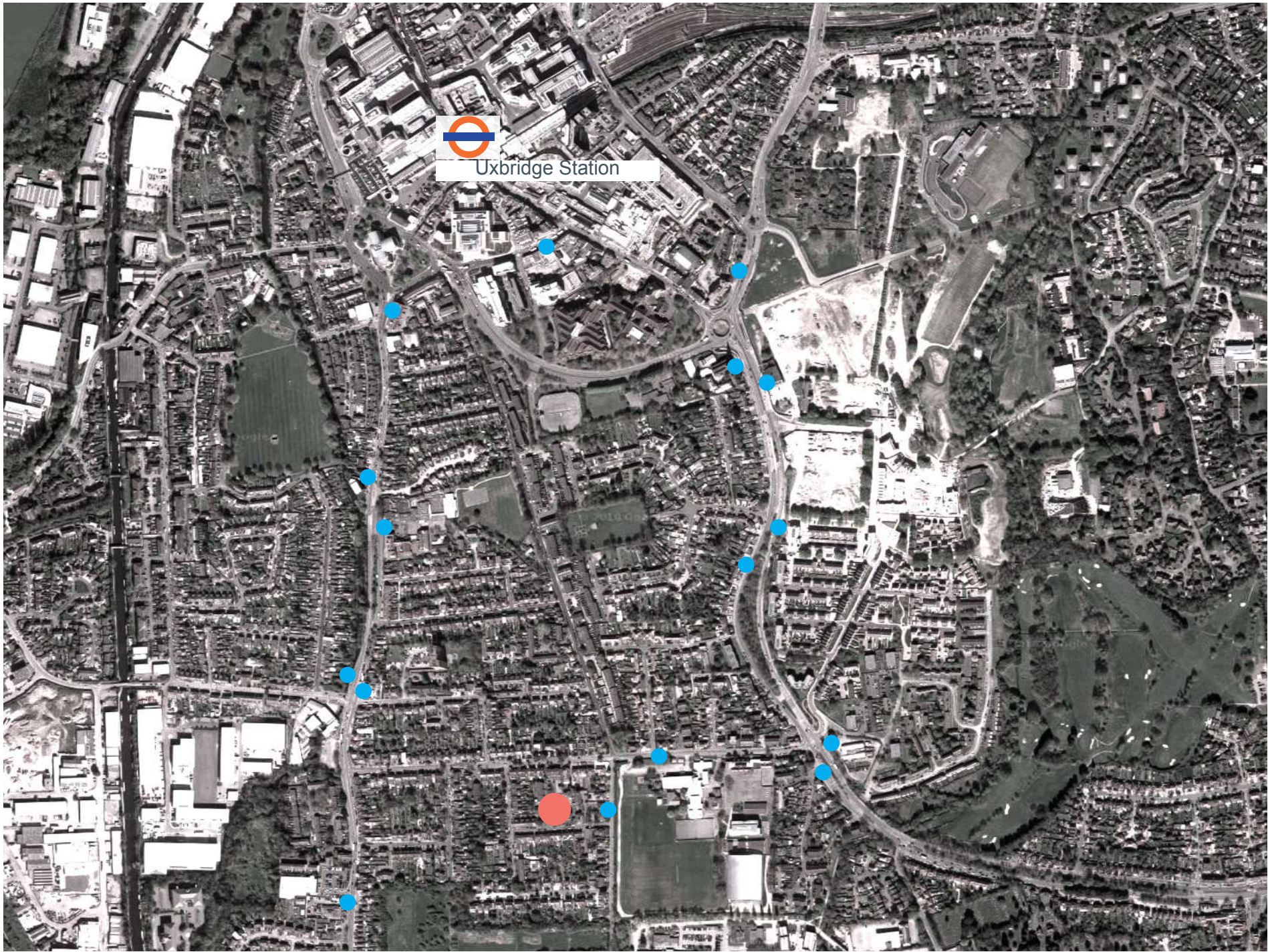
Amenities in the Local Area

Legend

- Site
- Restaurant
- Retail
- Secondary Education
- Primary Education
- Health Care
- Park and Open Space



Site Information - Analysis



Transport in the Local Area

2.9 Transport Links
The site is located at 18 minutes walking distance from Uxbridge Station (Metropolitan line and Piccadilly Line). Various Buses can be easily accessed from the site such as:
Bus U3 From Cleveland Road (Uxbridge Station to Heathrow Central bus station).
Bus 222 from Cowley Road (Uxbridge Station to Hounslow Station), as well as Bus 583 (Uxbridge Station to Slough Station) and Bus U5 (Uxbridge Station to Blyth Station).
From Hillingdon Road bus 427, 607, 724, 740, A10, A40, N207, U1, U4, U7.

