



DESIGN, ACCESS and SUSTAINABILITY STATEMENT

For

72 HAREFIELD ROAD, UXBRIDGE MIDDLESEX, UB8 1PL.

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Introduction.

This statement has been prepared by Oxbridge Design and Detailing Services Limited to accompany an application for Full Planning Permission for the redevelopment of this site to provide 2 no. semi-detached dwellings 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 lime tree located off site 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 verdant 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.

The comments of both the application and appeal were duly considered, and a subsequent Planning Application was made to the Local Authority with a revised and reduced scheme.

The application was made on 29th April 2022 and given the reference no. 25767/APP/2022/1400.

This revised scheme was considered by the Local Authority and REFUSED on 15th July 2022, for the following reasons.

1. The proposed development, by reason of its excessive size, scale, bulk, design, roof form and significant site excavation would result in a cramped, unduly intrusive, visually 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), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (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 74 Harefield Road and 56-60 Harefield Road by reason of overbearing, overdominance, visual intrusion and loss of

outlook. Therefore, the proposal would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) and the National Planning Policy Framework (2021).

3. The proposed development leads to the loss of a family sized residential unit and by reason of the proposed unit mix fails to provide any replacement family sized units, as required by the latest information on housing need in the Borough. The proposed development fails to contribute towards mixed and balanced communities and the range of housing types required within the Borough contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021).

A further revised Full Planning application under reference no. 25767/APP/2022/3190 was submitted to Hillingdon Council and registered on 18th October 2022. This application was again considered by the Local Authority to which they set a 'target date' for a decision of 13th December 2022. No decision was made by this date, so on 9th January 2023 our Client's lodged an APPEAL to the Planning Inspectorate on the grounds of 'Non Determination'.

The Appeal consisted of two parts. Part A was made against the refusal of application 25767/APP/2022/1400 and was given the reference APP/R5510/W/22/3307584.

Part B of the Appeal was made on the grounds that the Local Authority failed to give a determination notice within the prescribed period stated of the application. This part of the appeal was given the reference APP/R5510/W/23/3314366.

This Appeal was duly considered by the appointed Case Officer and was subsequently dismissed on 27th July 2023.

APPEAL A was considered by the Inspectorate and was DISMISSED for the following reasons.

13. The proposed development would have an incongruously bulky and somewhat boxy appearance due to its overall width and depth. This would be further emphasised by the closeness of the development to the side boundaries.
14. The proposed design features are out of proportion both with the elevation and with the features of the neighbouring property no. 74 – 76.
15. The proposed building would extend beyond the rear wall building lines, its substantial massing and overall footprint would also appear out of character and excessive. No. 74 -76 is a substantial building however it has a more slender outrigger projection at the rear which is set in further from the flank wall than the rear of the proposed building
16. The amount of development proposed on the site would not reflect the existing pattern of development in the area. The rear of the development would be apparent in views from neighbouring windows and amenity spaces and parking areas.

17. The Yew tree to the front right of the proposed building will be retained, however the additional width, bulk and mass of the proposed building would screen views of the groups and individual trees that frame the site.
18. Other developments and appeal decisions in the vicinity of this site would be greater in height and massing than the previous developments on the site. It is clear there is no objection in principle to a more intensive development. However, the examples given have no direct influence on the current appeal.
19. The proposal would harm the character and appearance of the surrounding area contrary the provisions of various parts of the Local Plan.
27. The 3rd and 4th floor (first and second floors) separation distances from the neighbouring properties would be improved and there would be more space at each side of the building. However, its footprint and depth would still be much greater than that of the existing house. The significant increase from 2 to 4 storeys and the resulting greater footprint would inevitably change the relationship between this site and the adjacent properties, bringing more massing over additional floor closer to neighbouring apartments.
28. The majority of the flank windows in the apartments to no. 74 are secondary windows and have larger windows to the rear elevation, however, there appears to be a side facing single window to a Kitchen in the main block, was in the opinion of the Officer was considered to be as important as habitable rooms.
29. This scheme would represent an encroachment significantly greater than currently exists even though it is in compliance with the Council 45-degree test, which is generally used to determine the effect of proposed development on daylight and sunlight levels.
30. The proposed building would have, in the opinion of the Officer, have an unacceptably overbearing effect on the neighbouring occupiers of no. 56 – 60. This would be slightly reduced by the TPO protected trees close to the boundary.
31. The opinion is that the scale and massing of the block would harm the living conditions of neighbouring occupiers in respect of loss of outlook and visual intrusion.

APPEAL B was considered and DISMISSED and Planning Permission REFUSED, for the following reasons.

21. The space required for the proposed access drive between the proposed development and no. 74 – 76 would broadly reflect the rhythm of the buildings and spaces in the street scene. However, the proposed block would be wider than its neighbour, thereby disrupting this rhythm.
22. This proposal would retain the trees and other landscaping at the front of the building. However, the modest house would be replaced by a building of a much greater scale which would extend close to the boundary with no. 56 – 60. The extent of

development over 4 storeys would severely limit views of the greenery to the sides and rear of the site.

