



F LINE
DESIGNS

Design & Access Statement

THE DEMOLITION OF A SINGLE DWELLINGHOUSE AND NEW
BUILD COMPRISING OF 5 SELF-CONTAINED FLATS
20 Church Road, UB8 3NA



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INTRODUCTION / LOCATION

The planning, design and access statement has been prepared in support of a planning application for the demolition of a single dwellinghouse at 20 Church Road, UB8 3NA, following the erection of a new build containing five self-contained flats. This application has been prepared on behalf of the owner of the property Mr. Syed Hussaini.

The planning design and access statement will demonstrate that the proposal is of a high quality design as recommended by NPPF, the local Supplementary Planning Document and the Development Management Policies and in no way causes harm to the neighbourhood by upholding the character and design of the original dwellinghouse.

In determining the scheme, the following plans and drawings should be considered:

- Site location plan 1:1250 @A3
- Site plan 1:200 @A3
- Existing and proposed floor plans 1:100 @A3
- Existing and proposed roof plans 1:100 @A3
- Existing and proposed front elevations 1:100 @A3
- Existing and proposed rear elevations 1:100 @A3
- Existing and proposed side elevations 1:100 @A3
- Existing and proposed sections 1:100 @A3
- Proposed landscape plan 1:200 @A3
- Proposed landscape elevations 1:200 & 1:50 @A3

The site is located on Church Road which extends from Pield Heath Rd to Station Rd. The dwelling itself is located towards the North-West side of Church Rd close to Pield Heath Rd. Church Rd is a residential street characterised by detached buildings dominating the immediate and wider proximity, which includes the property in question.



DESCRIPTION OF WORKS

Design

The design & access statement has been prepared in support of demolishing a single dwellinghouse and creating 5 new self-contained flats in its place. In line with policy BE1 (of the Local Plan: Part 1) the proposal will be in-keeping with the character and history of the building and neighbourhood and improve the quality of the built environment to ensure the character and identity of Hillingdon is retained. The distinctiveness of the dwelling will be retained externally, thus responding positively to the surrounding context.

The detached property offers to optimise the much needed housing in the area. The dwellinghouse in its current condition is too large for single occupation, thus demolishing the property and creating flats in its place will extend the life of the property by encouraging improvement and repair, this will optimise the occupational efficiency of the building by allowing smaller households to sustainably reuse the dwelling. This will be in line Policy GG4 of the London Plan, which seeks to ensure more homes are delivered by promoting the optimisation of existing housing.



[Floor plans illustrating unit configurations]

The new build will comprise of 5 self-contained units consisting of:

- 2 x 3-bedroom flats
- 3 x 2-bedroom flats

The three-bedroom flats will be split between the ground and basement floor levels with a private garden entrance to maintain the much needed family sized housing within the area. Following thorough research conducted on the housing need within the area 3 x 2-beds have been proposed to provide accommodation for smaller households or young working occupants looking to get onto the property ladder within the area.

According to Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) all housing developments should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential developments should meet or exceed the most up to date internal space standards. Therefore, the footprint of the property has been increased in order to provide sufficient floor space. The development will not interfere with the 45-degree line of sight (for both the ground and first floor) for neighbouring properties, with this in mind the rearward projection of the development will harmonise with the context of the site. The proposed roof will be hipped so there isn't significant bulk added to the property, this will ensure the character and distinctiveness of the street isn't affected. In addition, the proposed roof plan will incorporate a flat roofed rear dormer to provide residents at the loft floor level sufficient head height and better daylight penetration. The materials for the proposed development will match that of the existing property to ensure the outlook of the street isn't significantly altered.

Furthermore, the proposed design ensures that similar rooms are located above and below each other in a 'stacked' layout, i.e. kitchens above and below kitchens, bedrooms above and below bedrooms. This will help to create a harmonious layout throughout the building and ensure a good quality of living for future occupants of the proposed development.

