

Design and Access

Statement

26 Dickens Avenue
Uxbridge
Middlesex
UB8 3DL

Ikigai London Limited 



In support of full planning application
for redevelopment of the site

Applicant: Ikigai London Limited /
Dass Homes

Prepared for: Mr Manoj Dass

1. Introduction

- 1.1 This Design and Access Statement has been prepared for 'Ikigai London Limited/ Dass Homes' in support of the full planning application for redevelopment of 26 Dickens Avenue, Uxbridge, Middlesex, UB8 3DL.
- 1.2 This report has been written to comply with Central Government advices on Design and Access Statements contained within DCLG circular 01/2016 – 12th June 2006
- 1.3 The existing building on this site is a 1930's detached bungalow dwelling, it is built from brick construction. The existing dwelling includes a detached single garage, a rear single storey extension and a shed outbuilding.
- 1.4 The proposed development will contain 2 x 3-bedroom semi-detached houses with incorporated studies. The houses will incorporate modern living areas, bathrooms and some ensuites.
- 1.5 On site 4 parking spaces will be provided, each house will have access to 2 parking space.
- 1.6 This design and access statement should be read in line with the following drawings & reports;

Drawing Description	Drawing no.
Existing Elevations and Floors Plans	26Dickens23/001/1
Existing Site Plan and Location Plan	26Dickens23/002/1
Proposed Site Plan	26Dickens23/003/1
Proposed Ground Floor Plan	26Dickens23/004/1
Proposed First Floor Plan	26Dickens23/005/1
Proposed Roof Plan	26Dickens23/006/1
Proposed Elevations	26Dickens23/007/1
Proposed Street Scene Levels	26Dickens23/008/1
Bin and Bike Storage Plans	26Dickens23/009/1

2. Site & Surroundings

- 2.1 The site is located at 26 Dickens Avenue, Uxbridge, Middlesex. It lies within Hillingdon's residential developed areas, comprising of mostly semi-detached and some detached properties.
- 2.2 The site lies 1.9 Miles – 5 min drive from Hayes town centre, 1.9 Miles (6 min drive) from West Drayton High Street, 1.2 miles – 3min drive from Stockley Park Business Park and 3 Miles (9min drive) from Uxbridge town centre.
- 2.3 The nearby A4020 located 0.8miles away is an arterial road linking to Shepherds bush towards the east and Uxbridge towards the west. The nearby M4 motorway located 2.3 miles away linking London towards the east and Wales towards the west.

- 2.4 Dickens avenue, Uxbridge and its surrounding roads are flanked with semi-detached houses, and a handful of detached properties.
- 2.5 There are no tree preservation orders on the site.
- 2.6 Over the years there has been various developments in and around Hillingdon some of which are a very similar concept, some of these include;
 - 1 Normans Close, Demolition of bungalow to build 2 Semi-detached houses ref: 62184/APP/2016/4117 – Approved
 - 21 Beech Avenue, Demolition of bungalow to build 2 Semi-detached houses ref: 21927/APP/2018/3301 – Approved
 - 188 Bury Street, Demolition of bungalow to build 4 Detached houses ref: 8697/APP/2020/3622 – Approved
 - 2 Church Road, 5 Houses, Ref: 4552/APP/2017/4549, Approved
 - 8 Church Road, 4 Houses, Ref: 74769/APP/2019/1333, Approved
- 2.7 The site does not lie within a Conservation Area and is not subject to any special protection, therefore should be no objection on demolishing the existing building.

3. Planning History

- 3.1 26 Dickens Avenue has no relevant planning history which would be deemed relatable to this application.

4. Use

- 4.1 The existing building at 26 Dickens Avenue is in use as a residential detached dwelling bungalow/house (C3)
- 4.2 The proposal wishes to retain the existing use (C3) and maximise the potential of the plot has by providing attainable residential accommodation in the area, whilst keeping within the rhythm of the street scene. In line with policy DMH 2 within 'The Hillingdon Local Plan Part 2 – Development Management Policies'.

