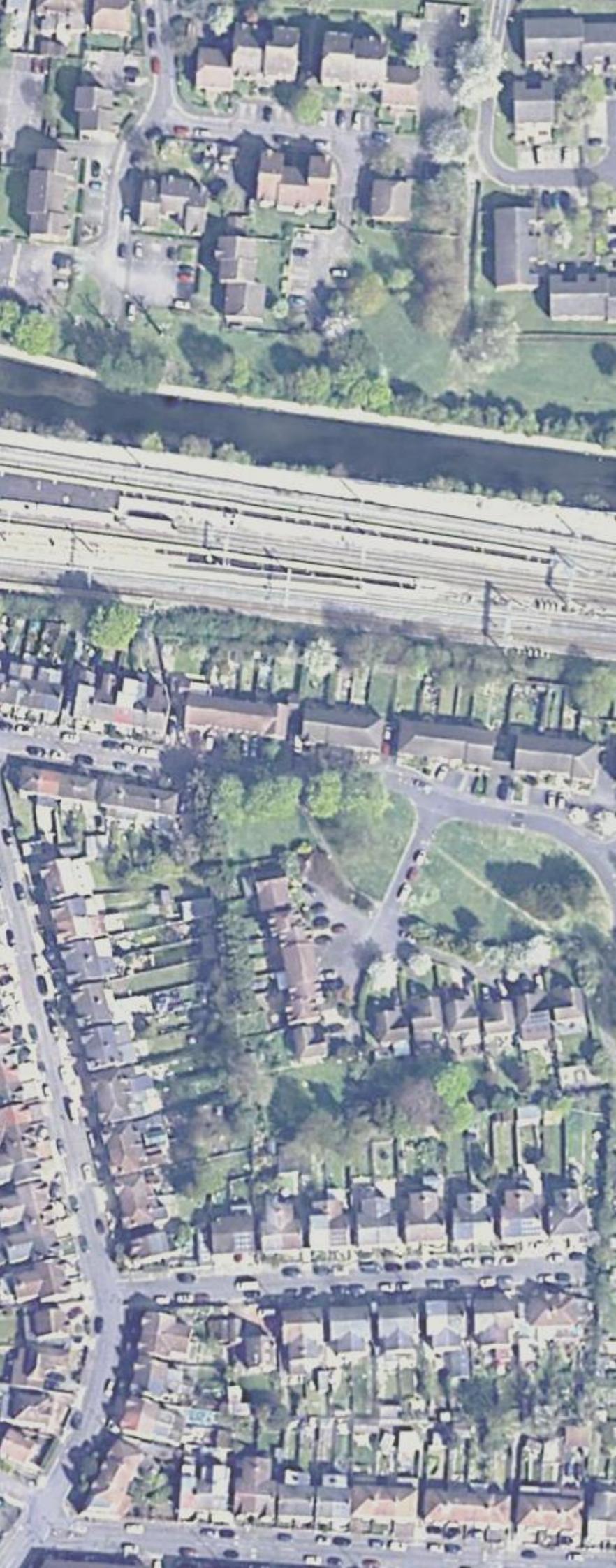


# Design and Access Statement

1 Warwick Road,  
West Drayton







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## 1 Introduction

### 1.1 Summary

Redmond Ivie Architects have been asked to prepare this Design & Access Statement as part of a planning application for the proposed redevelopment of No.1 Warwick Road, West Drayton, UB7 9BT.

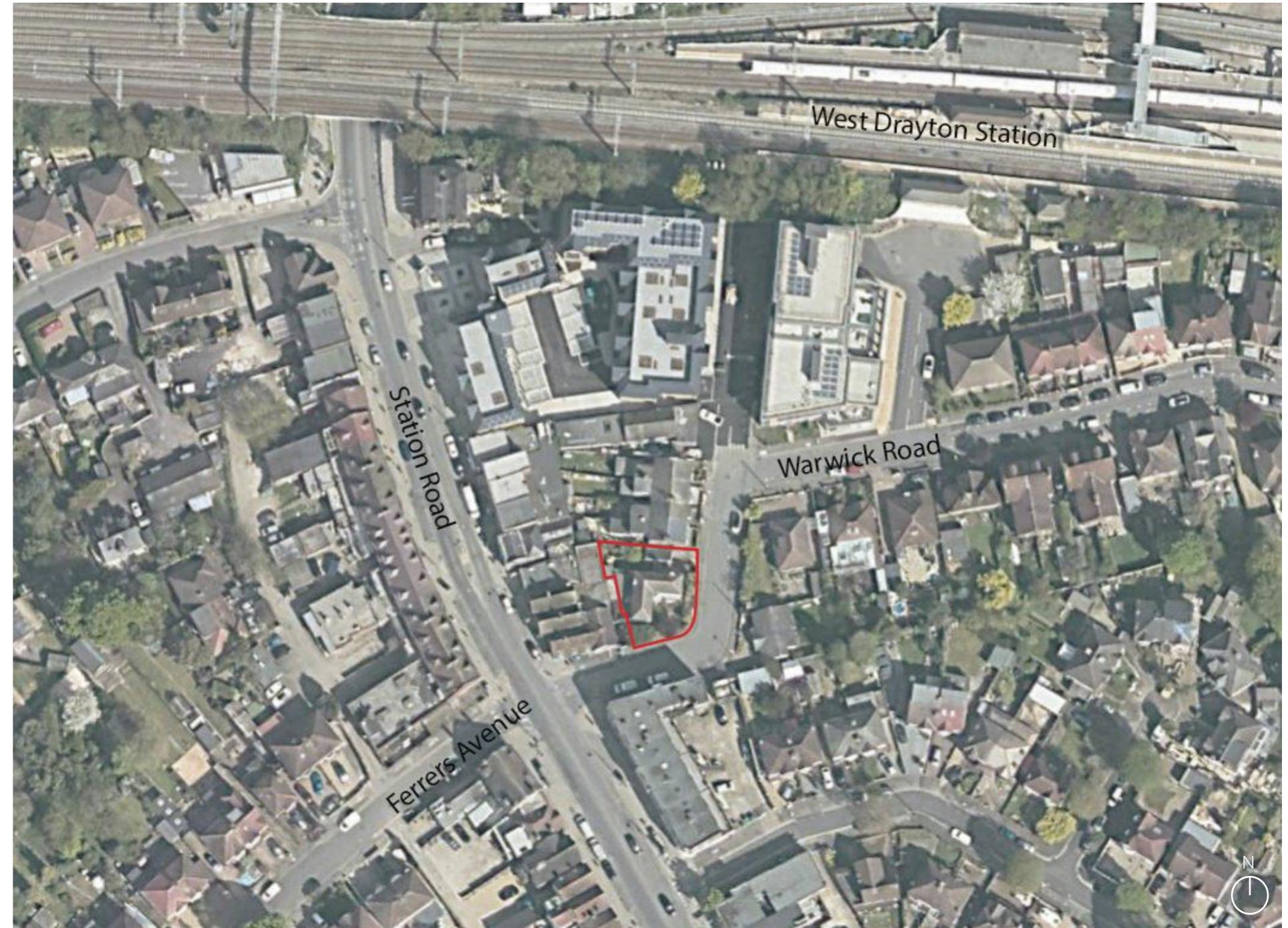
The proposal for the site is a 2 storey residential block comprising of 4 apartments including 1No. 1b2p, 2Nos. 2b3p and 1No. 3b4p.

## 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 existing building on the site consists of an L-shaped 2 storey house with a garden located to the street side of the house. There are a number of single storey extensions built up to the rear boundary.



## 2.2 Site Surroundings

Warwick Road is mostly a residential street. It has some mixed use buildings which also face Station Road. There are terraced houses in a traditional style, and modern bungalows – there is no dominant architectural style. Generally the surrounding residential properties are 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.



## 2.3 Local Community Facilities

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



*Left. Existing site plan.*  
*Top left. Image looking west along Warwick Road towards Station Road.*  
*Top right. Image looking towards the site from the south east*  
*Middle left. Image looking south along Warwick Road.*  
*Middle right. Image looking east along Warwick Road with site on the left.*  
*Bottom. Image from site into the garden of 3 Warwick Road.*

