



DPW_19_01 Rev A

DESIGN, ACCESS and SUSTAINABILITY STATEMENT

For

72 HAREFIELD ROAD, UXBRIDGE MIDDLESEX, UB8 1PL.

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Introduction.

This statement has been prepared by Uxbridge Design and Detailing Services Limited to accompany an application for Full Planning Permission for the redevelopment of this site to provide 9 no. apartments with associated parking, landscaping and amenity space. This would follow the demolition of the existing property and any outbuildings currently on the site, known as 72 Harefield Road, Uxbridge, Middlesex. UB8 1PJ.

The statement has been prepared in accordance with guidance published by the Commission for Architecture and the Built Environment, and covers the following.

- 1). An analysis of the existing site and the surrounding area.
- 2). A description of the design process that has been followed to reach the ultimate design of the proposed building. This covers areas such as Use, Layout, Amount of Space, Scale, Landscaping and Appearance. It also considers the constraints of the site and the surrounding properties.
- 3). It considers accessibility to and within the site and its relationship to Local Transport links. Consideration is also given to access for the elderly and the disabled both for pedestrians and vehicles.

This statement should also be read in conjunction with all other relevant drawings and documents submitted with this application.

1). The Site.

The application site is located on the east side of Harefield Road, which runs predominately from Park Road to the North East to Oxford Road in the South West. It is opposite Fairlight Drive and is also located very close the Uxbridge Town Centre. This site is also only approximately 0.5 miles from Uxbridge Bus Station and the termination point of London Underground at Uxbridge Train Station.

The site is located in a currently 'built up' residential area consisting of numerous dwellings of many forms and sizes. It is located outside the Uxbridge Town Centre Conservation Area.

The site has an overall area of 0.11ha and is rectangular in shape. It currently comprises of a detached two storey dwelling house set on higher ground such that the ground floor level is around 2.1m above the adjacent road level. The frontage of this existing dwelling is set some 11m back from the public footpath to Harefield Road, at its nearest point. There are also some sheds in the rear garden of the existing dwelling that would also be demolished.

The boundaries of the site are established and mainly consist of timber fences. There are also a number of established trees on or close to the boundaries at the rear, protection of which is covered in the Arboricultural Impact Assessment Report.

To the front of the site, the existing earth bank would be excavated to allow construction of the new building, however the existing established tree to the right side would be protected in accordance with guidance in the Assessment Report.

2). Urban Context.

The surrounding area generally consists of residential properties; however, the size and character vary significantly. To the right here are three storey dwellings, with the upper storey set within the roof structure, whilst to the left side there is a large detached building over four floors. A similar designed detached building stands further to the left, with both these properties probably built at the same time. Opposite the site there are mainly two storey dwellings, of varying designs, with what appears to be a more recent 'infill' plot at the junction of Harefield Road and Fairlight Drive.

When considering the design of the new building careful consideration was given to the size, bulk and appearance of the current buildings immediately to each side of the application site.

3). Planning History

Pre-application advice has been sought for this proposed development as was assigned the reference no. 25767/PRC/2020/157.

A Full Planning application under reference no. 25767/APP/2021/491 was submitted to Hillingdon Council and registered on 03/03/21. This application was considered by the Local Authority and was subsequently REFUSED on 05/08/21.

The reasons given for the refusal were.

1. The proposed development, by reason of its excessive size, scale, bulk, design including a very large crown roof and significant site excavation would result in a cramped, unduly intrusive, very prominent over-development of the site. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general. Therefore, the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (November 2012, Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) and Policies D3, D4 and D6 of the London Plan (2021).
2. The proposed development, by virtue of its size, scale, bulk, depth, height and proximity, would be detrimental to the amenities of the adjoining occupiers at 56 – 60 Harefield Road and 74 Harefield Road, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore, the proposal would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) and Policies D3, D4 and D6 of the London Plan (2021).

This decision was Appealed to The Planning Inspectorate and given reference no. APP/R5510/W/21/32836540. Following a site visit made by the Inspector on 25/01/22 the appeal was dismissed on 11/02/22.

The main reasons for the appeal being dismissed were,

1. A substantial increase in ridge level bringing it more in line with that of no. 74 and above no. 56 – 60.
2. The 'stretched' dual pitched roof arrangement which obscures the crown roof behind, being far in excess of, and out of proportion with, the neighbouring property. This design is viewed as an overly large and bulky feature with the context of the surrounding townscape.
3. The width of the proposed development would substantially fill more of the site than is currently the case, so would reduce the verdancy of this part of the road.
4. The proposed development would extend much further into the plot than the existing property does, so would change the relationship of the site with neighbouring properties.
5. The proposed development would bring a more substantial built form closer to the existing property at no. 74 and be to the detriment of the living conditions of the occupiers of this property.

