

2022

# Design and Access Statement

Land rear of 25-31 Warren Road (with  
access from Heythrop Drive), Ickenham  
UB10 8AA



**Land rear of 25-31 Warren Road  
(with access from Heythrop Drive)  
Ickenham  
Uxbridge  
Middlesex  
UB10 8AA**

**DESIGN AND ACCESS STATEMENT**

in support of a full Planning Application  
for a residential development  
by

**W E Black Ltd**

Prepared by

**W J Macleod Ltd  
70b High Street  
Northwood  
Middlesex  
HA6 1BL**

**August 2022**

## **1.0 INTRODUCTION**

**1.1** This Design and Access Statement has been prepared by W J Macleod Ltd to support the full planning application by W E Black Ltd for the redevelopment of land rear of 25-31 Warren Road, Ickenham, Middx. It has been prepared to comply with Central Government advices on Design and Access Statements contained within DCLG Circular 01/2006 dated 12<sup>th</sup> June 2008.

**1.2** The scheme proposes the construction of 4 detached 2 storey houses with a loft room.

**1.3** The new dwellings will comprise:

4 No. four bed houses

**1.4** On-site parking for 12 vehicles will be provided via an extension to Heythrop Drive.

**1.5** Details of the proposed development are shown on the application drawings:

<b>Drawing No.</b>	<b>Description</b>
	O.S. Location Plan
22/3521/10	Site Plan
22/3521/11	Annotated site plan.
22/3521/12	Plans & Elevations Plot 1
22/3521/13	Plans & Elevations Plot 2
22/3521/14	Plans & Elevations Plot 3
22/3521/15	Plans & Elevations Plot 4
22/3521/16	Garage Plot 4
22/3521/17	Street scene/site section
22/3521/18	Area site plan

- 1.6** W E Black Ltd owns the freehold interest in the site.

## **2.0 THE SITE AND ITS SURROUNDINGS**

- 2.1** The site is located to the rear of 25-31 Warren Road, Ickenham, with access from Heythrop Drive.
- 2.2** Heythrop Drive is a cul-de-sac off Woodstock Drive and dates from the mid 1990's.
- 2.3** The site is surrounded by residential properties including Walnut Tree Close to the east that was built in 2010
- 2.4** The site lies approximately 3 km north of Uxbridge Town Centre and approximately 2 km west of Ickenham Town Centre.
- 2.5** The site is served by bus stops a short walk away in Swakeleys Road with buses linking to Ickenham, Harefield, Uxbridge and Yiewsley. It is also a 19min walk from Hillingdon Station.
- 2.6** The site is within an established residential area with a great variety of styles and ages of property. In recent years there have been a number of 'backland' and infill developments houses.
- 2.7** The site does not lie within a Conservation Area nor is it afforded any special protection. There are a number of mature trees on the boundaries and a full tree report is submitted with this application.

### **3.0 THE DESIGN COMPONENT**

- 3.1** The Client brief called for a good sized detached houses designed to meet the requirements of modern living, contained within a scheme that would fit in with the existing street scene and be of a design and scale which would compliment the character of the area.
- 3.2** The design principles seek to meet the requirement of the Hillingdon Unitary Development Plan and the Hillingdon Design Standards, together with the London Plan. Most importantly, it seeks to compliment and respect the existing street scene.
- 3.3** The existing residential character is typified by “inter war” detached houses. There are also a great number of houses dating from the 1960’s onwards of different styles heights and design. There is no overriding architectural style that would dictate the design process. The existing housing stock has been adapted and extended over the years by successive owners.
- 3.4** The design aims to produce houses of an overall height and profile in the street scene that reflect those in the adjacent Heythrop Drive.  
  
Good distances are achieved from neighbouring properties with good levels of privacy and outlook being maintained. A daylight and sunlight study is submitted in support of this application.
- 3.5** There are some significant trees on the site, with the vast majority of these on the boundaries. A detailed tree report is submitted in support of this application.

The proposed design allows for a significant amount of new soft landscaping and tree planting.

