DESIGN AND ACCESS STATEMENT



For a Residential Development At:
Land Adjacent to No1 Poplar Avenue
West Drayton
Middlesex
UB7 8LF

September 2019
Ref: 2019/D290

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1.0 INTRODUCTION

1.1 **The Statement:**

This design and access statement is intended to support a full planning application for construction of a residential development on land adjacent south to No1 Poplar Avenue, West Drayton. UB7 8LF

The proposal is to construct a total of 2 semi-detached bungalows with associated parking and external works ensuring the development has minimal impact in terms of scale and built form in context the surrounding houses.

The site is a roughly triangular shaped disused plot with access from the service road off Poplar Avenue.

1.2 **Background:**

The site is a vacant plot attracting antisocial issues such as fly tipping.



1. View of site from Poplar Avenue (No1 Polar Avenue on the right).

The site owned by the Hillingdon Council previously providing parking spaces for the nearby residents. Due to antisocial behaviour and fly tipping the land designated for residential redevelopment.

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1.3 **Drawings List:**

This Design and Access Statement should be read in conjunction with the following drawing numbers:

DRAWING NOS	DRAWING TITLE
2019/D290/P/01	Site Location Plan
2019/D290/P/02	Existing Site Plan
2019/D290/P/03	Proposed Site Plan
2019/D290/P/04	Proposed Plans
2019/D290/P/05	Proposed Elevations

1.4 **Specialist Statements:**

This Design and Access Statement is supported with three specialist statements and report as follows:

a) Accessibility Statement (4.0)
b) Secure by Design Statement (5.0)
c) Transport and Pedestrian Statement (6.0)

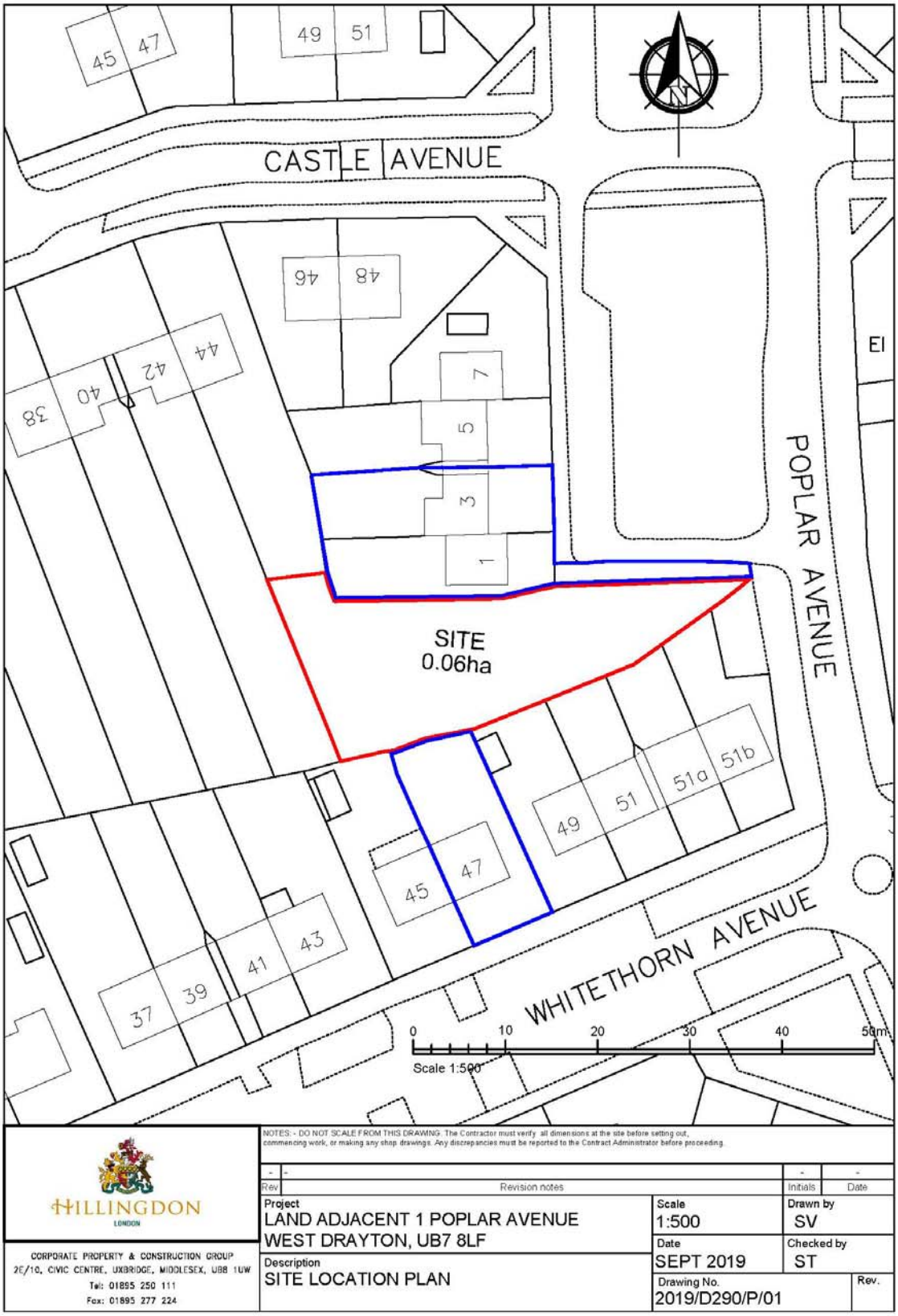
All are contained within this document by way of supportive statements.

