

## Design and Access Statement

### 107 VICTORIA AVENUE, HILLINGDON, UB10 9AJ Erection of 1x 3 bedroom single family house

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#### 1. Introduction:

This design and access statement accompanies the submission of an application for full planning permission in NON conservation area. The application is for the erection of a single family house in the adjoining land to number 107 Victoria Avenue, following demolition of an existing outbuilding. This land lies adjacent and is large with full site area of approximately 400m<sup>2</sup>. It is located on a large plot of the southern side dead end of Victoria Avenue.

Land is also located about 771 metres from A40 and 1.3 miles from Uxbridge rail station is about 25minutes walk. Site has surrounding trees and bushes in some areas with currently two off street parking spaces in the front to entrance and garage together. Land has not been developed in recent years. Short views of the land from the street are serviced by a continuous hard standing with vertical brick-timber railed boundary walls to front and sides. Main access to the land and to the existing garages is at the front of "**Victoria Avenue**" and starts at pedestrian pavement at dead end with no pedestrian to pass cross this point. Existing property front and land have wide vehicle size access drive way with dropped kerb crossing- over. Access way is fairly easy to reach land and garage at the front and it is currently in use. When vehicles exit from inside the land and before reaching pedestrian route, all the oncoming pedestrians can be seen clearly ahead on exit. (**Please photo attached above**).

Existing off-street car parks at front of land are accessible by an open drive way with on-street parking available.

Number 107 Victoria Avenue is an end of terrace house on the south side where it joins an East-West unmetalled track at the rear of Grosvenor Crescent Properties. This belt space is un-named and it leads to a playground between the premises. The property has a generous side land that has 12.2m meters frontage with the current dwellings of 6 meter wide. The central part of the adjacent increases in width covering 14.6 meters in overall width, this provides adequate space to develop a separate dwelling house on the demised land, this shall also offer an additional off-street parking at front drive with very generous rear garden. 107 Victoria Avenue appeared that had been built in late 1930's to early 1950's and the estate can be described as exclusively residential. This terraced lot contains multiple conjoined houses; however, on the same estate there are blocks of four or six terraced houses and large semi-detached houses which give the estate its appeal of non-conformity. Therefore, our client's proposal harmonises with the existing urban and neighbouring scene and this compliments with the character of the area.

## **2. Bio-diversity and Visual Amenity:**

In so far as can be ascertained, the site has no bio diversity features. The setting is urban and on land that has not been previously redeveloped. The visual appearance of the land with the external garage is disrupting the potential and capacity of the land. All necessary trees - oak tree will be retained on site, please see arboriculture report.

## **3. Client's Brief:**

Propose to develop 3 bedroom end of terrace property with 1 off-street car parking space and retain 2 off-street parking spaces for the existing property. The proposed dwelling will be provided with refuse and recycle storages and cycle shelters. All materials externally will be used to match all existing in the surrounding area and to be in sympathy with the neighbouring properties. Also this is proposed to sub-divide amenity provisions between the existing and the proposed 2 dwellings to minimize nuisance, overlooking and security. Previous application was a pre-advice application and all points were assessed and reversed accordingly in the proposed application to meet with the relevant local supplementary planning guidance, policies and local frame work.

### **3.1 Reasons to grant permission:**

Following client brief, new design has been prepared and further adjusted to safe guard the front amenities for disability use route by allowing the new car park for vehicles to manoeuvre and drop off disabled occupant or visitors, this is easily pertained before the exiting site to reach the proposed disability entrance and pedestrian route. (*Please see plans*). Also each dwelling has its own sufficient manoeuvring space and space to suit 3 vehicles in total as set out in the plans. Amenity provisions with suitable garden space to

each dwelling have been provided with sufficient day to day natural light through large windows and doors through walls and roof to the proposed development. Cycle parking has been also arranged with refuse and recyclers' storages. The design has been focused on carrying out Hillingdon planners explicit requirements that new housing shall be similar or totally dissimilar. The new development as proposed dwelling harmonises with the existing street scene and shall be in similar character and appearance to the surrounding residential area. The proposed 3 bedroom house with a single study room and 3 bathrooms shall be an adequate family home. Hillingdon is a promoter of sensible increase in affordable family units where possible. This has been the case elsewhere on this estate and our client is asking for similar, sympathetic and equality for this proposal to be granted. The proposed new house has been designed in sympathy with the neighbouring properties that form of a terraced demise.

