

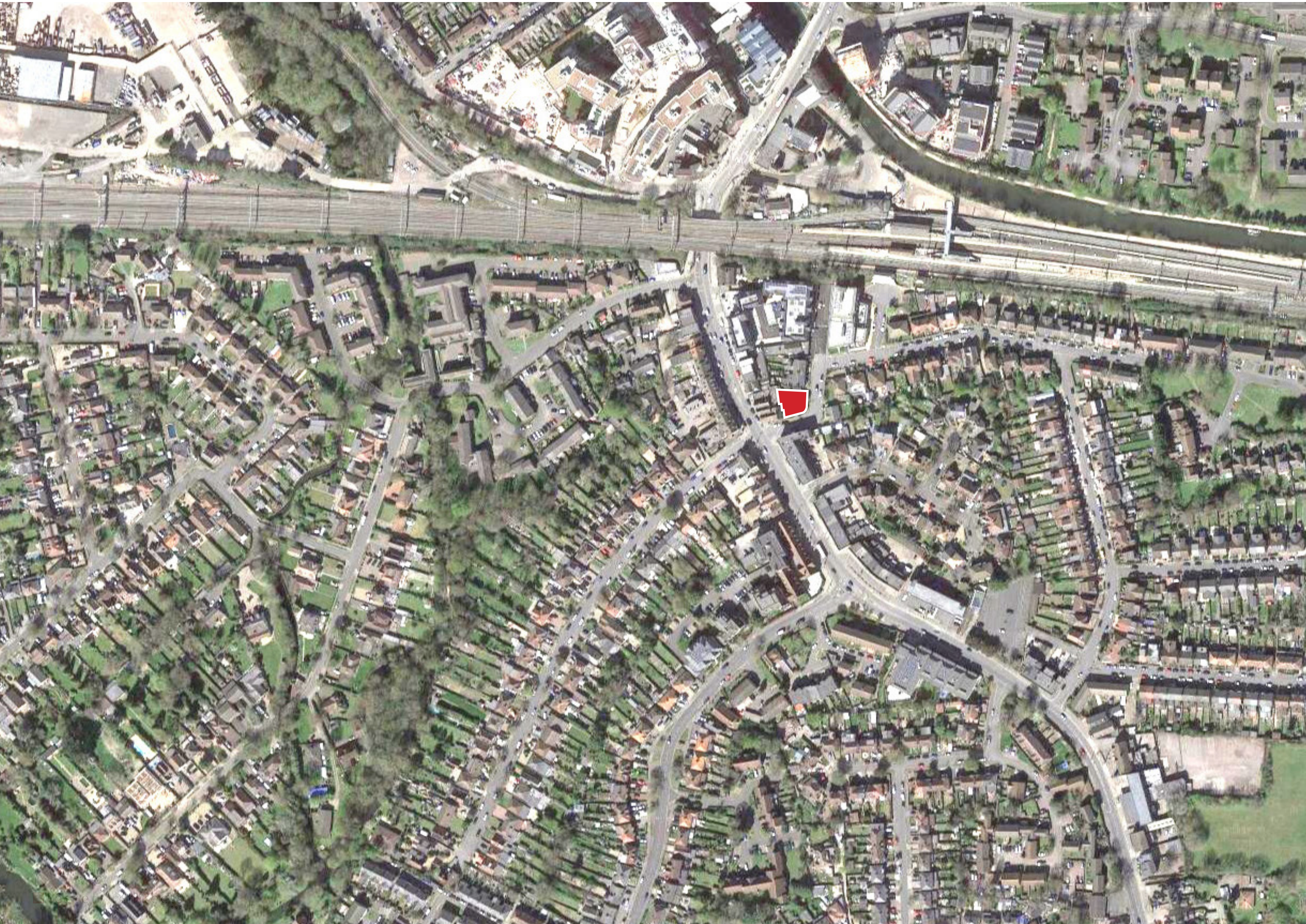


# Design and Access Statement

August 2022

1 Warwick Road,  
West Drayton









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1. Introduction

1.1. Summary of proposals

Hester Architects have been asked to prepare the following design and access statement to accompany the pre-application submission for the proposed development of No.1 Warwick Road, West Drayton.

The proposal seeks to redevelop the site to erect a residential block, comprising of 6No. flats in a mix of 1xStudio, 1x1bed, 3x 2Bed and 1x3bed apartments. The proposed development would retain the existing vehicular access to Warwick Road.

