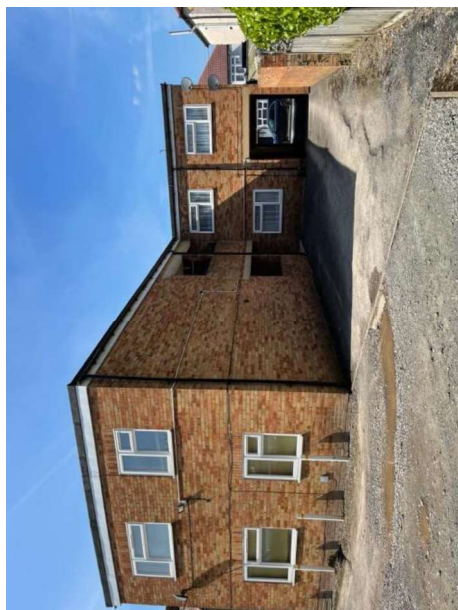




DESIGN & ACCESS STATEMENT

IN SUPPORT OF
PLANNING APPLICATION

FOR

**PROPOSAL FOR ADDITIONAL 2nd FLOOR OVER
THE EXISTING BUILDING TO CREATE 3 FLATS
WITH AMENITY SPACE, PARKING AND CYCLE
STORAGE**

76 CROMWELL ROAD HAYES UB3 2PS

PREPARED BY

DESIGN ENDEAVOURS LTD

AUG 2023

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1. INTRODUCTION

1.1 SCOPE OF APPLICATION

This Design and Access Statement is submitted in support of a full planning application for new additional floor to create 3 new flats with parking, refuse and cycle storage at 76 Cromwell road Hayes.

In submitting this statement, the aim is to briefly explain the planning and design principles which have been used to formulate the planning application. These accords with good practice objectives and the advice contained within National Planning Policy Framework and London Plan.

1.2 PLANNING CONTEXT

The relevant Policies are:

London Plan (2016) policy 3.3 seeks to increase housing supply, conforming that brownfield sites can help to meet London's housing demand.

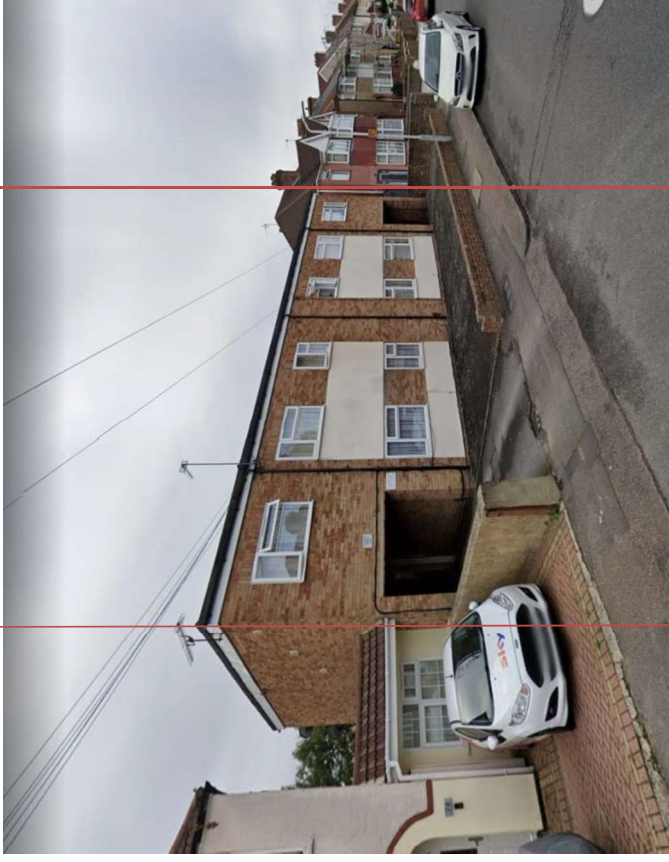
(Delivering Sustainable Development),

(Housing),

(Transport),



SATELLITE IMAGE 76 CROMWELL ROAD HAYES UB3 2PS



FRONT VIEW- 76 CROMWELL ROAD HAYES UB3 2PS

2. CONTEXT

2.1 SITE CONTEXT & LOCATION

The application site fronts onto the western side of the Cromwell Road.