5. NPPF National Planning Policy Framework (2021)

- 5.1 The councils' key policies have been taken into careful consideration including the national planning policy framework classified in the 'Hillingdon Local Plan Part 1 – Strategic policies'. Whilst determining the outcome of this application some of the key wording as mentioned below should be acknowledged;

*'When considering development proposals, the **Council will take a positive approach that reflects the presumption in favour of sustainable development** contained in the National*

Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.'

6. Design Component

6.1 The application proposes 2 semi-detached houses to make use of the plot at 26 Dickens avenue. The building would fit in with the existing street scene, designed to a scale which would complement the character of the area and mimic the design/size of the adjoining houses, whilst also meet requirements of modern living.

6.2 The proposal has a good housing mix and focuses on helping deliver in line with policy DMH 2 within 'The Hillingdon Local Plan Part 2 – Development Management Policies' which states there is a borough wide requirement for larger private market properties in particular 3-bedroom properties. Both of the proposed units are 3-bedroom family size properties, these are all within the recommended size of living spaces in the HDS guide;

Unit No.	Bedrooms	Internal Floor space	Garden space
House 1	3 Bedroom	104 m ²	183 m ²
House 2	3 Bedroom	104 m ²	152 m ²
	Total	208 m²	335 m²

6.3 The proposal has been carefully thought out and has been designed having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021).

The principal policies applicable to the development have been considered and summarised below;

6.3.1 *Policy DMH 1 Safeguarding existing housing*

The proposed development replaces the existing residential floor space and provides an increase in residential floorspace, car parking standards are comfortably met whilst also considering the councils parking/access design and layout guidance. All units provide self-contained facilities which provide ease of access for disabled users. Living spaces and private amenity space is within recommended sizes. Therefore, it is clear to say the proposal meets policy DMH 1.

6.3.2 *Policy DMH 2 Housing Mix*

The proposal provides 2 x 3-bedroom houses, which reflects on the councils most recent information on housing needs. Policy DMH 2 states there is a borough wide requirement for larger private market units in particular three-bedroom properties. It is clear the proposal has taken this policy into account. Therefore, it is clear to say the proposal meets policy DMH 2.

6.3.3 *Policy DMH 4 Residential Conversions*

The proposal seeks to enhance the local character of the area, design has been carefully thought out, key design principles have been replicated from the local area/ adjoining houses into the proposal, for example similar brick type, 35-degree gable roof design is a common design for those dwellings with loft conversions on Dickens Avenue, with roof tiles matching those of the local area. The gable roof design also respects the characteristics of the existing building at 26 Dickens Avenue which is viewed as a nice characteristic to keep incorporated in the design. The proposal provides two off-street parking spaces per unit whilst also introducing green areas to front garden which is currently 100% hard ground (tarmac), soft landscaping of these areas will improve the street scene and ensure front garden areas are promoted rather than lost. The proposal does not reduce privacy nor does it constitute in the loss of any family size accommodation. Therefore, it is clear to say the proposal meets policy DMH 4.

6.3.4 *Policy DMHB 11 Design of New Development*

The proposal has been designed to be sustainable and serve long term needs of residents, the design of the properties has been carefully thought out to ensure the materials and finishing improve the character and appearance of the area, similar brick type, roof design and front façade play a large role in the contribution to this. Attractive external spaces at the front and rear of the property create a positive appearance for the public and private users. The building size mimics adjoining semi-detached houses, the typical ground floor extension is 4m amongst similar houses on the street however the proposal only proposes a 3m deep extension to ensure the bulk of the building harmonises with its surroundings. The width of the building is almost identical to those of adjoining semi-detached houses. The depth of the proposed building is again almost identical to those dwellings adjoining the proposal, which the proposal aims to mimic. The building has clear design details which will split the bulk of the building to ensure it is clear they are individual dwellings; the building level and building line keeps the proposal within the rhythm of the streetscape and respects gaps between structures. An additional plan 'Proposed Street Scene Levels' has been attached to the proposal to demonstrate this.