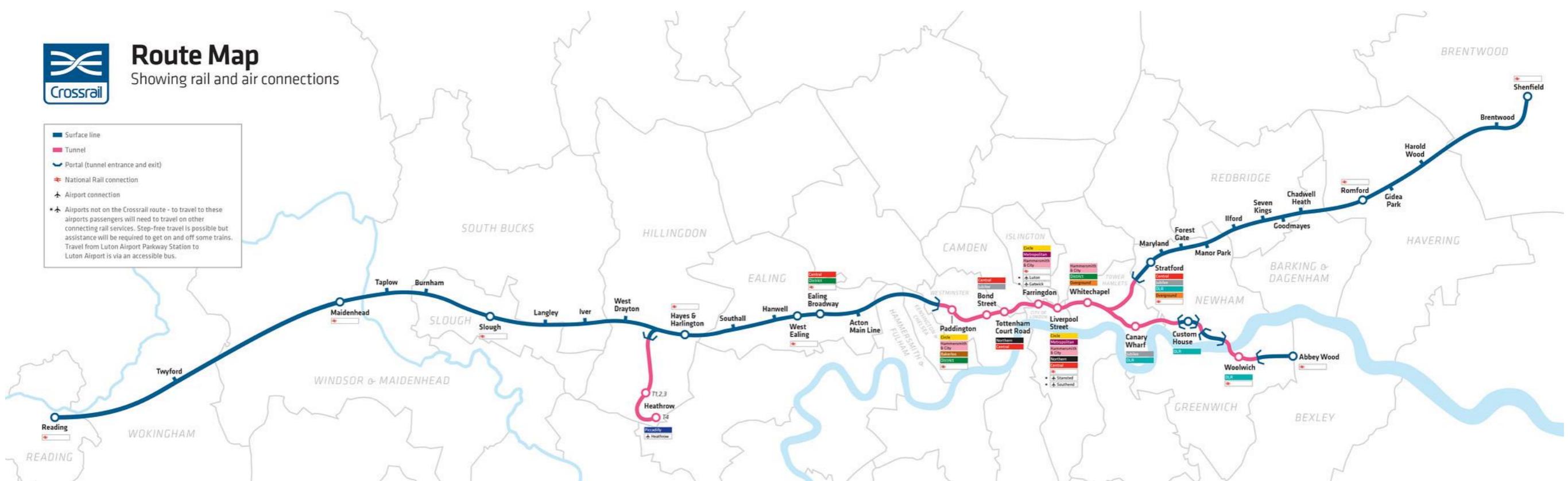


## 2.4 Transport Links

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

The new Elizabeth line services serving West Drayton station allow 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.



## 2.5 Storey Height Analysis

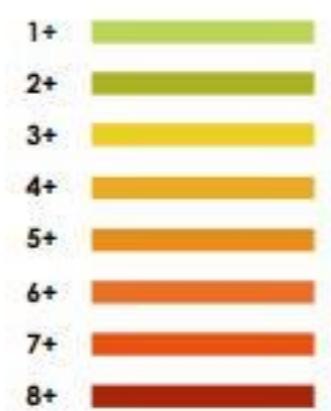
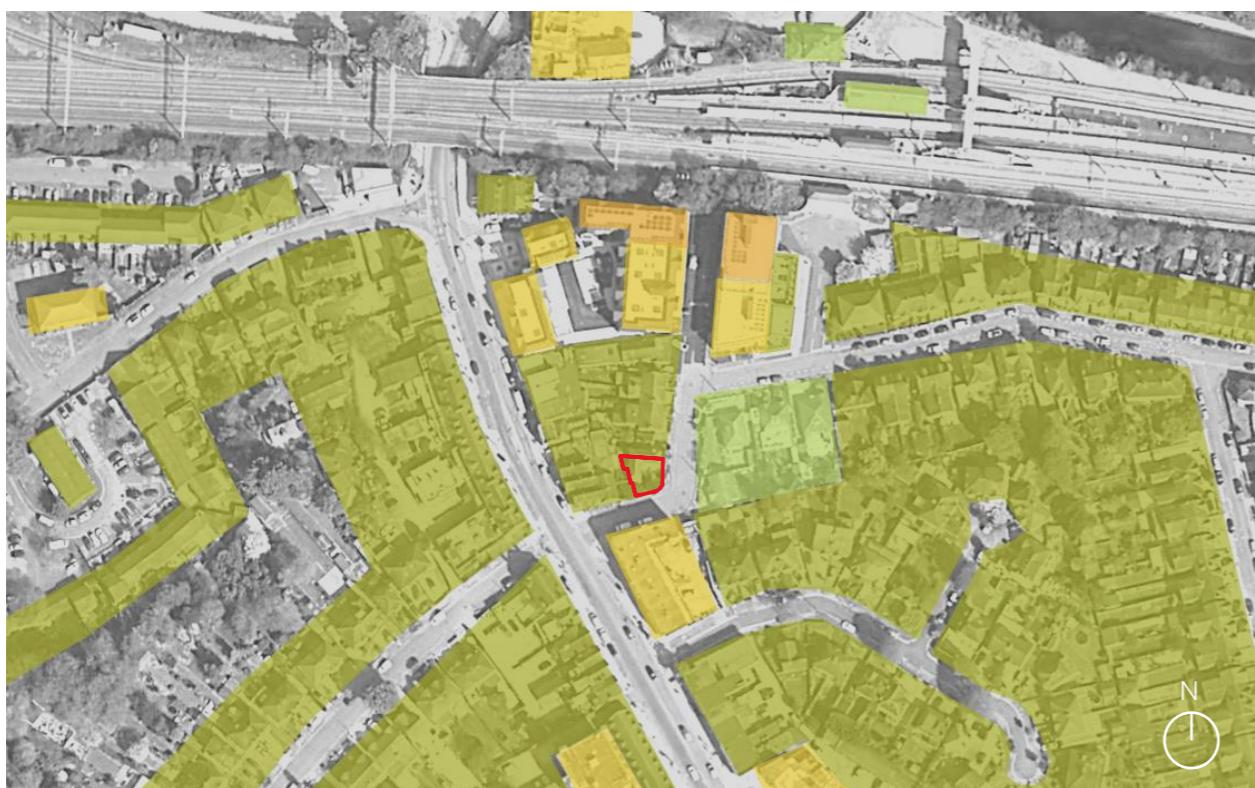
The majority of the buildings on Warwick Road and the surrounding area are 2 storeys, with some 3 storey exceptions on Station Road and near to the railway lines.

There is a collection of bungalows on the opposite site of Warwick Road to the east of the site location.

To the north of the site is 3 Warwick Road, a two storey end of terrace house.

To the south of the site is Broadway Parade, which comprises commercial uses at ground floor and residential accommodation at first and second floor.

*Below. Diagram showing heights of buildings on surrounding streets.  
Bottom right. Photograph towards No.2 Warwick Road to the east of the site.*



### 3 Site Analysis

#### 3.1 Constraints

##### Neighbouring properties/ Outlook

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

There is a risk of overlooking to No.3 Warwick Road which has a small garden to the rear of the property. There is also a risk of overlooking to the bungalows at 2 Warwick Road, and to the residential accommodation at Broadway Parade to the south of the site.

##### Irregular shaped site

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

##### Potential noise

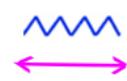
**3** Warwick Road is primarily residential in nature which results in low levels of traffic noise. Station Road is a main thoroughfare and the traffic noise from this direction is increased as a result, particularly at peak hours.

