



15 Myrtle Avenue

Design & Access Statement

August 2022

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4.0 DESIGN & ACCESS STATEMENT

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1.1 SITE LOCATION

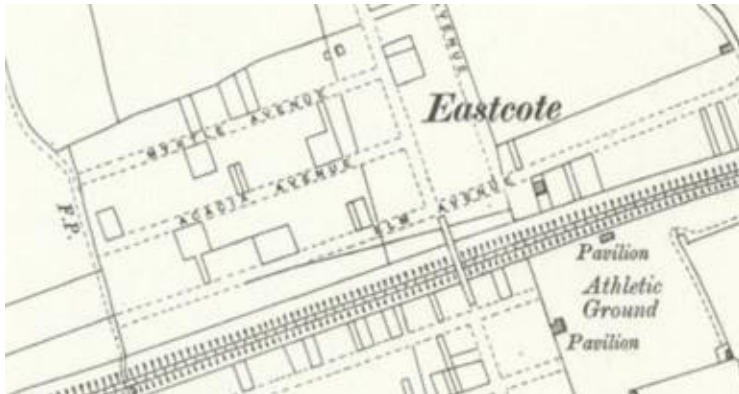
15 Myrtle Avenue is a two storey semi-detached house with three bedrooms. No 15 dates from the 1930s and is located on the south side of Myrtle Avenue. It is approximately 90m west of its junction with Lime Grove. It occupies a larger than average plot with a detached garage and shed to the west of the house and with front, side and rear garden. The property is approximately 0.5 miles from Eastcote tube station.

The property is neither Listed nor in a Conservation Area. The site is not the subject of heritage policies, is located in Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) of 2.

Myrtle Avenue appears on the 1916 OS map and appears to not have been built on but in the process of being partitioned off for lots and sold/developed. In 1920 the OS map is very similar, there does not appear to have been much development on the land and no. 15 does not appear to have been sectioned off.

On the 1938 OS map 15 Myrtle Road can be seen, shown as the end in a terrace and occupying a large plot.

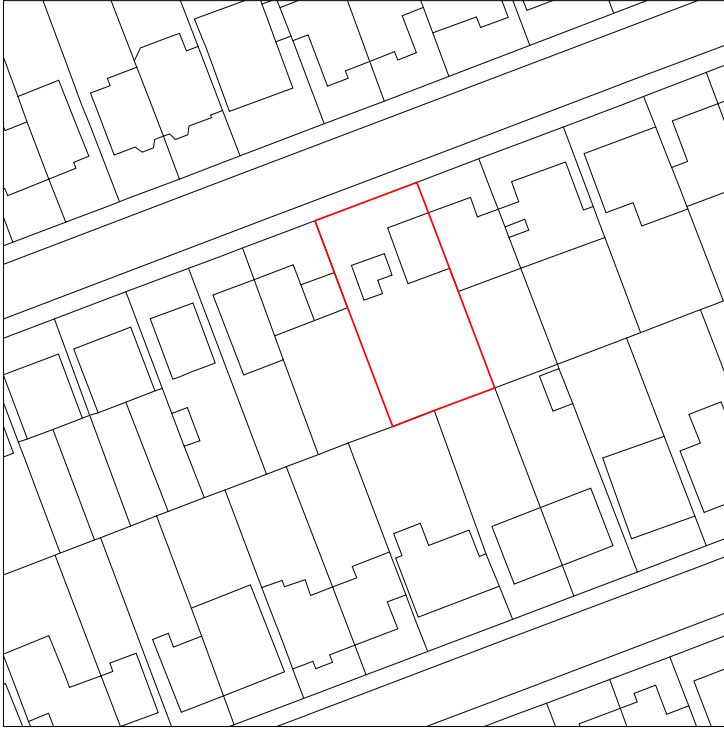
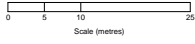
Today, many of the properties on the street and surrounding area can be seen to have been extended and altered with rear, side and roof extensions. The facades are varied depending on the level of alterations and much of the character of the street comes from these differences. In a planning application for another property on the street, the planning officer described the street 'The properties tend to vary in their form, proportion and appearance, although similar buildings are seen in clusters/ groups. There is a mix of semi-detached and detached bungalows and two-storey dwellings.'