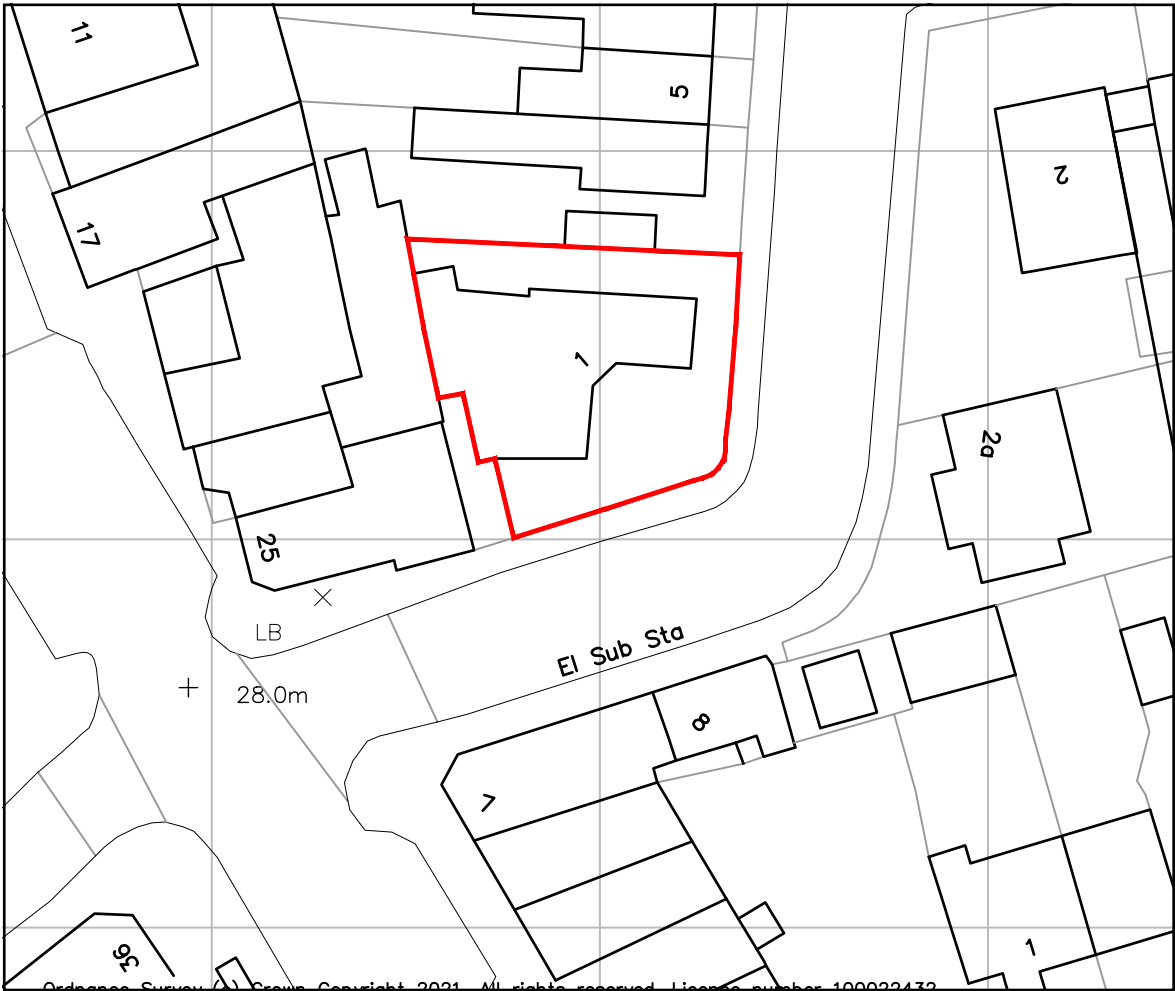
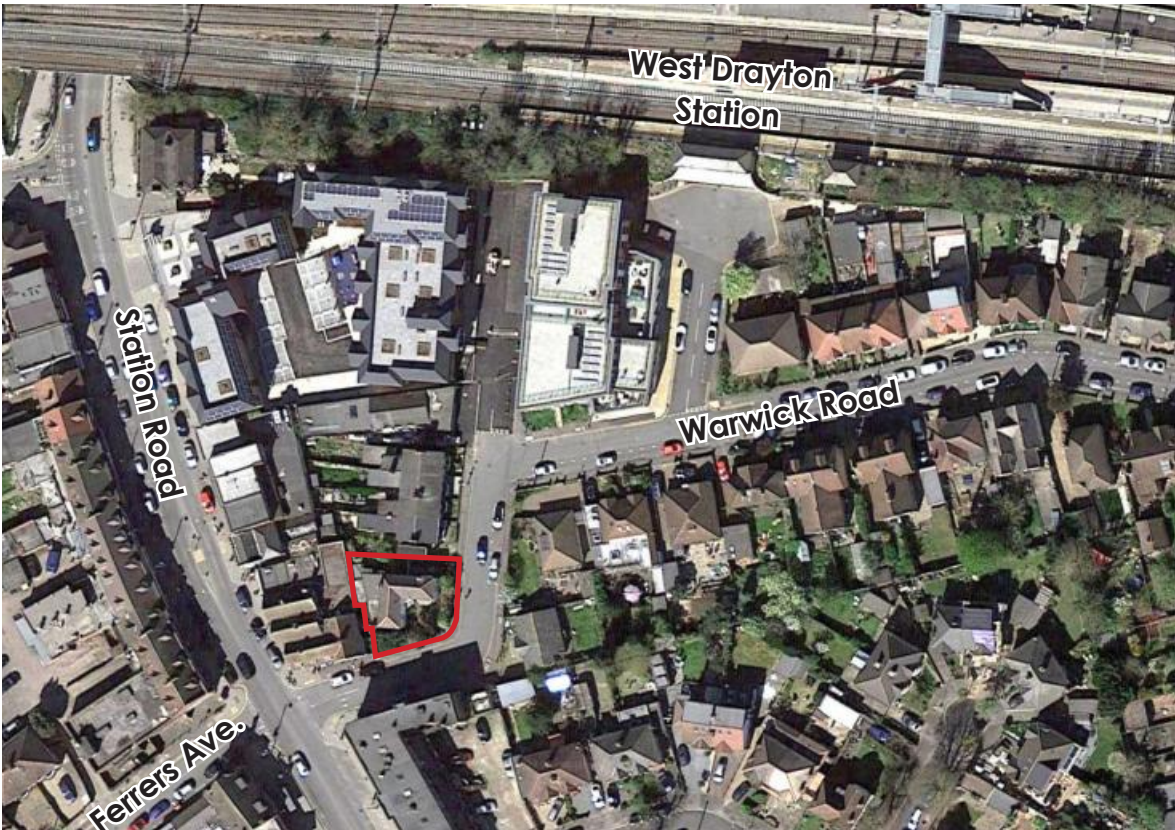
2. Site context

2.1. Site location and environs

The proposed development site is located close to the entrance to Warwick Road from the Station Road.

The site is in a prominent location, acting as a focal point visually joining the street entrance with pedestrian entrance to West Drayton station and further part of the street.

The existing building on the site consists of a reversed (garden is located at the street front) L-shaped 2 storey house with a number of single storey extensions built up to the rear boundary.





## 2.2. Site Surroundings

Warwick Road is mostly a residential street with mixed use buildings, facing Station Road, with no dominant architectural style. Generally, the surrounding residential properties are mainly 2 storey detached or semi-detached houses, with higher buildings located at the focal points.

In recent years, West Drayton has been the subject of a significant amount of redevelopment. A number of recent residential and commercial projects in West Drayton and Yiewsley consist of buildings that are three storeys or higher as shown on the Storey Heights Analysis.

On Admiralty Close, the apartment blocks go up to 4 storeys, while the Drayton Garden Village scheme and Tavistock Gardens contains buildings that reach 8 storeys. Bentinck Road is again a mix of styles and heights and the recent residential developments have added up to six floors on the canal front.

Kitchener House and Pullman Court are both 4 storeys in height, which is not uncommon in the surrounding area and support our proposed development.

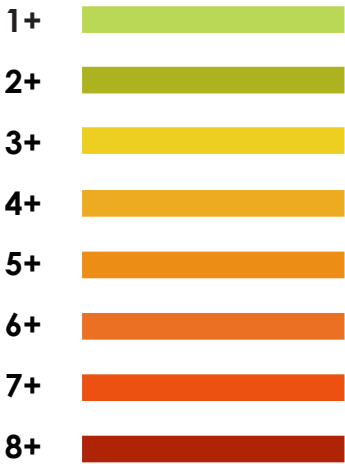
## 2.3. Local Community Facilities

The site's central location means it is highly accessible to local community facilities.