6. The proposed development would feel overbearing to the users of the amenity spaces of no. 74.
7. Even though the 45 degree test has been achieved, in this case, the outlook would be unacceptably impacted by their proposed development.
8. The proposed development would have a detrimental impact on the living conditions of the neighbouring property.

Careful consideration has been given to all aspects of the comments made in the Appeal and the building was re-design taking these in account.

A further Full Planning application was made to the Council on 29/04/22 and registered under reference no. 25767/APP/2022/1400. This application was considered by the Council but again REFUSED on 15/07/22.

Even though the re-design of the building took into consideration the comments made by the Inspectorate in the previous Appeal, the application was refused for almost identical reasons to the first application.

4). Design

A further significant re-design of the proposed building has been undertaken, specifically to address and substantially take into account the comments made by the Inspector, generally as listed above. The result is a form of development that will positively enhance the character and appearance of the site, when built.

The apartments are proposed to be accommodated within a single building that is located within the site with carefully consideration given to the distances provided to the side boundaries. The proposed flank wall of the new building is now set further from that of no. 74 thus providing greater separation. The front of the proposed building is generally in line with the front of the existing dwelling that is to be demolished. The location of the adjacent properties has also been taken into consideration to ensure the new dwelling does not appear prominent in the street scene.

The height of the proposed building has been significantly reduced (from the previous applications) below the ridge level of the left side unit (no. 74). The ridge height of the new building is now proposed to be similar to that of the ridge to nos. 56 – 60.

The depth of the re-designed building is also significantly reduced such that it is now similar depth to the rear wall of no. 74.

This new also provides some private amenity space to each unit by way of balconies or patio areas.

Access to the site will be via a vehicular crossover from Harefield Road to the left side of the plot. The access will lead to a new access drive that would pass to the left side of the building and lead to parking area at the rear of the development.

To the front of the building there will be one parking space, one of which will be to disabled parking bay standards. To the right of the building there will be an area for secure cycle storage.

To the front on the site there will be an area for bin storage, that will be enclosed using a timber structure with screen planting.

The majority of the trees to the rear will be retained and protected in accordance with the Arboricultural report. Further landscaping would be provided to enhance the appearance of the site.

a). Amount

The proposed building is to comprise of a total of 9 No. apartments over four floor levels.

The apartments would consist of 1 x 3 bed, 6 x 2 bed and 2 x 1 bed units of varying size and layout.

The family unit (3 bed) is located at Lower Ground Floor level, with direct access to a private amenity space.

b). Layout.

The layout of the proposed development has been carefully considered bearing in mind the location and proximity of the adjacent buildings.

The siting of the proposed building overlaps with the footprint of the dwelling that is to be demolished, with the new left flank wall is further from no. 74. As mention previously the building frontage generally aligns with both the existing building and that adjacent.

A sufficient area of combined private and communal amenity space is provided predominantly to the rear of the building together with the parking area.

The proposed building has been designed and sited to ensure that no loss of amenity to the surrounding properties will occur. Sufficient and improved separation distances to adjacent dwellings are achieved and no major habitable room windows are proposed to the flank elevations.

The proposed rear balcony terraces are designed with high obscured screening to the sides to ensure there is no material overlooking to the adjacent properties. A balcony is also proposed to the front of the building, thus ensuring all units have small private amenity space.

Access to the rear of the site will be via the left side drive which would ramp up to natural ground levels at the rear. The rear parking area would be laid out and constructed in accordance with the recommendations in the Arboricultural report.

The existing Yew tree on the site to the front right side will be retained up provide screening of the building front the street. The large Lime tree located off site, with branches overhanging the plot is also to remain. The majority of existing trees on the boundaries of the site will be retained and will

ensure that the development remains screened. Other landscaping is proposed within the site where necessary, particularly along the boundaries of the site.

c). Scale.

The proposal creates 9 No. apartments within a single building that is four storey's in height with the Lower Ground Floor of accommodation set down at road level, giving the appearance that it is below natural site levels.

The total height of the proposed building is similar to the existing dwellings to the right side (nos. 56 - 60) and significantly lower than the ridge of no. 74.

d). Appearance.

The proposed building is to be of traditional construction and appearance with three stories of brick walls and the top storey set within a mansard designed roof structure. The development will be of extremely high quality and will enhance the character and appearance of the surrounding area.

Stone detailing is to be provided within the brickwork and above and below windows.

The roof to the front elevation will have dormer windows set within the mansard roof.

The front entrance door will have a canopy and balcony over supported by stone columns.

Metal gates are proposed at the start of the side entrance drive to provide security and restricting access to the rear of the plot.

The rear elevation is to have balconies at each level to provide some private amenity space to the rear apartments.

e). Landscaping.

The site is currently screened with trees., that will be protected during the works. Any existing overgrown shrubs etc. will be removed to allow construction works.



