

Ref:3054 Rev D&A

Design and Access Statement

Town and Country Planning Act 1990 (as amended)

Site at:

1328 Uxbridge Road, Hayes End, UB4 8JG

Proposal:

**Second floor extension and new mansard roof,
Converting existing second floor 4 Bedroom flat with
extension into 2 x 1 bedroom flats,**

Plus 2 new 1 bedroom flats in mansard roof.

**Including, associated parking, cycle, bin store and
relayed out amenity on existing roof garden.**

November 2017

Towers Associates

Harefield Oil Terminal

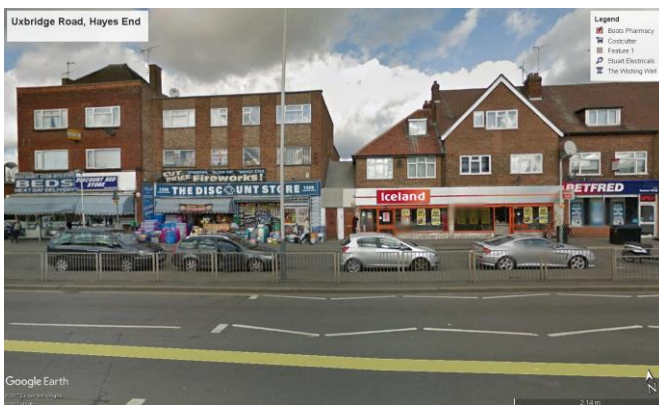
Harvil Road,

Harefield,

Middlesex UB9 5AT

1.0 INTRODUCTION

- 1.1 The application site comprises of: a ground floor double fronted shop unit with stairs and storage area at the rear. First is large storage area, offices and staff facilities. Second floor is 1 four bedroom flat, accessed by external staircases with roof garden areas on first and second floors.



- 1.2 Existing use. The property was built in the early 1960s. It has a concrete frame with brick infill sections, It currently has a flat roof with parapet walls all other buildings in the parade have pitched roofs as the main roof seen from the front and has been used as existing since construction.
- 1.3 The flat over is currently let on short hold tenancy agreement, they use the roof areas as gardens and have a timber shed on one roof.



- 1.4 To the rear there is a parking and loading area, currently with storage shed, the shed will be removed and replaced with a Locked Cycle store and locked bin store. The parking area will be marked out for 6 parking spaces. This is all accessed by a good size service road from Hayes End Drive. There is also a good public car park, a pay and display parking area in the service road.



- 1.5 The building was built as an infill block, it is beside the adjacent buildings but does not share party walls with them.
- 1.6 The site is in the Hayes End secondary shopping area. **The shop unit will not change**, there is also the benefit of a layby beside the Uxbridge Road, serving the shopping parade has a full range of shops. There is also a bus stops close by, giving access to major shopping area and rail services.
- 1.7 It has good bus links to Hayes & Harlington Railway station.
- 1.8 The scheme proposed has been designed to reuse the existing building making the most of the current structure and improving its useful life, whilst creating additional flats and keeping a similar design.
- 1.9 Onsite parking for the proposed is provided with 6 parking spaces. One for each of the flats as the London plan and 2 for the shops plus a loading area.



Drawings as follows:

- | • Drawing No. | Description: |
|-------------------|---|
| • 3054-01 | Existing Plan layout |
| • 3054-02 | Existing Elevations and section |
| • 3054-03 | Proposed Plan layout |
| • 3054-04 | Proposed Elevations and section |
| • 3054-05 | Street scheme |
| • 3054-SK1 | Location plan Edged red |
| • 3054-Structural | survey report, from L B of Hillingdon Building control. |
| • 3054- | Ptal rating report. |
| • No Ref | Photos |

2.0 THE SITE AND ITS SURROUNDINGS

- 2.1 The site is located in Hayes End shopping parade set well back from the Uxbridge Road due to the layby.



- 2.2 The shopping parade has a good range of shops and ancillary services. With most premises having flats and maisonettes over. Most of the flats are mostly accessed via the service road to the rear. Most of the flats do not appear to have any appreciable garden area as have previously been converted for extensions and parking area.
- 2.3 Amenity area, there is the benefit of a roof garden and there is a large park area within 100m (Hayes End Recreation Ground)
- 2.4 The rear parking area is accessed from the rear service road with direct access to their own rear yard.



2.5 Shopping

Direct access, has a good number of various types of shops, restaurants etc.

2.6 Other Local Pubs.

The Wishing well in the adjacent shopping parade 200m
The Angel on the Uxbridge Rd 250m

2.7 Transport links

PTAL rating 2.

Bus stops with in 100m to Uxbridge, Hayes, and Heathrow airport. On U7, 427, H98, 697 Buses

Hayes and Harlington station, 1500m

2.8 Recreation

Hayes End Recreation Ground, 100m with sport facilities.

2.9 Hospitals

Hillingdon Hospital 900m

3.0 THE DESIGN COMPONENT

- 3.1 The design brief was improve the residential facilities associated with the building as the existing 4 bedroom flat was not easy to let as people did not like the location for family use.
- 3.2 The proposed 4 x 1 bedroom units would be more viable in this location and is a much higher demand.