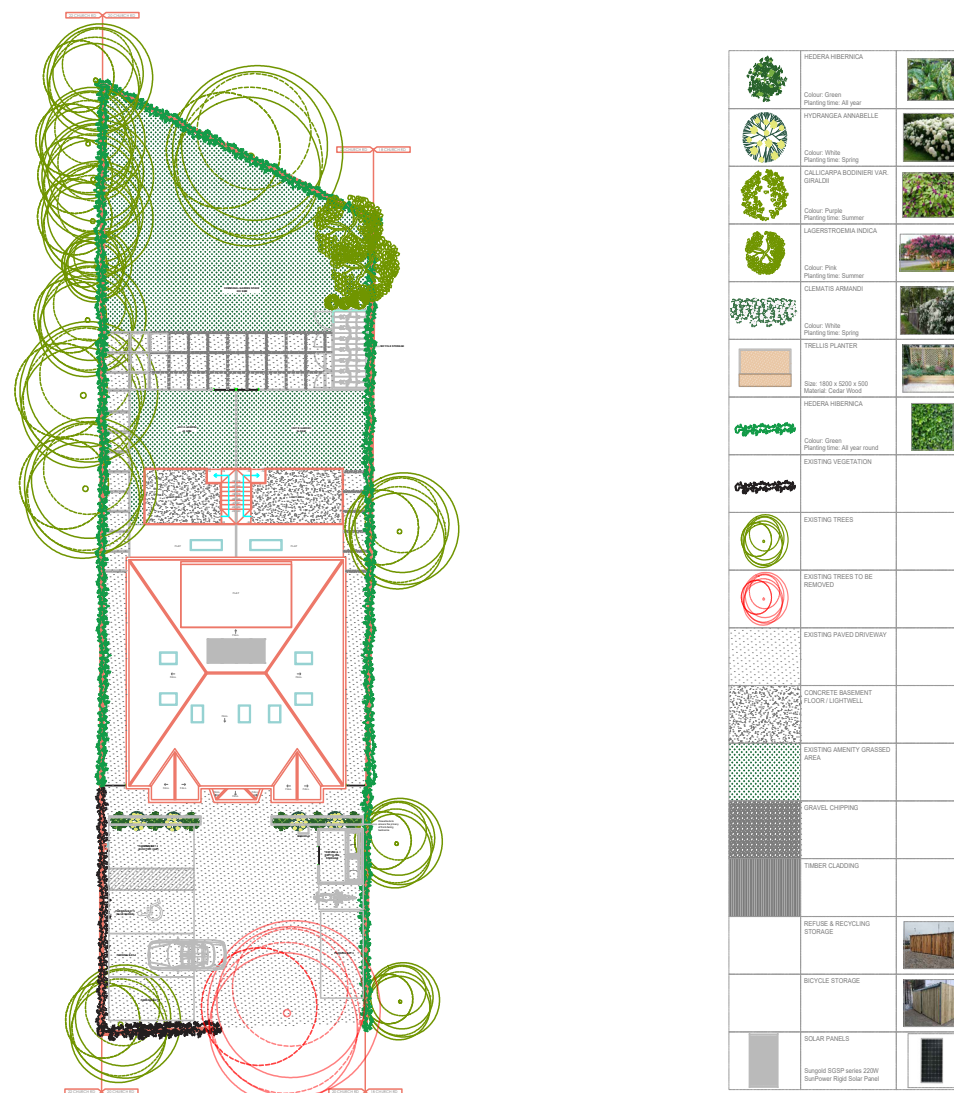
To facilitate inclusive access in accordance with Policy D7 of the London Plan Unit B has been designed as a wheelchair adaptable flat. Unit B has been split across two storeys in order to provide a high quality living space for residents, thus a stairlift will be implemented to allow disabled residents to travel between floors with ease. The internal spaces for Unit B have been carefully designed to allow wheelchair users ease of movement throughout the flat. This helps to demonstrate that, if necessary, other units can be adapted for wheelchair users.

Number of bedrooms	Number of bed spaces	Minimum 1 storey dwellings	Gross Internal Area (m ²) 2 storey dwellings	3 storey dwellings	Built-in storage (m ²)
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Technology

In line with the Hillingdon Local Plan: Part 2 and Development Management Policies (2020) Policy DMT6 an electric vehicle charging point (EVCP) has been provided.

Landscaping / Amenity Space



[Landscape plan and legend]

Following the guidance from Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020), the proposed development will look to retain the majority of the existing landscaping to ensure the front of the property doesn't become an open hardstanding for the car park as this would detract from the soft landscaping of the street. However, the Leyland Cypress tree towards the entrance of the site will have to be removed as it has grown to become over bearing on the site as well as the public foot way. The impact of removing the tree on the character of the local landscape will be relatively low (as mentioned in the tree report attached to the application), as in its place two new trees will be planted within 12 months of completion of the developments construction. The front entrance has been widened to allow residents to comfortably access their car parking spaces following a swept path analysis Trellis planters will be placed a short distance away from the ground floor habitable rooms of Units A & B to ensure there is adequate privacy from the car park, this will also enhance the soft landscaping around the development.