LEGEND

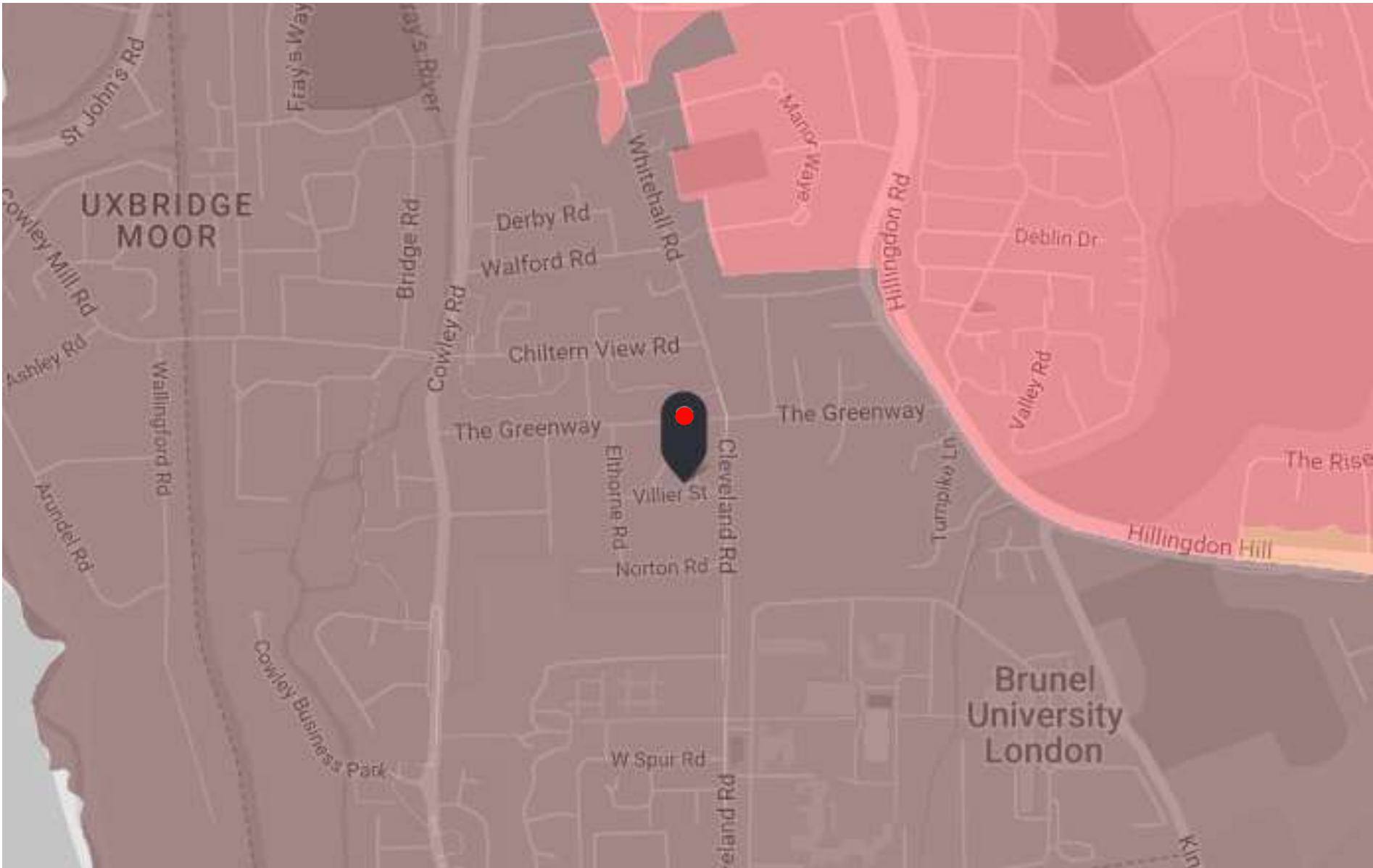
Site

Station

Bus

Site Information - Analysis

2.10 TIM Map



Transport in the Local Area



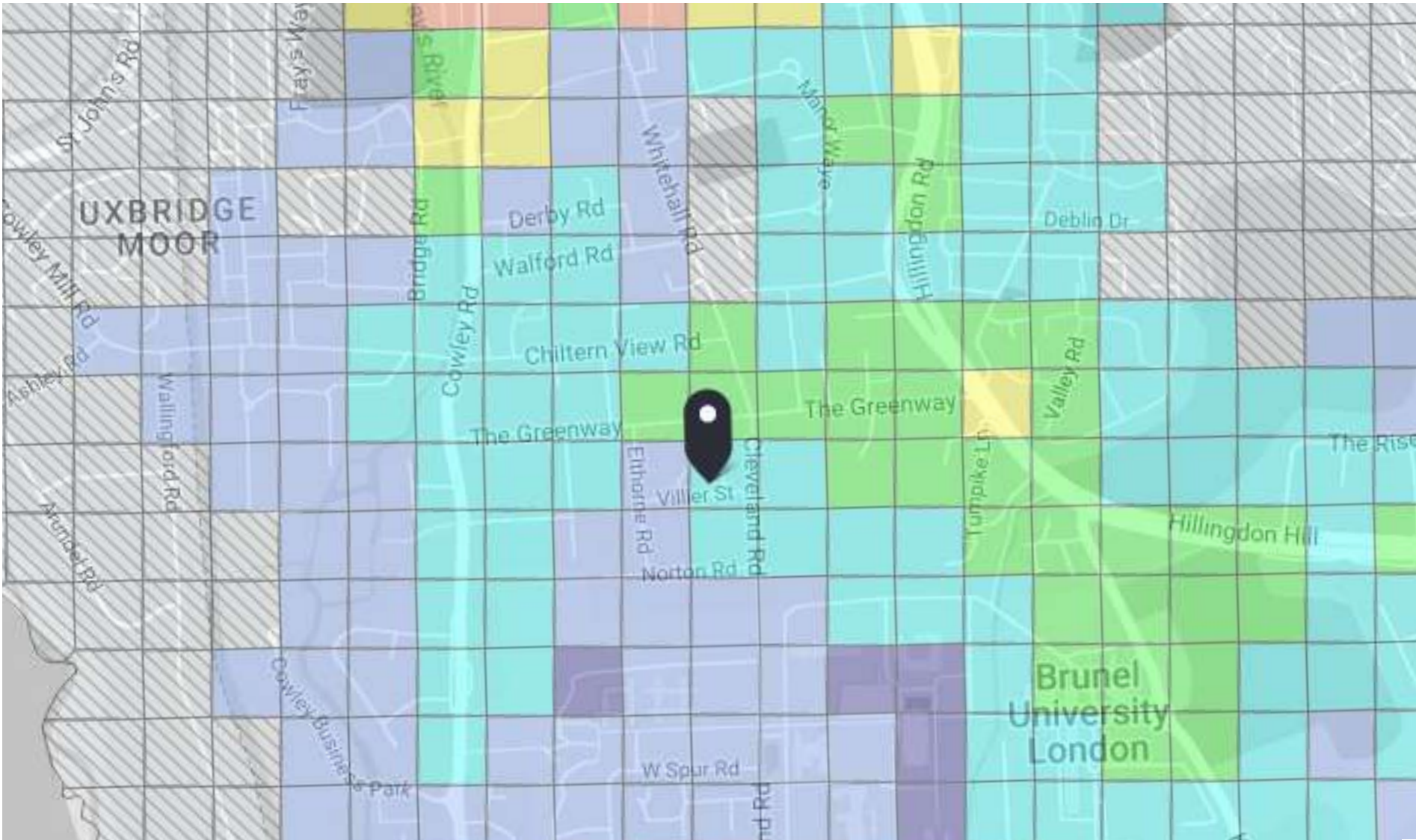
Legend

< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	

Site Information - Analysis

2.11 PTAL Map

The site is classified as having a PTAL rating of 2.



