

DESIGN & ACCESS STATEMENT

Submission to London Borough of Hillingdon

Proposal:

Land rear of 12 - 14 Cornwall Road, Uxbridge, UB8 1BB - Erection of 2 ½ storey building incorporating 4 x two bed flats and 2 x one bed flats

Introduction

1.0 LOCATION

1.1 The site is located on rear to 12 -14 Cornwall Road, Uxbridge, UB8 1BB

The site is located on a residential street in Uxbridge. The site itself is a semi-detached Victorian property.

The proposed development site is located at the bottom of the gardens of No 12 and 14 and front onto Norfolk Road.

There are a number of three blocks of flats on Cornwall Road and one on Norfolk Road are on three storeys.

2.0 CONTEXT

2.1 Street Scene & Boundaries

The site is situated on 12 -14 Cornwall Road, Uxbridge, UB8 1BB.

2.2 Density

The density in the area are residential.

2.3 Scale

The scale of the buildings are neighbouring are residential properties

3.0 DESIGN PROPOSAL

The Applicant's proposal is 2½ storey building incorporating 4 x 2 beds and 2 x one bed flats. The flats are a good size, with lounge, kitchen and bedrooms. There are also good size bathroom. The two bedroom flats have a bedroom with an ensuite.

3.1 Approach and Entrance

Access to the site is as existing, Norfolk Road

3.2 Scale and Massing

Not to change.

3.3 Materials

Refer to the plans

3.4 Parking

There are 6 car parking spaces, hence there should be no issues regarding parking.

3.4 Extra Info

The current proposal is for change of use for erection of 2 ½ storey building incorporating 4 x two bed flats and 2 x one bed flats.

The current proposal does comply with Hillingdon Planning policy.

To begin with current proposal does adhere to the NPPF (March 2012) whereby the Government will support planning proposals whereby the design is of a high quality; improves the standard of living.

The current proposal does adhere to the London plan planning policy 7.4 whereby the flats improves area visually and has a positive effect on the local character.

The current proposal also adheres Hillingdon planning policy BE13 whereby the design of the flat do compliment with the existing street scene. AS per the planning policy BE19 the current proposal does improve the character of the local area. Also please note, there are other residential flats on the roads, which are similar to the current proposal , therefore the Applicant is hopeful the Local Authority will be consistent in their approach in granting the current proposal.

Amenity space standards will need to be applied to both the existing houses and the proposed development. HDAS requires 100 m2 of amenity space for houses of 4 bedrooms or more and 25 m2 per two bedroom flat. The plans show that the retained garden area for No. 12 would be above 100 m2 and for No.14 it would be around 100 m2. The total area of the amenity areas proposed for the new flats would be around 150 m2. Therefore the development would meet the criteria for the provision and retention on amenity space required by HDAS

Please also note the current proposal does not effect the amenities of the neighbouring properties as per the compliance of planning policies BE20, BE21, BE22 and BE24.

The Applicant is taking advantage of vacant land and providing high quality homes.

The site is ideally located near a supermarket, there is Uxbridge underground and town centre.

The Applicant is offering high quality flats to many trying to get on the property ladder and also many employed the London, the current proposal is ideally located.

The current proposal also includes 6 car parking, hence there will be no negative effect on the area. Policy AM14 states that new development will only be permitted where it is in accordance with the Councils adopted Car Parking Standards, which states that a maximum of 1.5 spaces should be allocated per dwelling where parking is communal. The proposed 6 spaces to the front of the proposed block would comply with this standard. Many of the other houses and blocks of flats along Norfolk Road have parking to the front of the building, as well as on-road parking, so the proposed layout should not have a detrimental impact on the street scene

Bearing the above in mind the Applicant is hopeful that the local authority will be consistent in their approach in granting the current application.

13 November 2017