The proposal ensures there is no overlooking to adjacent residential properties, the minimum 21-meter separation guidance is met by far, the proposed ground levels support the guidance within this policy.

The proposal not only provides an attractive soft landscaping plan supporting the plantation of a new trees and shrubs, it also provides clear details on external bins/refuse collection and cycle storage all within the guidance set out by the council.

Therefore, it is clear to say the proposal meets policy DMHB 11.

6.3.5 *Policy DMHB 14: Trees and Landscaping*

The proposed development retains all the trees on the site. The landscaping plan has been designed to enhance the landscape of the site a more detailed landscape plan can be provided by way of condition. Therefore, it is clear to say the proposal meets policy DMHB 14.

6.3.6 *Policy DMHB 16: Housing Standards*

The proposed development meets the up-to-date internal space standards set out by the London plan. The proposal allows 100% of the units to be accessible/adaptable for wheel chair users. M4(1) and M4(2) design details and spaces have been respected for all WC and bathroom areas. Therefore, it is clear to say the proposal meets policy DMHB 16.

6.3.7 *Policy DMHB 18: Private Outdoor Amenity Space*

Both proposed units have substantially above the 60sqm private amenity space required as demonstrated on the proposed site plan, meeting the guidance set out by the council for 3-bedroom houses, the proposal has no balconies or basements. Therefore, it is clear to say the proposal meets policy DMHB 18.

6.3.8 *Policy DMT 2: Highways Impacts*

The proposed development will have minimal increase in the amount of motor vehicle usage, The council's guidance on driveways has been incorporated ensuring clear visual splays allowing comfortable maneuvering of motor vehicles from the site. The proposed development is unlikely to cause any effect on road safety, noise, congestion or other traffic impacts. Each of the units provide facilities for cyclists including bike storage which can be independently accessed by occupiers of each unit. Therefore, it is clear to say the proposal meets policy DMT 2.

The proposal has also taken into account the following policies from the London plan and national planning framework: LPP D3, LLP D1, LPP D7, LPP GG3, LPP GG4, LPP H1, LPP H10, LPP T5, LPP T6, LPP D4, LPP D5, LPP D6, LPP T6.1, LPP T4, NPPF11, NPPF12.

- 6.4 The remainder of this statement will continue to make references to key points stated within the policies above.

- 6.5 The design principles also seek to meet Hillingdon design standards and the London Plan. Whilst taking particular attention into complimenting and respecting the existing buildings. It is clear to say the proposal is an almost identical proposal in comparison to its semi detached type adjoining dwellings.
- 6.6 There are certain architectural patterns the majority of the local dwellings follow; they have gable walls and dual pitched roofs (when incorporated with a loft dormer). Red/ brown brick built with UPVC glazing. Some have a bay window type design seen in the proposal. (Adjoining dwellings photographs in appendix 1)
- 6.7 No 28 Dickens Avenue has windows on the east side elevation adjoining the property these are confirmed to only serve hallways/bathroom and are not primary windows for any habitable rooms.
- 6.8 The current building 26 Dickens Avenue is not the best fit to the neighbouring buildings, it is a bungalow sat within a plot that adjoins two storey dwellings, it has been built with various different window sizes and designs different to those of other dwellings on the road.
- 6.9 The detailed design of the proposed embeds the key characteristics of the local area within its design even if the existing building on the site does not compliment these. The key architectural references mentioned in paragraph 6.6 have been incorporated into the design. The driveway will be made of permeable asphalt similar to those neighbouring the site whilst having paving slabs providing level access to the front entrances.

With the main key characteristics of the local houses the proposed will most importantly compliment and fit into the local area, whilst the appearance will harmonise with the area the plots use will be maximised to provide much needed sustainable housing.