PTAL Rating

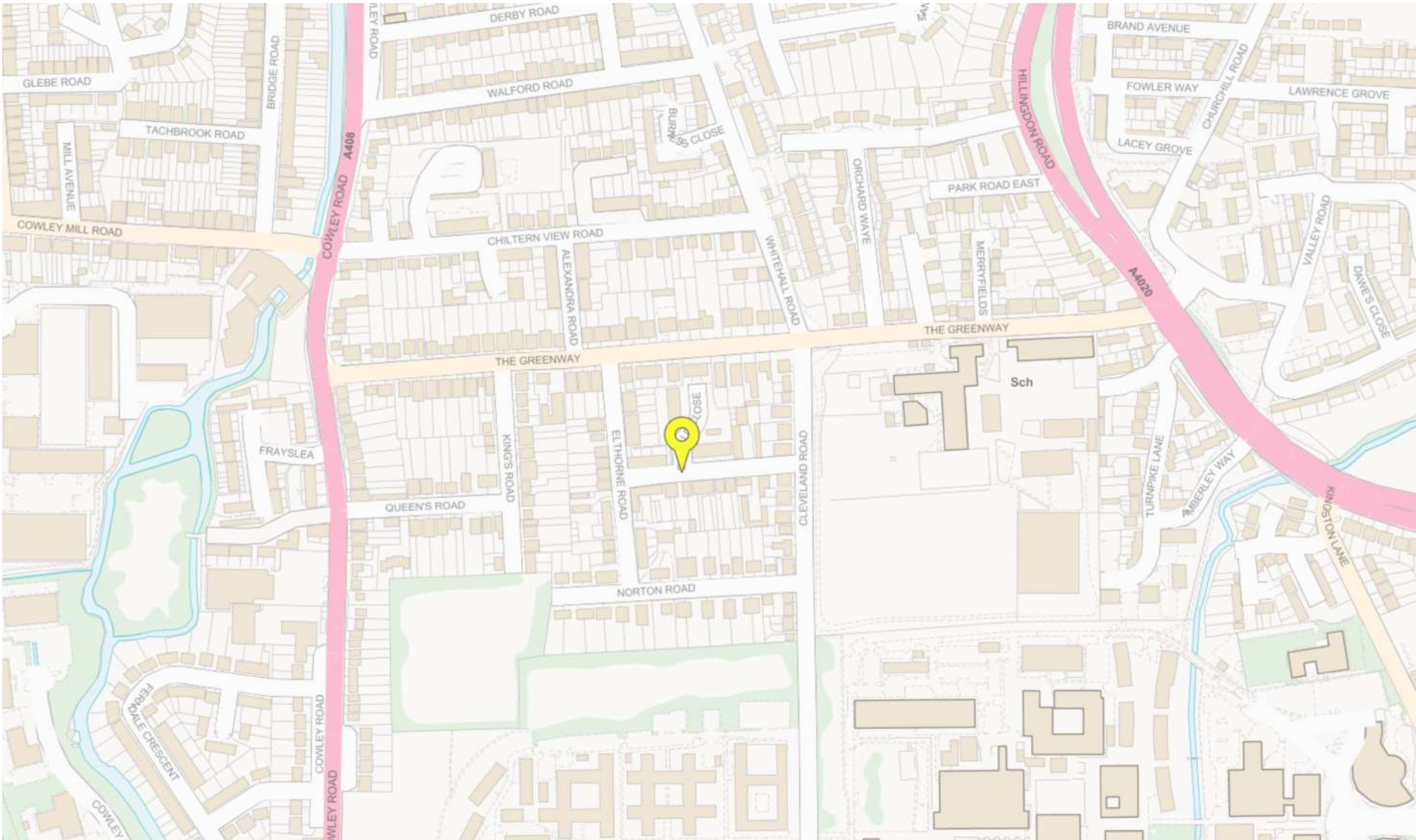


Legend

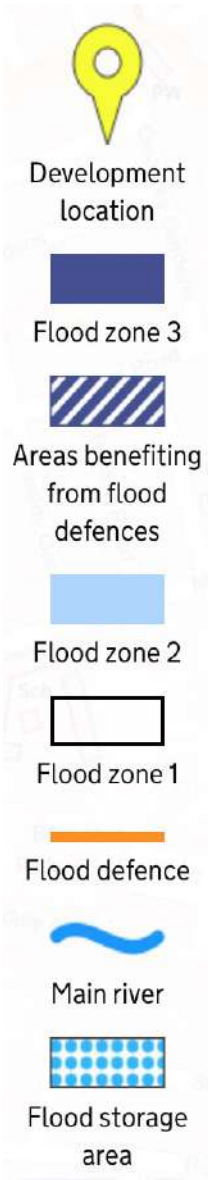


Site Information - Analysis

2.12 Flooding risk
The site doesn't present any flood risk.



Flood Risk Map



Proposal

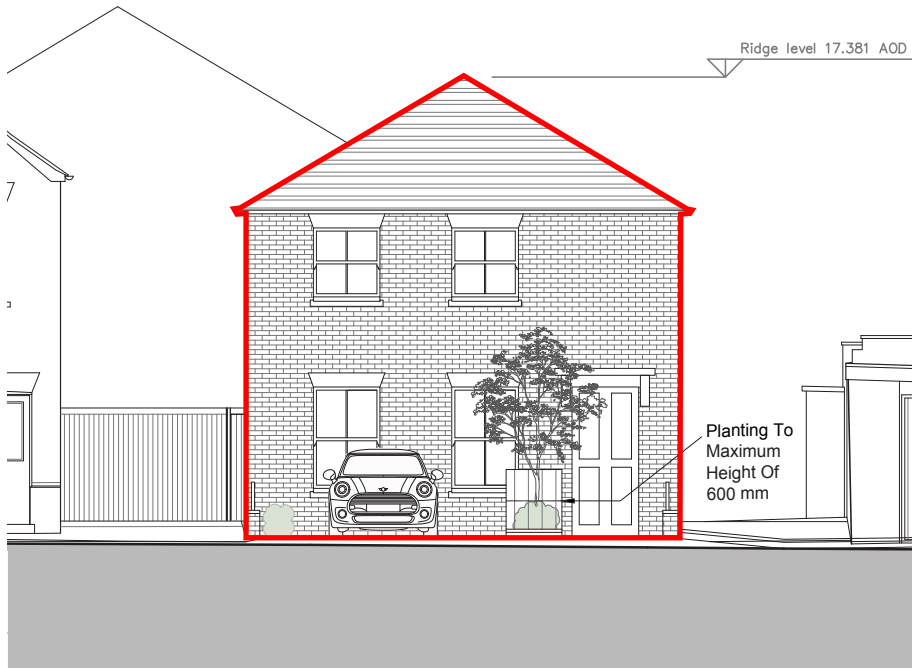
3.1 Design Development

Our proposal seeks to evoke the domestic character of the houses on the street while appearing subordinate to the Load of Hay public house. We have observed the local architecture carefully and have designed the house with the following features to ensure the design is sympathetic to the conservation area.