The application premises consists of 2 storey residential block built in 1950's. The building is having a T shape with two storey outrigger at the rear offset from the boundaries. The flat roof provides it a distinctive appearance as the surrounding buildings are mainly two storey dwellings with pitched roof.

The existing building is divided into two blocks interconnected by the staircase in the middle. Both the blocks comprises 8 flats in total with the mix of one bedroom and two bedroom units.

The front block is running to the full width of the site with two undercroft entrances on either side. One entrance is being use dedicatedly for the vehicles and pedestrians other side for pedestrians and cyclist only. The rear outrigger block is offset from the fences on either side by approx 6.2m.

The existing site is having the garages at the rear facing college fields at the rear. The use of the whole street is residential with the mixed of freehold houses and flats.

The proposed site consists of the garages at the rear which are not part of the proposed development. All the flats are rental properties on short term tenancy. Site has car parking at the rear which are allocated to few flats.

The garages at the rear are empty and mainly have access by the client.

2.2 CURRENT USE & PLANNING CONTEXT

The building blocks has residential use with a mix of flats at two levels. The stair lobby in the middle provide access to all the flats.

The proposal is to create 3 new self-contained residential units to the already existing eight flats following construction of additional single storey. The proposed units will be one bedroom flats with private amenity spaces and parking.

The proposal extension is of vernacular design and proportionate to respect the scale of the neighbouring buildings. The proposed additional storey have the height less than that of the adjoining neighbouring properties.

The total site area is 940.5 sqm.



EXISTING IMAGES SHOWING THE RELATION WITH NEIGHBOURING BUILDINGS



IMAGE SHOWING THE CAR ACCESS TO THE REAR OF THE SITE

3. PROPOSAL

3.1 AMOUNT OF DEVELOPMENT

The application seeks planning permission for proposed 3 new self contained units with car parking, refuse and cycle storage.

A second storey with flat roof will be constructed over the existing building. This extension to the front and rear block has been inline and of reduce height to the adjacent buildings.

The proposed flats have followed guidelines for residential development as regards to layout and room sizes. A common staircase between the blocks is extended and will meet the requirements of document M4 for ambulant disabled.

The proposed additional storey to the existing front block building has been set back from all sides to reduce its impact to the street scene and to the surrounding buildings. The proposed extension will only slightly visible from the street. The rear block is set back from the back.

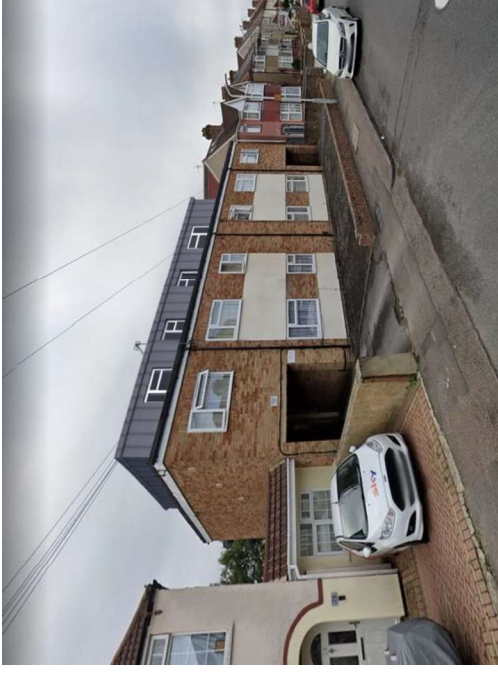
The proposed extension to the front block will have aluminium cladding to the outer faces grey in colour, to reduce the overall massing. The aluminium cladding will serve to enhance the appearance of the building whilst blending in with the adjacent properties dormer extensions at loft level. The rear block will have matching facing brick.