[Proposed view of garden configuration]

Ground floor units will have their own garden spaces as well as light-wells to allow sufficient daylight penetration to the basement floor, in addition, Unit B will also have a private entrance door to their garden space from the car park. This will aid the wellbeing of occupants of the proposed family sized dwelling. The remaining units will have access through a separate side door (to the left of Unit A) to their communal garden space from the car park. The communal garden space has been designed to accommodate a variety of users at the same time, including residents from Units A & B who can access the area through their private rear gates. The shared garden space will be retained and enhanced with a mix of soft and hard landscaping to create an attractive space for future residents.

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

[Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) Table 5.3]

Bicycle Parking

Six bicycle parking spaces have been provided within the development, 1 space x 2-bedroom flat and 2 spaces x 3-bedroom flats. In accordance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 (2020) the development provides safe, direct and inclusive access for cyclists without causing intrusions for pedestrians. Bicycle storage has been designed as part of the wider landscape and the space complements the property and external areas. The large, covered and secure cycle storage has been placed in a safe and accessible area at the rear of the property, which does not obstruct access to the main entrance, circulation areas and open spaces.

BICYCLE PARKING
MAXIMUM REQUIREMENT
(1 space per sqm of gross floorspace unless otherwise stated)
(a) 1 per studio, 1 or 2 bed unit.
(b) 2 per 3 or more bed unit.

[Appendix C of the Hillingdon Local Plan: Part 2 (2020) Table 1b]

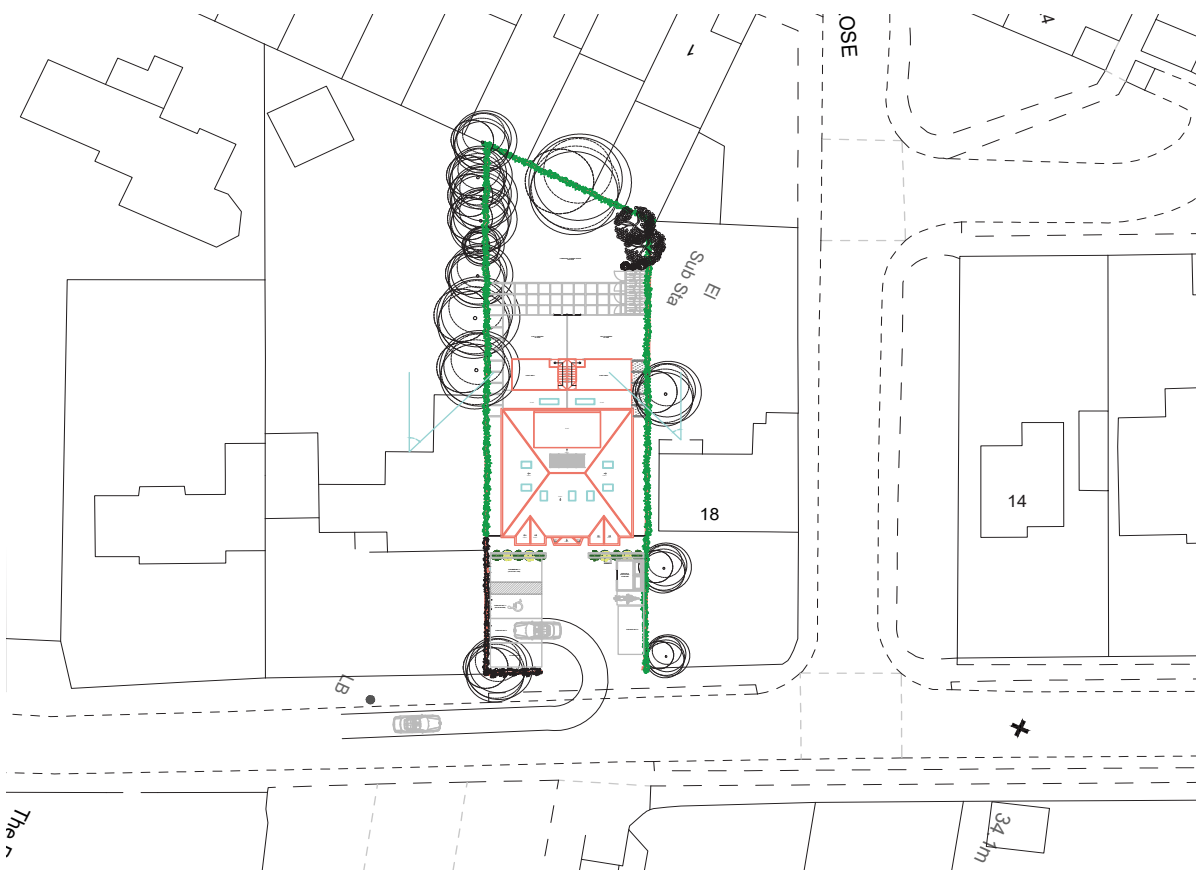
Car Parking

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

[Policy T6.1 of the London Plan Table 10.3]

