

DESIGN & ACCESS STATEMENT
49 Beech Avenue, Ruislip Manor, HA4 8UG

Introduction:

This planning application is the resubmission of the previously refused application. The proposal is for 4 flats scheme with a mix of 3Xtwo bedroom and 1X One bedroom, respectively at two levels with loft space for habitable use.

Location:

The application site relates to land currently occupied by No. 49 Beech Avenue, a detached bungalow set in a large sized plot (32m deep and 18m wide). The site is enclosed by a boundary wall and landscaped front garden with allotments at the back. The adjoining properties are chalet bungalow and two storeys dwelling on either side. The street scene comprises detached and semi-detached two storey, flats and bungalow properties with varied designs including hipped and gabled roofs. The immediate locality has similar set of developments with parking at the rear.

Context:

The area is having a mix of flats semi-detached and detached properties. The avenue has seen the conversion of the single-family dwellings with similar plot sizes converted into flats. These units are of mainly of two stories with pitched roof, sitting well with the existing buildings.

Design:

The proposed building design reflects the two storey buildings of similar nature as its surroundings. The proposed building sits away from its east boundary by about 4.1 m keeping effective gap from the chalet bungalow. The dwelling at the west is 2 storeys dwelling with pitched roof. The proposal is having a mix of render and brick façade finish with hipped roof and gable end to the bay window.

The design has been described as contemporary and adopting the same approach as its immediate surroundings and approvals given in the past.

Accommodation:

The proposed building will have 2 flats at each level with car parking at the front. The proposal is having a mix of one- and two-bedroom dwellings spread at two levels. The accommodation would surround a central staircase core, with access from the front.

All flats will have dual outlook with a view to include the garden area and allotments at the rear and front view of the main road. The windows provided to the side will be of frosted glass and fixed to the height of 1.7m.

Area Matrix: The proposed accommodation meets the minimum area requirement of London Plan

Ground Floor:

Flat 1- One Bedroom Flat - 51Sqm (2 person)

Private amenity space- 60 Sqm

Flat 2- Two Bedroom Flat - 61 Sqm (3 person)

Private amenity space- 58 Sqm

First Floor:

Flat 3- Two Bedroom duplex Flat - 75Sqm (3 person)

Private amenity space- 60 Sqm

Flat 4- Two Bedroom Flat – 61.5 Sqm (3 person)

Private amenity space- 65 Sqm

Car Parking- 4 Nos (including the disabled with electric charging points to all spaces)

Covered Cycle Parking- 8 Nos (2 for each flat)

Covered Refuse storage- At the side

Access:

The existing vehicular access on either side from the Beech Avenue will be utilised. The drop kerbs along the 51- & 47 beech avenue will be enlarged to have access for 2 cars.

Being a quiet residential road, the level of traffic is very mild. All the properties have their own off-street parking spaces, which allow almost no stress to the off-street parking along the Avenue. The proposed parking spaces will have similar arrangement as existing cars parked on the drive way in order of coming and going out from the site. The parking survey is provided to support that the whole street has almost 46% parking spaces available if any additional parking space is required .

Car & Cycle Parking and Refuse Area:

In total 4 parking spaces has been provided for the 4 dwellings including disabled parking facility. All the parking spaces have provision of electric charging points as per the current council requirement. The proposal includes covered refuse area at the side along the eastern boundary. 8 covered secured cycle parking spaces 2 for each flat are provided next to the bin areas.

Landscaping:

Mixed of hard and soft landscaping would be introduced to the front with an element of soft landscaping along the edges. The hard-permeable surface has been proposed for the parking at the front. The amenity space at the rear will have a mix of soft and hard Landscaping. The row of hedges along the private patios at the rear will provided effective privacy screen for ground floor flats.

Reasons for refusal:

The points of refusal as been mentioned in the decision notice were:

1. ***Virtue of the siting new driveway and parking at the rear and front.***
Parking at the rear is removed and all the parking is situated at the front.
2. ***Communal amenity space and proximity to ground floor windows.***
There is no communal amenity space. All the flats have their own separate private amenity spaces. The hedges/fences are approx. 1.5-1.8m high which will provide effective privacy to the future tenants.
3. ***Sufficient Manoeuvring for off street parking:***
The parking at the rear is removed completely, which was the main reason of refusal because of multiple manoeuvring and close proximity of the no 47 windows to the rear parking area.

The parking at the front will follow the existing parking procedures for manoeuvring prevailing for the front court parking. The extension of the existing dropkerbs has been proposed and demonstrated in the report from ***Motion***. The parking survey based on the *Lambeth council parking survey Guidance* showing Parking demand on street has been added to support the parking requirement.

The Beech Avenue being a close road is not very busy and the residents who are residing or visitors there are only using the road. Beach avenue also have unrestricted on street parking which is only scarcely occupied as almost all the residents have their own driveways.

4. *Material treatment hard surfacing to parking areas and cycle & bin storage.*

Proposed material for car parking bays will be of Grass Crete. The private amenity space will have a mix of hard and soft landscaping. The overall percentage of the soft landscaping on the site will be approx. 45%.

Enough planters and hedges along the edges with grass areas in the private amenity space will add to soft landscape and enhance the visual amenity of the street scene. Dedicated planting bays are proposed at the front drive.

Conclusion:

The concerns raised by the council and the Planning Inspectorate in the refusal has been addressed in the revised scheme.

The proposal would result of effective use of the large plot in the creation of an additional units without affecting the character of the area.

To conclude, the proposed redevelopment of the site complies with both local and national planning policies and objectives and as such would result in a development which is in harmony with the locality and does not have a detrimental impact upon neighbouring properties and its surroundings.