##### Existing Trees

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



Existing Trees



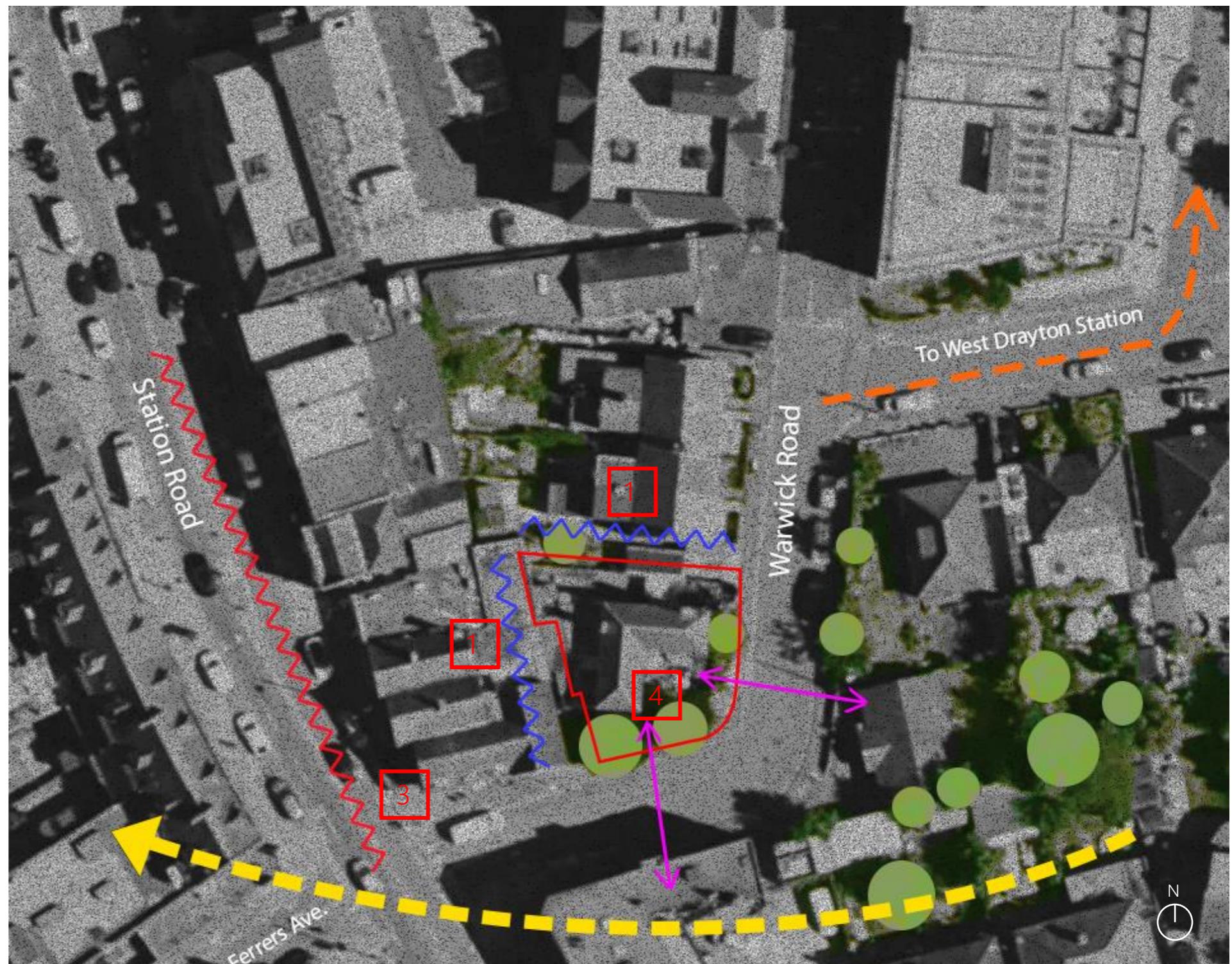
Potential overlooking



Noise and vibration



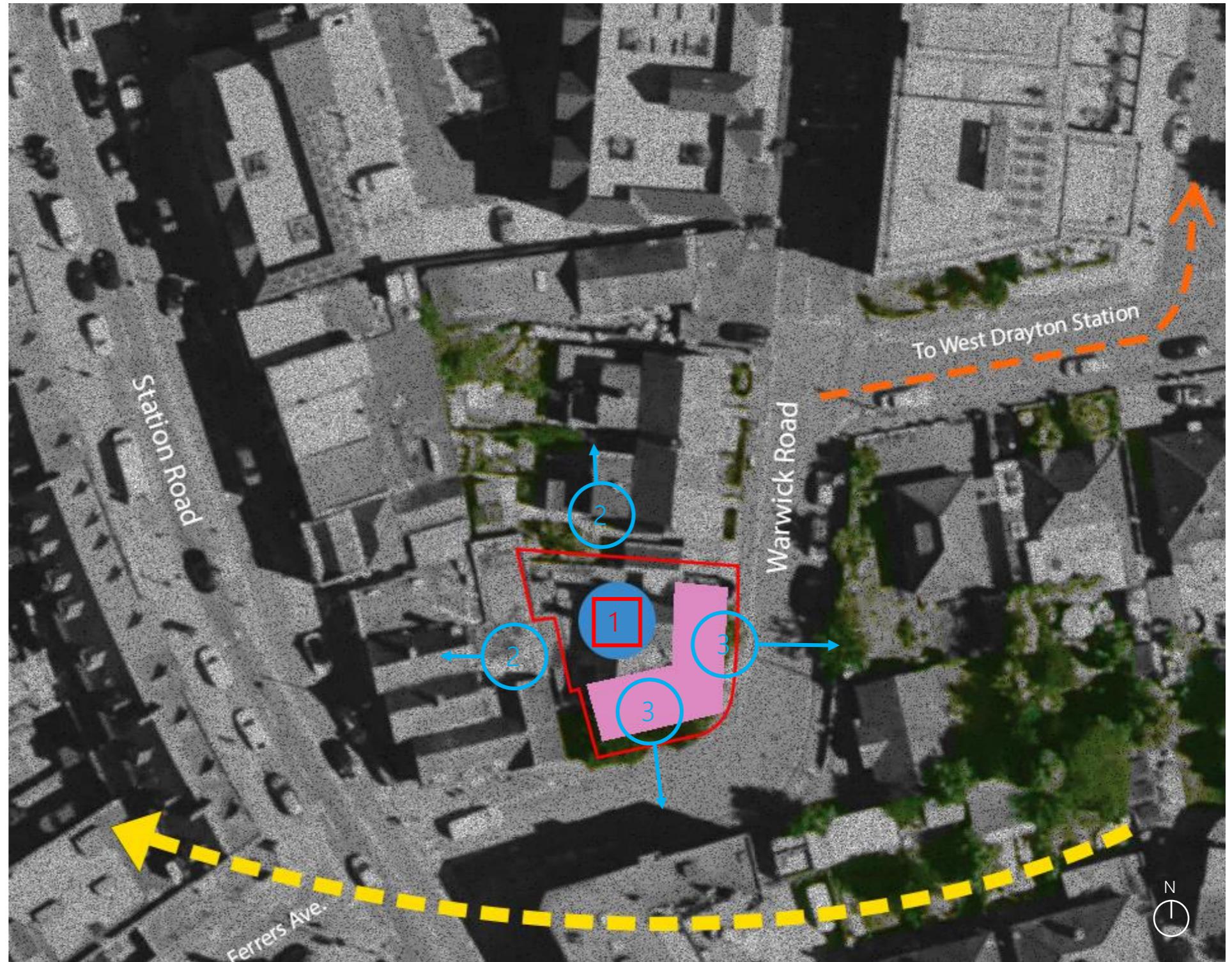
Sun path



### 3.2 Opportunities

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

- 1 Reversing the existing building arrangement and moving it away from the rear boundary, providing an open space at the rear of the site to reduce the overlooking to neighbouring properties.
- 2 Ensuring that only secondary windows are facing the rear of the 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.
- 3 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.
- 4 The windows to habitable rooms on these elevations should not affect neighbouring amenity or create overlooking.
- 5 Balconies to be recessed to allow privacy.



## 4 Planning Context

### 4.1 Previous Application

This proposal follows a previous proposal for the same site (Application reference no: 40800/APP/2022/2927) validated 20/10/2022. The application was refused for the following reasons.

*'The proposed development by reason of its siting, size, scale, bulk, massing and design would result in an oversized, incongruous and unduly prominent form of development'*

*'The proposed development, by virtue of its proximity, scale, height and design layout would be detrimental to the residential amenities of the neighbouring occupiers at number 3 Warwick Road in terms of loss of outlook, overshadowing, sense of enclosure and overbearing effect. It would also cause a significant loss of privacy to the occupiers of the flats opposite forming part of Broadway Parade, harming their amenities and living standards'*

*'Due to its contrived design and internal layout, alongside the lack of private amenity space, the proposed development would provide a poor standard of amenity and proposed living accommodation for future occupiers.'*

### 4.2 DMH 4 Compliance

Policy DMH 4: Residential Conversions and Redevelopment states:

*'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 4 new flats, which equates to approximately 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;*

- 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.

### 4.3 Unit Mix

The proposal incorporates one 3 bed unit, sized at 76sqm. There are also 2 No. 2b3p and 1 No. 1b2p.

Proposed Accommodation Schedule			
Number	Occupancy	Level	Area (GIA)
1	2b3p	Level 0	61.5 sq/m
2	3b4p	Level 0	76 sq/m
3	1b2p	Level 1	50 sq/m
4	2b3p	Level 1	71 sq/m

### 4.4 Density

Previous planning comments indicate 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 4 units comprising 12 habitable rooms, which equates to a density of 431hr/ha, well below the maximum allowed.

## 5 Proposal

### 5.1 Design Summary

The proposed building will be 2 storeys in height with a traditional pitched roof design and human scale which is in keeping with the existing buildings and architectural detailing seen on Warwick Road.

The proposal is a significant reduction in terms of overall bulk and massing from the previous scheme submitted for the site. The roof will not be so prominent on the surrounding street context, and the level of development would proportionately fill the plot.

The proposed building will incorporate traditional stock brick elevations, timber or uPVC windows and red plain tiles which are all good quality materials and in keeping with the local context.

In these ways it will comply with Local Plan Policy DMHB 11.



*Below. Perspective showing proposal from the north included in previous application: 40800/APP/2022/2927.*

*Right. Perspectives showing proposal from the corner of Warwick Road and Station Road (top) and from the north on Warwick Road.*



## 5.2 Impact on Neighbouring Amenity

In line with Local Plan Policy DMHB 11, the proposal incorporates principles of good design including:

*'building lines and setbacks, rooflines, streetscape rhythm, gaps between structures and other streetscape elements, such as degree of enclosure....views both from the site and to the site, and impact on neighbouring amenity'*