Following guidance from Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) the proposal ensures there is safe and efficient vehicular access to the main road. In order to ensure the scheme does not contribute to the deterioration of air quality, noise, local amenity or safety of all road users and residents only five parking spaces (1 space per flat), including one blue badge space have been proposed. Due to the low PTAL rating, the development will follow the guidance from Policy T6.1 of the London Plan for Outer London PTAL 2-3 rather than that of Policy DMT6 of the Hillingdon Local Plan: Part 2. The proposed car park is of an adequate size to allow sufficient circulation and will not reduce and restrict access to the property. Furthermore, the car park has been carefully designed preserve the existing vegetation and environmental quality of the site.

To offset traffic congestion to/from the site no guest parking bays on/off-street will be proposed, instead visitors will be encouraged to use alternative environmentally-friendly modes of transportation as there are several bus stops located within a close proximity to the site. However, if transportation by means of a car must be made, visitors can find on-street parking a short walk away on Huxley Cl.



[Block plan showcasing access to/from development from highway]

MATERIALS

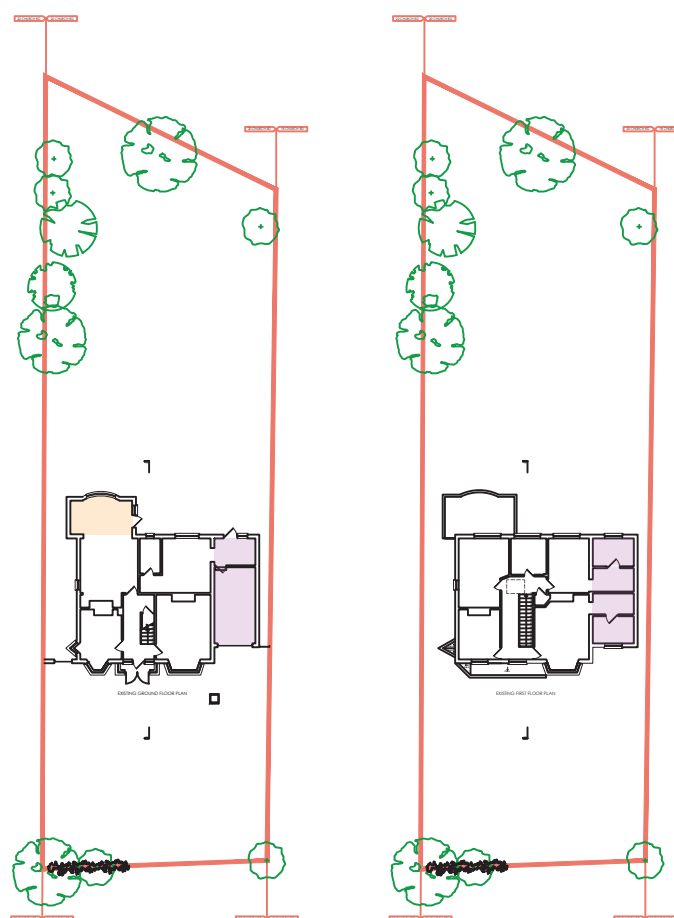
The proposed development will replicate the external façades to ensure the character of the property is preserved. The proposed elevations will incorporate red bricks on the ground floor, a white rendered finish on the first floor and a clay tiled hipped roof to match the existing property.



[Existing rear elevation]

PLANNING HISTORY

This site does not have any constraints, it is not in a conservation area, Article 4, green belt or flood zone.



[Existing floor plans illustrating previous extensions]

The previous owners of the home had converted the garage into habitable rooms to expand the width of the original home and created single-storey side extension on the first floor of the property in 1997. The property has also been extended at the rear to create a larger open-plan living and dining room creating a new access route to the garden. No other alterations have been made to the property in recent years.

