

29 CLAMMAS WAY, UXBRIDGE, UB8 3AN
Design and Access statement
Dated 19.01.2023

Design and Access Statement

Introduction

This Design Statement has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012, having regard to government policy on the role of SPDs as set out in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance.

The Site

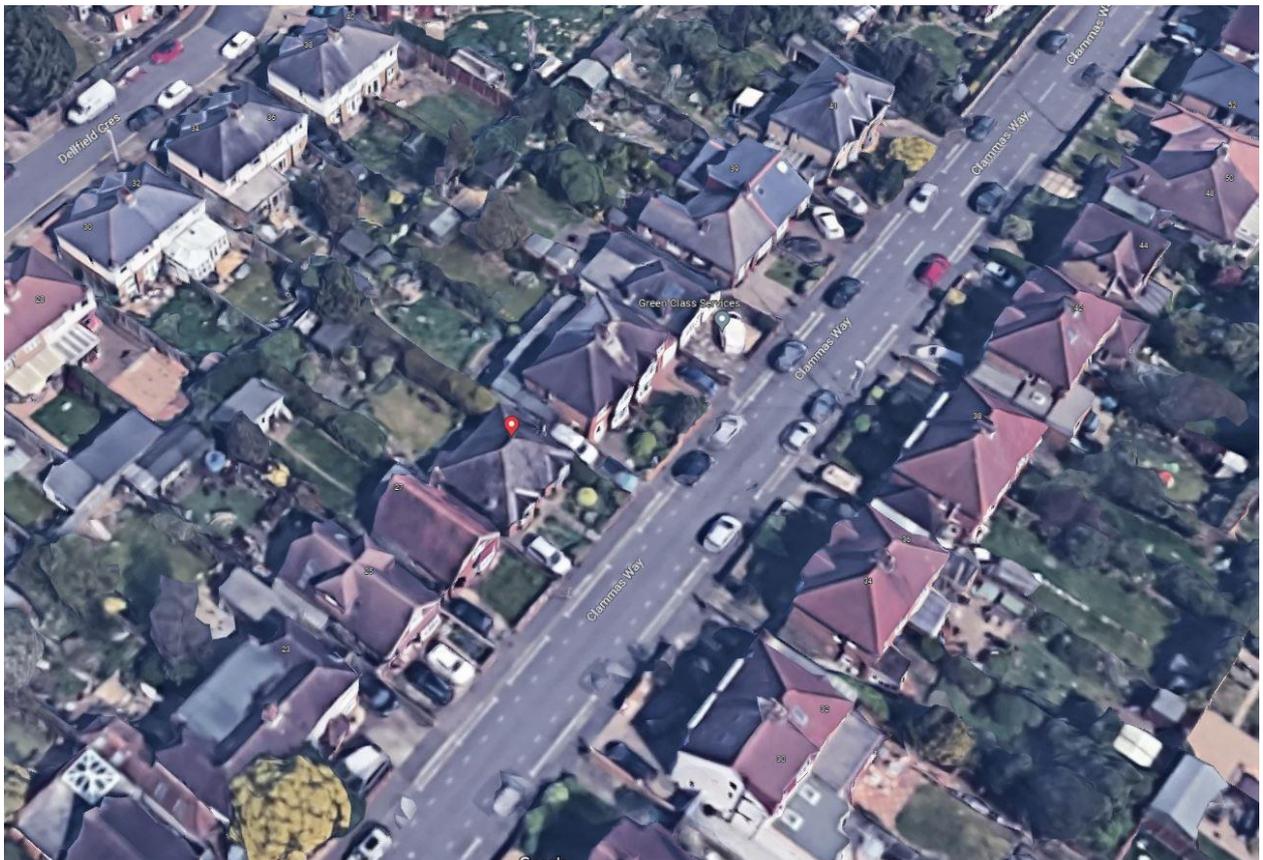
The site is located on Clammas Way, Uxbridge. The area is primarily residential in nature, and the townscape consists of an eclectic mix of buildings including 1930-1945 semi-detached and detached dwellings. The application property is a detached 2 bedroom bungalow dwelling, constructed in red brick walls and red-brown clay roof tiles. The site sits on a sizable plot of land with grounds to the front for vehicular access and parking and a deep garden to the rear.



Existing dwelling No. 29 Clammas Way



Aerial view of No. 29 Clammas Way



3D Aerial of No. 29 Clammas Way



3D Aerial of No. 29 Clammas Way

Heritage

The application site is not located within a Conservation Area and the existing property is not listed and nor are there any listed buildings within close proximity.



