

# **PLANNING DESIGN & ACCESS STATEMENT:**

**FULL PLANNING PERMISSION IS SOUGHT FOR THE  
CONVERSION OF THE PROPERTY INTO TWO FLATS**

**SITE ADDRESS:**

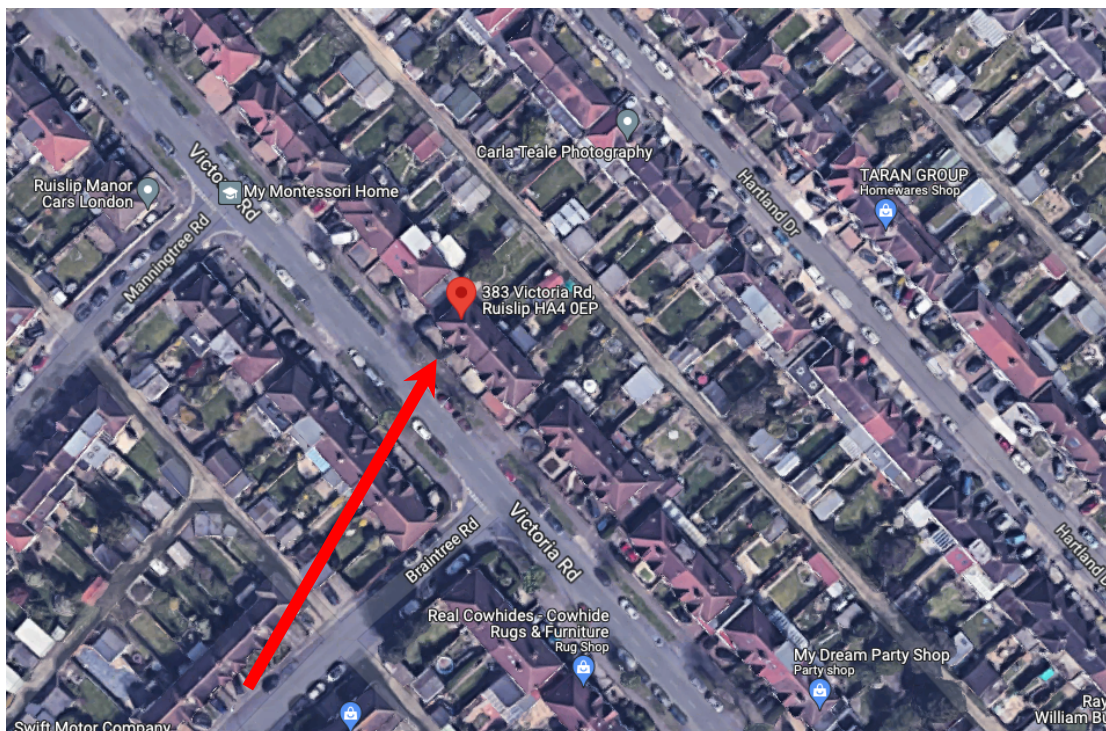
**383 Victoria Road**

**Ruislip**

**HA4 0EP**

**September 2022**

## 1 Site and Surroundings



- 1.1 This design and access statement is for the proposed conversion of the 383 Victoria Road, Ruislip, HA4 0EP into 2 self-contained flats.
- 1.2 The property is located on the North-east side of Victoria Road, it is mainly rectangular in shape and has a two-storey end of terrace dwellinghouse on the land. The property is flanked by residential property.
- 1.3 The property has planning permission for a single storey side to rear extension under planning reference 1174/APP/2021/3817.
- 1.4 The property is not listed and is not located within a designated conservation area. There are no trees protected by way of a TPO on the site nor are there any trees of any amenity value on the property.
- 1.5 The adjacent highway is Victoria Road which provides the main access to the property via an existing crossover which provides access to parking provisions on the forecourt of the property. There is currently 2 car parking space on the front drive
- 1.6 The area of the application site is 297 square metres.

## **2**      **Proposal**

- 2.1      The application seeks full planning permission for the conversion of the dwelling into two flats, first floor side to rear extension with refuse and cycle storage and landscaping/amenity space.
- 2.2      Key element of the proposed conversion are : -
- 1 x (3 bedroom – 4 person) flat on the ground floor with 85 m<sup>2</sup> of floor space (**Flat A**) (min 74m<sup>2</sup>)
  - 1 x (3 bed 4 person) flat on the first floor with 77m<sup>2</sup> of floor space. (**Flat B**) (min 74m<sup>2</sup>)
  - The existing rear garden will be subdivided into 2 separate gardens, 1 for each flat.
  - Cycle and bin provision will be provided as detailed on dwg no A3-03985-09.

