

## **DESIGN & ACCESS STATEMENT**

### **Proposal: Erection of 1 x one bedroom dwelling.**

Land adjacent to 4 Press Road, Uxbridge, UB8 1AT

#### **Introduction**

The proposals is for Erection of 1 x one bedroom dwelling with cycle and bin storage facilities @ land adjacent to 4 Press Road, Uxbridge, UB8 1AT

#### **1 LOCATION**

The site is located on Press Road within the Uxbridge area of Hillingdon approximately 1 mile South of Uxbridge Town Centre.

The application site is a plot situated between 4 and 6 Press Road, Uxbridge, UB8 1AT.

The area mainly consists of a mixture of detached, semi detached houses and bungalows.

The site is not within a conservation area and is located in the North Uxbridge Area of Special Local Character, the Hillingdon Air Quality Management Area and Flood Zone 1.

#### **2. CONTEXT**

The site is currently unoccupied and level with a house one the West side and a dormer bungalow to the East.

Opposite to the site is a similar style mansard bungalow as proposed on this site.

#### **3 DESIGN PROPOSAL**

Local Plan Policies CC1 (Context and character) and CC2 (Urban design and architecture) seek to ensure that proposals reflect the area's Context and Character Study and preserve and enhance the particular features or qualities that contribute to the character of the area whilst responding to the site, its characteristics and constraints, and the layout, grain, massing and height of surrounding buildings.

The proposed design is similar to match the neighbouring property. The proposal aims to match the adjacent buildings in terms of materials, bulk, proportion and roof design maintaining the character of the area.

The proposal is within London floor space standards and does adhere to London Borough of Hillingdon planning policies. The proposed 1 bedroom dwelling is required minimum floor space requirement (58m<sup>2</sup>) which accommodates 2 persons within a one bedroom dwelling over 2 floors.

The proposed scale of the dwelling, and orientation of windows would not create an increased sense of enclosure, reduce the daylight/sunlight received, nor harm the outlook or privacy of neighbouring properties.

There are no side facing windows so there would be no loss of outlook or privacy as result the proposal.

There are no changes proposed to the existing dwelling adjacent to the site (number 4).

This proposal for formation of a new dwelling has adhered to the 2021 London Plan and its contained policy D7 which requires all new 5 of 150REPDEL (ODB 2022) housing, as a minimum standard, to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition).

We have included step free access via the principal private entrance, and all other points of entry and exit, entrance level W/C.

The plans align with all other M4(2) technical specifications (as relevant), set out in Approved Document M to the Building Regulations (2015 edition).

#### **4.0 HIGHWAYS AND TRANSPORTATION**

The site is within public transport accessibility level (PTAL) of 5 (very good access to public transport) and the site is situated withing a sustainable location and the proposed additional dwelling is not anticipated to generate significant additional parking demand.

Occupants of the site will have 1 x cycle parking within a cycle store positioned within the rear garden.

The site is located within a residential catchment in Uxbridge. The surrounding roadways are compassed within a controlled parking zone (CPZ) incorporating a residents parking scheme operating from 9am to 5pm - Monday to Saturday.

This is reflected by a marked on-street residential parking bay which fronts the site envelope.

Neighbouring properties exhibit a degree of on-plot parking provisions which lessen on-street parking demand.

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3

For a PTAL rating of 5, the regional parking standard recommends a 'car-free' development for clear 'sustainability' based reasoning.

Therefore no parking provision is within the policies as per above and therefore is deemed acceptable.

#### **5.0 IMPACT TO RESIDENTIAL AMENITY**

The degree to which the proposed dwelling is proposed is not considered to be overbearing or result in unacceptable loss of light or outlook to these properties.

The impact of the proposals is not considered to be unacceptable in terms of its scale when judged against the neighbouring property.

Bins store have been proposed to the rear – bins are within a secure store.

#### **5.0 HERITAGE CONSIDERATIONS**

The site is not within a conservation area.

## **5.0 SUMMARY**

Based on the above along with the councils policies, the proposal is considered to comply with planning policy and should be therefore recommended for approval subject to appropriate conditions.