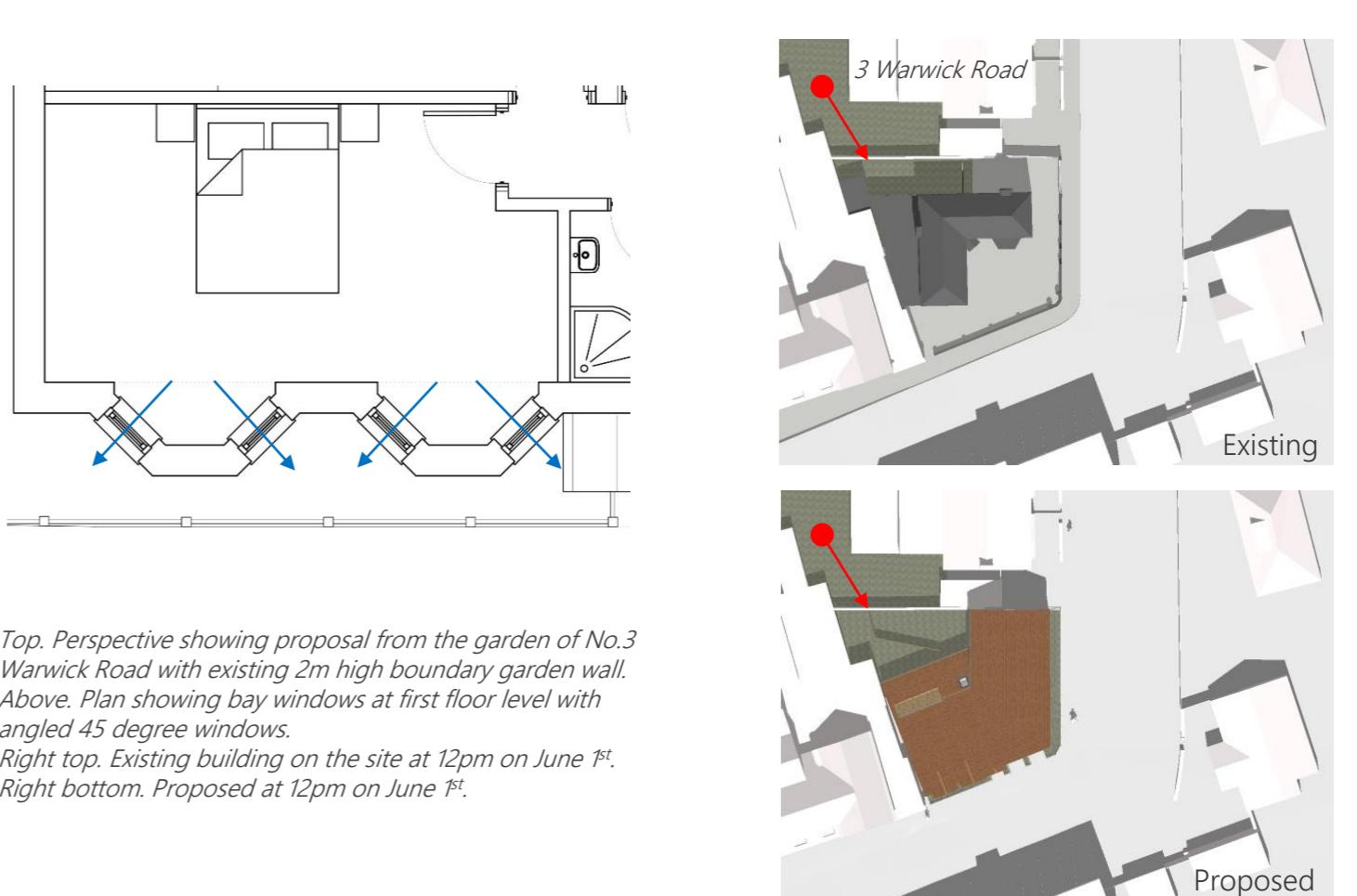
The proposed building would be sited partly against the boundary shared with No.3 Warwick Road. However, given the form of the roof pitch, the considerable set back from the boundary, and the reduced overall bulk of the proposal, it would not form an oppressive or overbearing form of development on neighbouring amenity. Due to its reduced height, shadows are unlikely to be cast towards the garden and rear elevation of No.3.

Currently the house on the site is set against the boundary and has a window which overlooks No.3. The current house also creates overshadowing to the garden of No.3. The proposed development will no longer create overshadowing to the garden of No.3. There will be windows at ground floor level, but these will not be visible from the garden of No.3 Warwick Road. There will be one small roof window at high level, and a terrace recessed in to the roof pitch off a living space, but these are a sufficient distance away from the garden of No.3 Warwick Road so will not create a sense of overlooking. A sash window with an obscured and fixed bottom sash on the gable end will not overlook the amenity of No.3 Warwick Road.

To the south the windows of the bedroom at first floor level will be positioned in bays which are angled at 45 degrees so that there is no direct overlooking on to the residential upper floors of Broadway Parade.

Currently the existing dwelling at No.1 and other properties on the west side of Warwick Road provide overlooking into the windows and garden of 2 and 2a Warwick Road, and therefore the proposed development would not cause any harmful loss of privacy to those neighbours. The new building would be an acceptable distance from those properties as to not be overbearing, or cause any harmful loss of light or overshadowing.

The proposal would not lead to harmful loss of amenity to the properties on Station Road as the windows here have limited outlook given the already dense residential environment and lack of gardens.



### 5.3 External Amenity Space

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

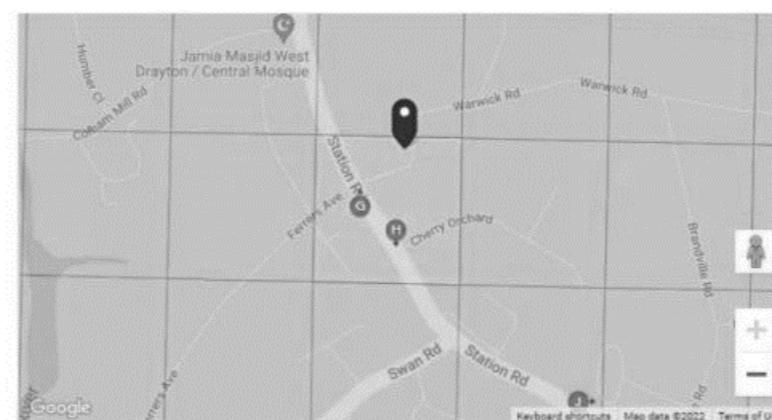
- studios and 1beds - 20sqm
- 2beds - 25sqm
- 3beds - 30sqm

Proposed Amenity Space Schedule			
Number	Occupancy	Level	Area
1	2b3p	Level 0	31.5 sq/m
2	3b4p	Level 0	33 sq/m
3	1b2p	Level 1	6.3 sq/m
4	2b3p	Level 1	5 sq/m

The two ground floor level apartments would have generous high quality landscaped gardens with planting. The two apartments on the first floor have access to private terraces measuring 4.5x1.4m and 3.5x1.4m. In total, the scheme provides approx. 75.8sqm of private amenity space.

### 5.4 Car Parking

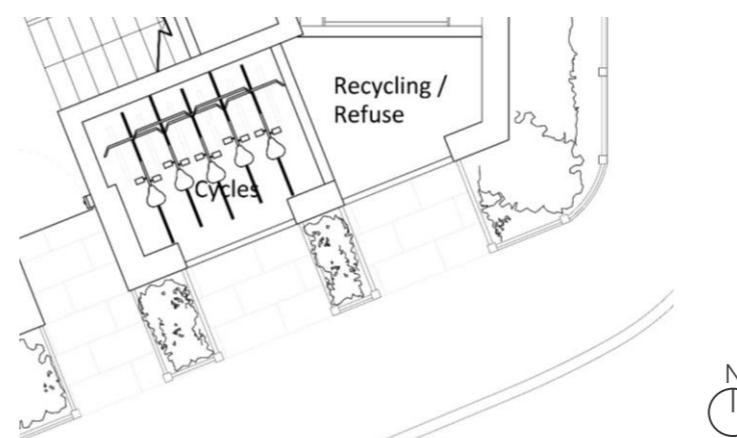
The site has a level 4 PTAL according to TFL PTAL map:



There will be no parking spaces for the proposed development. The applicant accepts that the occupants will not be eligible for parking permits.

### 5.5 Cycle Store

The cycle store has space for multiple bikes on a double rack system.