- 3.6** There are no particular slopes or natural features on the site that would influence the design of the scheme, with the development following the gentle slope on the site rising from east to west.
- 3.7** The detailed design of the houses takes architectural reference from the local vernacular. The roof features are reflected, as are the window patterns and proportions, together with the brick and tile hung front elevations. The same architectural language is continued around all elevations of the houses.
- 3.8** The roof design features traditional hipped roofs with conventional ridges and eaves lines giving an overtly two storey appearance. Gable and bay features break up the scale and add visual interest. The loft room is contained within the roof space with dormer windows breaking the roof line.
- 3.9** There are large usable, south facing, private garden spaces to the rear of the proposed houses.

## 4.0 THE ACCESS COMPONENT

**4.1** The site is close to all local amenities, including schools, together with places of leisure and worship, and is well situated with regards to public transport. It can therefore be defined as an accessible and sustainable location.

**4.2 Vehicular Access and Parking**

Vehicular access to the parking area will be via an extension to Heythrop Drive.

**4.3** 12 parking spaces are provided which reflects the size of the units and the sustainable location.

**4.4** All parking spaces are in excess of minimum standards and will meet disabled standards.

**4.5 Cycling**

Cycling is a realistic alternative to the private motor car for local journeys, with schools and all local amenities within a short cycle ride. A secure cycle store has been provided within the private garages.

**4.6 Walking**

With the close proximity of the bus stops, shops and schools, it is perfectly reasonable to assume that residents can walk to all local amenities.

**4.7 Emergency Access**

Emergency vehicles can gain easy access to the houses.

#### **4.8 Disabled Access**

Provision for the disabled has been made with level thresholds into the houses and, internally, the houses will be fully compliant with Part M of the current Building Regulations.

#### **4.9 Refuse and Recycling Collection**

A Refuse and Recycling Store has been designed to meet your Council's kerbside collections. A discrete bin store area has been indicated in the rear gardens of the houses. A tracking diagram is submitted showing how the largest refuse vehicle can turn on the site.

#### **4.10 Secured by Design**

The requirements of "Secured by Design" are an integral part of the design:

- ~ The layout of the scheme allows for excellent passive surveillance of all parking and communal areas.
- ~ Low level bollard lighting has been indicated to provide levels to BS 5489-1 (2003) and will be Class S1 design.
- ~ Security gates and fencing will restrict access around the site and to the rear of the houses.
- ~ Lights with P.I.R. Controls will be fitted to the front and rear of the building.
- ~ All entrance doors to be BS PAS 24 compliant.
- ~ All ground and first floor windows to be to BS 7950: 1997.
- ~ All drainpipes to be anti-climb.
- ~ Security letterboxes to be fitted.
- ~ Door chains and door viewers to be fitted throughout.

## **5.0 PLANNING HISTORY**

**5.1** There is no known Planning History on this site.

## 6.0 CONCLUSIONS

- 6.1** The site has good accessibility to public transport and is well situated with regard to shops, employment, education and local amenities that make journeys by foot and by bicycle a real alternative to the use of the private motor car. The level of development is likely to support rather than put any undue demand on public transport.
- 6.2** The development is unlikely to have any material impact on congestion, cause safety problems or have any demonstrable harm on the local environment. Consideration has been given to the site's accessibility in respect of disabled access, servicing and emergency access. Adequate car parking is provided to meet the needs of the development, the amount of which is consistent with local and national guidance.
- 6.3** There is an identified need for residential units in this area.
- 6.4** The development allows for new houses contained within a well laid out and well serviced scheme. Particularly, this provides for a much needed houses specifically designed for modern requirements, in an established residential area, whilst respecting the character and scale of the existing development, and will be a positive addition to the street scene.
- 6.5** The proposed scheme is near identical in terms of layout, scale and design to those in Heythrop Drive and other adjacent developments. It fully complies with all relevant National and Local Planning Policies.
- 6.6** Therefore there can be no reason for withholding Planning Consent for this application.