The existing tree to the front right side to the plot will be retained and protected, as shown on the above photograph. Additional landscaping is proposed within the site where necessary.

A robust landscaping scheme is envisaged and will be designed to ensure that it enhances the development. The application drawings provide indicative planting proposals which will be developed and further details submitted at a later date and dealt with by condition.

5). Access.

a). Site Access.

Access to the site will be via the existing established crossover onto Harefield Road.

The main parking area for the apartments will be to the rear of the site with 11 no. spaces. The construction of these will be in accordance with the guidelines set out in the Arboricultural report.

One space, to disabled standards, will be provided to the front of the development.

Electric vehicle charging points (EVCP) are to be provided in accordance with the current standards. 2no. spaces for 'active' charging are required with the remaining 10 spaces to be made 'passive' compliant.

Parking space allocation will be provided upon completion of the development.

Cycling parking provision will be met with storage to the right side of the access drive. A minimum of 1 secure and accessible space for the 1 & 2 bedroomed apartments and 2 spaces for the 3 bedroomed units is to be provided

b). Building Access.

Access to and circulation within the common areas of the building is to fully comply with the Council's 'Accessible Hillingdon' supplementary planning document.

Level threshold is to be provided to any access doors to the building with a fully compliant ramped approach.

Within the common areas, minimum standards for size of lobbies and doors to be met.

The dwellings are designed to meet standards for a category 2 M4 (2) dwelling, as set out in the Building Regulations. Sufficient space provided for turning with clear zones in living rooms, bedrooms and bathrooms.

6). Sustainably

a). Sustainable Design

The proposal to construct a building of 9 No. apartments with surface parking following demolition of the existing dwelling.

The proposal has been designed to potentially accommodate any of the following.

- i) Solar thermal or solar PV panels where appropriate on the roof structure.
- ii) Heat recovery system
- iii) Underfloor heating.

b). Energy Efficiency

To minimise heat loss from each apartment and the maximise efficiency the building design will incorporate the following.

- i) Insulated roofs, walls and floors to at least the minimum standards set out in the Building Regulations.
- ii) Double glazed windows and external doors.
- iii) Ventilation such to ensure condensation is avoided.
- iv) 100 % energy efficient lighting.
- v) Natural daylight to all habitable rooms to at least the minimum standards for each room.

The use of future on site renewal technologies will be incorporated into the final design of the building.

Each dwelling will have A+ rated fridge/freezers and A rated dishwasher and washing machine.

Boilers will also be minimum 93% efficient and to minimum standards.

c). Water Resource Management

To minimise the use of water, each dwelling will have the following;

- i) Water saving devices, such as dual flush / low flush toilets
- ii) Flow restrictors to taps
- iii) External water harvesting devices such as water butts to be included in final design.

The development will be restricted to the use of 125 litres / day/ per person.

d). Flood Risk Management.

The application site is not in a flood risk area or one that is known to flood within a 1 in 100 year climate change, nor known to be susceptible to surface water flooding. To minimise the amount of surface water run off permeable paving should be used.

The development will incorporate the requirements of any SUD's assessment, by disposing of as much storm water drainage on site, as possible. Any shallow infiltration will be utilised by the provision of permeable surfaces. The run off from the building will be dispersed via soakaways. The design of which will be determined by percolation rates and any necessary agreements with the Environment Agency.

e). Biodiversity

The proposal includes the retention of existing trees where possible.

f). Waste Recycling

The proposed scheme includes sufficient space for recycling containers located in the new Bin Store and of sufficient size and number for all apartments.

g). Sustainable Transport.

The site is located within walking distance of both Uxbridge Bus and London Underground stations.

The underground station at Uxbridge provides direct access to all areas of Central London.

There is a significant bus network from Uxbridge Bus Station providing access to all surrounding areas and London Heathrow Airport.

h). Sustainable Construction.

All materials to be used in the construction of the new building will, where possible, be environmentally friendly. The Main Contractor will follow all relevant guidelines when sourcing materials for the works. Materials, such as timber will be obtained, where possible, from certified sources.

All waste from the building works will, where possible, be separated and a clear disposal policy will be operational for the duration of the building works.

7). Summary and Conclusion.

This planning application for the re-development of the site to provide 9 no. new apartments will be of a high-quality development and would enhance the area.

We believe this application should be supported for the reasons below.

- i). The proposal takes into consideration the character and design of nearby buildings.
- ii). The size and scale of the new building is suitable for the application site.
- iii). The proposal will provide a high quality of accommodation with varying sizes and design of apartments.
- iv). The location of the site provides good and easy access to local public transport.

- v). The design of the building with provide clear and appropriate access for the elderly and disabled.
- vi). Existing trees to the site boundaries will be retained and carefully consideration to the protection has been given.

Finally, we believe that all comments highlighted in the Inspectorate Officers Report have been carefully considered and addressed.