

# **DESIGN AND ACCESS STATEMENT**

## **217 SWAKELEYS ROAD, ICKENHAM, UXBRIDGE, UB10 8DP**

Prepared By  
**The Gillett Macleod Partnership**  
**7<sup>th</sup> December 2022**

## **CONTEXT**

The site is located on the busy major distributor road known as Swakeleys Road. The character of the area is mixed comprising of two and three storey flatted developments and two storey detached and semi-detached houses. Immediately adjoining the site to the South at No. 219 is a recently constructed three storey block which is similar in size to the current proposal. The majority of properties in this stretch of the Swakeleys Road comprise of flatted developments with the exception of No. 215 which is a two storey house immediately next door and to the North of our proposal.

## **DESIGN**

The proposal has been designed to address the concerns raised in the previous application reference: 24612/APP/2022/2486, dated 31<sup>st</sup> October 2022. There were five reasons for refusal as follows:

- 1) The proposed development, by reason of its size, scale, massing, height and design (including its excessive two-storey front projection and uncharacteristic crown roof form and dormers) would fail to harmonise with the character and architectural composition of the surrounding properties, appearing as a visually dominant, incongruous and bulky form of development which would be detrimental to the visual amenity of the street scene and harmful to the character and appearance of the surrounding area. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

- 2) The proposed development, by virtue of the position of the on-site car parking spaces, the communal rear garden and its access route, and the lack/absence of defensible space, would cause unacceptable overlooking and a loss of privacy (both real and perceived) for the future occupants of the proposed ground floor flats. The proposal would therefore result in a substandard form of internal residential accommodation to the detriment of the amenity of the future occupiers of Flats 1,2 and 3, contrary to Policies DMHB 15 and DMHB 16 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021)
- 3) The proposed development, by virtue of its substandard internal floor space for the single bedrooms contained within Flats 1, 2, 4 and 5, would result in substandard forms of residential accommodation to the detriment of future occupants of these proposed flats. The proposal would therefore contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).
- 4) Insufficient evidence has been provided to demonstrate that adequate refuse and recycling facilities can be provided for the existing and future occupiers of the proposed development without adversely impacting upon neighbouring residential amenity, on-site parking provision, highway safety or the ability for the Council's refuse collection crew to service the site. The proposal would therefore conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) and the National Planning Policy Framework (2021).
- 5) The proposed development by virtue of its proximity to the shard boundary, scale, height and bulk (which includes a crown roof profile and dormers), would result in a loss of outlook for the occupiers at No. 215 when viewed from their private amenity space and would create an unacceptable sense of the enclosure and overbearing impact for the neighbouring occupiers at No.

215. The proposal would therefore result in harm to neighbouring residential amenity contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) and the National Planning Policy Framework (2021).

The current proposal has been designed to overcome these reasons as follows:

**Answering Reason 1)**

The bulk and height of the proposal adjacent to No 215 has been reduced and the large front projection of the previous proposal has been removed and the setback is now more in-keeping with the prevailing character of the area.

The crown roof has been removed and the dormers have been set down from the ridge. The crown roof and close proximity of the dormers to the ridge were found to be unacceptable in the previous refusal.

The current proposal addresses the concerns raised in reason 1 of the previous refusal and the building has been designed to be in-keeping with the street scene.

**Answering Reason 2)**

The current proposal has a re-designed parking area to provide defensible space for the ground floor units and landscaping features have been included to screen the areas off.

We have indicated a pedestrian route to the rear communal amenity space and parking area. The concerns raised have therefore been addressed in the current proposal.

**Answering Reason 3**

The internal floor space of the single bedrooms have been adjusted to achieve a minimum of 7.5 m<sup>2</sup> to comply with the space standards. This satisfactorily addresses reason 3 for refusal.

### **Answering Reason 4**

A bin storage area has been indicated on the proposed site plan showing the location of bins which would not adversely affect the amenity of the adjoining owners due to its remote location from the front of the residential units adjacent. The siting of the bin store is within ten meters of the councils refuse collection crew pick-up point. This satisfactorily answers the fourth reason for refusal.

### **Answering Reason 5**

The removal of the crown roof re-positioning of the dormers away from the shared boundary with No. 215 in combination with making the proposal two storeys without any rooms in the roof immediately adjacent to No. 215 has reduced the impact so as not to cause harm to the residential amenity of No. 215. This would satisfactorily answer reason 5 for refusal.

## **SUMMARY**

The current design addresses the previous reasons for refusal and as such there is no reason why it cannot more favourably considered by the local planning authority.

## **ACCESS AND FIRE STATEMENT**

### **Fire Statement:**

### **Fire Safety Strategy**

- 1) The Application Site is a three storey block of flat containing 7 residential units. The block is design with the single protected staircase which will provide safe evacuation from the building in the event of fire. Each flat will have a half hour fire resistance self-closing door forming the front entrance door of the flat. The inner hall will be protected by virtue of having half hour fire resistance door fitted to all rooms leading off the hall way providing a smoke lobby to protect

this staircase. The travel distance within the flats is within limit set down within the building regulation.

- 2) In the event of emergency the fire appliance can be parked outside the premises and the travel distance from where the appliance is parked to the furthest point within the building will be less than 45 meters as required by building regulation.
- 3) The construction of the separating walls and separating floors will be constructed to have half an hour fire resistance to aid save evacuation of the building.
- 4) There is good connection with the public highway which gives access to the premises and also provides an escape route where future residents can take refuge on the public pavement outside the premises.

Jeffrey Gillett, R.I.B.A.

**Access:**

The site lies on a major distributor road which provides very good access for emergency and delivery vehicles. The site will be provided with a level threshold to the flats.

A disabled standard staircase will be provided to access the upper floor flats. The family three bedroom unit is located on the ground floor with good access to the private amenity space and communal space to the rear of the building.