- The window proportions and arrangement match those of the adjacent dwellings.
- The building has a slate hipped roof and detailing in common with the adjacent dwellings.
- The building line is set back 5m from back of pavement, ensuring it does not dominate the street scene.
- The ridge height is set lower than the adjacent public house.
- London stock brick to match existing is proposed.
- Concrete window sills to match the existing.
- The window and door openings have traditional brick lintels.
- Windows are timber sliding sash, painted white.
- The door is a traditional painted timber four panelled, to match those of adjacent dwellings.
- The low-level front wall and perimeter walls are brick to match adjacent dwellings.
- Timber clad bin store at the front of the building, painted dark grey.
- Quality concrete paving slab in herringbone pattern.



Proposed South Elevation



Proposed North Elevation



1 Street View, 3 Villier Street.



2 Street View, 7 Villier Street.



Proposal

3.1 Design Development

The design of the house has been guided by our previous proposal; we have carefully considered the reasons for refusal as set out by design and planning officers in the decision notice. The reasons for refusal were as follows:

The proposed development, by reason of its siting, layout, and site coverage, would result in a cramped development of the site, which is visually incongruous (given the setting) and would fail to harmonise with the existing local and historic context of the surrounding area. The proposal would thus, have a detrimental impact on the character, appearance and local distinctiveness of The Greenway Conservation Area. The proposal would, therefore, fail to either preserve or enhance the character or appearance of the surrounding Greenway Conservation Area.

Siting:

The previous proposal was set 4m from back of pavement. The new proposal is set 5m from back of pavement, allowing parking to the front, mimicking the setbacks on the neighbouring properties and ensuring that the house is subservient to the public house.

Layout:

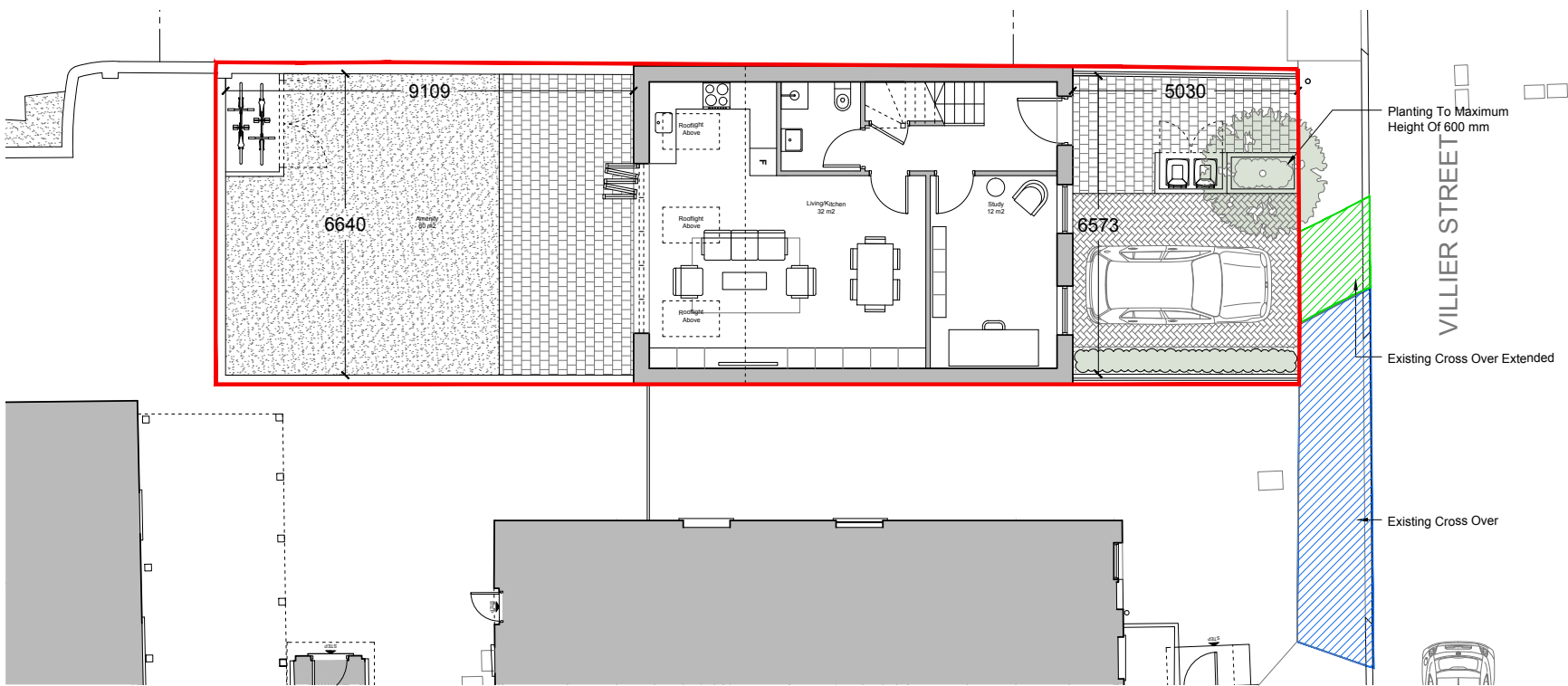
The previous proposal was based on the public house, an elongated rectangular form presenting gables to the street. The new proposal is roughly square in plan and based on neighbouring properties.

