



HILLINGDON
LONDON

DESIGN AND ACCESS STATEMENT



**For Residential Development
at
Former Garages Site at the Rear of 22-28 St Peter's Road,
Cowley
UB8 3SA
Middlesex**

November 2016 - Ref: 2016/D/201/P/05

Capital Programme Team
Residents Services
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Design and Access Statement
in support of
Full Planning Application dated 25 May 2009 for
New Block of Two Two-Bedroom/Four-Person and One Two-Bedroom/Three-Person
Self-Contained Flats at Lock-up Garage Site at rear of
22/23, 24/25, 26, ^{and 28} St Peter's Road
Cowley, Middlesex UB8 3SA

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1. INTRODUCTION

1. This *Design and Access Statement* for New Block of Two Two-Bedroom/Four-Person and One Two-Bedroom/Three-Person Self-Contained Flats at former lock-up Garages Site at the rear of 22/23, 24/25, 26 and 28 St Peter's Road, Cowley Middlesex, UB8 3SA
2. The proposed development is for the erection of a new block of two two bedroom/four person and one two bedroom/three person self contained flats accessed from St Peter's Road, together with car parking and all external works. The proposal includes car parking spaces for allotments garden users and visitors.
3. The Statement sets out the background research carried out during the development of the design in support of the Full Planning Application.
4. The Applicant is in no doubt that the proposed development will comply fully with all Central and Local Government Planning Guidelines, and has gone to great lengths to ensure that the application demonstrates this in all respects.
5. The proposed development, by reason of its layout, access and scale, would not be visually obtrusive nor out of character with neighbouring properties, as it completely respects the scale and massing of those properties.
6. In consequence, the development is not detrimental to the visual amenities of the neighbouring residents and character of the area and not contrary to the Council's Local Plan.
7. This *Design and Access Statement* is based on the following documents submitted with the accompanying Full Planning Application:
 - Drawing Nos: 2016/D/201/P/01, 02, 03 and 04
8. This *Design and Access Statement* is set out in the following the principles set out by CABE [Commission for Architecture and the Built Environment]:

- (1) Assessment

This stage assesses the physical, social, economic and planning background for the immediate and wider context of the site.

- (2) Evaluation and Proposals

This stage evaluates the constraints and opportunities identified in the Assessment section, and develops the design and access principles that define the proposal's character.

2. ASSESSMENT

1. Physical Characteristics of Site

1. Drawings of Site and Buildings as Existing

The existing site is illustrated in drawing no. 2016/D/201/P/02 The application site is outlined in red.

2. Composition and Ownership of Existing Site

The site comprises of previously demolished garages in the ownership of the London Borough of Hillingdon

3. Condition of Existing Buildings

There are no existing building o the site.

4. Topography

The site is generally relatively level.

5. Vehicular Access

The existing access to the property on the site is via a driveway directly off St Peter's Road.

6. Parking

There are parking restrictions only for heavy lorries and buses in the vicinity of the site [between 6:30pm and 8:00am]

7. Pedestrian Access

Access to the site is achieved by means of the public footpath on St Peter's Road.

8. Connections to Public Transport

The immediate locality is served well by public transport in the form of buses connecting to shopping centres, other facilities and underground/overground stations.

9. Cycle Routes

The site is near to the local cycle network.

10. Trees

There are no trees on the site.

It is understood from the Council's Planning Department that none of the trees in the immediate surroundings are protected by Tree Preservation orders.

There are no trees sufficiently close to the proposed development to warrant an Arboricultural Method Statement to be undertaken.

11. Waste Management

The Council's guidance [July 2007] requires that facilities must be easily serviced and be no more than 10 metres from the closest point of vehicle access. Refuse vehicles are 12.5m long x 2.5m wide x 4.0m high.

The waste requirements for flats are as follows:

- A minimum ratio of 2 bins per 10 flats should be provided [one recycling and one for residual waste], plus one extra bin for recycling, and one extra bin for residual waste.
- 1100 litre refuse bins should be provided [1260mm long x 985mm wide x 1570mm high].

As required by the Council, composting facilities should be incorporated into new developments.

2. **Planning Background**

1. Planning History

There are no relevant previous planning applications.

2. Planning Status

The site is not in a Conservation Area.

The existing property on the site is not statutorily, nor locally, listed.

3. Relevant Planning Policies and Guidance

The proposals are required to comply fully with Hillingdon Council's *Unitary Development Plan* [adopted 1998] and the London Borough of Hillingdon's *Hillingdon Design and Accessibility Statement*

4. Planning Obligations

It is assumed that Planning Obligations will not be required for this small development.

3. Character of Area

The site is not located in a Conservation Area, nor in any other designated area of local interest.

The predominant land use of the area is residential.

The properties in the immediate vicinity are a mixture of two-storey post-war Council purpose-built maisonettes and semi-detached houses in single family occupation.

The materials and forms of the surrounding buildings are generally in traditional materials and design, with timber or replacement PVC windows, fairfaced brick walls, original and new roof tiles, typical of most suburban areas.

The front and rear gardens are generally small.