2.4. Storey Height Analysis



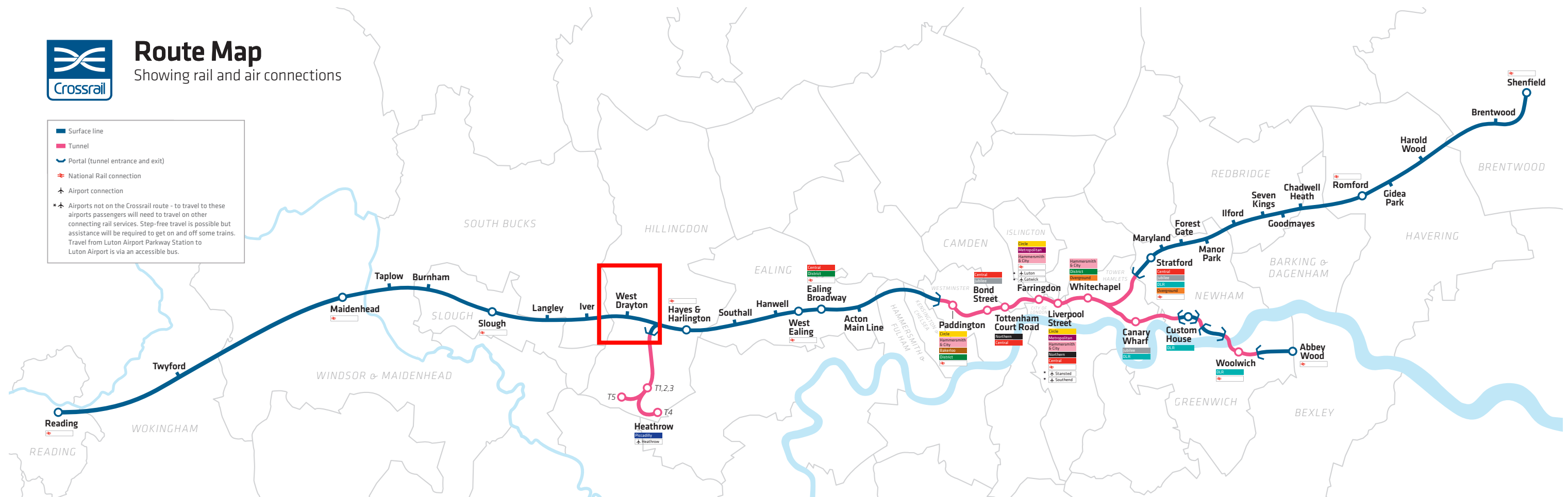


## 2.5. Transport Links and Crossrail

West Drayton railway station is located approximately 120m north of the site, providing services between Oxford, Reading and London Paddington.

From December 2019 the station became part of the Crossrail route, with up to six Elizabeth line services an hour serving West Drayton station, allowing passengers to travel right through central London without having to change trains.

Six bus routes are available on the Station Road and at the station (Routes U1, U3, U5, 222, 350 and 698) providing services from Ruislip, Uxbridge, Heathrow and Hounslow to destinations within the Borough and beyond





3. Site Analysis

3.1. Constraints

1 Neighbouring properties/ Outlook

Consideration should be given to achieve privacy for the neighbouring buildings and the proposed units.

2 Irregular shaped site

The proposed development must respond to the site's irregular shape.

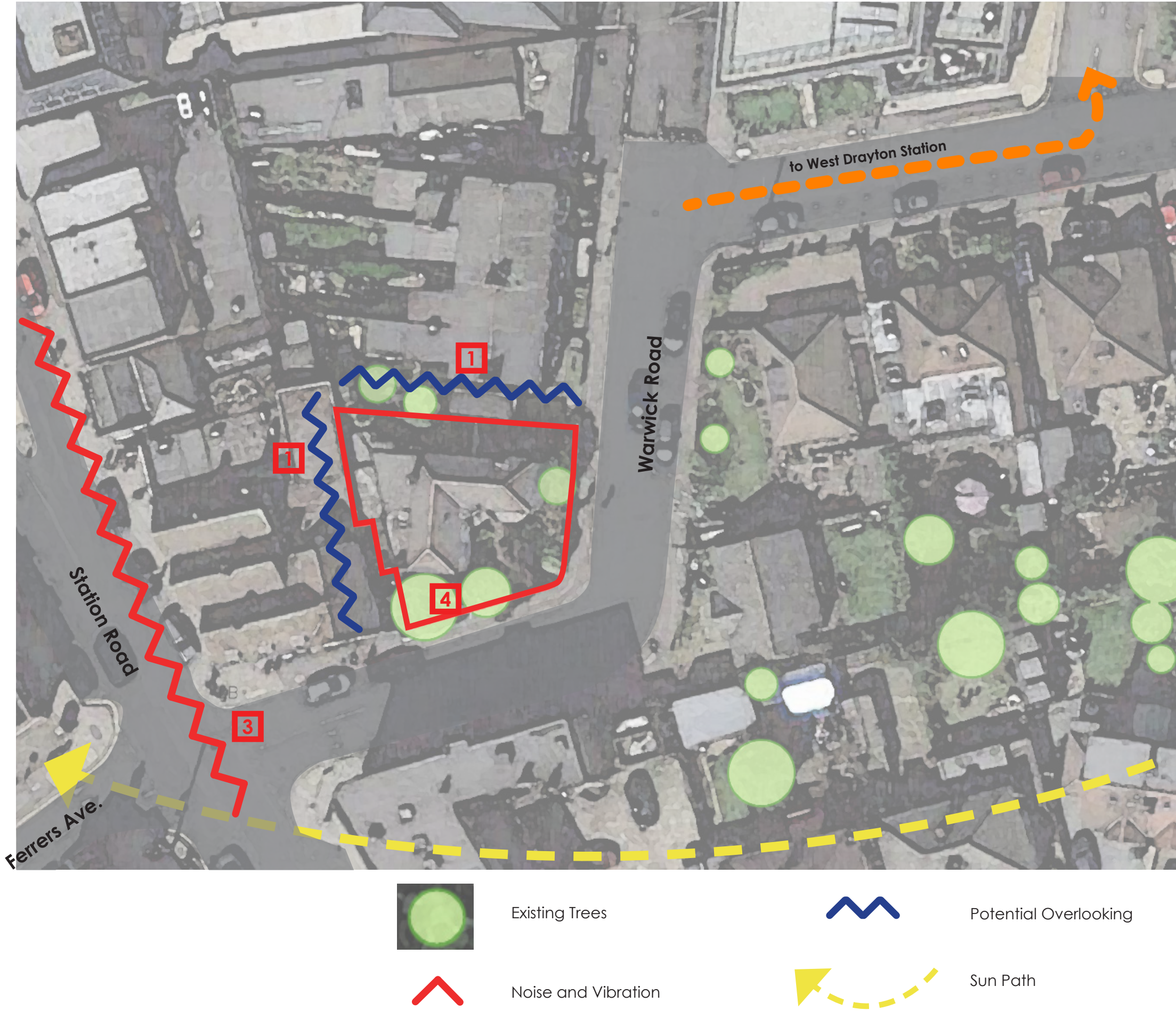
3 Potential noise

Warwick Road is primarily residential in nature which results in low levels of traffic noise.

Station Road is a main thoroughfare and the traffic noise from this direction is increased as a result, particularly at peak hours.

4 Existing Trees

There are 3 trees on site close to the property, but they are not protected.