### **3.2 Development description - also please see plans**

**The required and proposed internal space sizes are set out in the table below:**

<b>Dwellings</b> <b>3 story for</b> <b>5-6 occupants:</b>	<b>London Plan</b> <b>Standards (m<sup>2</sup>)</b>	<b>Internal gross area (m<sup>2</sup>)</b> <b>(as proposed)</b>
Ground Floor		35.92
First Floor		24.47
2nd Floor		30.40
Terraced House - South Location	75	90.79

The table below shows that the proposed dwellings meet the requirements for overall unit size (according to the submitted drawings). The Supplementary Planning Guidance Section 12 Internal Space Provision states the minimum net floor area of individual rooms within self contained residential units. The required minimum room sizes are set out below:

**Three bed house - Proposed floor layout:**

<b>Room Type</b>	<b>Two-bedroom dwellings:</b> <b>(m<sup>2</sup>)</b>	<b>SPG (m<sup>2</sup>)</b>
Kitchen open plan lounge	31.5	22.5
Bathroom - ground floor	4.14	3.70
Main bedroom - 2 <sup>nd</sup> floor	22.50	12.0
Other Bedroom - 1 <sup>st</sup> Floor	11.27	8.0
Other Bedroom - 1 <sup>st</sup> Floor	10.11	8.0

The required and proposed private amenity spaces and sizes are as follows:

**Proposed dwellings - South Location - Type SPG (50m<sup>2</sup>) Private Amenity Space (m<sup>2</sup>).**

Rear garden space provided = **127.7m<sup>2</sup> + 11.55m<sup>2</sup>** (side amenity) for 4 cycle storages.

Front drive space provided = **29.4m<sup>2</sup>** vehicle parking + refuse and recycle bin storages.

#### **4.0 Access Statement:**

The house is part of what can be probably considered as an estate. Public transport is available nearby and it is a short walk to Long Lane's bus stops and around 705 metres from Hillingdon underground station. The front of existing house is accessible by a reasonably large paved front drive. The on street parking is available on each side of 8 meters wide road and we accept that off street parking spaces needed to be provided. Access to upper floors will be via staircase from ground floor hallway to 2<sup>nd</sup> floor as typical in similar properties.

#### **4.1 Design, Access & Amenity Space:**

The only proposed entry to the self contained three bedroom house is through the main front entrance by mean of secured door outside with obscured glass. A permanent, concrete accessible ramp will be provided to front with porch entrance to comply with Part M of the building regulations.

Policy HO4(c) encourages the inclusion in housing schemes of a proportion of dwellings that are capable of meeting the needs of occupiers with disabilities. Ground floor gains access to rear and side amenity provision as this will be a secured garden space and will be privately used in the new dwellings. Boundaries to rear garden and side amenities will be secured by a minimum 1.8-2.0m high boundary wall.

Front to side amenity to the new dwellings will be provided for refuse, car parking and recycling storages with secure cycle shelters. Although the private amenities to front-side has been proposed with boundary barrier and planters to reduce nuisance and overlooking between the proposed dwellings, this still offers sufficient natural day to day light into the inside of the dwellings at each end. With this however proposed barrier (made from timber) creates necessary and sufficient space between the two dwellings and for each area to be privately used.

#### **4.2 Rear private garden spaces to ground floor taken into account:**

- a) Plot size, shape, aspect and sunshine.
- b) Boundary walls must be maintained to avoid any overlooking from adjacent properties where local policy plans state.
- c) Particular need for visual privacy to the dwellings so this can be used as an outdoor to the living space.
- d) Adequate drainage, depth of soil and landscaping;
- e) Good size garden standard has been provided in a single convenient shape.

Rear-side has adequate amenity space, the access through to garden space from kitchen has been chosen in this design as is always recommended. Double doors have been proposed to rear wall with kitchen and higher window sill in bathroom will be installed at than front windows and will be in obscured glass. All proposed doors and windows will be double glazed in aluminium finish. Whilst the overlooking from surrounding houses at the back and side, the distance is not less than 25-30m as from the new development. Additional internal storage of min 4.5m<sup>2</sup> space accessible on 2<sup>nd</sup> floor and this has been proposed. Further to emphasise and from earlier explanation there will be no overlooking and no loss of privacy between the proposed dwellings and existing. Where the proposed access to site with all shelters and storages, those will be constructed of timber. Access way to site for refuse vehicles and recycle trucks, those will be able to drive to site and reverse as stated in Policy EN1(g). But remains an option for easier collection, refuse and recycling bins shall be located accessible to front drive outside site.