3. EVALUATION AND PROPOSALS

1. Design Considerations

1. Context and Integration with Surroundings

The proposed development provides the opportunity to create a new block of two two-bedroom/four-person and one two-bedroom/three-person self-contained flats, for which there is a very high and specific level of demand in Hillingdon.

The proposed development has been designed to enable the massing and height of the design to remain in keeping with the neighbouring buildings, as illustrated in the indicative streetscape elevation and three-dimensional images.

The context and integration with the surroundings of the new building is completed by taking simple reference from the surrounding materials and detailing, and enhancing the appearance by means of the introduction of new materials.

The routes to the entrances are easy to identify, and safe to use.

2. Appearance

The overall aesthetic has taken reference from the styling of the other properties in the street, including the style of fenestration, fairfaced brickwork, as well as interlocking tiles [large tiles styled as imitation small plain tile sizes] for the roof.

3. Scale and Impact on Existing Surrounding Properties

The scale of the development is modest in height, size, scale, bulk and massing. The development is in character with the area, and would not be visually obtrusive, nor detrimental to the visual amenities of the neighbouring residents.

By careful design and location of the new building, taking full account of the Council's design criteria regarding overlooking and separation distances, there will not be any overlooking issues from the new property to adjoining properties.

Likewise, overlooking from other properties towards the development will also not occur.

In consequence, there are no substantive issues of loss of privacy.

In conclusion there will not be any adverse impact on the adjoining properties or surroundings.

4. Daylight and Sunlight

Subject to the restrictions of the site, the plan form promotes maximum access to natural daylight and sunlight.

5. Proposed Site Area

The site as proposed is illustrated on drawing no. 2016/D/201/P/03 at a scale of 1:100.

The actual site area is 0.755 hectare.

6. Proposed Building

The Council's minimum space standard for a two bedroom flat is 70m².

The floor area (within external walls) of each of the new flats ranges between the minimum of 88.6sq.m. to a maximum of 91.8m², which exceeds the London Plan minimum standard considerably

7. Affordable Housing Threshold

The Affordable Housing threshold of ten dwellings does not apply to this development.

8. Proposed Amenity Space

The amenity space of 129 sq.m to the rear of the building complies with and exceeds the Council's minimum standard of 25 sq.m for each two-bedroom flat.

9. Secured-by-Design

The proposals comply with the principles of Secure by Design and will be in compliance with Part Q of the Building Regulations.

10. Landscaping and Trees

The Applicant would encourage the landscaping aspects to be conditioned in a planning permission, and would employ a landscape architect to work with the Council's officers to create a suitable layout and selection of species, which could include the planting of new trees and shrubs where appropriate.

Areas of hard landscaping have been kept to a minimum and would use attractive and varied water-permeable surfaces throughout the development.

11. Means of Enclosure and Boundary Treatment

The Applicant would be prepared to accept all boundary treatment to be the subject of a condition to a planning permission. However, the following proposals are suggested:

- (1) A gated 900mm high timber palisade fence is proposed for the boundary to the block of flats adjacent to the retained vehicular access to the allotments.
- (2) The existing 2500mm high chain-link fence and gates to the allotments will be retained.
- (3) The existing fences treatments are related in the proposed plan ref: 2016/D/201/P/03
- (4) The boundary treatment to the remaining perimeter of the site will be by means of 1800mm high timber fences, with 300mm high trellis on top, with a secure gate of similar construction where appropriate.

12. Sustainability and Sustainable Construction

(1) *General*

The design complies with the Council's overall requirements for Sustainable Design, Construction and Pollution Control.

(2) *Sustainable Drainage*

The following principles will be adopted, subject to detailed approval in the future:

- Foul drainage will be discharged to the public sewer in St Peter's Road.
- Surface water will be discharged to the public surface water sewer in St Peter's Road.

b. **Access Considerations**

i. Site Access

(1) *Proposed Pedestrian and Vehicular Site Access*

Access will be by means of the retained existing access road.

The existing vehicular access to the allotments will be maintained without any alterations.

(2) *Proposed Car Parking*

The proposed car parking is shown at the standard maximum permitted ratio of 1:1 spaces per flat, including the visitors' spaces and a 10% allocation for wheelchair spaces.

The proposal include parking spaces for all visitors and allotment users

(3) *Proposed Cycle Parking*

In addition to the car parking provision, secure cycle storage will be provided for one cycle per dwelling, in the communal cycle store, in a location of good security and access.

(4) *Proposed Waste Management*

A refuse/recycling collection area has been provided within an acceptable collection travel distance from the public highway and the entrance to the block of flats.

The area has been sized to suit the Council's standard requirements for all types of refuse, and will include recycling facilities.

As required by the Council, composting facilities have been indicated in the rear amenity space.

ii. Levels

The site is generally reasonably level as existing, and is therefore suitable for design to Lifetime Homes standards.

4.0 STATUS OF THIS STATEMENT

- (1). The owners and the managers of the premises will be responsible for the safe keeping of this statement to prove that all reasonable care has been taken in procuring the proposed works. This design and access statement is classified as a live document which needs to be reviewed and updated through the various stages of the implementation of the proposal. This will include throughout the life of the facilities specifically to ensure the development remains fit for purpose and that all relevant accessibility implemented in the spirit of the good practice guidelines and statutory regulations.

END