Site coverage:

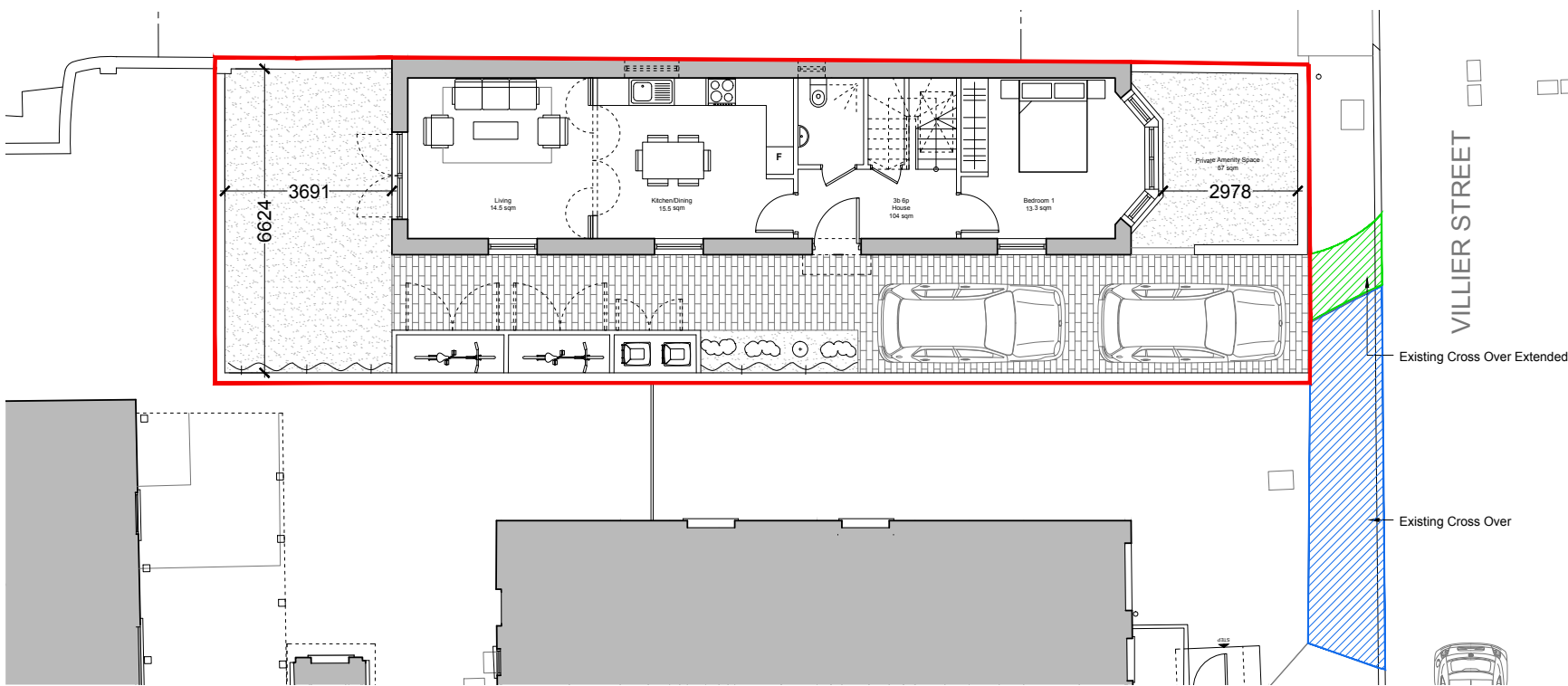
The elongated form of the previous proposal resulted in a narrow garden along one edge (2.9m wide) and a small garden to the rear (3.7m deep). The new proposal allows for a more traditional garden space, with a 5m deep paved parking area to the front and a regularly shaped 6.6m wide x 9.1m deep, 60m2 garden to the rear.

