DESIGN AND ACCESS STATEMENT

ON

109 LONG LANE
HILLINGDON
UB10 0AR

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109 LONG LANE, HILLINGDON, UXBRIDGE, UB10 0AR

INTRODUCTION

The purpose of the Design and Access Statement is to support a planning application by setting out the design criteria and showing how the nature of the site and local area has led the design of the scheme.

This application is for the erection of a two storey side extension to the property to form a single self-contained three-bedroom dwelling.

BACKGROUND

A scheme of a similar nature was submitted in 2018 under reference 73760/APP/2018/1536. Permission was refused due to concerns over sizing/bulk, space standards, parking and useable amenity. We believe that this re-submitted scheme takes note of the concerns raised by the planning officer and addresses them.

LOCATION

The site is located on the western side of Long Lane close to its junction with Harvey Road. It is a predominantly residential area with properties of a similar age and type. The site is set back from Long Lane and accessed by the service road running parallel to Long Lane.

It is situated close to Uxbridge, the main shopping and transport hub, being located approximately 1.6 km (1 mile) away. In addition, it is close to the A40 and M25 giving good road connections.

SITE APPRAISAL

The site comprises the garden of the host dwelling. It is triangular in nature and generally open with the rear facing the rear of 1 Harvey Road at an angle. There is therefore no direct overlooking of the site with views being from an oblique angle only.

DESIGN AND AIMS

The design of the scheme has been chosen to achieve the following aims:

1. To provide high quality living environment.

2. To provide much needed housing.

3. To preserve the privacy and amenity of adjoining dwellings.

4. To provide adequate off-street parking provision.

BULK

The scheme has been re-designed taking into account the concerns raised with the previous scheme. One dwelling is now proposed and more closely follows the design of the original house, replicating the bay window, providing a seamless infill. This reduces the footprint of that previously proposed leaving more of the site open.

A number of properties within the vicinity have been extended and this modified proposal seeks to compliment these additions and not be overbearing.

SITING

The siting of the proposal has been led by the nature of the host dwelling and the size and shape of the plot. This leads to a linear extension of the host dwelling with accommodation being over 3 floors allowing a smaller footprint whilst complying with the nationally described space standards.

AMENITY

The proposed dwelling will feature 9.7sqm of rear courtyard space and a further 79.7 sq m of screened garden space to the right-hand (north) elevation, totaling just under 90 sqm of good quality useable amenity. We note that the Hillingdon Design and Accessibility Statement July 2006 specifies 60 sqm of amenity space for a two-storey 3 bed dwelling. These areas do not include the front garden which will be used for off street parking.

All of these areas are clearly marked on block plan 3680/4.

DESIGN

The design of the scheme has been chosen to reflect the adjoining properties which are mainly of traditional construction with brick elevations beneath pitched tiled roofs. This will ensure that the proposal blends in with the surrounding properties.

PARKING

Between the host dwelling and the proposed new dwelling 3 off-street car parking spaces will be provided, an increase of 2 units. Being situated on the service road there is on street parking for which there is little competition and on street parking does not form a hazard. Chapter 6 of the currently available London Plan, viewable online at; https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-six-londons-transport-0 recommends a maximum of 1.5 spaces for a 3-bed dwelling. Hence 3 spaces shared between the two houses perfectly aligns with guidance from the Mayor's office.

ACCESSIBILITY

The site is situated within walking distance of the local shopping facilities as well as being served by public transport in the form of buses and the railway station at Hillingdon and Uxbridge. It is therefore hoped that this easy access will encourage more use of public transport resulting in less reliance on making journeys by private motor vehicles.