Flood Risk

The site is not within Flood Zones, however client wishes to ensure any future flood risk is minimised. The site therefore does not need to factor any specific flood protection measures.



Transport and Access

The design principle adopted for the development is to allow vehicular access to the house and parking for 2 x cars.

The total number of spaces meets the adopted parking standards for residential developments (1.5 car parking spaces).

Parking bay is 2.4x4.8m which can accommodate one standard size car.

The refuse lorry will collect waste from the proposed development in the same manner as for the rest of Clammas Way i.e. refuse bags will be deposited by the footpath on refuse collection day.

The site is therefore within a sustainable location.

The scheme looks to include an additional access point to the frontage making it easier for cars to access and leave the property in a forward gear. This would be in accordance with other houses on the street i.e No. 13, 20 and will not conflict with any accesses to adjacent dwellings.

However, our approach is to retain soft landscaping much as possible rather than covering the front garden with permeable paving, to enhance and retain the original front garden intentions.

The following images show other dwellings with larger drives.



Existing drive at No. 13 & 15 Clammas Way



Existing drive at No. 20 Clammas Way



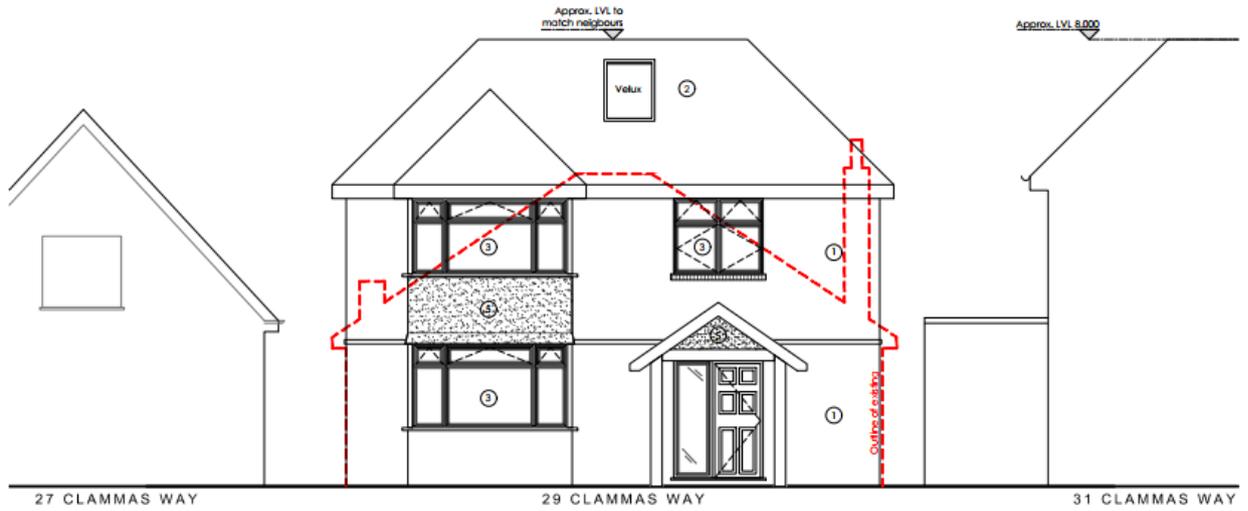
Existing drive at No. 23 & 25 Clammas Way