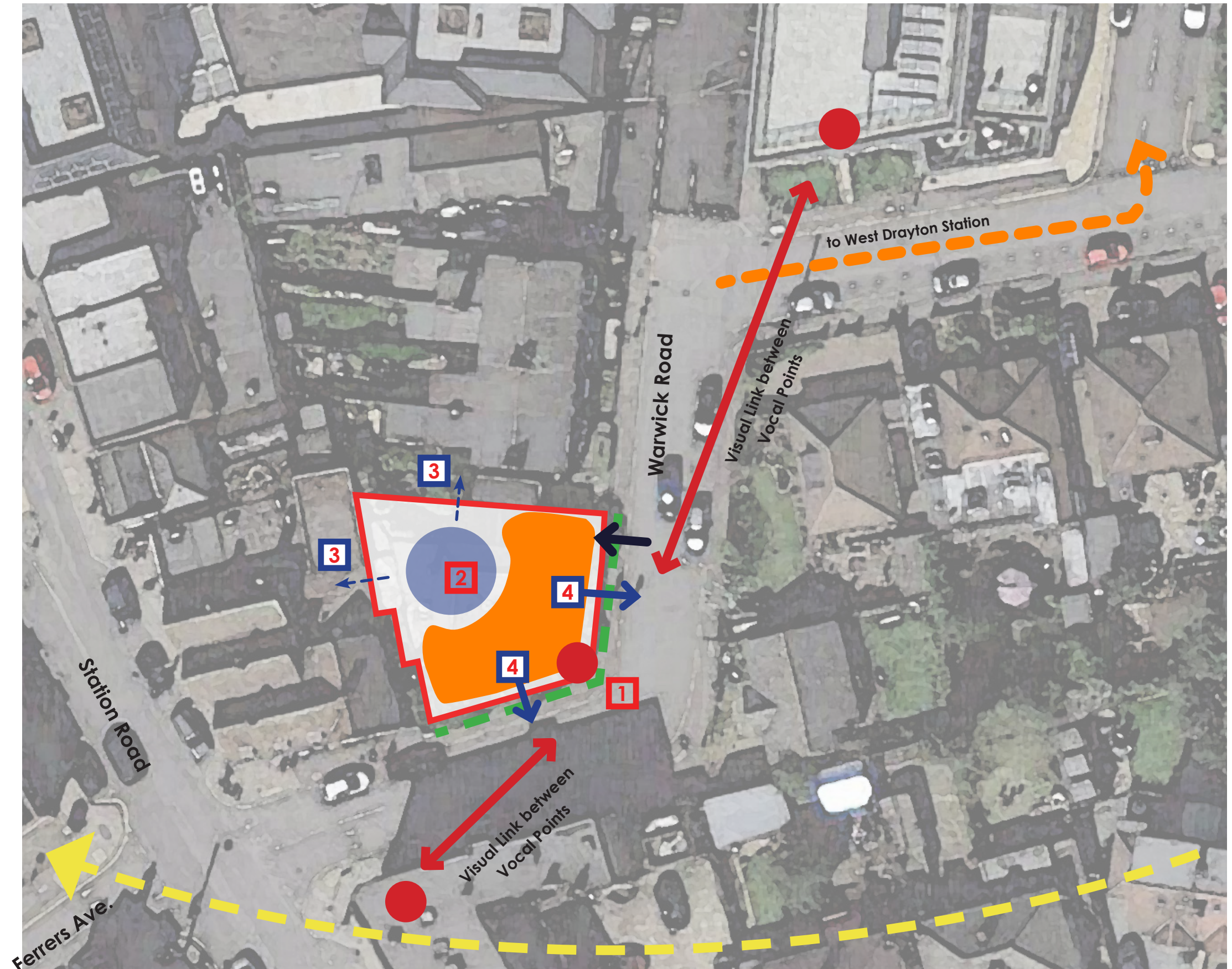


### 3.2. Opportunities

- 1 Create a focal element to link different parts of Warwick Road

Improve on privacy for the site residents and neighbouring properties by:

- 2 - Reversing the building arrangement and moving it away from the rear boundary, providing open space at the rear of the site to reduce the overlooking to neighbouring properties
- 3 - Ensuring that only secondary windows are facing the rear of site. The secondary windows to be either high level or obscure glazing to further reduce the chance of overlooking while still providing natural light to the building
- 4 Due to street front part of the site having a southern aspect the primary windows and balconies should be located facing Warwick Road to increase daylight penetration.
- 5 Balconies to be recessed to allow privacy
- 6 Existing vehicular site access to be retained





4. Pre-application Consultation

A request for pre-application planning advice was submitted on 19th April 2021.

On 7th of September 2021 we have received the response letter which contained a general positive view on the proposed development.

The planning officers also raised the following concerns:

- compliance with DMH 4: Residential Conversions and Redevelopments from Local Plan: Part 2
- unit mix
- density
- prominent height (when traveling along Warwick Road towards High Street)
- out of character dormers
- building set-back from the pavement
- external amenity space
- neighbour amenity
- car parking provision
- pedestrian visibility splays
- cycle store
- daylight/sunlight

The current chapter demonstrates how the designed evolved in order to address the comments raised by the council.

4.1. DMH 4 Compliance

*“Policy DMH 4: Residential Conversions and Redevelopment Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:*

*i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;”*

- The aerial view and postal numbering show 132 houses along Warwick Road. Pullman Court and Kitchener House are two relatively recent flatted developments comprising an additional 45 flats. Overall, Warwick Road has a balanced mix between flats and houses (177 in total).  
The proposal is for 6 new flats, which equates to 3% of the overall Warwick Road properties.

*“ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;”*

- Warwick Road is approximately 450m long

*“iii) the internal floor area of the original building to be converted is at least 120 sqm; and”*

- Not applicable, as the proposal is not a conversion.

*“iv) units are limited to one unit per floor for residential conversions.”*

- Not applicable, as the proposal is not a conversion.

4.2. Unit Mix

The pre-application response letter states that *“The applicant is therefore encouraged to incorporate at least one 3-bed unit to replace the 4 bed family sized dwelling which would be demolished”*.

The revised proposal incorporates one 3 bed unit, sized at 87.9sqm. The remaining properties are a mixed of 1beds, 2 beds and one studio.

Proposed Accommodation Schedule			
Number	Occupancy	Level	Area
1	Studio	Level 0	37.6 m²
2	3B5P	Level 1	87.9 m²
3	1B2P	Level 1	52.4 m²
4	2B4P	Level 2	70.4 m²
5	2B4P	Level 2	70.2 m²
6	2B4P	Level 3	76.8 m²
Grand total: 6			395.3 m²

4.3. Density

That pre-application response letter states that for a Town Centre location the optimum density for a flatted development should range between 495 and 1100hr/ha.

The proposed scheme is for 6 units comprising 16 habitable rooms, which equates to a density of 533hr/ha, well bellow the maximum allowed.



#### 4.4. Prominent Height

The pre-app letter appreciates the set back of the fourth storey, however the planning officer raises concerns that “the views of the fourth floor would still be prominent particularly when traveling along Warwick road towards High Street”.

To address this we have revisited the proposed North-East corner and the relation to the neighbouring property. The revised proposal introduces an additional set back on the second floor, which brings down the parapet height along Warwick Road.

The proposed development is for 3 storeys in height, with a fourth storey in the form of an attic roof, which is not uncommon in the surrounding area.

Pre-application Proposal:



Current Proposal:



The planning officer also queries the height of the proposals which appear “to sit above the building opposite and the flatted development at Kitchener House”.

We confirm that the office building opposite is approx. 9.76m high (based on brick coursing) and Kitchener House is 9.5m high along Warwick Road. The proposed brick parapet sits at 9.45m high, well below the two cited existing buildings.

Both Kitchener House and Pullman Court, sitting at 3-4 storey tall, have similar and even taller parapet heights than our proposals:



#### 4.5. Out of Character Dormers

We have replaced the dormers with roof windows, as the planning officer has deemed the dormers as out of character:

Current Proposal:



#### 4.6. Set-back from Pavement

The current proposal benefits from the wider set back from pavement, as the pre-application letter suggested.