Eastcote and Myrtle Avenue in 1916



Eastcote and Myrtle Avenue in 1938



2 SITE PLAN - AS EXISTING
1:500

2.0 PHOTOGRAPHS

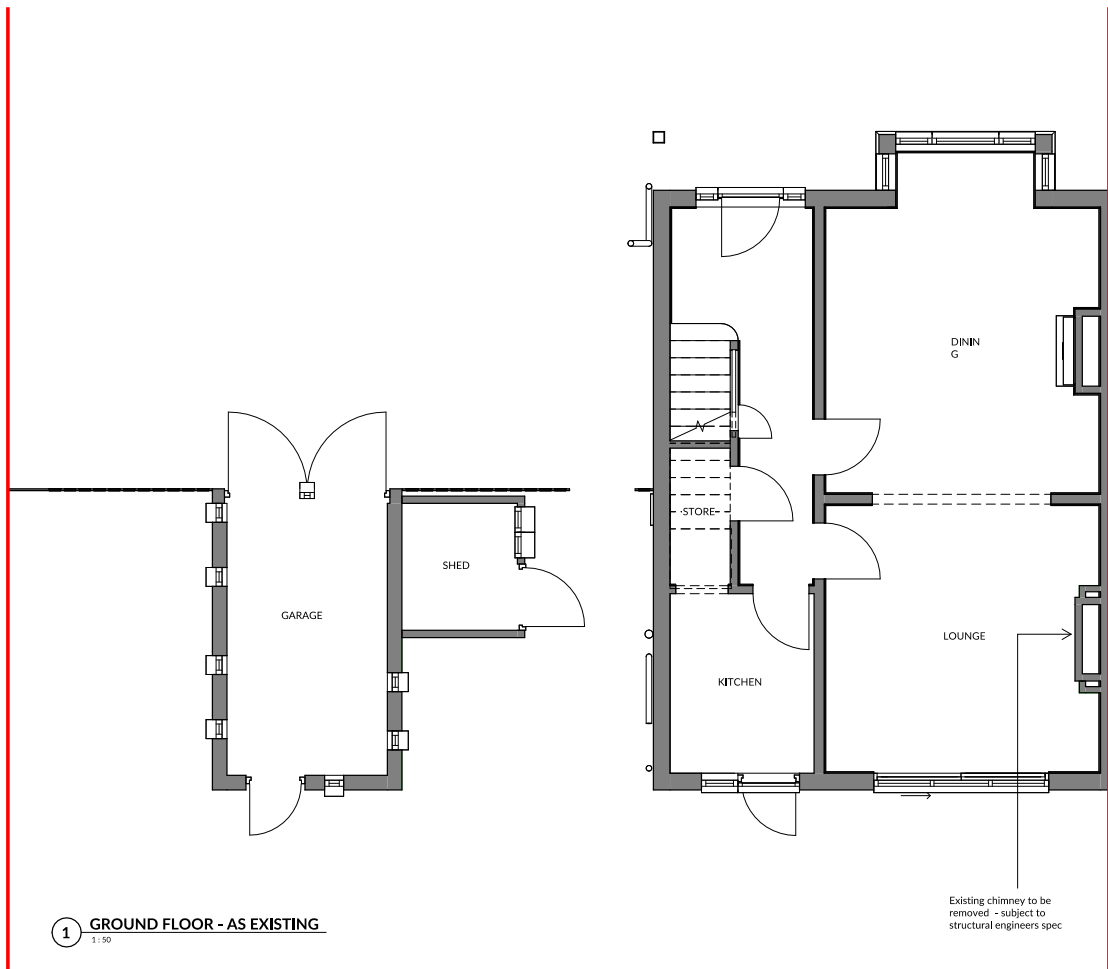
Front Elevation

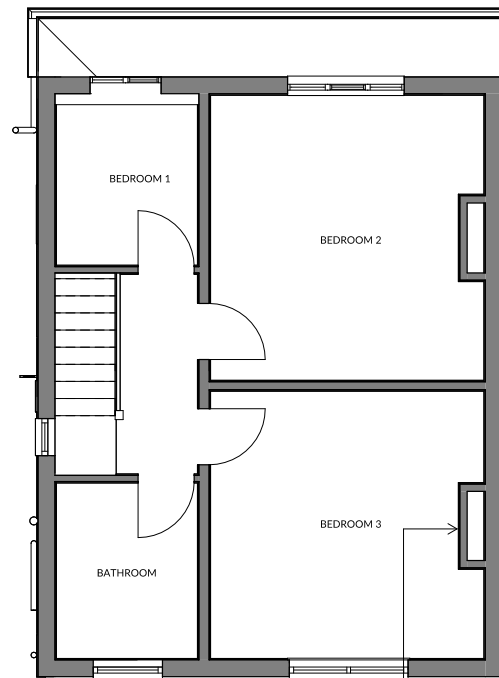
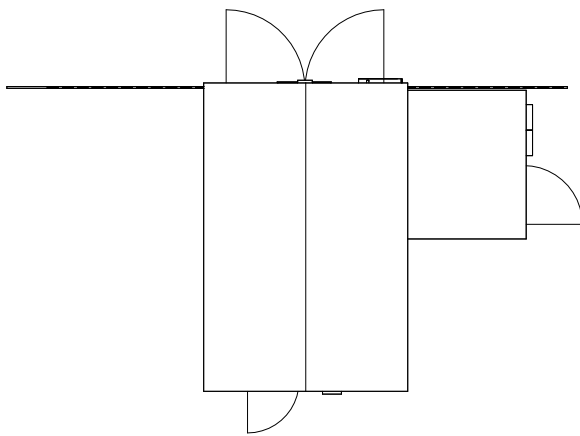


