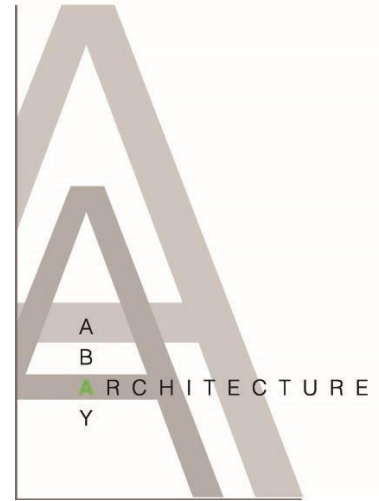


DESIGN & ACCESS STATEMENT

303 LONG LANE, HILLINGDON



1.0 THE SITE

- 1.1 The site comprises a shop at ground floor level with 1 no. 2 bedroom flat at first floor level located in a parade of shops on Long Lane which is located adjacent to the arterial road of Western Avenue in Hillingdon. The building is semi-detached with a large hipped roof.

2.0 THE PROPOSAL

- 2.1 The proposal is for a single storey rear extension to the existing shop to allow use of the floor in a more sustainable and efficient manner. The existing floor plan is cramped with very little space for modernization in accordance with current requirements. The applicant is looking to create a new office suite with a shop front which will accommodate open plan seating, client meeting space, kitchenette for guest refreshments and welfare facilities. The existing entrance to the first floor flat will be retained and no alterations are proposed to this unit.
- 2.2 The proposed development will be similar to other extensions on the parade. The adjacent properties have much larger extensions.
- 2.3 The proposals will require loss of 1 no. parking space. However it should be noted that the space is currently underused. The applicant intends to make the site car-free.
- 2.4 The determination of the suitability or non-suitability of what is effectively a 'car free' proposal is reliant on a number of extraneous factors to the site itself. The local characteristics of the surrounding network is one of the main factors that needs to be taken into consideration as this can significantly influence the need (or otherwise) for new residential occupiers owning private motor transport.
- 2.5 This relative lack of 'uncharged for' on-street parking availability therefore acts as a deterrent to multiple Or even single car ownership by a prospective occupier of a new residential unit within the proposal site. This is especially true when potential occupiers first view a property prior to purchase or rental and observe non-existent on-plot parking provisions and relatively non-existent on-street parking availability in proximity of the address. This is a factor that is very likely to be high on the list of considerations prior to occupation which allows for an informed decision to be made on whether the address suits the life demands of the potential occupier. Some occupiers may decide to proceed with property acquisition on a 'car free' basis which would then help to conform to the sustainable travel agenda by way of eliminating new parking demand both on and off site. The other significant factor which is commensurate with the above and influences the need (or otherwise) for private car ownership (PCO) is the sustainability of the location in terms of 'real world' public transport accessibility which in this case is considered as good thereby significantly reducing or eliminating PCO by new occupiers. In summary, it is considered that the

extensive parking controls within the surrounding area (which inherently act a deterrent to potential displacement impacts resulting from car ownership/use) coupled with the good 'real world' public transport connectivity of the location, it is highly unlikely that the lack of additional on-plot parking for this proposal would in fact impinge on the neighbouring highway in the form of undue parking 5.

- 2.6 2 no. secure and accessible cycle spaces are provided in order to conform to the council's adopted cycle parking standard which can be secured via planning condition.
- 2.7 Care has been taken to relate roof levels to the neighbouring properties. The extension has a lower roof height than the neighbouring adjacent property.
- 2.8 As can be seen from the street elevation the proposed building sits comfortably with it's neighbours.

3.0 REFUSE

- 3.1 Operational Refuse Requirements Refuse collection would continue as per the existing residential unit. Appropriate bin storage area provisions are therefore provided to the rear of the site.

4.0 IMAP

4.0 CONCLUSION

- 4.1 The proposal would not have any adverse impact on the residential amenities of the neighbouring properties and would not cause a detrimental visual impact within the street scene or surrounding area.