Pre-application Proposal:



Current Proposal:





4.7. External Amenity Space

Policy DHMB 18 of the Local Plan: Part 2 sets the standard for private outdoor amenity space to:

- studios and 1beds - 20sqm
- 2beds - 25sqm
- 3beds - 30sqm

The current proposal provides 62.6sqm communal amenity space at the rear of the property, accessed by all residents through the main staircore and car park. The space will be high-quality landscaped with planting and outdoor furniture , and will create a valuable meeting and leisure space for the residents. The details of the landscape design can be conditioned following a planning approval.

In addition, the four flats on the first and second floors have access to private terraces, measuring 4.7m x 1.5m and 7sqm. The ground floor studio, benefits from a 10sqm defensible space, measuring min. 6.5m x 1.5m.

In total, the scheme provides approx. 101sqm of private and communal amenity space.



Policy DHMB 19 of the Local Plan: Part 2 states that “New major residential developments which result in an occupancy of ten or more children will be required to provide children and young people’s play facilities on-site “.

The current proposed mix would result in a maximum of 9 children on site (0/studios and 1beds; 2/2beds; 3/3beds), therefore it is not policy mandatory to provide play facilities.

4.8. Neighbour Amenity

The pre-application response letter states that “the proposed plans should clearly demonstrate compliance with the minimum distance (e.n. 21m) (...) and so that the development would not result in adverse harm to neighbouring properties in terms of outlook and overshadowing“.

Generally, the proposed design follows the good-practice principles in order to protect the neighbouring amenity and privacy:

- no habitable room or singular windows towards the rear or side of the proposals. The only rear and side windows serve either kitchens or communal areas and are high level windows
- all of the habitable rooms were positioned fronting Warwick Road
- where the proposed building comes slightly close to neighbouring buildings (south-east corner), bedrooms are proposed.
- the proposed living rooms areas are set back from the building lines, behind terraces.





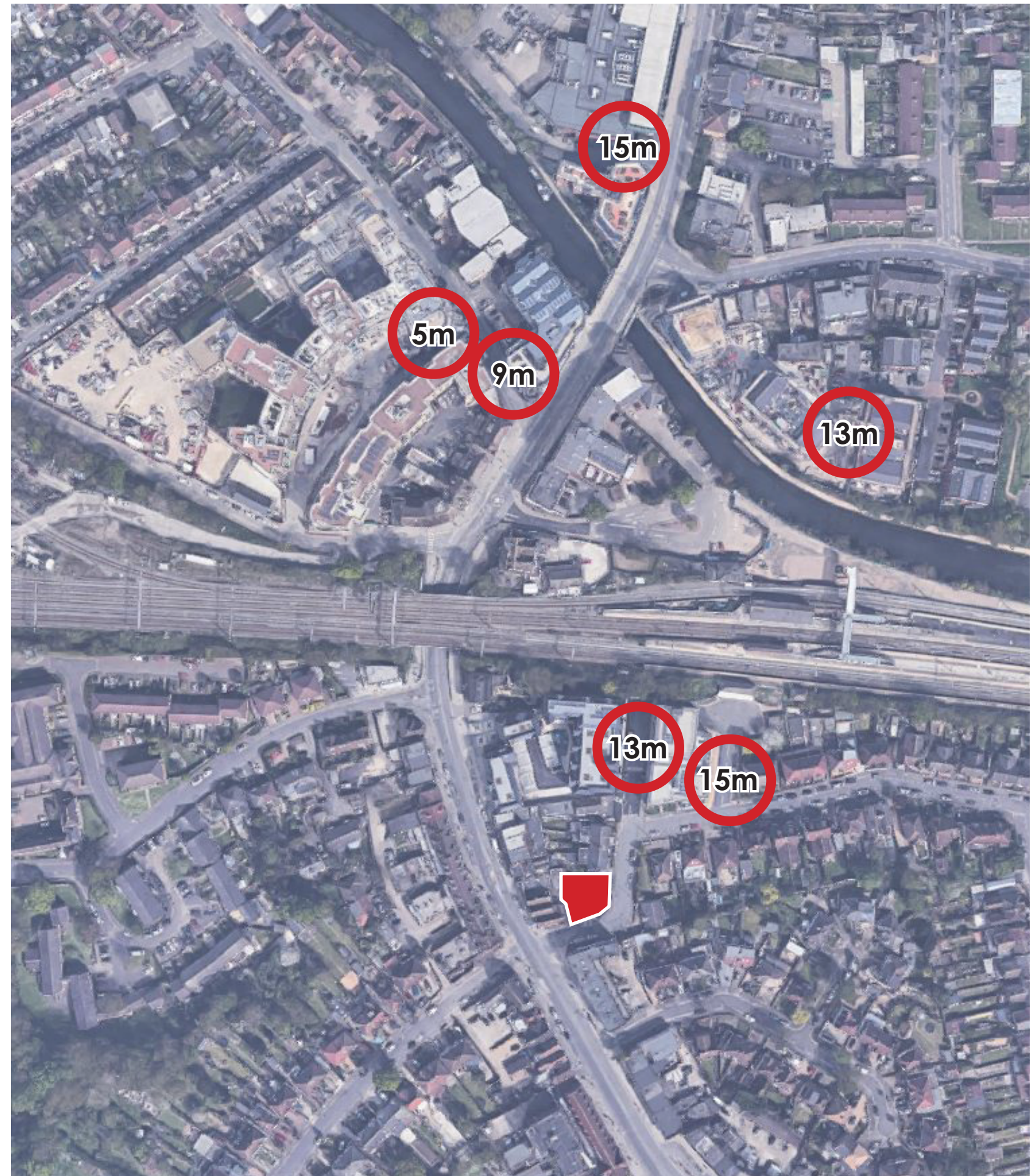
We have identified three habitable rooms of neighbouring properties which would be affected by the proposed building:

- 21 High Street - rear window (assumed to be habitable room). The distance between this window and the nearest proposed window (serving a kitchen) is 17m. Although slightly below the required 21m, the proposed distance is an improvement compared to the distance to the existing building on site, which is only 13m.
- 2 Warwick Road - side window. The distance between this window and the nearest proposed window falls just slightly short of 21m. However, this is still an improvement compared to the typical front to front distance along Warwick Road, which is approx. 19m.
- 2a Warwick Road - front window. It is impossible to achieve a 21m separation distance in this corner, without compromising the uniformity of the road alignment and street section along Warwick Road. However, the visual outlook of this window just 'misses' the proposed building and, to further mediate this matter, the windows to the south-east corner of the proposed building only serve bedrooms, which don't have a high 'footfall'.

Additionally, there is a certain angle between the above windows and the proposed building, and so, the windows never look directly into each-other.

For the reasons above, we strongly believe that the proposal is acceptable in terms of neighbouring amenity.

Furthermore, there are plenty of examples in the vicinity showing a far less than 21m distance between habitable rooms, as highlighted adjacently.