The front and back terraces will be used as a private amenity spaces, with no access to the side terraces. The front terraces will have railings offset by 1.2 m from the building edge which will restrict any overlooking to the front. At the rear block the rear terrace will have privacy screens 1.5m high along the sides to stop any overlooking to the adjacent gardens.

The front and rear openings are maintained for the front block. The rear block has windows to the side towards the No 78, which is inline to the windows at the other two levels. These windows are mainly to the bathroom and secondary window to the bedroom. These windows will have frosted glass and openable above 1.7m from the finished floor level.

Neighbouring properties are mostly 2 + the roof space either converted with rear dormers or with roof only. Cornwell Road has predominantly residential setting with 2 storey dwellings with pitched roof. New development at the rear of the site along the Varcoe Gardens has a mix of new town houses and flats mainly 3 storeys with pitched roof space. The proposal will blend in well with the surroundings and will enhance the character and quality of the Cornwell Road.

Existing pedestrian access to the flats will be kept via the undercroft through the main stair lobby. The open area forming the flat entrance doors will be kept clear insuring that entrance area is visible from a distance. The flat entrance opens onto a stair hallway. The new proposed 2 parking spaces has been proposed to the front and one at the rear with front landscaping. The existing secure bin spaces has been used for the new dwellings with additional space and secure cycle parking 2 for each new flat (6No. In total).



PROPOSED PHOTOMONTAGE SHOWING THE EXTENT OF THE DEVELOPMENT WITH NEIGHBOURING BUILDINGS

3. PROPOSAL

3.2 LAYOUT:

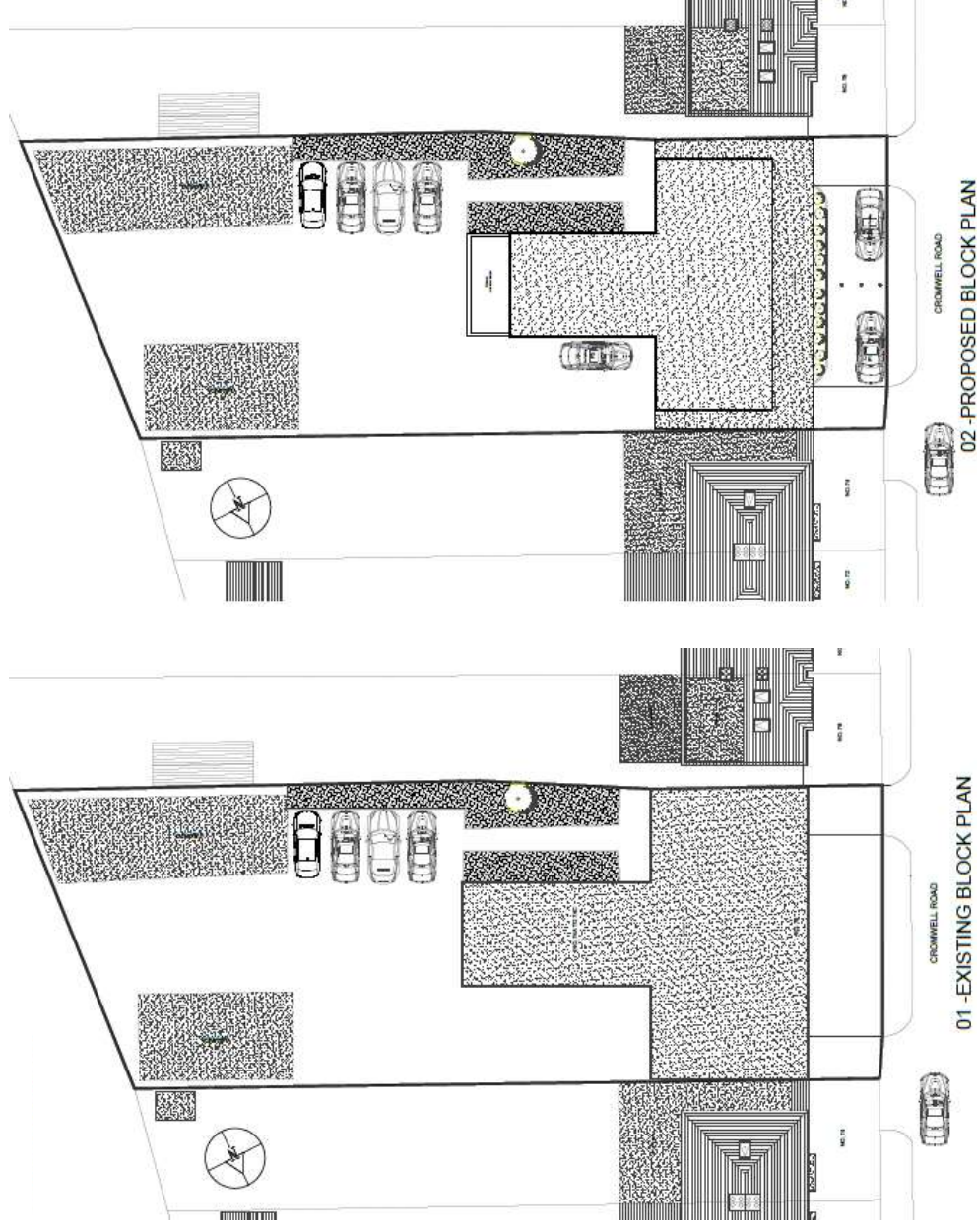
The new 2nd floor added to the existing 2 storey block. All the flats will be at one level.

