



Oct. 2024

DPW_22_106

DESIGN, ACCESS and SUSTAINABILITY STATEMENT

For

8 CLEVELAND ROAD, UXBRIDGE, MIDDLESEX. UB8 2DW.

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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 an extension to the existing property known as 8 Cleveland Road, Uxbridge, Middlesex. UB8 2DW. This extension would be to create an additional dwelling with its own independent access.

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 extension. 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 West side of Cleveland Road, which runs from The Greenway to the North and Station Road to the South. It is also located at the junction of Cleveland Road and Villiers Street and over looks the playing field of Uxbridge High School.

The site is located on the edge of a residential area consisting of a number of properties of differing types and sizes.

The current property standing on the site is sub-divided into Flats that have their own independent access, and is two storey in height above ground level.

The boundaries of the site are established and mainly consist of timber fences, between private properties, and brick boundary wall facing Villiers Street and metal railings with planting facing Cleveland Road. Access to existing vehicular parking spaces is via an existing open crossover off Cleveland Road.

2). Urban Context.

As mentioned above the property is on the edge of an area of residential properties; however, the size and character vary significantly. To the right (when viewed from Cleveland Road,) is Villiers

Street, therefore there is an 'open' area before the dwelling to the other side of the street. To the left side of the property there is a similar designed detached building probably built around the same time. However, this property has since had a render finish applied to the front elevation, with pebble dashing to the side elevation facing the application site. Opposite the site there is an open school field, with a row of Conifer trees between the field and road.

When considering the design of the new extension careful consideration was given to the size, bulk and appearance of the current building on the site to ensure the extension is 'in keeping' with the current design.

3). Planning History

There are numerous Planning applications for this site as listed below.

2013 [32669/APP/2013/526](#)

Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear (Conservation Area Consent)

Application Approved - 05/03/13

2013 [32669/APP/2013/525](#)

Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear

Application Approved. – 05/03/13

2013 [32669/APP/2013/3698](#)

Non-material amendment of planning permission ref: 32669/APP/2013/525 and 32669/APP/2013/526 dated 30/4/2013 (Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear) to allow alterations to fenestration and dormers.

Application Refused – 12/12/13

2014 [32669/APP/2014/837](#)

Part two storey, part single storey side/rear extensions, single storey side extension involving installation of 3 rooflights and demolition of existing side and rear extensions.

Application Approved 11/03/14

2020 [32669/APP/2020/4168](#)

Two storey side extension, two storey rear extension and conversion of dwelling to 12-bed HMO

Application Refused 15/12/20

2021 [32669/APP/2021/788](#)

Conversion of existing dwelling to 2 x 3-bed self-contained flats with associated parking and amenity space

Application Approved 28/02/21

2021 [32669/APP/2021/2045](#)

First floor extension over existing garage to provide 1 x 2-bed self-contained flat with parking space.

Application Refused 20/05/21

2021 [32669/APP/2021/2379](#)

Details pursuant to condition 6 (Door Specification) of planning permission Ref: 32669/APP/2021/788 (Conversion of existing dwelling to 2 x 3 bed self contained flats with associated parking and amenity space)

Application Approved 14/06/21

2021 [32669/APP/2021/4091](#)

Details pursuant to the discharge of Condition 4 (Landscape Scheme) of planning permission ref. 32669/APP/2021/788, dated 06/05/21 (Conversion of existing dwelling to 2 x 3 bed self contained flats with associated parking and amenity space)

Application Refused 04/11/21

2022 [32669/APP/2022/194](#)

Details pursuant to the discharge of Condition 4 (Landscape) of planning permission ref. 32669/APP/2021/788, dated 06/05/2021 (Conversion of existing dwelling to 2 x 3-bed self-contained flats with associated parking and amenity space)

Application Approved 24/01/22

2022 [19219/APP/2022/2646](#)

Non-material amendment to planning permission ref. 19219/APP/2021/2564 dated 23/08/2021 (Single storey side/rear extension involving demolition of garage and side extension) to swap the location of the window with the folding door in the proposed extension.

Application Approved 22/08/22

2023 [32669/APP/2023/1438](#)

Erection of 2-bedroom end-of-terrace dwelling.

Application Refused and Appealed 16/05/23

The Case Officers report and subsequent Decision Notice for the most recent and relevant application [32669/APP/2023/1438](#) has been carefully considered prior to preparing details and this statement, for this application.

The reason given for the refusal of the above application were:

1. The proposed development, by reason of its siting, size, scale, bulk and detailed design, Would constitute a cramped form of development which would not be in keeping with the prevailing character of residential dwellings in the area and would unbalance the appearance of the detached property to which it adjoins. The proposal would therefore be detrimental to the visual amenities of the streetscene and the character of the Conservation Area, contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021), as well as paragraphs 130 of the NPPF (2021).
2. Insufficient private amenity space would be provided for the proposed dwelling, resulting in a poor standard of accommodation for future occupiers, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 130(f) of the NPPF (2021).