2.0 ASSESSMENT

PHYSICAL CHARACTERISTICS:

2.1 **Site Location:**
The plot is surrounded mainly by by rear gardens of neighbouring two storey terrace houses and a service road.

Refer to the site location plan and existing plan: drawing no. 2019/D290/P/01 and 02, and for the Proposed Site Plan see drawing number 2019/D290/P/03.



2. Site Location Plan

2.2 **Surrounding Land Uses:**

The site is located within a predominately residential area comprising of two storey typical semi and terraced town houses.

2.3 **Movement:**

The design principle adopted for the development is to allow vehicular access to the two bungalows and parking for four cars.

The total number of spaces meets the adopted parking standards for residential developments.

Each parking bay can accommodate one standard size car.

The refuse lorry will collect waste from the proposed bungalows and houses in the same manner as for the rest of Poplar Avenue. Refuse bags will be deposited in the designated bin store on refuse collection day.

The new development will have 1 x bicycle storage within each rear garden. All bicycle storage will be approved to Secure by Design standard ‘Protect a Cycle’ or its equivalent.

The site is within walking distance about 300m or 5 minute walk to the nearest bus stops on falling Lane which is served by buses U1, U3 and U5 which serve Heathrow Central, West Drayton and Hayes Town (Stop L), and Ruislip and Uxbridge (Stop M).

3.0 DESIGN

3.1 **Use:**

Existing:

The site is a disused plot and has been attracting anti-social activities.



3. Existing Site Plan with Topographical Details

Proposed:

The proposal is to develop the plot to provide 2 x 3 bedroom bungalows with dormers.

The proposal accords with the Government's commitment to speed up the delivery of new housing across the country. The Government's ambition is to increase housing density by making the most of the use of the redundant plots of land. The demand for such houses and bungalows that can accommodate families is high in the locality as the there are two Primary Schools (Raabsfarm Primary School, on Gordon Road, and St Mathews C of E on the High Street Yiewsley)) and shops on Fairfield Road and the High Street in Yiewsley within walking distance of the site.



4. Proposed Site Plan

3.2 Amount:

The total site area is 0.06 hectares.

The overall gross internal floor area of each dwelling is given in the table below:-

New Build Schedule of Accommodation is as follows:

House Number	Bedrooms	Parking Spaces	Gross Internal Floor area (per unit) sm²	Private Rear Garden m²	Remarks
Plot 1- Bungalow	2 Bed 3 person	2	85	100	Semi-detached
Plot 2- Bungalow	2 Bed 3 person	2	85	120	Semi-detached