PRECEDENTS

Within the surrounding area of 20 Church Rd, there have been two previous applications for the demolition of existing dwellings and erection of a variety of flats to support families and working individuals. No. 6 Church Rd (application ref: 66722/APP/2013/3533) received approval for the erection of a 2-storey building to provide 6 self-contained 1-bedroom flats for supported housing, ancillary office and overnight accommodation for staff. Overton and Ivinghoe House (formally No. 21 & 23 Church Rd) (appeal application ref: APP/R5510/A/07/2040431) received approval for the erection of two residential blocks to provide 11 x two-bedroom and 2 x one-bedroom flats. Hence the new development of 20 Church Rd will be in compliance with Policy DMH 4 part i) of the Hillingdon Local Plan: Part 2 as less than 1% of dwellings on Church Rd have been converted into flats.

Address: 29 Bosanquet Close, Uxbridge UB8 3PE
Application Reference Number: 24519/APP/2021/169
Description of Proposal: the conversion of a single 3-bedroom dwellinghouse into 1 x 1-bed and 1 x 3-bed self-contained residential units in addition to a single-storey rear extension.
Application Decision: Approved on 22nd March 2021



- LEGEND
- 29 Bosanquet Close, Uxbridge, UB8 3PE
 - 20 Church Road, Uxbridge, UB8 3NA

[Google maps image showcasing the proximity from Church Rd to Bosanquet Cl]

The approved site is within walking distance from the proposed site, where a similar number of units has been proposed. As displayed from the image below the approved flat conversion has had minimal impact on the external appearance and character of the property or the street. Similarly the proposed development will look to retain the distinctiveness of the dwelling and the street by improving the external appearance of the site, this will help to achieve a high quality of design in accordance to Policy BE1 of the Hillingdon Local Plan: Part 1 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2.



[29 Bosanquet Close, Uxbridge UB8 3PE]

CONCLUSION

The proposed development will look to demolish a single dwellinghouse following the erection of a new build comprising 5 self-contained flats. The new build will be in-keeping with the character and the history of the building and neighbourhood by replicating the external building façades. The development will optimise the occupational efficiency of the building by allowing smaller households to sustainably utilise the site, thus providing the much needed housing in the area.

This planning design and access statement demonstrates that the proposal will retain a high quality design as recommended by NPPF, the local Supplementary Planning Document and the Development Management Policies and in no way causes harm to the neighbourhood by upholding the character and design of the original dwellinghouse. In order to provide sufficient floor space, the footprint of the property will be increased. The development will not interfere with the 45-degree line of sight for neighbouring properties, with this in mind the rearward projection of the development will harmonise with the context of the site. The proposed roof will be hipped so there isn't significant bulk added to the property, this will ensure the character and distinctiveness of the street isn't affected. In addition, the proposed roof plan will incorporate a flat roofed rear dormer to provide residents at the loft floor level sufficient head height and better daylight penetration. The materials for the proposed development will match that of the existing property to ensure the outlook of the street isn't significantly altered.

To facilitate Policy D7 of the London Plan Unit B has been designed as a wheelchair adaptable flat. Unit B has been split across two storeys in order to provide a high quality living space for residents, thus a stairlift will be implemented to allow disabled residents to travel between floors with ease. This helps to illustrate that, if necessary, additional units can also be made wheelchair adaptable.

By following the guidance provided by the Hillingdon Local Plan: Part 2 (2020) the three-bedroom flats will be split between the ground and basement floor levels with their own garden spaces as well as light-wells, in addition, Unit B will also have a private entrance door to their garden space from the car park. The remaining units will have access through a separate side door (to the left of Unit A) to their communal garden space from the car park. The communal garden space has been designed to accommodate a variety of users at the same time. The shared garden space will be retained and enhanced with a mix of soft and hard landscaping to create an attractive space for future residents.

Following guidance from Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) the proposal ensures there is safe and efficient vehicular access to the main road. In order to ensure the scheme does not contribute to the deterioration of air quality, noise, local amenity or safety of all road users and residents only five parking spaces (1 space per flat), including one blue badge space have been proposed. Due to the low PTAL rating, the development will follow the guidance from Policy T6.1 of the London Plan for Outer London PTAL 2-3 rather than that of Policy DMT6 of the Hillingdon Local Plan: Part 2. In accordance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 (2020) the development provides six bicycle parking spaces, 1 space x 2-bedroom flat and 2 spaces x 3-bedroom flats. The large, covered and secure cycle storage has been placed in a safe and accessible area at the rear of the property, which does not obstruct access to the main entrance, circulation areas and open spaces.

Within the surrounding area of 20 Church Rd, there have been two approved applications similar to this proposal, where single family dwellings have been demolished and rebuilt into a variety of flats to support families and working individuals within the area.



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