Conclusion:

Although the applicant believes that the original scheme had its own merits and was entirely acceptable in planning and design terms, the above changes were proposed specifically to address and respond to the issues raised by the council, which generated this re-design. This new layout is simple, with generous, traditionally proportioned outdoor spaces. This new design is taken directly from the neighbouring residential properties and also harmonises with the existing local and historic context of the surrounding area.



New Application: Proposed Ground Floor Plan



Previous Application: Proposed Ground Floor Plan

Proposal

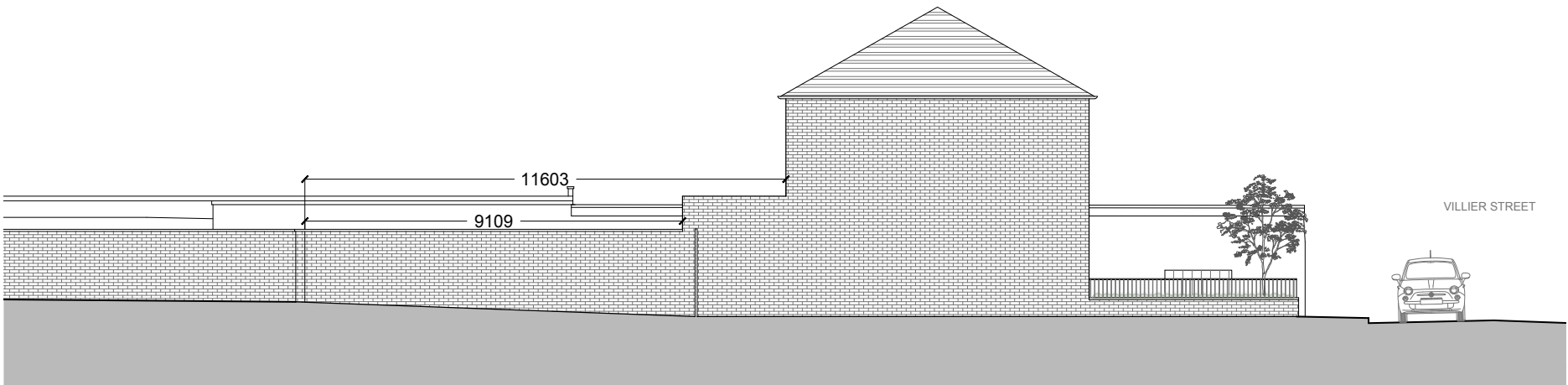
3.1 Design Development

The proposal, by reason of the siting of the rear windows/doors which serve the lounge/kitchen and their proximity to the boundary treatment, would result in an oppressive environment and the provision of habitable rooms with very poor outlook that would result in a substandard form of living accommodation which would be to the detriment of the amenity of future occupiers, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies 3.5 and 5.3 of the London Plan (2016) and the Mayor of London’s adopted Supplementary Planning Guidance - Housing (March 2016).

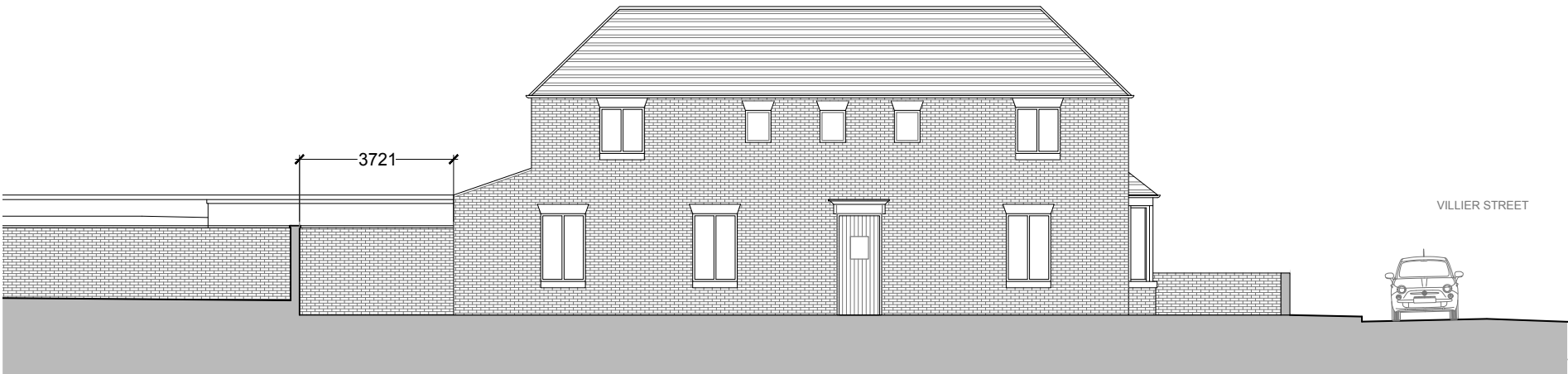
The rear windows in the previous application were 3.7m from the boundary. The new proposal is 9.1m from the boundary.