4.9. Car Parking Provision.

It has been noted that the pre-application response letter mentions that the site has a PTAL level 3. However, this is incorrect, the site has a level 4 PTAL according to TFL PTAL map:



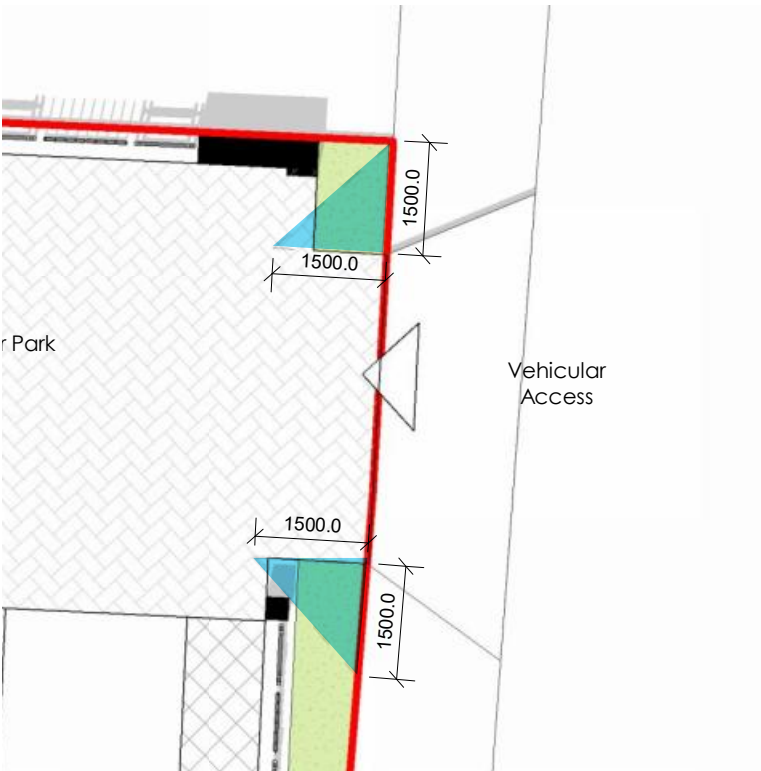
According to London Plan Table 10.3 the maximum level provision for the site is 0.5-0.75. When considering development proposals in more accessible locations, the lower standard should be applied as a maximum.

The site is less than 2min walk from West Drayton train station, therefore we have revised our proposal to include only 2 wheelchair car parking spaces. This sustainable approach is London Plan policy compliant.

Furthermore, the scheme benefits from the new cross rail and numerous transport links, as demonstrated in section 2.4 of this document.

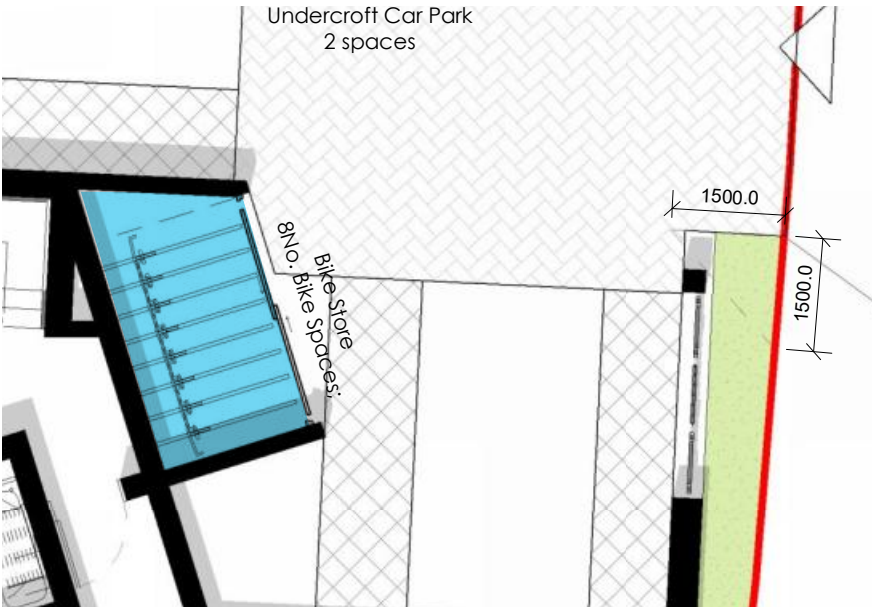
4.10. Pedestrian Visibility Splays

The ground floor layout has been amended to provide 1.5m by 1.5m visibility splays, contained fully within the curtilage of the site.



4.11. Cycle Store

The cycle store has been amended to allow for the bikes to be stored side by side, rather than in a two tier bike rack.



4.12. Daylight/Sunlight

The council is seeking confirmation that the units benefit from adequate levels of daylight and sunlight.

Sun lighting and day lighting have been an important factor to the design of this scheme to ensure a good level of sunlight and daylight enters each unit



## 5. Proposals

The concept behind the layout of this site was to infill the prominent corner and create a focal point along Warwick Road.

The proposal continues the contemporary and crisp language of the Kitchener House, creating a vibrant entrance into West Drayton upon leaving the station.

Most of the proposed scheme is set back slightly further than

the existing buildings. This allows for soft landscaping to be introduced to the site which will reduce the impact of the building.

In terms of internal space, all units follow guidelines set by London Plan and Approved Document M. As such, all units are of a generous size and laid out to allow for any resident to adapt their space for future requirements.

### 5.1. Proposed Visuals

Proposed Birds Eye View from South looking onto Site





Proposed Birds Eye View from North looking onto Site





View from Entrance to Warwick Road





View From Station Road onto Site





View from Warwick Road (Next to 2 Warwick Road) onto Site





View onto Proposed Building Entrance





## 5.2. Proposed Floor Plans



Proposed Accommodation Schedule			
Number	Occupancy	Level	Area
1	Studio	Level 0	37.6 m <sup>2</sup>
2	3B5P	Level 1	87.9 m <sup>2</sup>
3	1B2P	Level 1	52.4 m <sup>2</sup>
4	2B4P	Level 2	70.4 m <sup>2</sup>
5	2B4P	Level 2	70.2 m <sup>2</sup>
6	2B4P	Level 3	76.8 m <sup>2</sup>
Grand total: 6			395.3 m <sup>2</sup>