Rear Elevation



3.1 EXISTING PLANS





Existing chimney to be removed - subject to structural engineers spec

1 FIRST FLOOR - AS EXISTING
1:50



1 FRONT ELEVATION - AS EXISTING
1:100



2 RIGHT ELEVATION - AS EXISTING
1:100



3 REAR ELEVATION - AS EXISTING
1:100



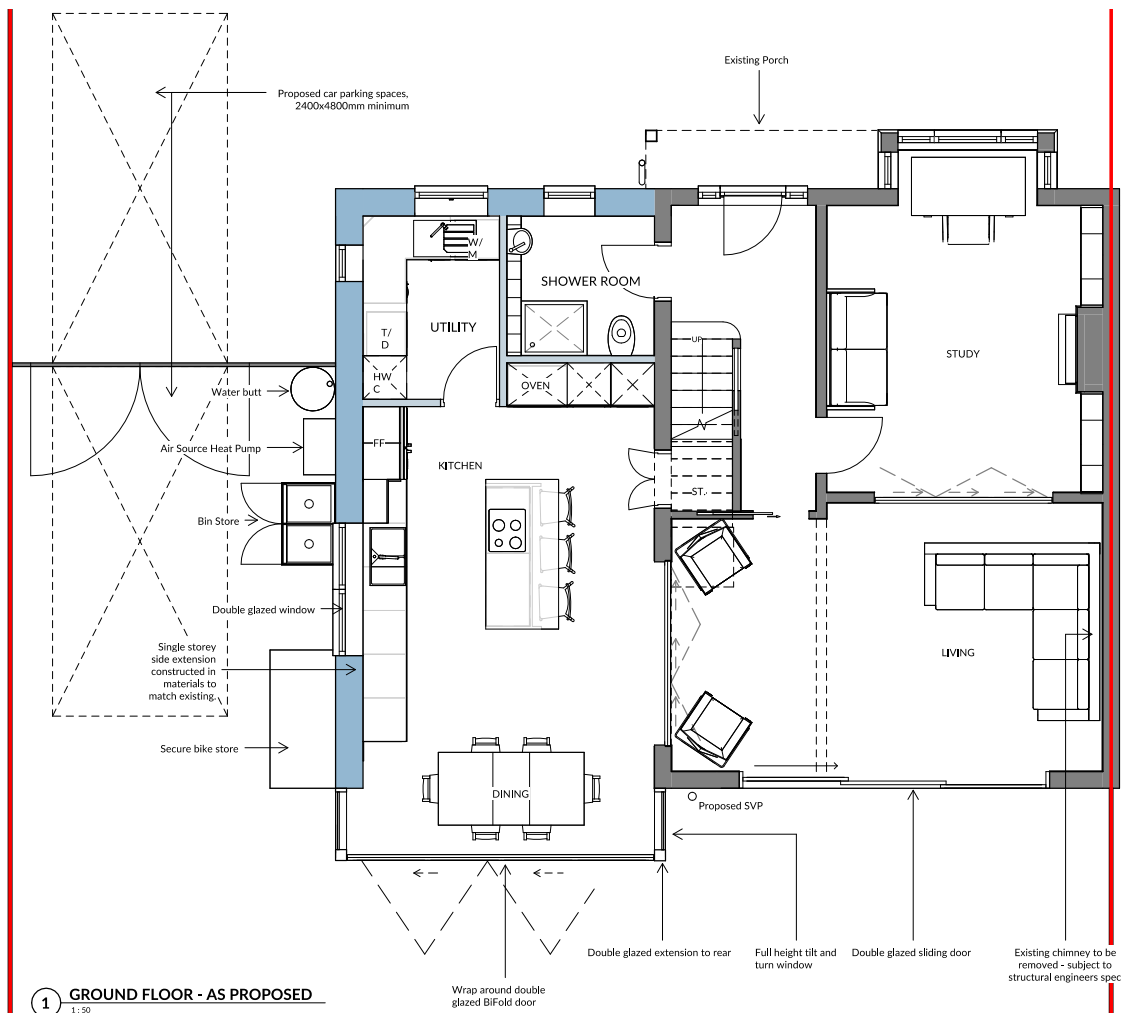
4 LEFT ELEVATION - AS EXISTING
1:100

3.2 PROPOSED PLANS

The proposal is to demolish the existing shed and garage, which is too small for a modern car. The garage is currently 2.7 metres from the boundary.

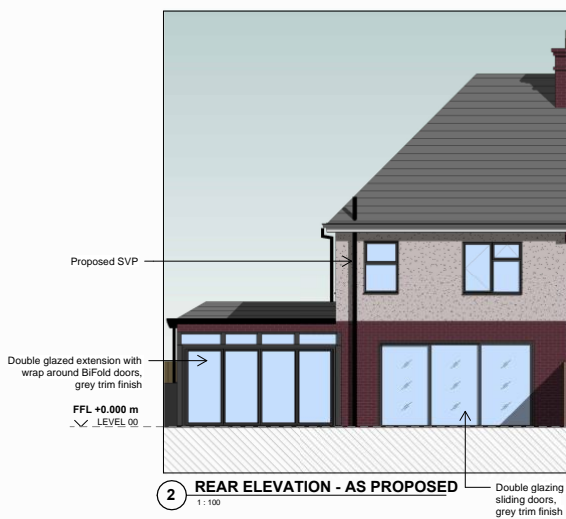
The area where the shed and garage are currently situated will be designated to a single-story extension which will be 4.5 metres from the neighbouring house, retaining a significant distance between the two properties, larger than existing.