#### **4.3 Externally Designed Material:**

All external walls to be rendered, colour will be the choice of the client, nevertheless creamy or grey has been suggested. All boundary walls around dwellings will be in height of not less than 1.8m, those will flow the landscaping scheme as must be proposed. All doors and windows will be in aluminium double glazed and colour will be standard white to match render of walls. Roof tiles will be plainly used to the proposed roof structure, following all existing roofs along the neighbourhood buildings, with choice of black slate or plain red tiles. Pipes and gutters will be in plastic black in colour. Lighting will be designed with energy saving for sustainable development and heat pumps will be also used as necessary. Vehicle access and hard standing front drive is available and will be laid with suitable hard standing material in concrete slabs where required. Electric charging point will be installed for future electric vehicles use to front drive. Second floor will have sky-light windows to front roof slope, double glazed in aluminium, and will allow for day-lighting to the habitable room.

#### **4.4 Flood Risk:**

In extreme events this zone is known as a non-flooding zone, environmentally development can reduce the available flood plain and impede the flow of flood water and therefore put more people at risk in times of flooding. Therefore, in this design will be taking account of the flood risk and a flood risk assessment can be prepared upon request if needed. **Brief:** In this design will allow the flow of water and make developments floodable to reduce impact

and risk to residents. Material: An air brick will be introduced to all surrounding walls above DPC level and all necessary water proofing material will be accounted for internally to focus on the limits of damage to the property.

#### **4.5 Parking Provision and Tree:**

The existing dwellings will have 2 off-street parking spaces and the proposed development will have single off-street parking space. As with this proposal each dwelling will adequately have min 1.5 parking space, this complies with policy CC2 as set out where no increase in traffic. Each existing and proposed dwellings will normally use one vehicle, where design meets with each of the dwellings suitable for maximum 5-6 occupants only. One additional parking space will be available just for occasional use to existing property and visitors. Furthermore, site access for both dwellings is convenient and vehicles will be able to enter or leave the site safely. There will be no creation to new on-street parking spaces as land already has parking spaces available. Oak tree will be retained, please see arboriculture report provided.

Footpath around the perimeter of the proposed development will not be altered. Refuse and recycling storages are provided as indicated on the plans to the front amenities to serve the new self contained dwellings. 4x of cycle spaces have been provided as shown on the plans to serve the future residents for the use of bicycles. All driveway routes will have right of access to all future residents in both properties. Vehicles exit site after adequate manoeuvring and at junction with pedestrian pavement; the proposed design and the considered layout provided attractive developments with their own distinct identity. They are contributing to the affordable housing scheme as set out in **Policy HO3** and with their regards to the scale, height, materials and building lines to the character of the area in which they are situated following **Policy EN1**. This proposal would have no impact upon the sides of the neighbouring boundaries. Privacy and amenity of neighbouring residents are not affected by this proposal; the proposal meets with the objectives. The proposal preserves the character of the area and also meets with the objectives, the proposal has no affect on surrounding buildings; the proposal meets with the objectives. This **Design and Access Statement** clearly addresses the impact of the proposals, privacy of neighbouring and overall impact on the surrounding area. Although vehicles parking scheme implemented to use pavement for a vehicle crossover and dropped kerb, therefore this scheme is not part of this application and will not need planning permission before implementation. For the on street parking and safety please refer to the parking statement provided.

## **5. Conclusion:**

Following the above, it is considered that the proposal would be acceptable as it would provide sufficient internal floor spaces for the proposed dwellings, natural daylight and reasonable parking spaces for future occupants. The plot and its amenity provisions of appropriate size and proportionate to the dwellings as were proposed. The layout reflects the character of the area and the design has avoided unacceptable impacts on neighbours by preventing any overlooking and sound disturbance. This will be an appropriate landscape scheme which will have suitable energy provision and these will be accounted for with other sustainability issues as an integral part of the design process.

The new residential development will meet with the requirements in **Policy CC1** of the core strategy and policies **DPD**, including the need for at least 10% renewable energy in new developments. The siting and orientation of the main windows to habitable rooms in relation to the sun can take advantage of passive solar gain. Development will also be encouraged to meet high standards of construction including the use of recycled construction material as in **Policy CC1(d)**.

End of Statement October 2022

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