4). Design

Each item listed above were carefully and fully explained in the Officers report for this application.

We will consider each item individually in the report and explain how we believe these have been addressed.

5). Sub – division of the dwelling

The Conservation Officer raised concerns about the principle of the loss of a single dwelling house and that it contributes to the erosion of the conservation area's authenticity and original principle of development as an area of individual houses.

As prior consent has been given for the building to be sub – divided into Flats then the principle that this should remain as a single dwelling to remain authenticity, has already been lost. Further extension of this building will not affect this principle proving it is 'in keeping' with the original design of the building.

6). Loss of Existing Garage

As the current garage structure is a latter addition to the original dwelling, its loss is not seen as being harmful to the character of the building.

7). Design of Proposed Addition.

The previous application was designed such that it extended up to the side boundary, so in was viewed that this would set an inappropriate form of development. Therefore, the lack of gap between the neighbouring site would be considered unacceptable.

The attached application scheme maintains a 1m gap between the boundary fence and proposed extension, therefore addresses this issue.

It was also commented that the refused scheme did not allow for a set back from the front building line and the roof ridge height would match that of the original building.

Again, this is addressed with the attached application scheme.

8). Size of proposed dwelling.

In the previous application scheme concerns were raised about the size of the proposed dwelling for a 1-bed unit.

The attached application scheme states that the new dwelling will be 73.5m² and therefore meets the minimum stand for a 1-bed, 2-person unit set out in the London Plan. Sufficient 'built in' storage is also provided by way of the below and above stairs cupboards.

9). Undercroft parking.

It was stated by the Case Officer that the provision of undercroft parking would be an uncharacteristic addition to this site and the Conservation area.

This comment has been addressed by the removal of this feature.

10). Windows.

Concerns were raised about the use aluminium windows and it was felt that they would be unacceptable.

In this application the proposal would be to use timber windows that are more akin to a property of this age and character.

11). Rooflights.

Again, in the previous application, rooflights were proposed, and if approved would need to have been traditional conservation rooflights.

No rooflights are proposed in the current application.

12). Loss of Dwellings in the Conservation Area.

It was stated in the previous application that 'The continuous loss of single dwelling house and intensified occupation of buildings within the conservation area would have a negative impact on its character and appearance.'

As consent was granted for the conversion to Flats by way of application [32669/APP/2021/788](#) in 2021 and this application has been implemented, then loss of the dwelling has already occurred. The character and appearance of the building as a single dwelling as been maintained in the current design and the proposed extension would continue this as the additional entrance door would be to the side of the new extension.

13). Landscaping.

Any existing soft landscaping will be unaffected by the proposed application scheme. Additional planting can be provided to the side and rear boundaries.

Garden area would be divided by way of timber fencing to ensure each Flat has some private amenity space to the rear. These areas for the existing Flats are already established on site.

The garden area for the new dwelling would be 43.4m² (when the existing shed is removed).

The walls of the proposed extension would be built using second-hand London Stock bricks to match the existing building.

14). Highways.

The comments from the Highways Officer on the previous application (in summary) was:

'In view of the London Plan the maximum allowed is 0.75 space however the principle is that given that the site lies within a resident parking management scheme, a zero car parking provision should be provided.'

The application scheme provides for one parking space to the new dwelling, therefore better than that required in the London Plan.

Electric vehicle charging point (EVCP) to be provided in accordance with the current standards. 1no. spaces for 'active' charging are required.

Parking space allocation to be as shown on the application Block Plan.

The provision of secure cycle parking and storage is shown on the application scheme to the rear garden.

15). Building Access.

In the previous application concerns were raised about safe unhindered access for pedestrians to enter and leave the dwelling, especially in an emergency and that at least a 1m clear access should be provided.

This requirement has been met in the current application scheme.

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

16). Site Access.

Access to the site will be via the existing established crossover onto Cleveland Road with direct access for pedestrians from the public foot path.

17). Sustainability

a). Sustainable Design

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

- i) Heat recovery system
- ii) Underfloor heating.

b). Energy Efficiency

To minimise heat loss from the dwelling and provide 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 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, the 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.

e). Biodiversity

The proposal includes the retention of existing landscaping with additional landscaping to the rear garden.

f). Waste Recycling

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

g). Sustainable Transport.

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

The U3 bus route passes the application site in Cleveland Road linking Uxbridge Town centre and Heathrow Central Bus Station.

h). Sustainable Construction.

All materials to be used in the construction of the new extension 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.

18). Summary and Conclusion.

This planning application for the extension of the current building to provide additional living accommodation would enhance the area and remove the current, out of character garage that is on the site.

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

- i). The proposal takes into consideration the character and design of the current building.
- ii). The size and scale of the new extension is suitable for the application site.
- iii). The proposal will provide additional high quality living accommodation.
- iv). The location of the site provides good and easy access to local public transport.
- v). The design of the building will provide clear and appropriate access and complies with the requirements stated in the previous refused application.
- vi). All issues raised in the previous refused application have been carefully considered and addressed.