The proposed single storey side extension has limited impact on the size of the rear garden of no. 15 Myrtle Avenue which will continue to be well in excess of the current requirements, as set out in Policy DMHB 18 of the Hillingdon Local Plan: Part Two -Development Management Policies (2020).

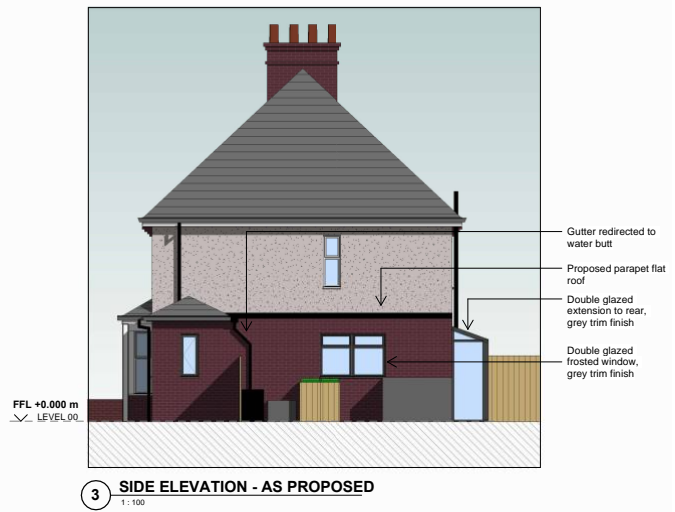




1 FRONT ELEVATION - AS PROPOSED
1:100



2 REAR ELEVATION - AS PROPOSED
1:100



3 SIDE ELEVATION - AS PROPOSED
1:100



4.1 DESIGN

The existing property is typical of a 1930s semi-detached house, there are two downstairs reception rooms and a small galley kitchen to the rear, upstairs there are two large bedrooms, a box room over the stairs and a bathroom over the kitchen.