## **3**      **Principle of the development**

- 3.1      The application site is located within a residential area where the principle of higher density residential development is considered acceptable. The development would make more efficient use of the existing site and provide a mix of housing choices to meet local needs.
- 3.2      The site is located within 10 minutes of local bus, train and underground services however it has a PTAL rating of 2 which is considered to be low. To mitigate this the proposal has incorporated 2 parking space for each flat. The proposal also seeks to comply with the recommendations of TFL to reduce reliance on motor vehicles, accordingly bicycle storage have been provided for both flats. The site is within 3mins walk of Bridgewater Road Fields.
- 3.3      The site is within a sustainable location and the proposed development for smaller scale residential units would be in accordance with National Planning Policy Framework. In this instance 3-bed flats would be considered more appropriate to this higher density location as opposed to a 6-bed house. It would also assist the LPA in achieving it housing targets.
- 3.4      All flats would have sufficient internal floor space to meet the minimum floor space standards. The general internal living space would readily meet the needs of its future occupant and provide a good living environment.

- 3.5 The property currently has permission for a single storey side to rear extension approved under planning application reference 1174/APP/2021/3817.

### **FLAT A – Ground Floor**

- 3.6 The design of the flat is considered to achieve a high standard of accessibility and inclusive design which is flexible and accommodating with a large kitchen diner and living room and 1 double bedroom and two single bedrooms.
- 3.7 The proposal is capable subject to minor alterations to provide step free access into the building, the internal arrangement throughout Flat A and into the associated rear garden encompasses wide corridors and doorways throughout. This would be able to accommodate all regardless of their age, gender and mobility.
- 3.8 A parking space on the front drive with an additional parking space to the rear has been assigned to this flat that which could accommodate a disabled user. The flat meets the minimum GIA with inclusive storage as stipulated by the Housing Standards. The details of Flat A is set out below.

Flat A (3bed 4person)	Proposed	Minimum policy Requirement
Gross internal area	85m <sup>2</sup>	74m <sup>2</sup>
Storage	3.3m <sup>2</sup>	2.5m <sup>2</sup>
Garden	45m <sup>2</sup>	N/A
Car park space	2	N/A
Cycle provision	4	1

### **FLAT B– First Floor**

- 3.09 Access to this flat is only via the stairs and as a result would not be best suited for persons with mobility issues, however its layout would be able to accommodate all other occupiers. The design of the flat is therefore considered to achieve a high standard of accessibility and inclusive design albeit limited by the existing site conditions.
- 3.10 A parking space on the front drive with an additional parking space to the rear has been assigned to this flat. The flat meets the minimum GIA with inclusive storage as stipulated by the Housing Standards. The details of Flat B is set out below.

Flat B (3bed 4 person)	Proposed	Minimum policy Requirement
Gross internal area	77m <sup>2</sup>	74m <sup>2</sup>
Storage	2.5m <sup>2</sup>	2.5m <sup>2</sup>
Garden	45m <sup>2</sup>	N/A
Car park space	2	N/A
Cycle provision	4	1

#### **4**

##### **Connection to Public Transport**

4.1 The application site is within an area with a low PTAL score of 2 but the proposed units are unlikely to have any significant impact on the surrounding highway network. The site has sufficient space to provide 4 parking space, cycle facilities and bin store within property boundary.

##### **4.2 Buses**

**114** Ruislip Station to/fr Mill Hill Broadway Station

**696** Conway Drive to/fr Hume Way

**E7** Ruislip Station to/fr Ealing Broadway Station / Haven Green

##### **Train Stations**

4.3 Ruislip Gardens and South Ruislip station is also approximately 0.6 mile from the site and within 10mins walk.

#### **5**

##### **Flood Risk**

5.1 Albeit the site is located in a critical drainage area, however it is not located in a flood zone, nor within twenty metres of a water course, such as a river or stream.

5.2 The above statements are made on the basis of an inspection of the Environmental Agency's Flood Zone Map and local observations.

5.3 It is therefore assumed that the use of the site as two flats will continue not to be affected by flood risk.

5.4 The proposed conversion will comply with the Council's sustainability guidelines covered by the Building Control regulations.

#### **6**

##### **Summary**

6.1 The proposed development is not detrimental to the neighbouring residents and/or the character of the area and is not contrary to the Council's or National policies. The proposal is considered to contribute positively to the local area by promoting a mix of housing choices to meet local needs.

- 6.2 The development has been designed to ensure the needs of many including persons with limited mobility can be achieved therefore promoting personal well-being, social cohesion and enjoyment for all.
- 6.3 The Council is requested to grant permission subject to any appropriate conditions.
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