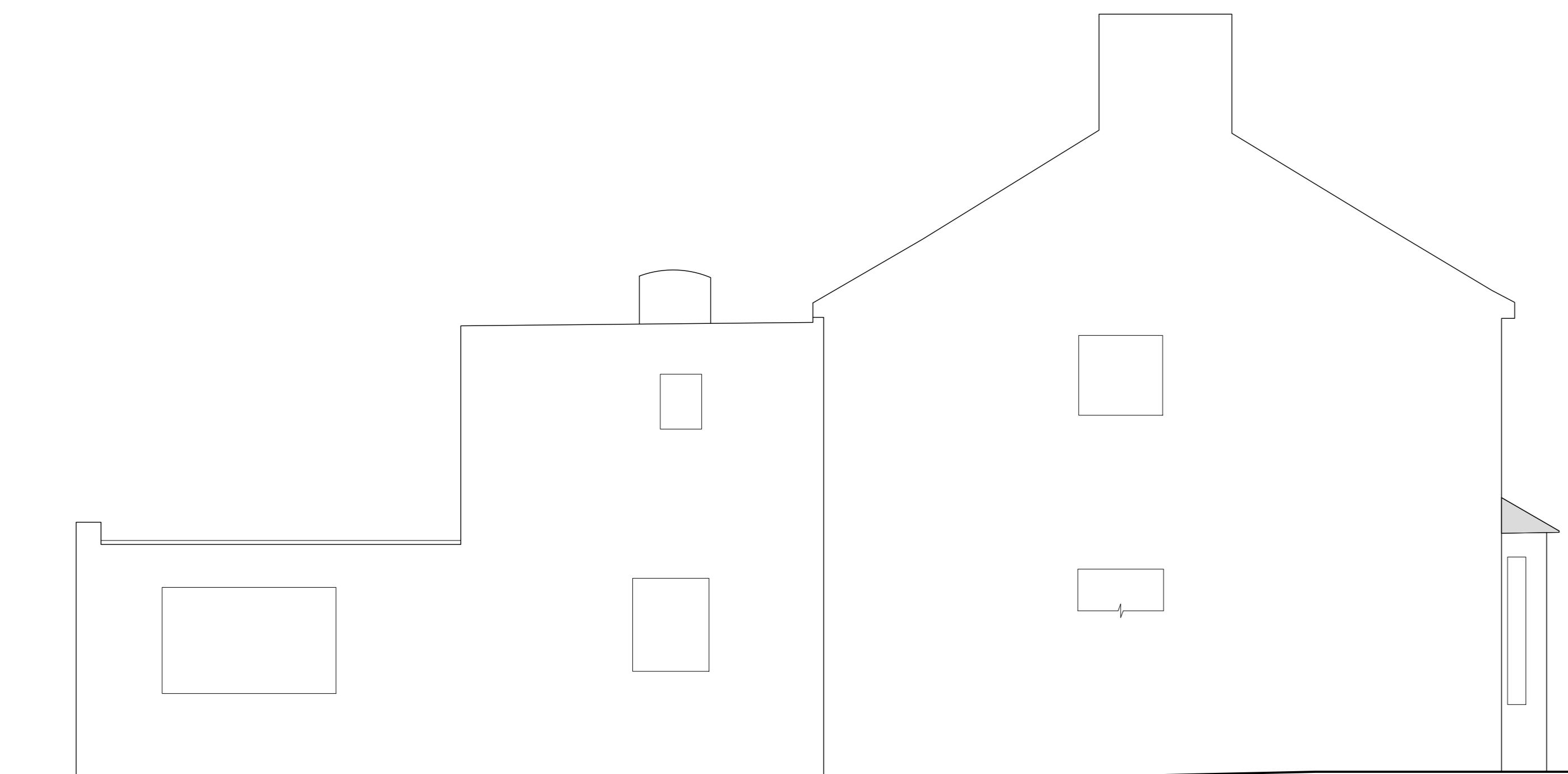
### 5.6 Daylight/Sunlight

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.

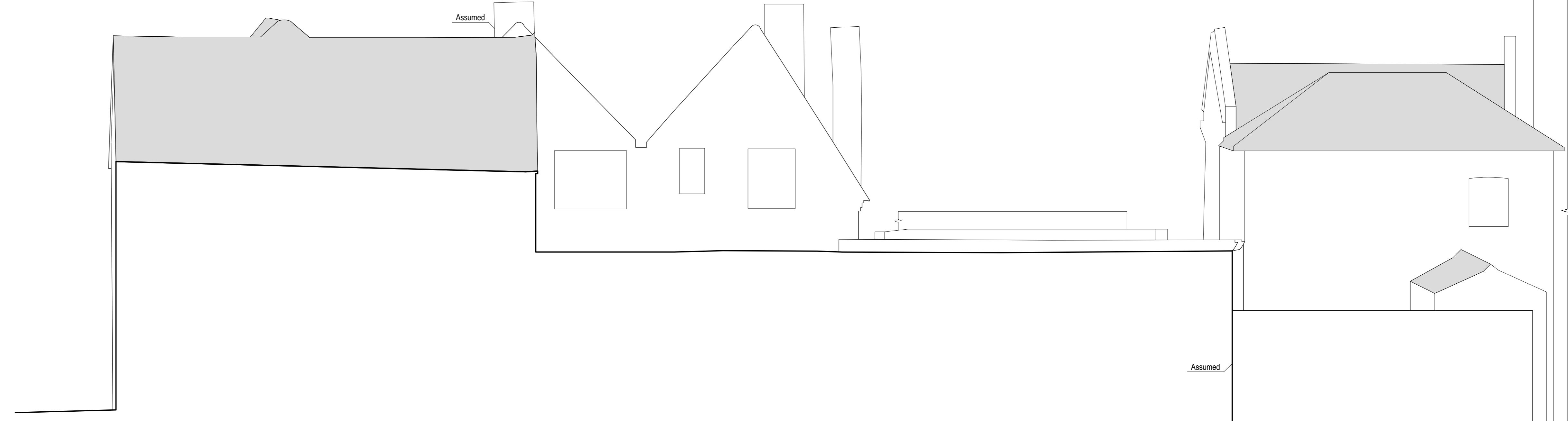
### 5.7 Access

There will be level access throughout the ground floor. Either lower ground floor apartment can be easily adapted to make wheelchair accessible.