Proposed Ground Floor Plan





Proposed First Floor Plan





Proposed Second Floor Plan





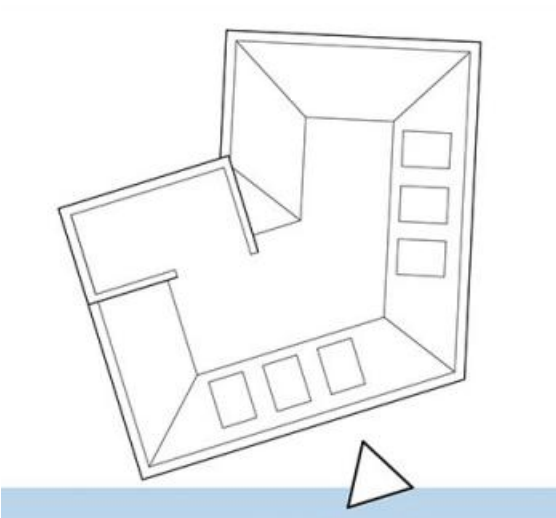
Proposed Third Floor Plan





5.3. Proposed Elevations

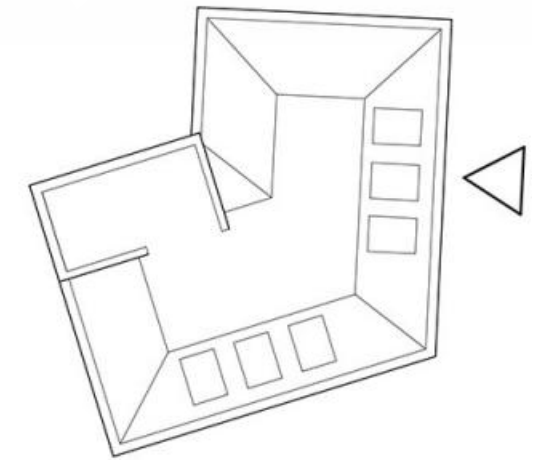
Elevation 1- Warwick Road Elevation



1 Elevation 1  
1:100  
Amendments as per Pre-App 04.12.21 A



Elevation 2- Warwick Road Elevation



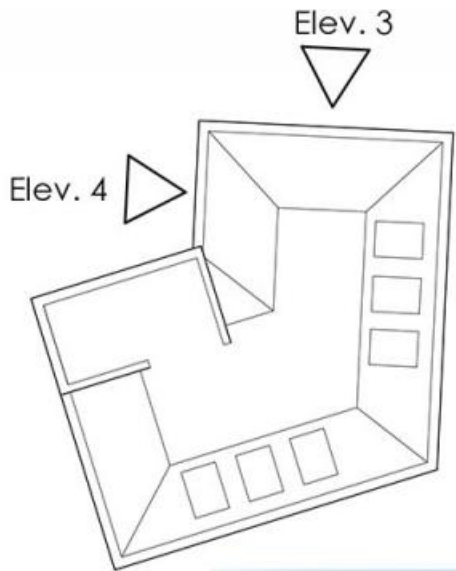
2 Elevation 2

1:100

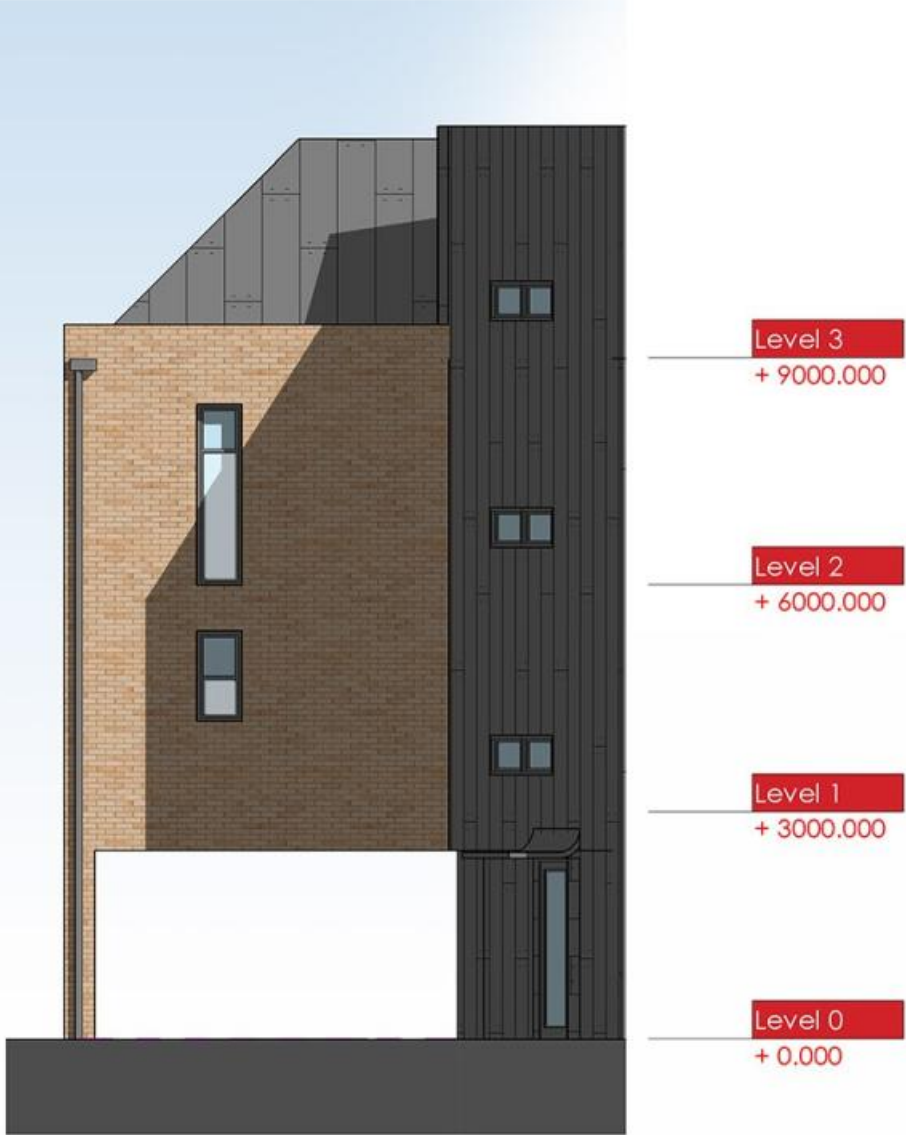




Elevation 3 - Side and Elevation 4- Rear



3 Elevation 3  
1:100

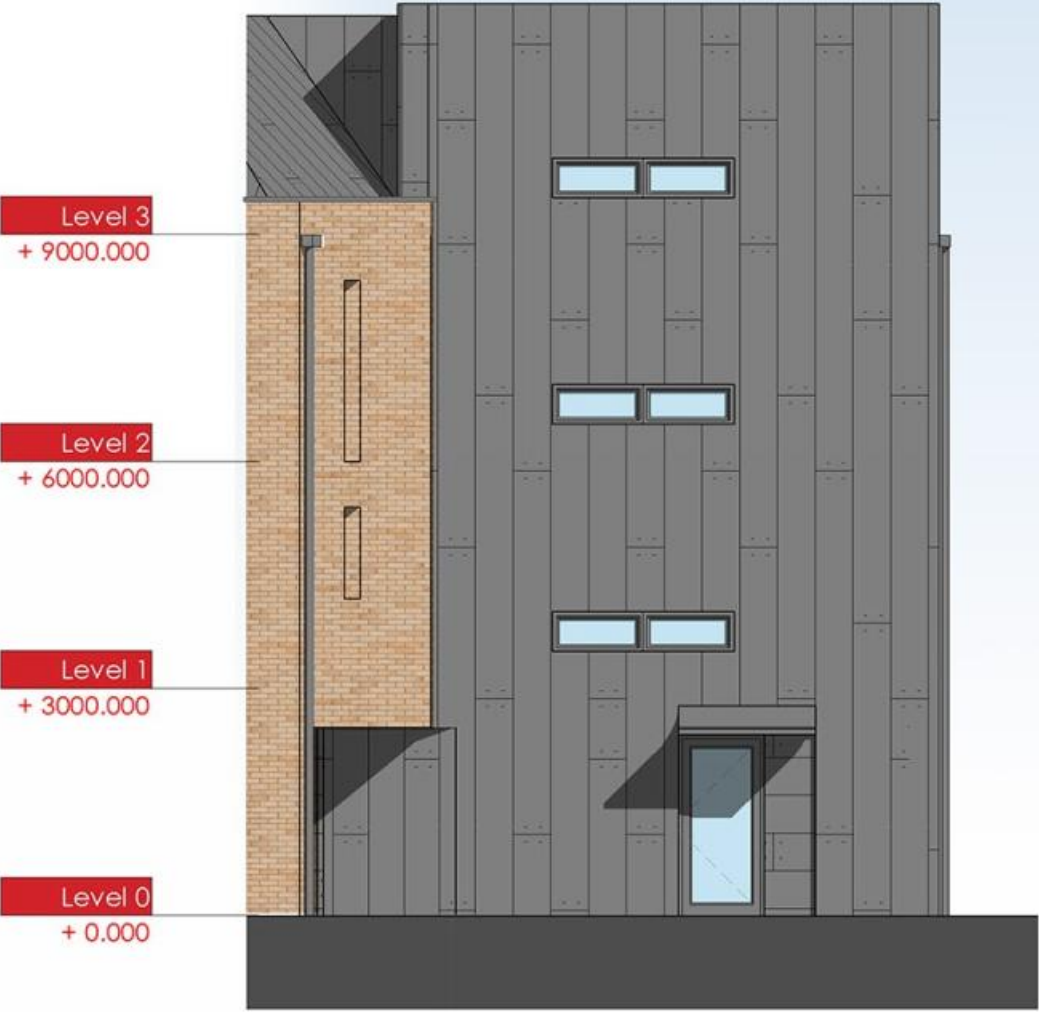
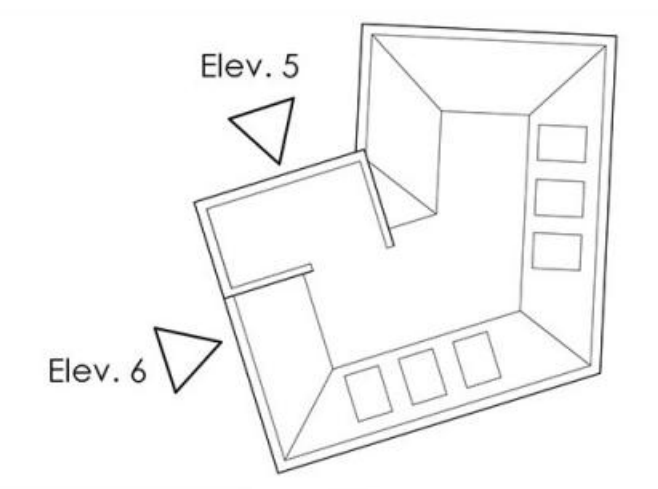


4 Elevation 4  
1:100

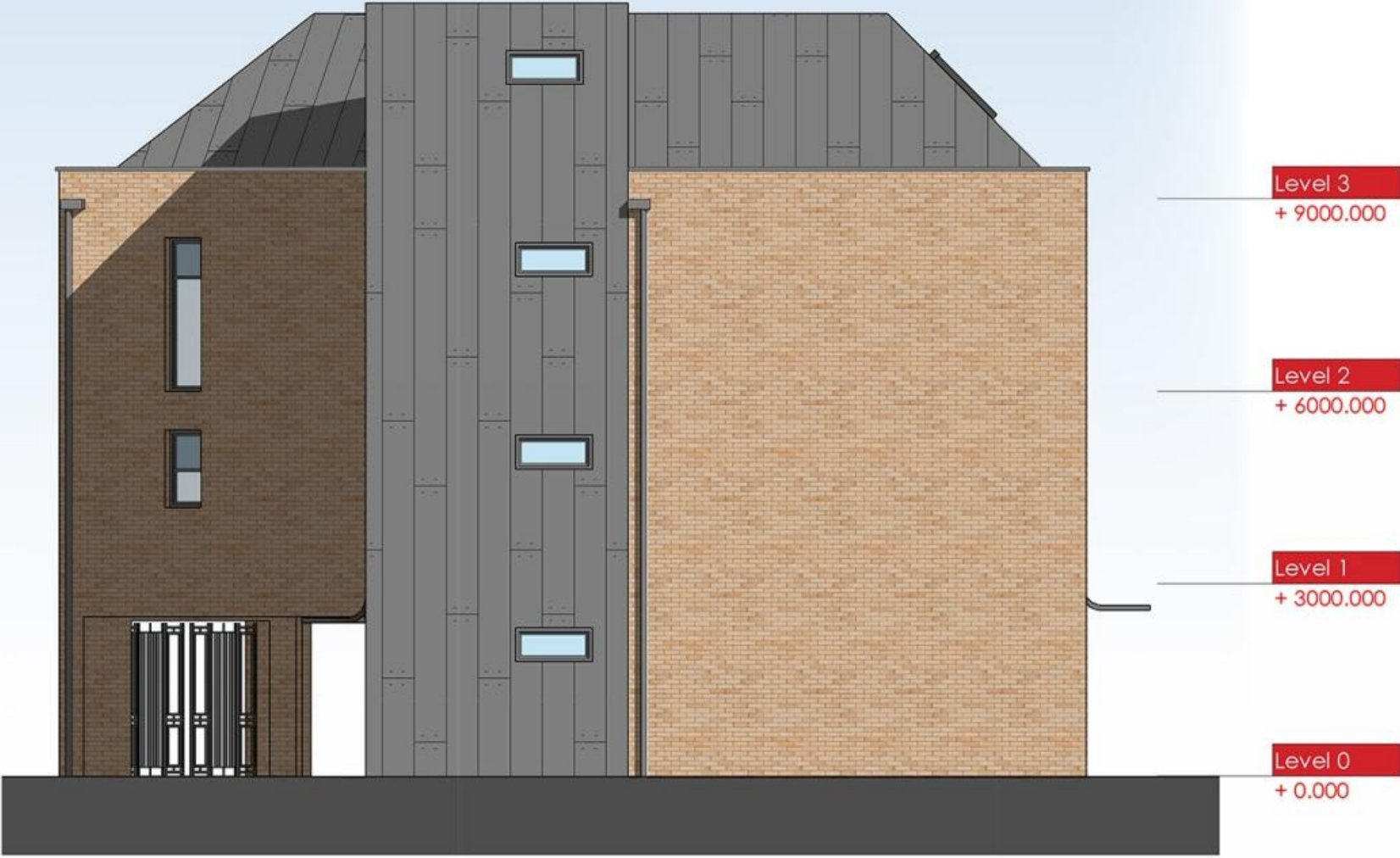




Elevation 5- Rear and Elevation 6- Rea



5 Elevation 5  
1:100



6 Elevation 6  
1:100



5.4. Suggested Materials & Detailing





## 6. Conclusion

In summary, we feel that the scheme has been carefully designed to build on the principles set out in the pre-application. We believe that the site itself is in an ideal location for such a development due to its central location and believe this redevelopment of the site will be beneficial to the area.

Considering the dramatic improvements the council have implemented to the High Street and the bridge across the canal, combined with the arrival of the Crossrail, we strongly believe this proposal would further act as a catalyst to the regeneration of West Drayton and Yiewsley.



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