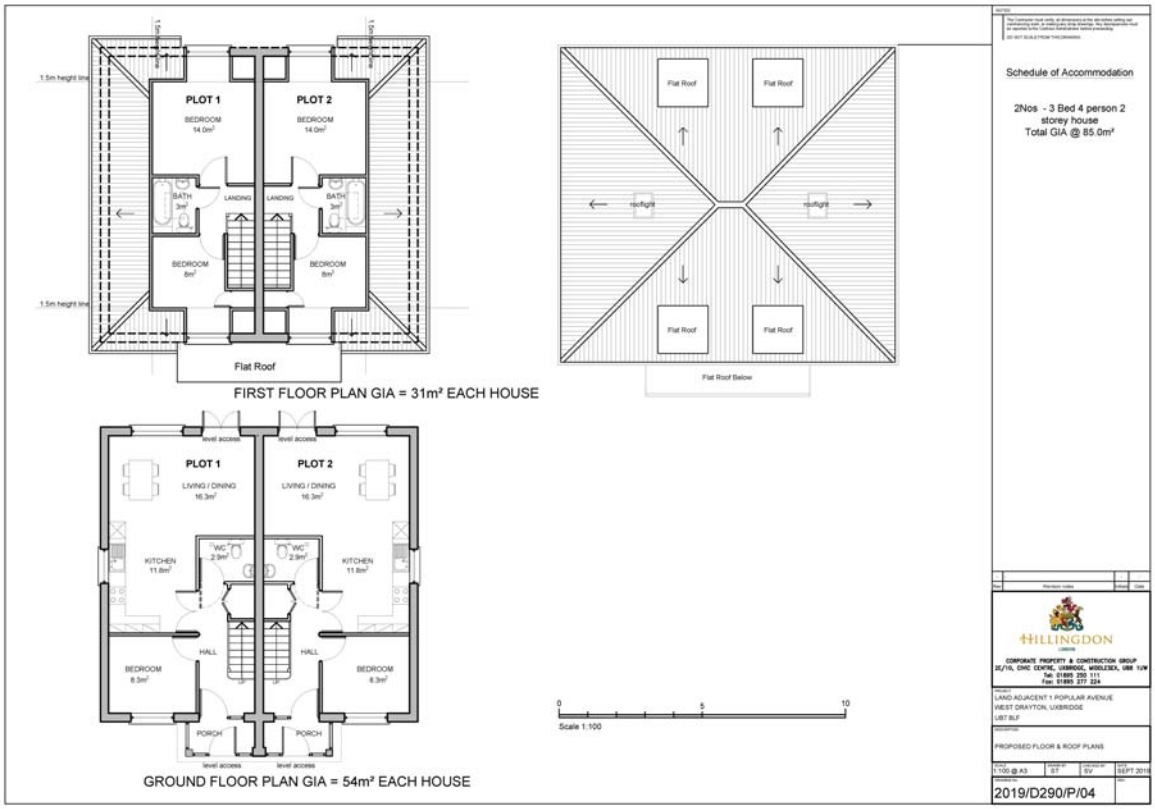
Gross internal areas of all the dwellings meet the minimum areas as set out in the London Plan

Each dwelling's private garden area meets the minimum area requirements.

3.3 Layout:

The layout of the new development has been dictated by the shape of the site and restrictions such as depth, width, access and distance of the adjoining housing. The layout is designed to ensure it does not conflict with any planning restrictions related to overlooking, surrounding housing due to the distances from other properties, private amenity, building lines, etc.

The layout is in line with the The London Plan (refer to plans below:-)



5. Proposed Plans

Scale:

The scale and proportion of the pair of the semi detached bungalows blends well with the row of 2 storey houses along Poplar Avenue and fits in the site in an unobtrusive scale in terms of bulk and is sited on the building line of the existing houses.

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3.4 Landscaping:

The private rear garden will be grassed with paved patio area. The gardens are of fair size to allow owners to plan soft and hard landscaping. Three existing low grade trees will be removed and replacement 11 new treees planted in their stead in the rear gardens and

at the shared amenity at the front. The latter will improve the setting of the area generally.

Front garden parking area allows for soft landscaping planting to soften the block paved parking area and diffuse car headlights.

The parking bays and all associated walking zone with the car park will be finished using permeable pavers of contrasting colours.
Permeable paving slab will be used for main walk ways and patios.