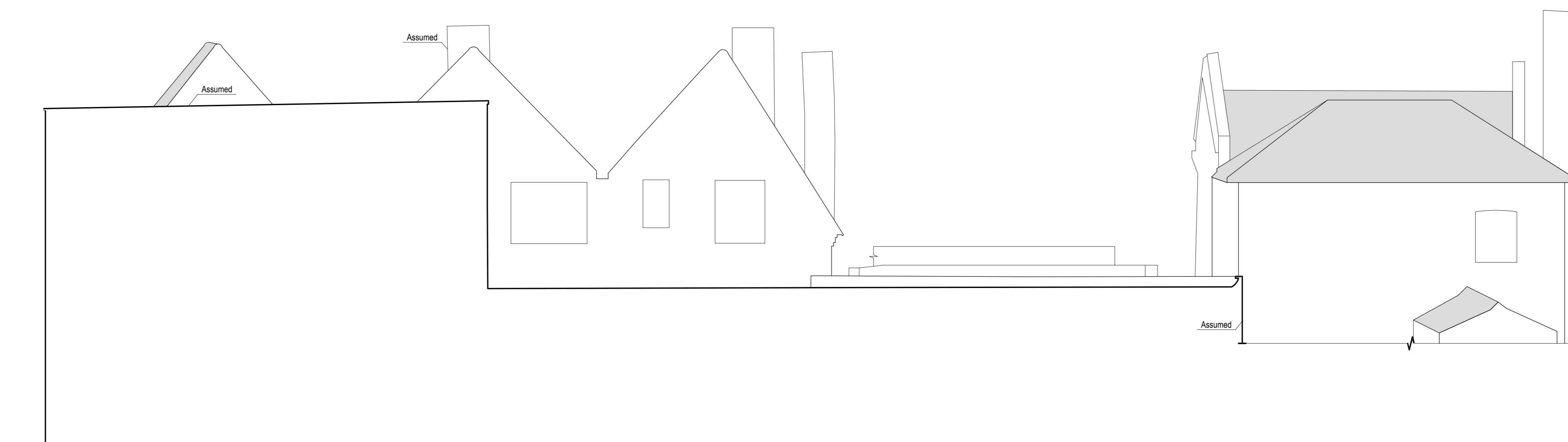




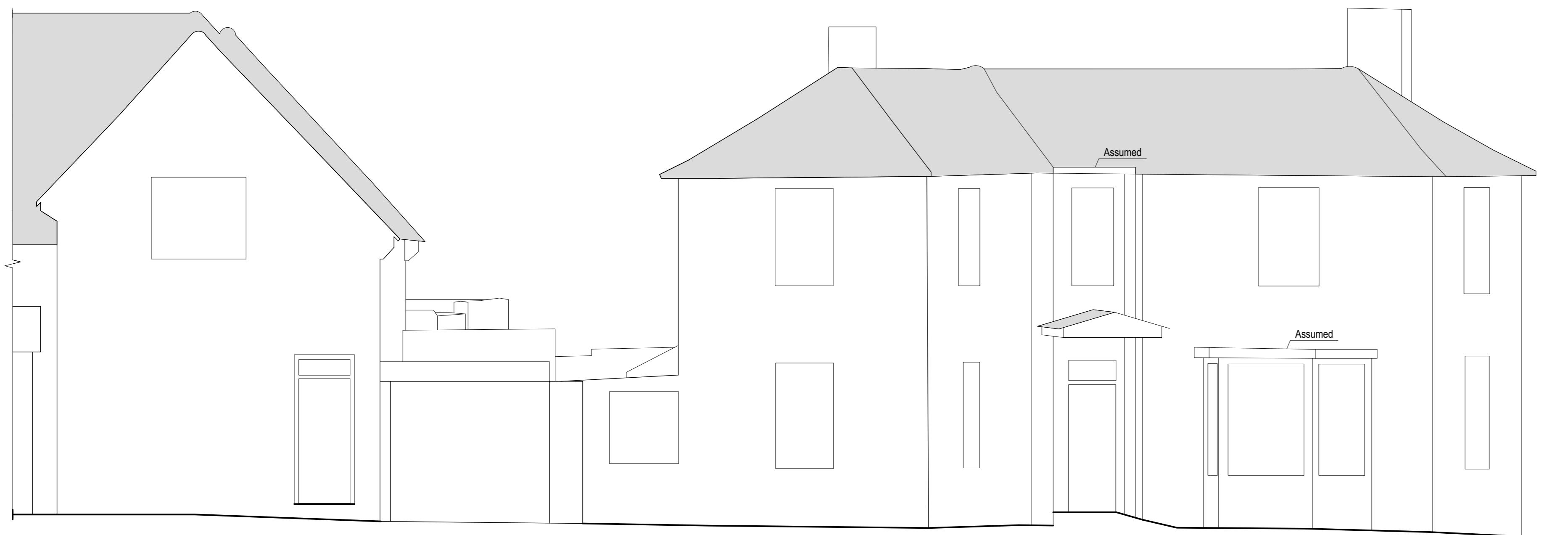
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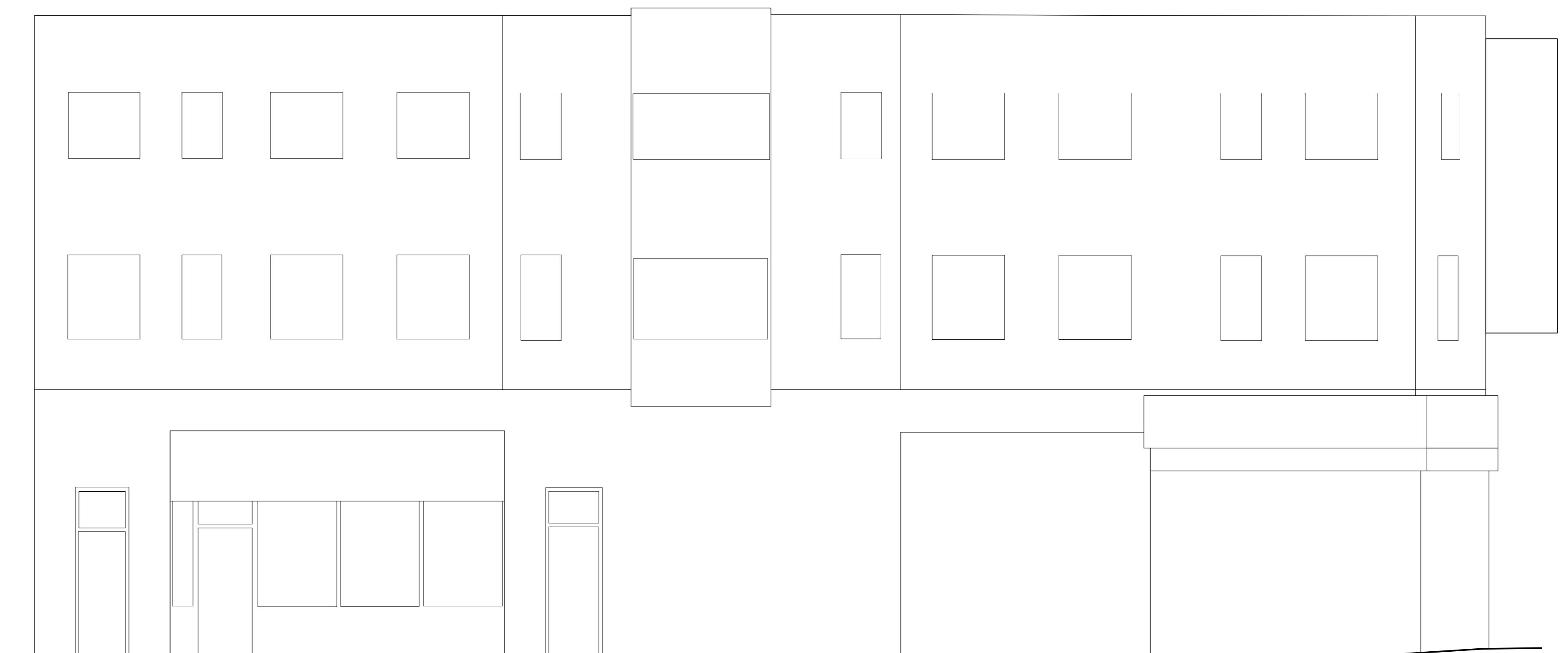
02 ELEVATION 2



03 ELEVATION 3



04 ELEVATION 4



05 ELEVATION 5

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1 WARWICK ROAD  
WEST DRAYTON, UB7 9BT

EXISTING  
ELEVATIONS

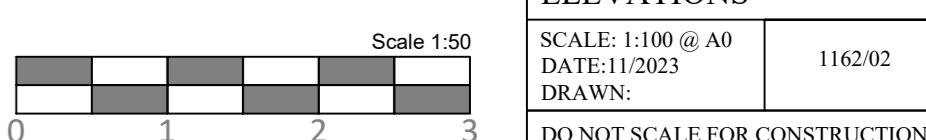
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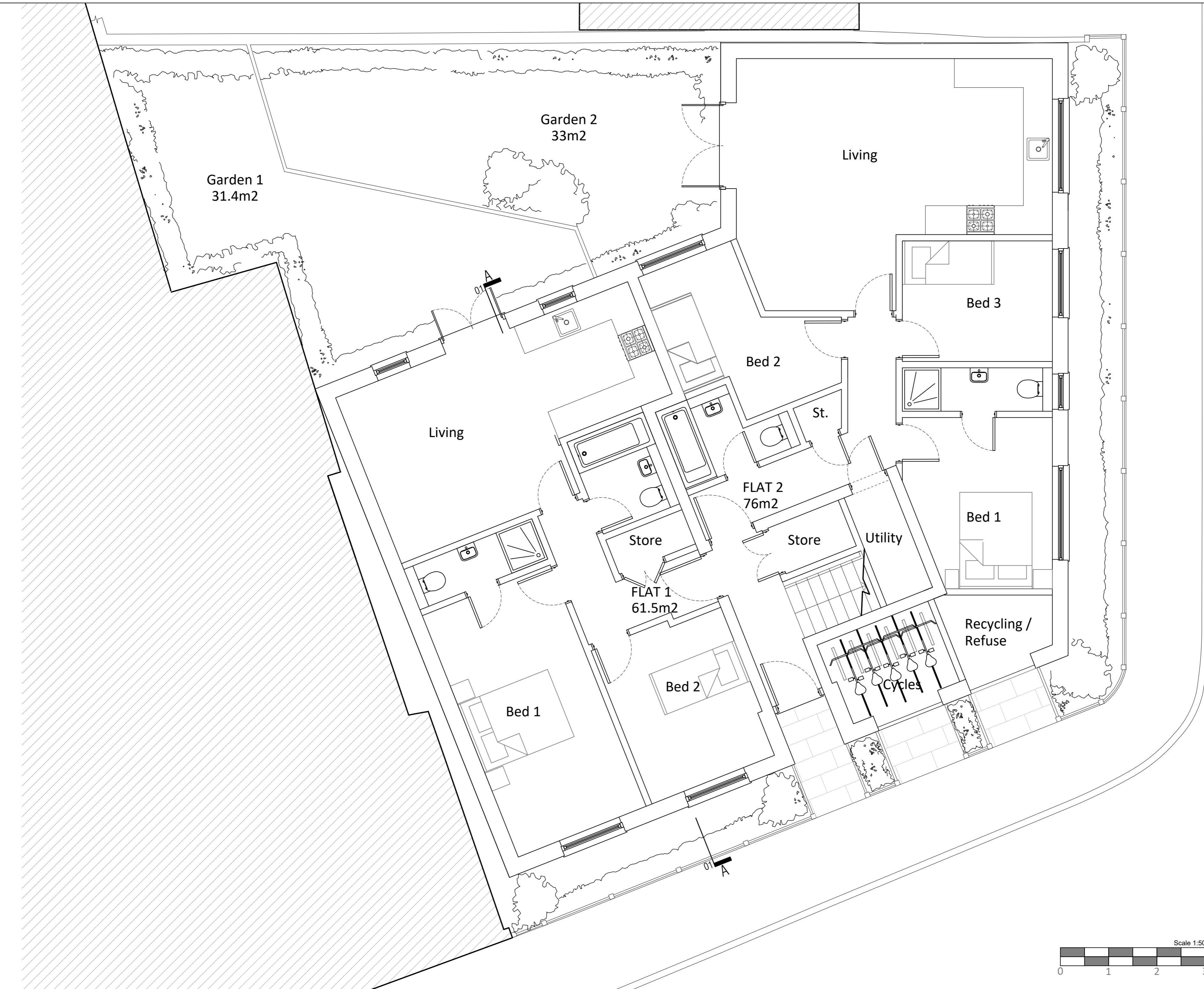
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VERIFY ALL DIMENSIONS ON SITE