The units are designed to comply with the space standards as set out in the Local Plan in relation to the room sizes, ceiling height and internal floor space.

The existing flats comprises 2xone bedroom flats meeting a minimum area of 50 sqm required for one bedroom 2 person flat. The studio flat comprises an area of 39sqm which meets the requirement for a studio flat for one person.

All the flats have dwell outlook and have private amenity spaces.

The overall enlargement of the building has been designed taking into account physical context, local character, density, tenure and land use mix. The proposed new units reflects minimum space standards and incorporate requirements for accessibility and adaptability within the design. The layout benefits from adequately sized rooms and convenient and efficient room layouts to meet the changing needs of its occupants through an effective design process.



3.3 AREA SCHEDULE & FLOOR PLANS

AREA SCHEDULE

FLAT 1- STUDIO FLAT (1 PERSON)

AREA SCHEDULE	
TYPE	AREA (GIA)
TOTAL COVERED AREA	39 sq.m

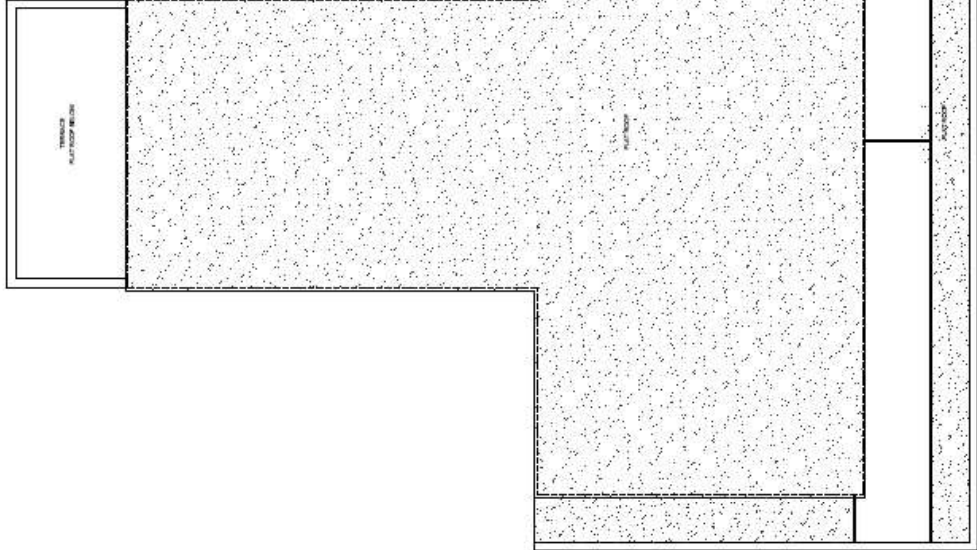
FLAT 2- ONE BEDROOM- (2 PERSON)