24. The proposed development would extend significantly further towards the rear than the existing house and would be wider. The overall size and scale of no. 74- 78 would be exceeded by a significant depth of built form and a bulky overall footprint.
25. Much of the development would be at the rear of the site, however it would be most apparent in views from the neighbouring apartments and their grounds.
26. The overall scale and mass of the development in Appeal B, the extent of its projection to the rear and design of the rear and side elevations would harm the character and appearance of the surrounding area.
33. The reduction in overall size and scale would lessen the impact on outlook and enclosure and would not adversely affect daylight and sunlight levels. However, the effect of significant scale and massing of the development would have an unacceptably intrusive and overbearing effect on the occupiers of no. 74.
34. The ground floor of the proposed development would dissect a 45-degree line taken from the rear of the flats at no. 56-60, however this would not harm the living conditions of the occupiers due to difference in levels and extent of landscaping.
36. The scale and massing of the proposed development in Appeal B would harm the living conditions of neighbouring occupiers in respect of outlook and visual intrusion.

Careful consideration has been given to all aspects of the comments made in both Appeals and the building has been further re-designed taking these in account. As the scheme for Appeal B was the later design the comments made in this statement have considered in more detail.

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.

Most significantly the building has been further reduced in size and the type of accommodation has been changed from 9 no. Flats to a pair of semi-detached dwelling houses.

These dwellings are proposed to be accommodated within a single building that is located within the site with careful consideration given to the distances provided to the side boundaries. The proposed flank wall of the new building is set further from that of no. 74 thus providing greater separation. The overall width of the proposed building has been reduced to provide a greater distance from the right-side boundary of no. 56. As a consequence of this reduction, the overall width of the now proposed building will be the same as the buildings on the plots to the left side (no. 72- 74 and 68 – 70). These existing buildings sit on plots that are the same width as the

application site. 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.

With regards to the rear outrigger projection this has been further reduced in depth such that the Lower Ground Floor element is 2m less in depth and the Ground Floor section is further reduced by 2m. With regards to the upper First floor this is reduced by a further 1m such that it is now less of a rear projection than the rear building line of no. 72-74. The rear outrigger section of the building has also been significantly reduced in width on both sides such that the 'set in' from the main front flank walls is the same and the 'set in' currently on the adjacent building no. 72-74. With regards to the Second Floor roof profile is now that of a mansard structure which slopes back into the main building, thus again improving the light to the adjacent properties.

As the proposed building is now to be reduced in width, with greater distance to the right-side boundary and reduced in depth, the issue with regards to the 45-degree line being encroached on the rear right side corner has now been addressed with the new building now inside this line. The gap between the existing and proposed buildings on both sides is significant with approximately 5.5 to 6.0m on the left side and around 4.5m on the right side.

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.

Balconies are retained to the lower-level floors to provide additional amenity areas directly off the rear habitable rooms. Screening will be provided between the balconies of the two dwellings, also to the sides to prevent overlooking of the adjacent dwellings.

Access to the site will be via two vehicular crossovers from Harefield Road one to each side of the plot of the plot. This will enable vehicles to park within the integral garages or to the front of the dwelling and still turn and leave the plot in a forward direction. Parking will be provided in accordance with the recommendation standards.

Each property will have a secure cycle store in the garages in accordance with the minimum standards. Bin storage areas will also be provided to each new dwelling.

The trees to the rear will be retained and protected in accordance with the Arboricultural report, however as there is now no rear parking area, no construction works will be required to this area.

To the front of the plot two additional trees will be planted to enhance the verdancy of the street scene and add to the existing approximately 65m long row of existing trees to the right of the site.

Further landscaping would be provided to enhance the appearance of the site.

a). Amount

The proposed building is to comprise of a total of 2 No. semi-detached dwellings over four floor levels, with front integral double garage access at Lower Ground Floor level.

The dwellings will consist of the usual accommodation, Lounge, Open Plan Kitchen/Breakfast/Family Room, Study, Utility Room and Cloak Room to the lower floor levels. There would be 5 bedrooms with En-suites / Family Bathroom to the upper two levels.

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 mentioned previously the building frontage generally aligns with both the existing building and that adjacent.

Each property will have a large rear garden area with existing trees, which will be accessed from both the Lower ground floor level by way of steps and Ground Floor level using a ramp. Access will also be possible to each side of the building. 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 above ground floor level.

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, similar to the previous design.

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. All existing trees to the rear of the plot will remain as there will now only be in the gardens of the dwellings. Other landscaping is proposed within the site where necessary, particularly along the boundaries of the site.

c). Scale.

The proposal creates 2 No. dwellings 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 and there will be a dormer style French doors to the rear elevation. The only windows to the side elevations of the mansard will be Velux style.

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

The rear elevation is to have balconies at the lower levels to provide some private amenity space directly off the habitable rooms.

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. Two additional trees will be planted to the front elevation as shown on the application drawings.

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 can be 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 and by a second crossover to the right side of the plot.

The parking areas for the dwellings will be to the front and side of the building together with integral garages.

Electric vehicle charging points (EVCP) are to be provided in accordance with the current standards within each garage.

Cycling parking provision will be met with storage within the garages.

b). Building Access.

Access to and circulation within the Lower Ground Floor of each dwelling 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 dwellings with a fully compliant ramped approach.

Within the entire building, minimum standards for size of lobbies and doors will be met.

An internal lift is proposed to each dwelling so that full accessibility is provided to all floors.

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 2No. dwellings with surface and integral 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 dwelling and to 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.

Air source heat pumps are to be provided to each dwelling for the heating.

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 retention of existing trees where possible.

f). Waste Recycling

The proposed scheme includes sufficient space for recycling containers located in rear gardens of each dwelling and of sufficient size.

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 2 no. new dwellings 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.
- 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.