- 6.10 The site is not in flood plain so has no flood risk. The shared surface for parking will be made of permeable asphalt, allowing any surface water to run off. The site plan has shown the incorporation of Aco drains to the entrance of each driveway to ensure the councils key requirements on front driveways are respected.
- 6.11 The proposed will have small but significant soft landscaping to the front of the building, the current driveway is 100% hard standing tarmac, the incorporation of plantation will improve the visual appearance from the street scene. The rear will allow new shrubbery along the newly erected close board fence and also retain the lawn at the rear, thus will be retained but refreshed with new turf.
- 6.12 The existing building was built in the 1930's and has poor thermal efficiency, the proposed development will comply with Part L of the current building regulations and be quality built with strong U values which exceed the 25% increase requirement.

7. Access Component

- 7.1 The site has a PTAL rating of 1b. The site area is 0.065 hectares. The target ranges set out in the London plan 2017 for the suburban location the site lies within are 40-65 units/hectare and 150-200 habitable rooms/hectare. The proposed scheme generates 31 units/hectare lower than the target range supporting the site would not be overdeveloped and 154 habitable rooms/hectare within the target range. These levels would mean the proposal would make the most efficient use of the land and developed to the optimum density in line with the London plan guidance.
- 7.2 Site layout is designed so parking is provided within close proximity of the building entrances; the entrances will provide a level threshold for disabled users. The site plans show clear 'transfer areas' for disabled drivers.
- 7.3 Public transport can be accessed via short walk away on Harlington Road and West Drayton Road. Three bus stops can be accessed here which serve the U4, A10, U7 going to Uxbridge, Hayes, Hillingdon hospital and Lombardy retail park. Buses on these routes are modern buses equipped to provide for disabled users. The U4 bus route run regular buses between Hayes Cross rail station and Uxbridge underground station, these link to the Metropolitan, Piccadilly and Elizabeth line which allows Central London to be a short commute away.
- 7.4 The nearby A4020 located 0.8miles away is an arterial road linking to Shepherds bush towards the east and Uxbridge towards the west. The nearby M4 motorway located 2.3 miles away linking London towards the east and Wales towards the west.
- 7.5 Vehicle access to the parking area will be via a modified cross over from Dickens Avenue, in line with the council's guidance on dropped kerb/access ways.
- 7.6 4 parking spaces will be provided which reflects the amount needed for the size/quantity of units and the sustainability of the location. Each house will be allocated 2 parking space.
- 7.7 2 Electric vehicle charging points (EVCPs) will be provided one for each unit.
- 7.8 Parking spaces have been designed using the guidance in the 'Manual for streets' government document, they will all be at the disabled standard size of 2.4m x 4.8m. This design has been implemented to be the most catering to disabled users, there will be 2 x 1200mm shared transfer zones between spaces, exceeding the Hillingdon Borough expectation of 10% parking spaces to be for disabled users.
- 7.9 A Refuse store has been designed with reference to 'LBH's guidance for waste and recycling storage and collection'. Path way provided
- 7.10 Disabled Access has been an important factor during the design process of this proposal, the houses have been designed to allow wheel chair access and will be fully compliant with Part M of the current building regulations.

7.11 The proposal seeks to satisfy the criteria in Lifetime Homes set out in the Accessible Hillingdon Supplementary Planning Guidance. Plans include the following Life time home standards.