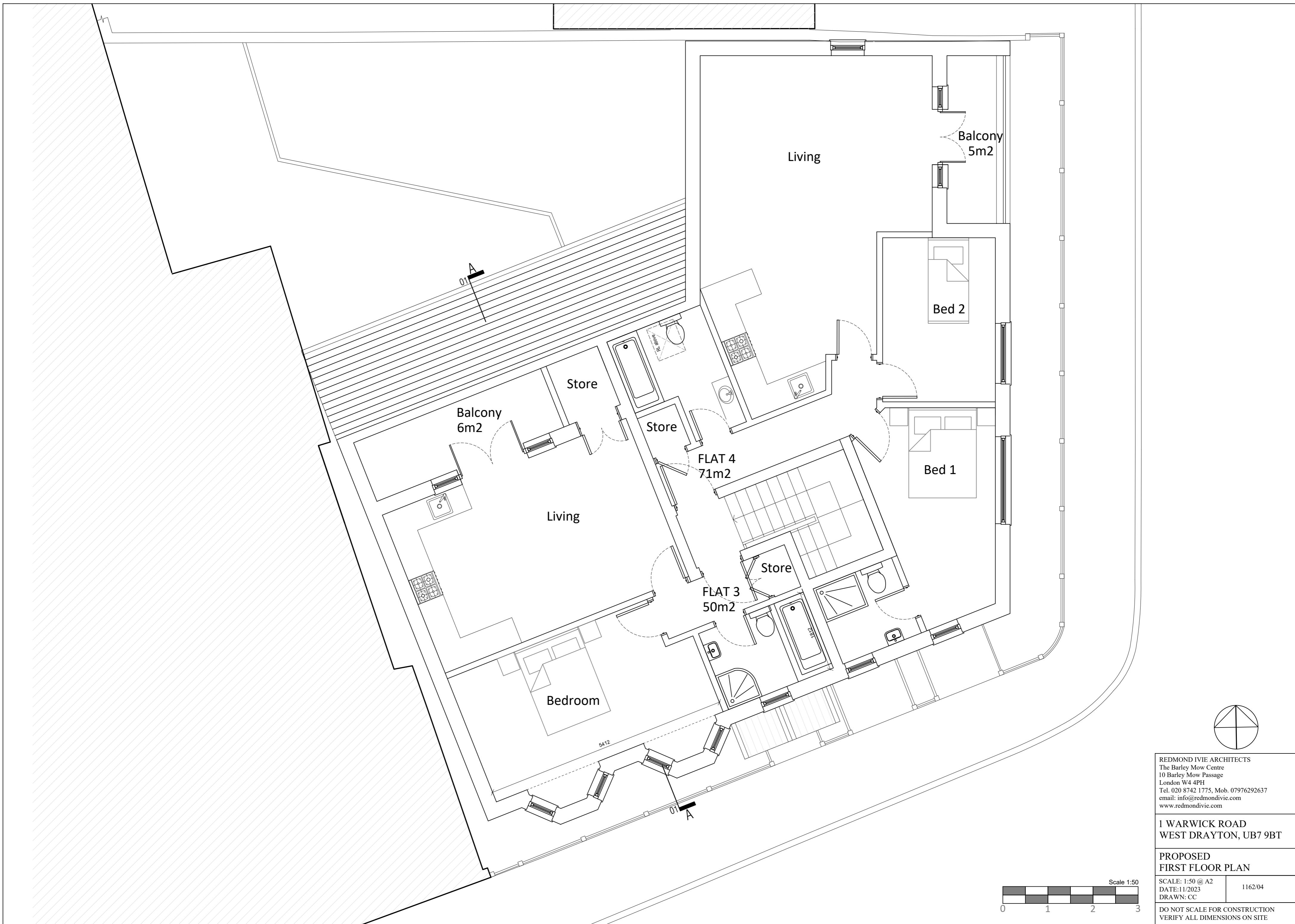
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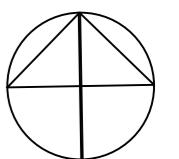
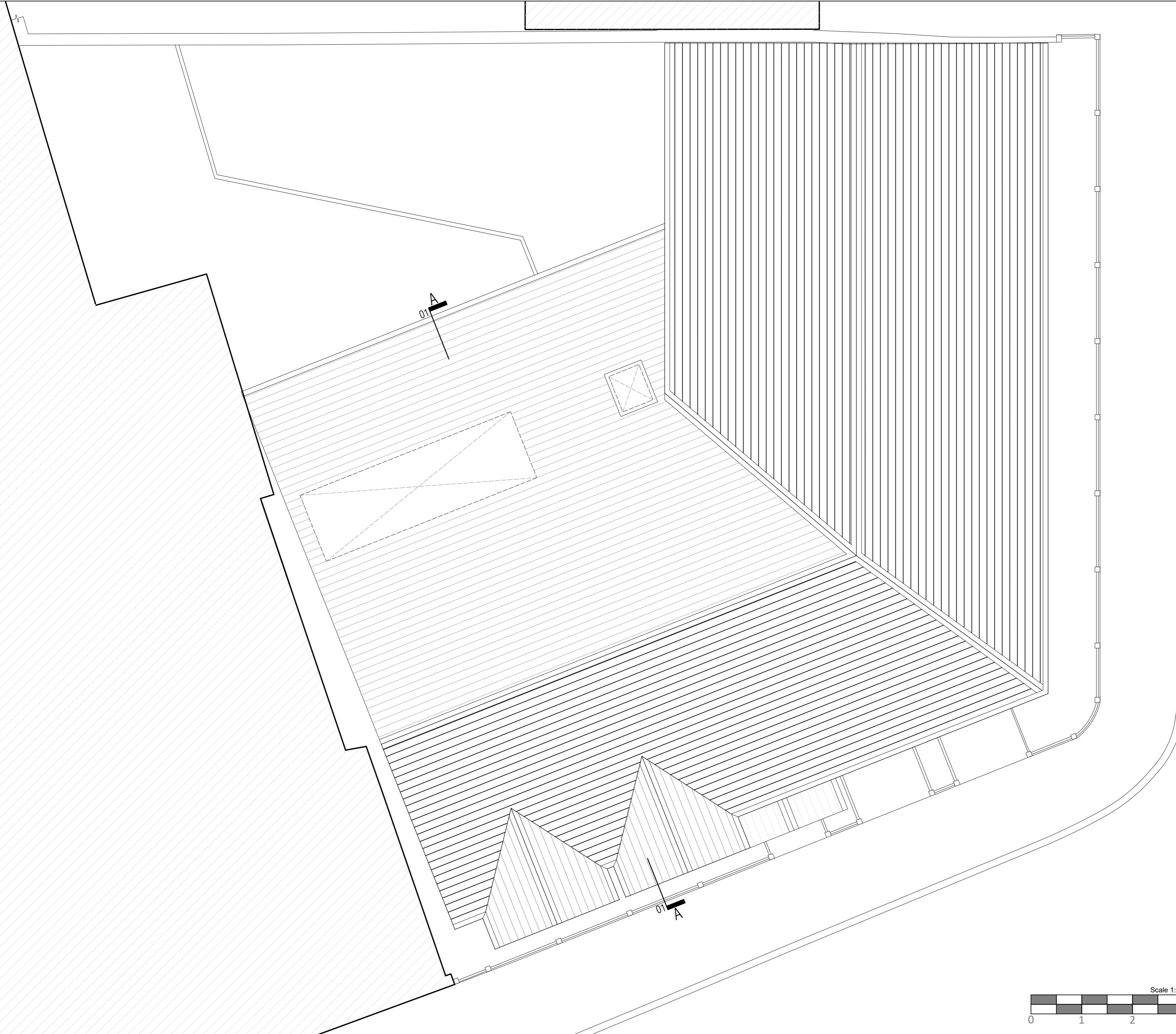
1 WARWICK ROAD  
WEST DRAYTON, UB7 9BT

PROPOSED  
GROUND FLOOR PLAN

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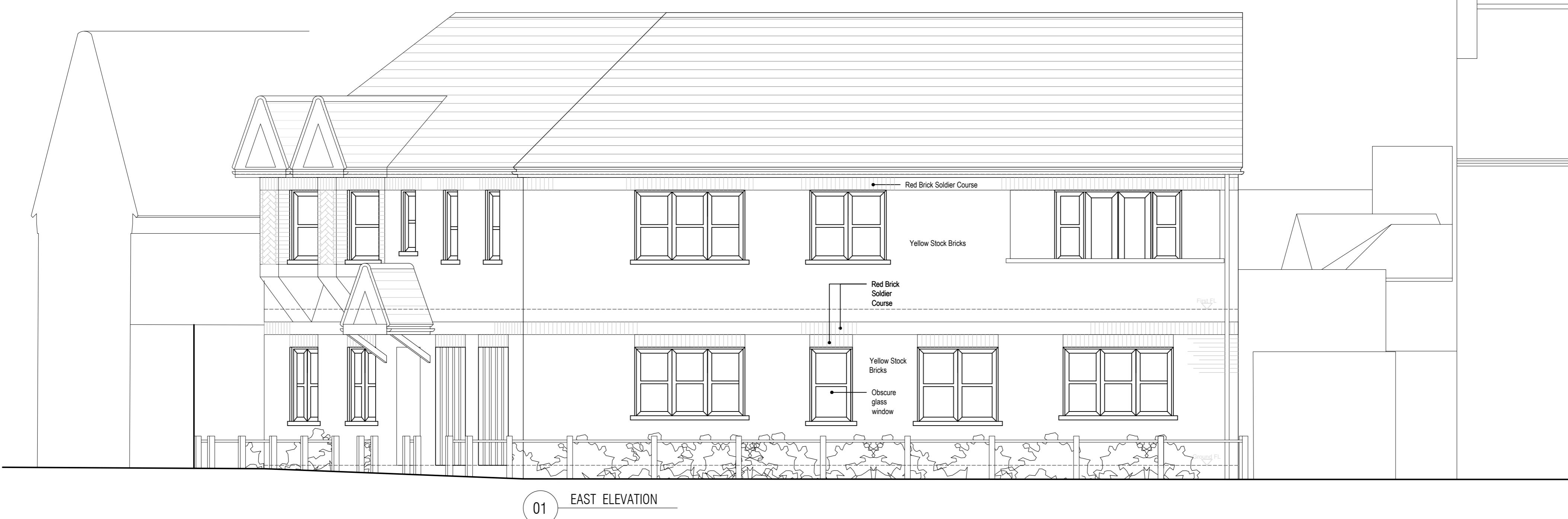
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PROPOSED  
ROOF PLAN

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1162/05  
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Scale 1:50  
0 1 2 3



01 EAST ELEVATION



02 SOUTHEAST ELEVATION

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1 WARWICK ROAD  
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PROPOSED EAST &  
SOUTHEAST ELEVATIONS

