

2018

Design and Access Statement

28 East Mead, Ruislip, Middx, HA4 9HH



**28 East Mead
Ruislip
Middx
HA4 9HH**

DESIGN AND ACCESS STATEMENT

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

Mr Flynn

Prepared by

**W J Macleod Ltd
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Northwood
Middlesex
HA6 1BL**

July 2018

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 Mr Flynn for the redevelopment of land at 28 East Mead, Ruislip. It has been prepared to comply with Central Government advices on Design and Access Statements contained within DCLG Circular 01/2006 dated 12th June 2008.
- 1.2** The scheme proposes a single storey rear extension to the existing house at No.28, together with the creation of a new separate self-contained dwelling house.
- 1.3** The new dwelling will comprise:
1 No. three bedroom house.
- 1.4** On-site parking for 2 vehicles for each unit will be provided via a modified crossover from East Mead.
- 1.5** Details of the proposed development are shown on the application drawings:

Drawing No.	Description
	O.S. Location Plan
18/3475/1	Existing and Proposed Site Plan
18/3475/2	Existing and Proposed Plans & Elevations
18/3475/3	Cycle Store

- 1.6** Mr Flynn owns the freehold interest in the site.

2.0 THE SITE AND ITS SURROUNDINGS

- 2.1** The site is located at 28 East Mead, Ruislip, Middlesex, HA4 9HH.
- 2.2** East Mead is a residential road running between Mount Pleasant and Queens Walk, South Ruislip.
- 2.3** The existing house, No.28, is on the south side of East Mead between Hunters Hill and Hillcroft Crescent.
- 2.4** There are numerous bus stops within walking distance of the site, on Field End Road and Victoria Road, served by regular seven days a week bus services. In addition the site is within easy walking distance of South Ruislip Station.
- 2.5** The site is served by nearby pubs, restaurants, and shops. The area is also well served with offices and other places of employment, schools and places of worship and leisure.
- 2.6** The site does not lie within a Conservation Area nor it is afforded any special protection. There are no Tree Preservation Orders. The site lies within Flood Zone 1 and therefore of a low risk. There are no particular changes of levels or natural features that would influence the design and layout.

3.0 THE DESIGN COMPONENT

3.1 The Client brief called for an additional new attached house designed to meet the requirements of modern living, contained within a building which 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 Guide for New Residential Units. Most importantly, it seeks to compliment and respect the existing street scene.

3.3 The site lies within an established residential area. The site seeks to make use of land at the side of the existing house in a similar way to the numerous other similar developments in the area. This utilisation of infill and corner plots is a common feature in the Ruislip area with many similar examples readily visible.

3.4 The proposed additional unit has been designed to be a natural extension to the existing terrace in a similar way to that achieved at No.32.

Good distances are achieved from neighbouring properties with the detailed design of the houses such that good levels of privacy and outlook are maintained.

3.5 There are no trees on the site or any significant landscape features. The proposed design allows for a small but significant amount of new soft landscaping.

3.6 There are no particular slopes or natural features on the site that would influence the design of the building.

- 3.7** The detailed design of the house seeks to be a seamless extension to the existing terrace and to have a traditional appearance with brick elevations and tiled pitched roof. The window pattern and proportions, together with the stone brick detailing, all match those in the terrace and neighbouring houses.
- 3.8** The roof design features traditional hipped roofs with conventional ridges and eaves lines.
- 3.9** The rear private amenity space accords with your Council's standards.
- 3.10** Historically in this part of Ruislip, there were gaps between the terraces of houses, and between the end of terraces and return roads. The vast majority of these gaps have been filled in over the years either by large two storey extensions or the creation of separate attached dwellings.
- 3.11** Many examples can be found in the immediate area surrounding the site, including No.32 East Mead which was extended and converted into four flats. In overall design terms this is very similar to what is being proposed with this application, the exception being that what is proposed here is a single additional house as opposed to flats, and there is significantly smaller rearward projection.
- 3.12** No.11 East Mead, opposite the site, has been subject to a large two storey side extension with similar proportions to that proposed with our Client's scheme.
- 3.13** Nearby No.1 Hillcroft Crescent, again has been subject to a significant extension to the existing terrace in order to allow for the creation of an additional unit known as 1A.

- 3.14** It is clear, therefore, that the principle of extending the terraces in this area to facilitate additional residential units, is well established.
- 3.15** The proposed new residential unit satisfies all design and layout criteria as set out in the London Plan and the London Borough of Hillingdon Guidelines.

4.0 THE ACCESS COMPONENT

4.1 The site is close to local amenities, shops, offices, and 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 a modified crossover from East Mead.

4.3 Two parking spaces are provided for both the existing house and the proposed unit.

4.4 All parking spaces are 2.4 x 4.8m consistent with the design guidance given the Government document, "Manual for Streets", and can be adapted to meet the needs of 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 indicated.

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 house.

4.8 Disabled Access

Provision for the disabled has been made with level thresholds into the house and, internally, they will be fully compliant with Part M of the current Building Regulations. In addition, they can be adapted to meet the principles set out in Lifetime Homes.

4.9 Refuse and Recycling Collection

A hardstanding area for bins has been indicated.

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 building.
- ~ 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 regards to local 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 housing in this area.
- 6.4** The development allows for a new house contained within a well laid out and well serviced scheme. Particularly, this provides for a much needed residential units specifically designed for modern requirements, on previously developed land, whilst respecting the character and scale of the existing area, and will be a positive addition to the street scene.
- 6.5** The proposal meets all the requirements of the London Plan together with Hillingdon Council's design standards.