

## Design Access Statement

### PROPOSAL:

Full Planning Permission for the demolition of the existing roof, creation of side extension and a roof extension incorporating 2 x one-bedroom C3 dwellings, and 1 x studio C3 dwelling, 1 x 2 bed C3 dwelling, a reconfiguration and refurbishment of the existing 4 flats within the ground and first floors, with car parking, bike and bin storage and preservation works to the trees.

### LOCATION:

Site: 173 - 175 Station Road, West Drayton, UB7 7NQ



## Site and Surroundings

West Drayton is a suburban town in the London Borough of Hillingdon. It was an ancient parish in the county of Middlesex and from 1929 was part of the Yiewsley and West Drayton Urban District, which became part of Greater London in 1965. The settlement is near the Colne Valley Regional Park and its centre lies 1.9 miles (3 km) north of Heathrow Airport.

Traditionally the Parish of West Drayton covers 3.4 square kilometres (1.3 sq mi). In 1901 the population of the civil parish was 984. In the 2011 Census 14,370 people were living in the West Drayton electoral ward. The ward has three councillors in the Hillingdon Borough Council. The vast majority of the housing in West Drayton is mid-20th century.

West Drayton lies to the south of the Great Western Main Line which run east–west, with Yiewsley lying to the north of the railway line. It lies on the north side of the M4 motorway with the village of Harmondsworth to the south, and is northwest of M4 junction 4 (Heathrow Airport spur). This intersects with the A408 (for Stockley Park and Uxbridge) which forms West Drayton's eastern boundary with Hayes until the Heathrow Express railway line forms this boundary at Prologos Park Heathrow. In this area lay the former hamlet of Stockley, known until 1912 as Starveall or Starvhall.<sup>[7]</sup> On the eastern side of West Drayton is the county boundary with Buckinghamshire.

West Drayton railway station is served by TfL Rail and Great Western Railway (GWR). TfL Rail operates a stopping service between London Paddington and Reading and GWR operates a stopping service between London Paddington and Didcot Parkway. The community has primary schools, and a secondary school, Park Academy West London is on Falling Lane in Colham Green. This physically and in governance replaced Evelyns Community School.

West Drayton has at its heart in the west of the parish a conservation area, The Green, along which are many buildings protected under UK law by grade II and II\* listing – residential and commercial.

The existing building is built of traditional brick and tiled roof containing 4 x 2 bed dwellings.

Proposal is for Full Planning Permission for the demolition of the existing roof, creation of side extension and a roof extension incorporating 2 x one-bedroom C3 dwellings, and 1 x studio C3 dwelling, 1 x 2 bed C3 dwelling, a reconfiguration and refurbishment of the existing 4 flats within the ground and first floors, with car parking, bike and bin storage and preservation works to the trees.

Currently the site is not being used to its best potential and can serve the borough the much needed additional housing stock. The position of the proposal is located where it would not be detrimental to the amenities of the neighbouring occupiers.

Planning History:

Refusal of Previous Application Ref: 76431/APP/2021/1871:

- 1 The development would neither preserve nor enhance the character and appearance of the West Drayton Green Conservation Area causing harm to the heritage asset and appear as a bulky, incongruous addition within the street scene, by reason of design, scale and siting. Therefore it is contrary to Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part Two (2020).
- 2 The proposal has failed to demonstrate a satisfactory policy and design-led approach to both the provision and layout of the car and cycle parking, leading to conditions prejudicial and detrimental to the amenity of the local users and potentially likely to lead to inconsiderate and illegal parking on the roads within the vicinity of the site. As such, it would be contrary to Policy DMT6 of the Hillingdon Local Plan Part Two (2020) and T6 of the London Plan (2021).
- 3 The proposed flats would fall short of the national space standards, providing a substandard level of accommodation for future occupiers, contrary to Policy DMHB 16 of the Hillingdon Local Plan Part Two (2020) and Policy D6 of the London Plan (2021).
- 4 In the absence of a tree survey and arboricultural implications assessment to BS5837:2012, the applicant has failed to demonstrate that protected trees will not be affected by the development and has not made provision for their long-term protection, contrary to Policy DMHB 14 of the Hillingdon Local Plan Part Two (2020).

Site Photograph:



## Design:

The proposal has been amended from the previous refused application to ensure all the planners concerns are met.

1. The development has been designed to match the existing neighbouring three storey property. The overall look, materials, siting, massing, scale and proportion is matching the neighbouring property. This is to ensure it meets the conservation area requirements.
2. Car parking, bin storage and cycle storage has been provided serve the occupants needs.
3. The proposed new flats are more than the minimum space standard requirements.
4. Tree report has been attached to the application to protect the trees.
5. All flats have external amenity space in the park opposite.
6. Proposal doesn't affect any of the neighbouring properties as all windows facing the site is bathrooms with obscure glass.

## Sustainable Energy

The proposed development embraces principles of sustainable design and construction. Such measures have been detailed below:

### Energy efficiency

- High levels of insulation to the floor, walls and internal roof space
- Double-glazing to new windows
- Carefully designed economic and efficient central heating system with high efficiency boilers and heating controls.
- Low energy lighting will be used on this development.

### Water Conservation

- Low water use appliances, both sanitary and kitchen to be utilised, as well as shower to be fitted to the bathrooms.

### Development

- Current and future occupants will be encouraged to use the local authority recycling facilities.
- Convenient access to public transport including bus services within walking distance as well as local shops, park, schools and other amenities.

Conclusion:

This is a positive proposal which would provide additional housing to the borough without affecting the surroundings in any way. This is a new amended application to ensure all the requirements are met. Even though its within the conservation area, further developments in the area should still be welcomed as long as its in keeping with the surroundings. We have proposed to match the neighbouring property so the new development will give the sense of it always been present.

Pre app has been done for this site and amendments have been carried out to the proposal based on the planning officers guidance and advice.

The planning officer is kindly requested to grant planning permission subject to appropriate conditions if necessary. Please do contact us if you require any alterations to proposal for a positive result.