AREA SCHEDULE	
TYPE	AREA (GIA)
TOTAL COVERED AREA	50 s.qm

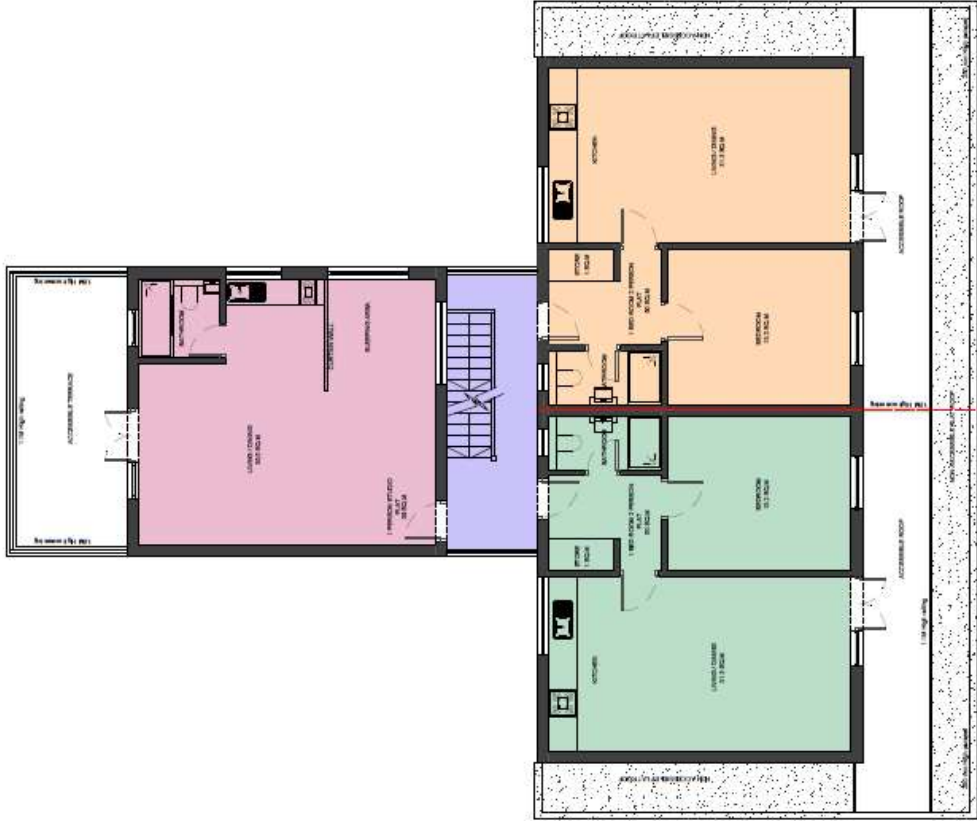
FLAT 3- ONE BEDROOM- (2 PERSON)

AREA SCHEDULE	
TYPE	AREA (GIA)
TOTAL COVERED AREA	50 sq.m

3 CAR PARK SPACES (One for each flat)
BIN STORE
CYCLE STORE 6nos (2 for each flat)



02 - ROOF PLAN



01 - SECOND FLOOR PLAN

3.4 SCALE AND DESIGN

The scale and the massing of the property has been carefully considered to fit within the urban context of the Cromwell Road. The proposal works with the existing datum's set out along the street respecting the building lines and heights of the adjoining buildings.