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01 SOUTHWEST ELEVATION



02 NORTHWEST ELEVATION

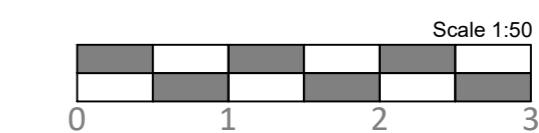
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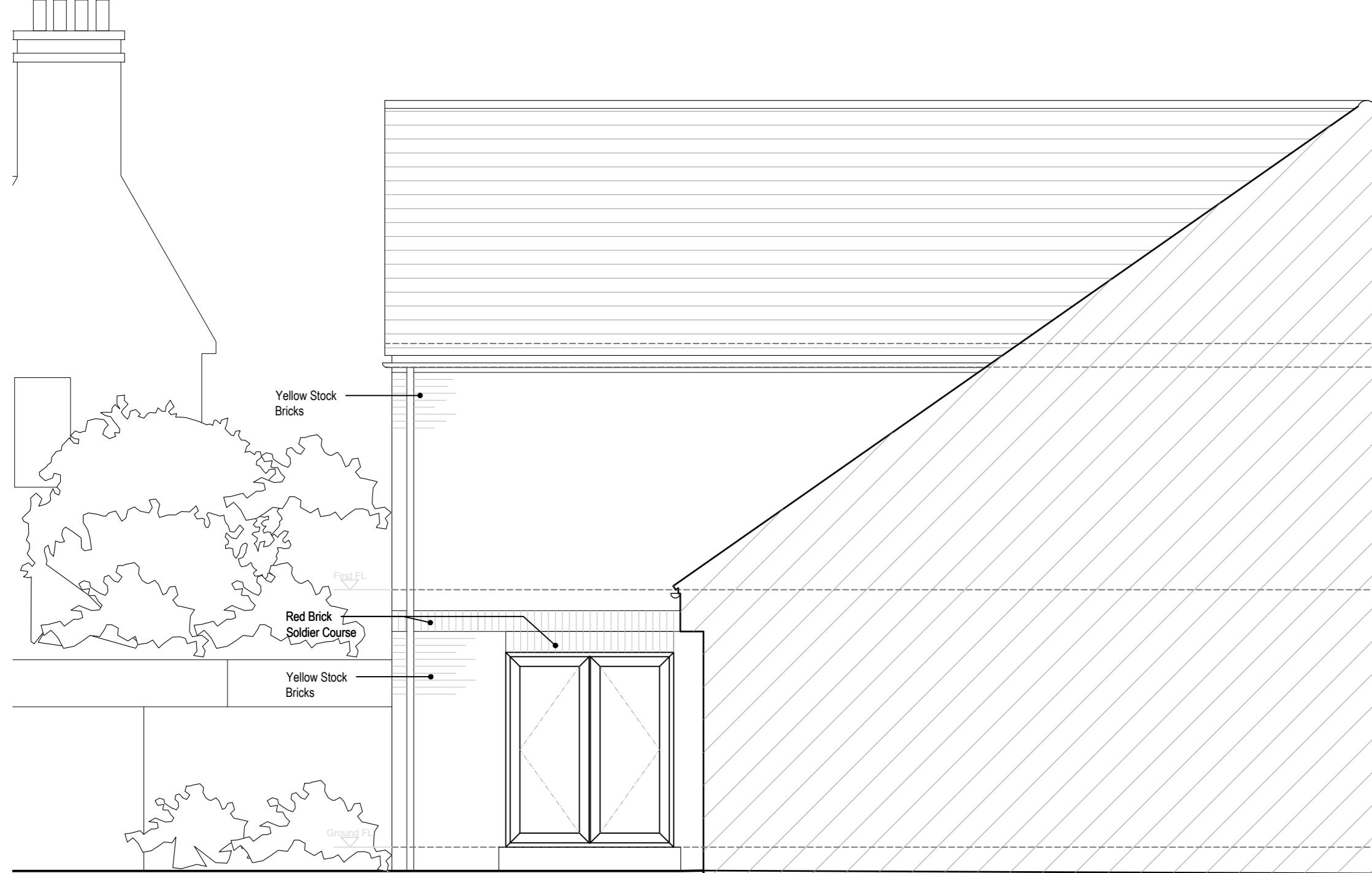
PROPOSED SOUTHWEST &  
NORTHWEST ELEVATIONS

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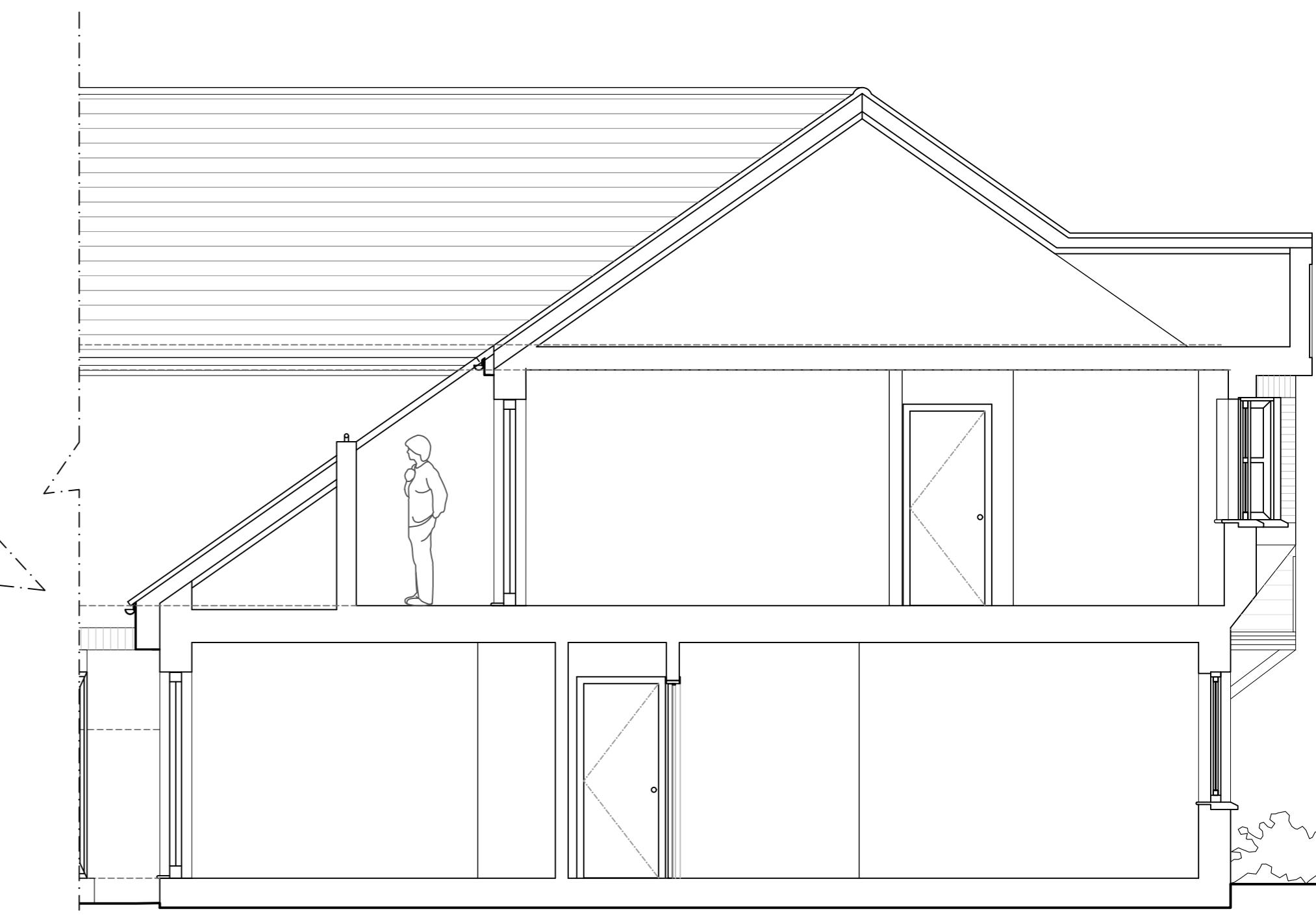
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01 WEST ELEVATION



02 SECTION AA



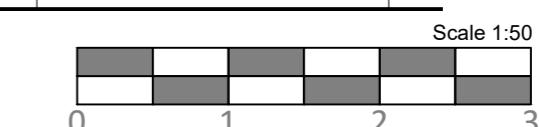
03 NORTH ELEVATION

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PROPOSED WEST & NORTH  
ELEVATIONS & SECTION AA

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DRAWN: CC  
1162/08



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VERIFY ALL DIMENSIONS ON SITE



Top left. Aerial from north west.

Top right. Elevation from Warwick Road to south.

Bottom left. Elevation from Warwick Road to east.

Bottom right. Aerial from east.

## 6. Conclusion

We believe the proposal will be a positive example of development in West Drayton. The overall massing of the building, its position on the site, and its materials are well judged in terms of its relationship with immediate neighbours and also to the surrounding context.

The development will create four well sized apartments with a variety of occupancy levels to suit both couples and families. Each of the apartments has generous private outdoor amenity space.

The central location of the site near Station Road and West Drayton Station means it is highly accessible to local community facilities and also to the Elizabeth Line, providing a direct link into central London.

Redmond Ivie Architects