- 7.11.1 Carparking capable of enlargement; - 900mm footpath next to a parking space provided.
- 7.11.2 Easy access from car parking; - Parking 1200mm away from Main entrance of the building
- 7.11.3 Gentle approach gradient; - Approach from parking area to be level ground with dropped kerb to path.
- 7.11.4 Level entrance; - Flush threshold provided with suitable lighting.
- 7.11.5 Accessible doorways & Hallways; - All internal doors 920mm structural opening with 850mm clear width. All corridors minimum 1200mm wide, communal hallways min 1500mm wide.
- 7.11.6 Wheel chair turning circles; - 1500mm diameter radius turning circle provided in all key rooms and areas. Min 750mm space provided on both sides of the bed on a standard double bed and at least 750mm space on one side of a single bed.
- 7.11.7 Entrance level living room.
- 7.11.8 Entrance level bed space.
- 7.11.9 Entrance level WC & Shower drainage.
- 7.11.10 Reinforced bathroom & WC walls; - Bathroom wall specification will allow retro fitting of grab rails with reinforcement between 300 to 1800mm from the floor.
- 7.11.11 Stair lift; - Staircase designed with a min 900mm width to allow for a stair lift if the need arises.
- 7.11.12 Tracking hoist route; - There is easy routes from all bedrooms to the bathroom in the case a tracking hoist is needed.
- 7.11.13 Suitable bathroom layout; - Bathrooms rooms designed to give good access to WC and bath with ease.
- 7.11.14 Lounge glazing 800mm above floor; - All lounge glazing is 800mm above floor.
- 7.11.15 Controls, Fixtures & Fittings; - All controls, fixtures and fittings to comply with Part M Building regulations.

7.12 A secure cycle store has been provided for each of the units. Cycling is a good alternative method of transport for local journeys, with Uxbridge town centre, Hayes Town, West Drayton High Street and Stockley Park Business Park, schools and other local amenities all within a close proximity.

7.13 The proposed has carefully designed to around recommendations from 'Secured by design Homes 2019'. A few of the key recommendations used in the proposal are followed below.

- 7.13.1 The layout of the proposal allows excellent passive surveillance.
- 7.13.2 Visitor door entry system with access control. Meeting PAS 24:2016 standards
- 7.13.3 Security gates and fencing will restrict access around the site and to the rear of the building.
- 7.13.4 Motion detection light with P.I.R control will be fitted to the front and rear of the building.
- 7.13.5 All ground floor windows to be BS7950: 1997
- 7.13.6 Security letter boxes to be fitted.
- 7.13.7 Door chains and door viewers fitted on all main doors.
- 7.13.8 All drain pipes to be anti-climb

7.14 There are 65 primary schools and 27 secondary schools within a 3-mile radius of the proposal, Hillingdon hospital is a 7-minute bus journey on the U4 from the Goulds Green bus stop.

8. Conclusions

- 8.1 There is a need for residential units of this scale in the area, the scheme aims at customers looking for family size accommodation.
- 8.2 The proposal mimics the design, scale and size of its adjoining type of properties, and fits comfortably withing the rhythm of the street scene.
- 8.3 There is no planning history which would affect this planning application and the use of the proposal will be kept as the existing use, residential - C3.
- 8.4 The proposed development, is well laid out scheme, it has been designed to meet recommendation and requirements of the applicable design documents mentioned throughout this statement. The proposal also meets all the principal policies within the Hillingdon unitary development plan. Most importantly the design harmonises/ compliments the character of the area and is a suitable scale for the existing area.
- 8.5 Adequate car parking has been provided on the site which is within local and national guidance requirements. The accessibility of the site has carefully been designed to respect disabled access, cycle users, security of the site, emergency services and refuse storage.
- 8.6 The location of the site is very accessible by means of public transport. The site is well situated and in close proximity to 3 town centres, good employment, education, hospitals and other local amenities including leisure centres. This allows local journeys on by bicycle, walking and public transport to be very easy and real alternative to using a private motor vehicle.

- 8.7 It is very unlikely the development will have any material impact on congestion, the driveway and parking area design has eliminated any factors of traffic coming in and out of the site alongside any obstruction of the footpath.
- 8.8 The proposal meets all the requirements of the London Plan alongside the council's design standards.
- 8.9 The proposed working hours for the development of the site are Mon- Friday 8am – 6pm, Saturday 8am to 1pm and any work will be prohibited on Sunday's.

Appendix