The overall composition is one of a subtle unity between both the existing property and the new proposal as well as with the overall existing streetscape along the Cromwell Road and surroundings.

3.5 APPEARANCE

In relation to general planning considerations, it is considered that the proposal is well designed and of appropriate materials such that it would not have any serious detrimental effects upon the appearance of the Cromwell Road.

The new extension will be set back from the building edge from all side for the front block. The rear extension is set back from the rear. The effective setback reduce the overall massing of the proposal and the light aluminium cladding material for the external façade for the front block will blend well with the tiled roof spaces and dormers in the immediate vicinity.

The rear outrigger material will be kept to match with the existing. The sufficient gap from the adjacent properties No. 78 & No.74 from the rear block allows to keep the same foot print and material with obscure glazed windows to avoid any overlooking to the amenity of the neighbouring properties.

The clever use of a range of materials will enhance the build and ensure that it is architecturally pleasing and conforms with the vernacular architecture, whilst providing a good standard of accommodation..

Proposed material will resonate the existing and local character.



PROPOSED STREET & REAR ELEVATIONS WITH ADJACENT NEIGHBOURING BUILDINGS

4. AMENITY, REFUSE & PARKING

This scheme proposes studio & one bedroom flats with usable private amenity area. The proposal provides terraces at the front and rear. The terraces will be offset from edge with access to the front and back only. No side terrace access is proposed. The terraces will have privacy screens to the sides to avoid any overlooking.

The proposal includes adequate storage for the cycles and refuse storage on the ground floor which can be accessed from the front and rear of the property. The extra bin space has been added to the already existing facility for the proposed units.

The 3 car parking spaces are provided 2 at the front and one at the rear for the proposed 3 flats..

In line with Council Planning Policy, Secure cycle parking (6Nos.) are provided 2No for each flat.

6. CONCLUSION

The proposed new development is one that will sit comfortably and very discretely on its plot with minimal impact upon any neighbouring property. It will reflect the existing pattern and density of development and respect the form and design of neighbouring properties.

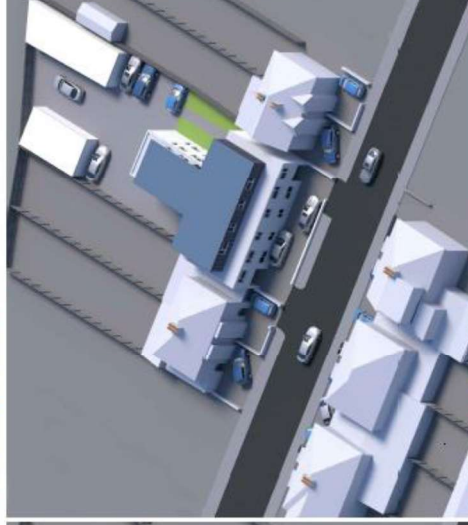
It would preserve the character and appearance of the neighbourhood and would not result in an adverse impact upon levels of amenity enjoyed within neighbouring properties.

The scale and design of the proposed dwelling are sympathetic to the surroundings.

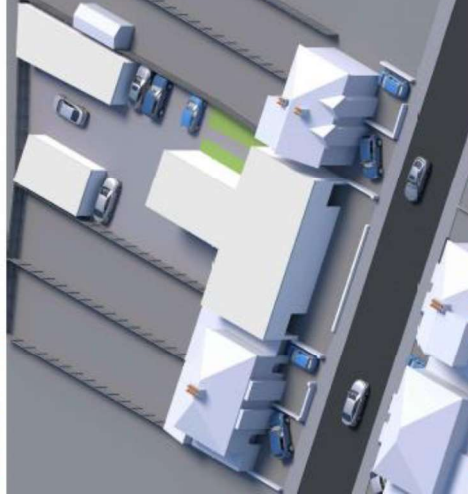


02 -PROPOSED FRONT VIEW

01 -EXISTING FRONT VIEW



04 -PROPOSED AERIAL VIEW



03 -EXISTING AERIAL VIEW