- 3.3 The existing building is lower than the 2 adjacent buildings therefore the idea of adding another floor to give additional flats.
- 3.4 This proposal gives a better value to the building and increases the ratable value to the London Borough of Hillingdon.
- 3.5 The existing building has been checked. Report included and is capable of carrying the increased load. And will cause minimum disturbance during building work.
- 3.6 Access. The existing rear access has enough room for the increased parking, cycle store and secure bin storage. Having 4 dwellings instead of one will increase the security for all residents and help under secure by design.



- 3.7. We will provide increased roof garden area for the residents with pot plants walkways and external storage. There is a good park amenity area with 100m easy access.



- 3.8 The design principles adhere to the London plan in size, access, parking and ptal rating.

4.0 THE ACCESS COMPONENT

- 4.1 The site is close to all local amenities, shops, offices and schools, together with places of leisure and worship and is well situated for public transport. It can therefore be defined as an accessible and sustainable location.
- 4.2 Vehicular access to the parking area already exists. Repositioning the parking spaces. We will remove the external stores. We believe that 1 parking space per flat will give flexibility and encourage people to cycle and use public transport. Visitors parking is in a public pay and display carpark.
- 4.3 These are small flats within 5 minute walk of main bus stops. It is directly accessible to shopping area. Please note that there is also a good cycle provision and as the London plan encourages cycle use over car use.
- 4.4 The parking spaces are 2.4m x 4.8m
- 4.5 Cycling is a realistic alternative to the motor car for local journeys, with schools and all local amenities within a short cycle ride. A secure cycle store has and will be provided in the rear area.
- 4.6 With the close proximity of the bus stops, shops and schools, it is perfectly reasonable to assume that residents can walk or cycle to all local amenities.
- 4.7 Emergency access and emergency vehicles can gain easy access to the building.
- 4.8 Refuse and Recycling Collection store has been designed to the side and is easily accessible for bin collections.
- 4.9 **Secured by Design**

The requirements of "Secured by Design" are an integral part of the design:

- 1. The layout of the scheme allows for excellent passive surveillance of all parking areas
- 2. New low level lighting will be fitted along the rear fence to aid security and safety for all accessing the rear yard parking.
- 3. Security gates and fencing around the garden area will restrict access around the site and to the rear of the flats
- 4. Lights with P.I.R. Controls will be fitted to the front and rear of the houses.
- 5. The entrance door will be BS PAS 24 compliant.
- 6. The ground and first floor windows to be BS 7950: 1997.
- 7. The drainpipes to be anti-climb.
- 8. Security letterbox to be fitted.
- 9. Door chain and door viewer to be fitted.

5.0 PLANNING HISTORY

- 5.1 There is no planning history at this location.

Part I Policies

Ptl.10 To seek to ensure that new development will not adversely affect the amenity and character of the Borough's residential areas.

Ptl.13 To seek to ensure the provision of 8,000 additional dwellings in the Borough

Ptl.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards

Ptl.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport

Ptl.39 To seek, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies

Built Environment

BE3 Investigating and recording sites of archaeological interest

BE4 Development within or on the fringes of conservation area should preserve or enhance the character and appearance of the conservation area.

BE13 Layout and appearance of new development

BE18 Design considerations-pedestrian security and safety

BE19 New development within residential areas- complementing and improving character and amenity of the area.

BE20 Daylight and sunlight considerations

BE21 Siting, bulk and proximity to new buildings/extensions.

BE22 Residential extensions/buildings of two or more storey.

BE23 External amenity space and new residential development

BE24 Design of new buildings - protection of privacy

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals

BE39 Protection of trees and woodland - tree preservation orders

Other Environmental Considerations

OE1 Protection of the character and amenities of surrounding properties and the local area.

OE12 Energy Conservation and new development

OE13 Recycling facilities in major developments and other appropriate sites

Housing

H4 Mix of housing units

H6 Considerations influencing appropriate density in residential development

H9 Provision for people with disabilities

Recreation, Leisure and Community Facilities

R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

Accessibility and Movement

AM2 Development proposals and traffic generation

AM7 Consideration of traffic generated by proposed development

AM9 provision of cycle routes, consideration of cyclists needs in design of highway improvement schemes, provision of cycle parking facilities.

AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes.

AM14 New development and car parking standards

AM15 Provision of reserved parking for disabled persons

Other relevant documents include:

- (a) Hillingdon Design and Accessibility Statement
- (b) Council's Supplementary Planning Guidance Community Safety by Design

- (c) Council's Supplementary Planning Document: Planning Obligations Strategy
- (d) The London Plan Interim Housing Supplementary Planning Guidance

Hillingdon Design and Accessibility Statement (HDAS)

- This document sets out the Council's guidelines in respect to residential development.

6.0 CONCLUSION

The proposal brings into use a previously single 4 bedroom flat into much more viable 4 x 1 bedroom flats. Whilst still retaining the retail unit. Without utilizing previously open space.

We have considered the local community by refurbishing the existing structure and trying to limit the inconvenience to the community.

We trust that you will give this scheme your full consideration and consider the proposal as a whole.

If you require any further information on clarification please do not hesitate to contact us.