The proposal is for a single storey extension to the side to create a family kitchen dining room with views over the large garden. An accessible shower room and utility area will also be created to future proof the property.

The extension is designed against modern living requirements. The design is aimed at ensuring greater energy efficiency and use of space as highlighted in the London Plan 2021, to achieve good quality homes that meet high standards of design. The design takes into account the principles of: optimising site capacity through a design led approach (Policy D3); inclusive design (Policy D5) and accessible housing (Policy D7).

The proposed design is of high quality and will provide for adequately sized rooms with comfortable and functional layouts, which are fit for modern living. It will have sufficient ventilation, daylight and sunlight, while retaining privacy and avoiding overheating. The design will also provide space for adequate and easily accessible storage space that supports the separate collection of dry recyclables (including card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

The side extension will be 4.3m wide. The council policy for residential extensions, which mirrors the policy under Permitted Development rights, states that extensions should be no more than half the width of the original house. This was amended from the previous policy where extensions of up to 2/3rd original width were accepted. This plot is unique in its large size, therefore the proposed side extension would not look out of place or create a terraced effect to the frontage. Instead, it retains the character and appearance of the existing house, the street scene and the local area. For this particular property, the proposal of a 4.3m width side extension would be subordinate to the existing dwelling and not look out of place within the setting of the site.

The size of the side extension is making best use of the large plot. It is designed to reflect the architectural style of the main building (Hillingdon Local Plan, A1.10) and will have little impact on the front back garden amenity.

Pre-application advice from the council dated 23rd June 2021 noted that the side extension would not be 'offensive' in this plot.

Further pre-application advice dated 18th May 2022 (including a video call on 14th April 2022) suggested that the extension should be subordinate to the existing property. Keeping the larger width allows for a family kitchen and dining room suitable to the size of the property and also with the intention of future proofing the property so that all living requirements can be housed on one floor.

The remainder of the extension roof will be flat behind a parapet with a glazed area to the rear. Demolishing the shed and garage and replacing it with a side extension will leave a larger gap than previously to the neighbouring property, while creating two off-street parking spaces to reduce impact on street parking.

Taking account of the pre-planning advice, the design was altered to introduce a pitched roof to the front to echo the porch roof but stepped back to appear subordinate to the original house frontage. Water from the roof will be harvested to water the garden.

The remainder of the extension roof will be flat behind a parapet with a glazed area to the rear.

Demolishing the shed and garage and replacing it with a side extension will increase the gap to the neighbouring property, while creating two off-street parking spaces to reduce impact on street parking.

On the side elevation there will be a window to the kitchen and to the utility, this window is approximately 4.5 m from the side boundary from the neighbour and will provide little opportunity for overlooking. The neighbouring property sits 1m away from the boundary making the total distance 5.5m to a neighbouring building. There is a 2m fence on the boundary line. The window will overlook a car parking space.

At the rear, the side extension will continue 1m past the rear wall in a glazed extension. This will bring light into the space and allow large windows and doors on the rear facade of the existing house.

The property will retain ample garden space at the rear and side with this extension.

4.2 DESIGN & ACCESS

ACCESS

There is no proposed change to access. The existing detached garage will be demolished, as it is too small for a modern car. The off street parking will be retained.

Myrtle Avenue is currently being repaved and residents have the opportunity to apply for a new dropped kerb at reduced cost. Therefore, under a separate application, the applicants have submitted an application which would allow access to a parking space behind the fence (shown on the site plan) and one in front, slightly to the right (when standing in front of the property) from the existing garage and parking space in front. This will give two off street parking spaces, one behind a secure fence.

The secure fence will also allow for secure cycle storage behind. Provision will be made for an electric car charging point to the side of the extension.

MATERIALS

The extension will be built in materials to match the ground floor of the existing property. The front of the extension will have a pitched roof set back from the porch roof, but similar in height and size, behind will be a flat roof with parapet. The windows will match the existing and the glazed extension to the rear with double glazed aluminium framed glazing.

REFUSE

Bin storage including recycling and food waste will be to the side of the new extension.

SUSTAINABILITY

Rainwater harvesting from the extension and main house roof will provide water for the large garden, this will be housed next to the new extension. The applicant intends to install an air source heat pump in the future, this would be placed to the side of the new extension near the refuse storage behind a secure fence. Further, space would also be available for an electric car charging port.