Conclusion:

The comprehensive redesign squarely addresses the councils concerns regarding the proximity to boundaries and poor outlook. The proposed house sits in a well-proportioned garden and all rooms enjoy good outlook with 9m to boundaries from the ground floor and 11.6m to boundaries from the upper floor.



New Application: West Elevation



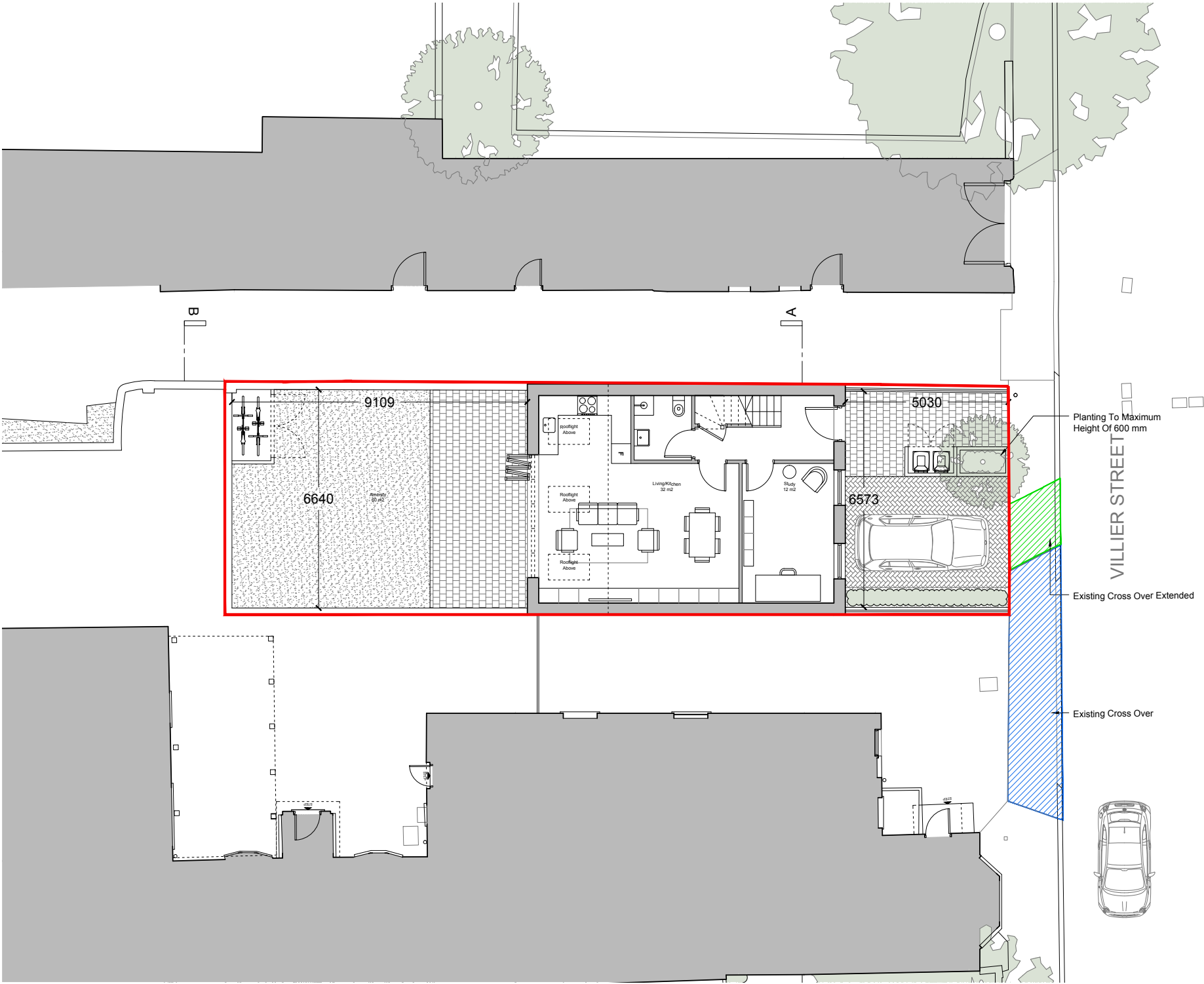
Previous Application: West Elevation

Proposal

The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the said unit would result in an over-development of the site detrimental to the residential amenity of future occupiers. The proposal is therefore contrary to Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Amenity space:
The new proposal provides 60m2 private amenity space at the rear of the property in line with council standards.

Conclusion:
The revised layout of the site therefore provides amenity space of sufficient size and quality commensurate with its size and layout. The building to site ratio is 1:2.3, the building occupies only 43% of the overall site area, providing a well-balanced building to site ratio, providing quality residential amenity to future occupiers.



New Application: Proposed Ground Floor Plan