3.5 Flood Risk:

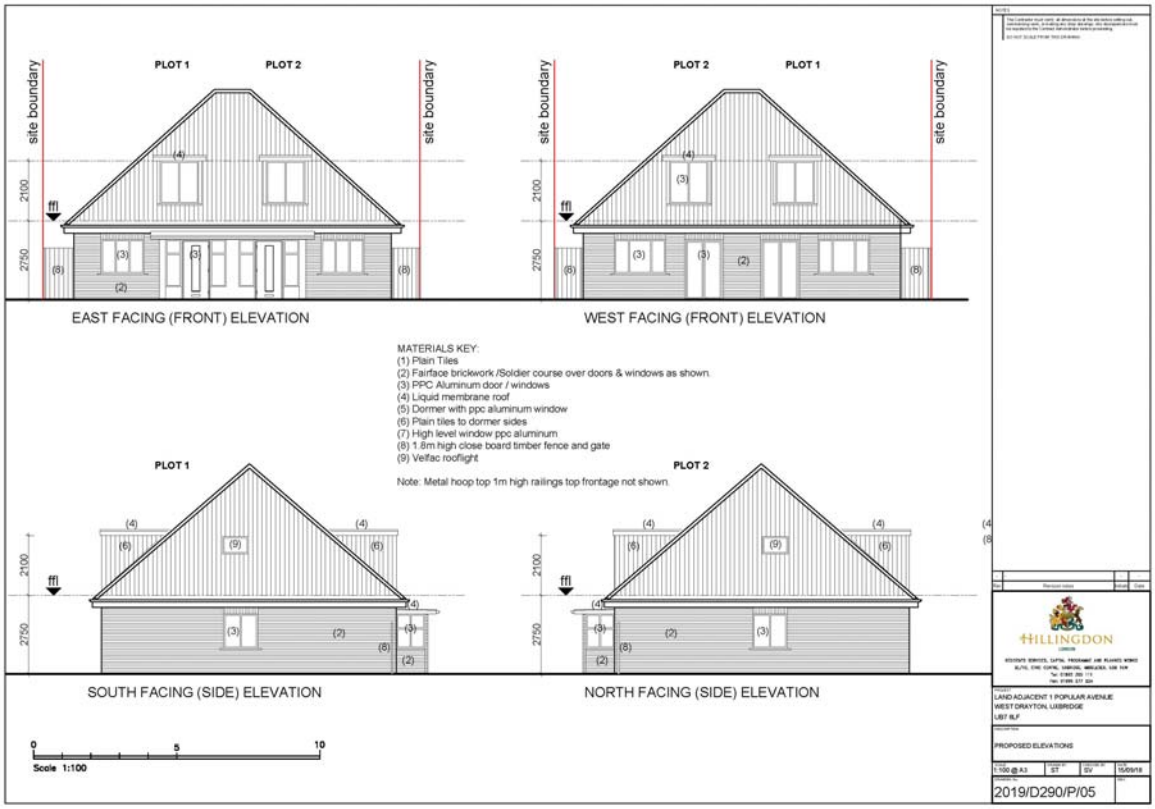
The site is not in a flood plain.
The shared surface of the development will be made of permeable paving blocks with the required sub base so will assist any surface water run offs.

3.6 Appearance:

To match the existing material street palette the external finishes are kept simple by using plain tiles.

All the external walls will be fairface brickwork and dark grey window frames in matt finish. Refer to 2019/D290/P/05 below for details.

Privacy and security will be maintained by erecting a 1.8m high closed boarded fence with 300 trellis to the rear and side boundaries around private gardens.



6. Proposed Elevations

4.0 ACCESS

4.1 **Accessibility Statement:**
The development is complaint with the access requirements as well as The London Plan. All the external door openings will have level access thresholds wide enough for people with mobility difficulties and wheel chair users.

The new houses will be constructed to Volume 1-Dwellings-Access to and use of buildings, Part M4(2) of the Building Regulations 2010.

5.0 SECURED BY DESIGN STATEMENT

Secure by Design has now been incorporated into Building Control Approved Documents; typically this means that external doors will be to PAS24 standard with added security, and all windows will be to BS 7950.

These new PPC aluminium windows will be certified to prove that the products and installation accords with the Secure by Design Standard.

The final design scheme will have an automatic dawn to dust PIR sensor lighting around all sides of the house.

One bike will be stored in a cycle store located within the rear garden. All cycle stores will be to ‘secured by design’ standards.

All perimeter fencing will be 1.8m close board timber fence with concrete post and additional 300mm high timber trellis where possible

6.0 TRANSPORT STATEMENT

The proposed parking layout and number of parking spaces per house complies with adopted parking standards to serve the new development.

A total of 4 spaces have been provided - two for each new bungalow and two for 1 Poplar Avenue

Visibility coming out of the parking bays onto Poplar Avenue is good.

The provision for four cars does represent a significant intensification of traffic.

It should be noted that the Council operates a 'sack collection system' and not wheelie bins. Refuse bin spaces are provided at front car park garden for weekly collection.

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