4.3 CONCLUSION

The extension, while over half the width of the existing house would be a positive contribution to the street. It would not appear overly dominant or creating a terracing effect.

Many properties on the street have done extensions within much smaller curtilage which has infilled gaps between the semi-detached houses.

While it was noted in the pre-application meeting that many of the developments on the street were carried out under permitted development and therefore had not been considered by planning, they should be considered in the context of the streetscape and whether this proposal should look out of place given the extensive development of other properties on the street.

Overall, this is a carefully considered proposal, which while over half of the width of the house would future proof a property ensuring its maintenance, would not harm the character of the street or look out of place in the streetscape.

5.1 RELEVANT PLANNING POLICY

National Planning Policy Framework

Local Plan

Local Plan Part 2

DMHD 1 - Alterations and Extensions to Residential Dwellings

DMT 6 - Vehicle Parking

LPP D4 - (2021) Delivering good design

LPP D6 - (2021) Housing quality and standards

Pre-application advice from Richard Buxton (23rd June 2021)

Pre-application advice from James Wells (18th May 2022 and video call 11th April 2022)

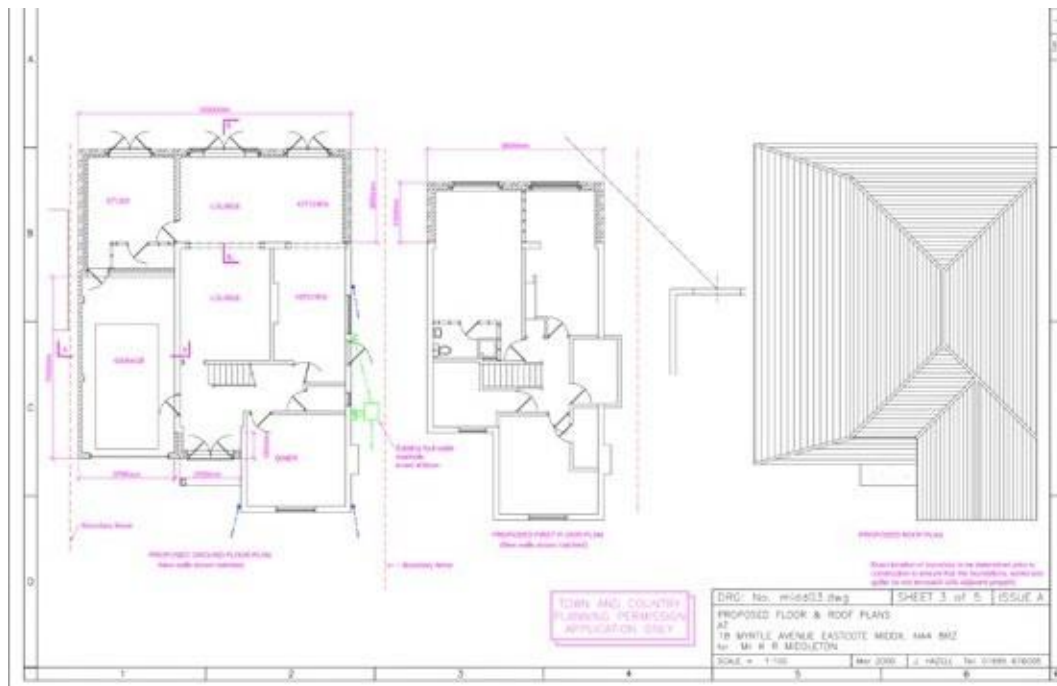
Architectural drawings for a 31-unit residential building at 31 Myrtle Avenue, Hudson, NY. The drawings include a front elevation, side elevation 1, side elevation 2, rear elevation, section AA', section BB', first floor plan, and roof plan. The ground floor plan shows a layout with a central corridor, multiple units, and a parking area. The roof plan shows a gabled roof structure. The project is titled "31 MYRTLE AVENUE, HUDSON, NY" and is dated "12G @ A1".

43909/APP/2016/2690

Granted

34388/aPP/2000/2514

Granted



18 Myrtle Avenue

12496/aPP/2009/757

Part single storey, part first floor rear extension and single storey side extension to include garage, front porch and demolition of existing side extensions

Granted