Existing drive at No. 32 Clammas Way

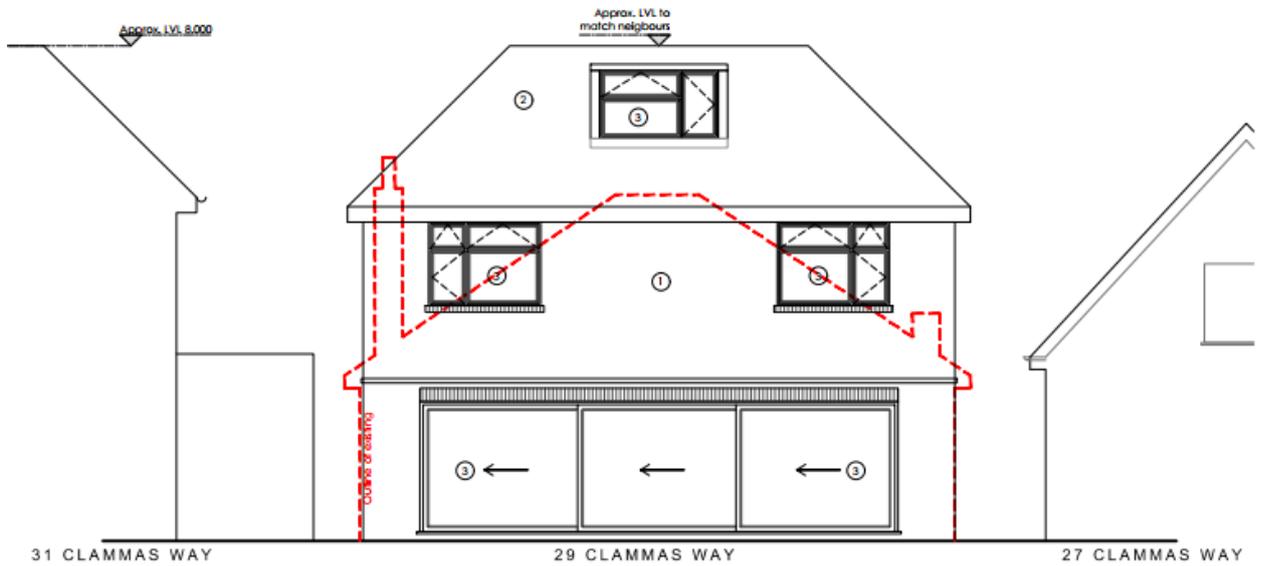
The Proposal

The proposal is to demolish the existing house and rebuild a new two and a half storey dwelling on a larger footprint. The aim is to create a dwelling which meets the requirements of modern living for the clients as well as meeting current standards and where feasible meeting and exceeding the current energy standards. The proposal is to create a 5 bedroom dwelling. The layout has been dictated by the shape of the existing property but with the additional floor and rear projection in the rear garden , however its within no. 27 Clammas way and 45 degree line is not restricted therefore in keeping with any house holder rear extension – similar to others on Clammas Way [refer to google aerial views].



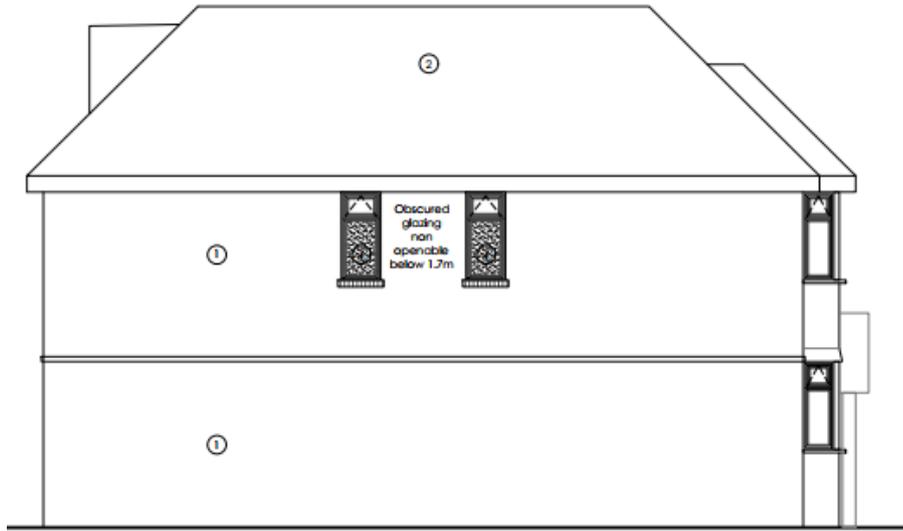
PROPOSED FRONT ELEVATION - Scale 1:100

| MATERIALS KEY: | |
|----------------|-------------------------------------|
| 1 | FAIRFACED BRICKWORK |
| 2 | PLAIN TILES - BROWN |
| 3 | GREY DOUBLE GLAZED ALUMINUM WINDOWS |
| 4 | FROSTED GLAZING |
| 5 | WHITE RENDER |

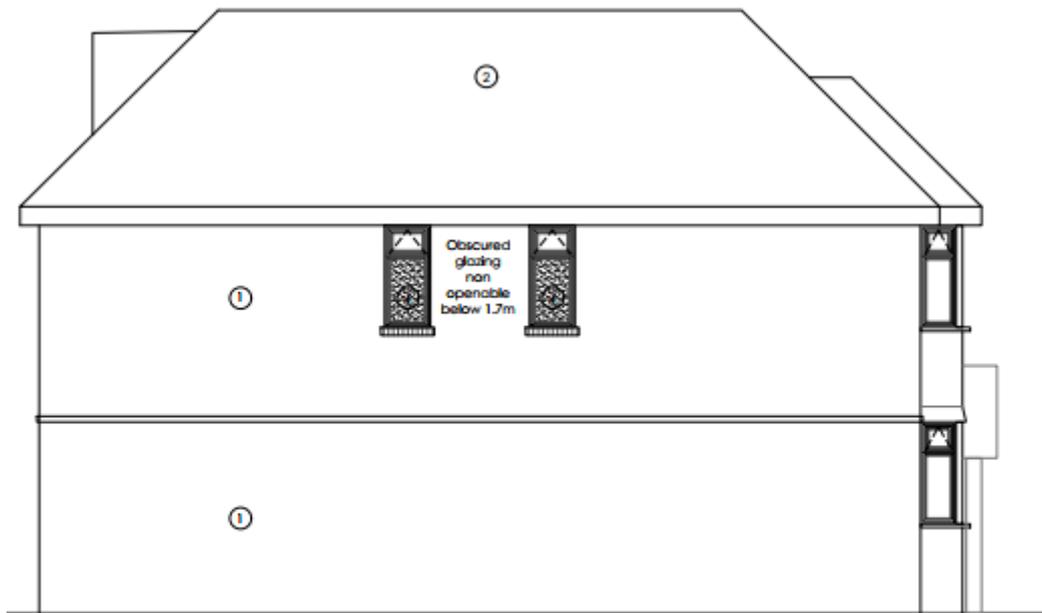


PROPOSED REAR ELEVATION - Scale 1:100

| MATERIALS KEY: | |
|----------------|-------------------------------------|
| 1 | FAIRFACED BRICKWORK |
| 2 | PLAIN TILES - BROWN |
| 3 | GREY DOUBLE GLAZED ALUMINUM WINDOWS |
| 4 | FROSTED GLAZING |
| 5 | WHITE RENDER |



PROPOSED WEST SIDE ELEVATION - Scale 1:100



PROPOSED EAST SIDE ELEVATION - Scale 1:100

Scale:

The proposal for the second storey is driven by no. 31 Clammas Way and existing ridge heights, the site demonstrates via the drawings above that the new proposed height enhances the street scene which has a varying landscape. It also sits very well with an unobtrusive scale in terms of bulk and sited within the original front and width of existing building footprint [noted as red dashed line on the plans and elevations].

Trees and Landscaping

All existing trees and shrubs within the rear garden are to be retained and the development is designed to minimise any impact on these trees. 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 parking spaces will be finished using permeable pavers.

Attention has been paid to preserving and enhancing the character of the area, our proposal for the demolition and rebuilding of the dwelling and landscaping the garden is in keeping with the architecture and suburban character.

Any external features to the rebuilt dwelling will be in keeping with similar massing and scale to houses in close proximity. In addition to that the proposed materials will match the existing area.

Impact on Amenity of Neighbouring Buildings

The proposals have been carefully designed to ensure that there will be no harmful impacts on the amenity of neighbouring dwellings or on the amenity of occupants of the application site.

The proposals ensure there will be no adverse views towards neighbouring houses or neighbouring gardens from the new accommodation.

Accordingly, it is considered that the proposal is acceptable in terms of its potential impact on amenity of neighbouring buildings.

Access

There will be no alterations to access to the property from Clammas Way; this will remain as existing.

Access to the rear amenity area will be via the rear patio doors. All new access points will be compliant with modern standards to ensure inclusive access for all.

The existing property has ample off-street car parking to the front of the property and there will be no further changes to this area.

Drainage

The design proposal will allow for separate surface and foul water drainage, wherever feasible. Where appropriate, Sustainable Urban Drainage will be introduced to reduce any surface water run-off and to compensate for any loss of infiltration capacity of the ground.

Conclusion

The proposal is to demolish the existing house and rebuild a new two and a half storey dwelling on a larger footprint. The aim is to create a dwelling which meets the requirements of modern living for the clients as well as meeting current standards and where feasible meeting and exceeding the current energy standards. The proposal is to create a 5 bedroom dwelling.

The proposed dwelling is not in a Conservation Area and is not listed or adjacent to any listed buildings. The redevelopment of the site for a new dwelling is therefore not contrary to any policies within the Councils Development Plan.

The proposal is of high architectural quality and the impact of the proposal is minimal in the context of the existing building.

The layout of the proposal is conducive to the continued, enhanced use as a family home. Especially given the living accommodation.

It is considered that the proposed alterations will have minimal impact on the character of the area or the amenities of adjacent dwellings whilst creating a modern dwelling house which meets high standards of energy efficiency.

Overall the scheme has been designed sympathetically taking into account the relevant constraints of the site.