

**4 REPTON AVENUE
HAYES
UB3 4AF**



**DESIGN AND ACCESS STATEMENT
IN SUPPORT OF
APPLICATION FOR PLANNING PERMISSION**

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Introduction

The proposal involves demolition of the existing detached garage and erection of a new 2 storey, 3 bedroom attached dwellinghouse with associated car parking, cycle parking and refuse storage.

Historic context

Prior to commencing design, analysis was undertaken of the history of the site, its immediate surroundings and the wider local area.

This analysis included:

- Walking the area and compiling a photographic database to gain a greater knowledge and understanding of the character of the area and its setting.
- Review of the National Planning Policy Framework, Technical housing standards – nationally described space standard, London Plan, Local Plan, and other relevant planning policy guidance.
- Assessing local views into and out of the site.

The local area

The immediate local area is predominantly residential comprising a mix of terraced and semi detached houses.

The site is not in a conservation area. There are no listed buildings, locally listed buildings or conservation areas in the immediate vicinity.

The site has no planning designations.

The site is not located in a flood zone.

The site

The site is a rectangular shaped plot on the west side of Repton Avenue south of the junction with Rutland Road to the north. The site is currently occupied by a 2 storey semi detached 3 bedroom house to the northern side, with a detached garage to the south, garden to the rear, and forecourt car parking to the front. A single storey extension has been added to the rear.

To the north is 2 Repton Avenue, forming the other half of this semi detached pair, which has been extended to the side at the north and at the rear. To the south is a terrace of 2 storey houses at 6-12 Repton Avenue,. To the east on the other side of Repton Avenue are similar semi detached and terraced houses. To the rear or west are similar semi detached houses on Oakington Avenue.

Site photograph



Previous planning history

The property has the following planning history.

- Planning permission was granted on 9th December 2010 for a new planning permission to replace an extant planning permission, ref: 63671/APP/ 2007/3030 dated 28/11/2007: Erection of a two storey, two-bedroom attached dwellinghouse with 3 frontage parking spaces (involving demolition of existing detached garage.) (Ref. 63671/APP/2010/2390). This was not implemented.
- Planning permission was granted on 28th November 2007 for Erection of a two storey, two-bedroom attached dwellinghouse with 3 frontage parking spaces (involving demolition of existing detached garage.). (Ref. 63671/APP/2007/3030). This was not implemented.
- Planning permission was granted on 3rd December 1997 for erection of a 2 storey side extension (Ref. 25779/B/97/1061). This was not implemented.
- Planning permission was granted on 1st June 1982 for a single storey rear extension (Ref. 25779/A/82/0564). This work was implemented.
- Planning permission was granted on 13th November 1978 for a double garage (Ref. 25779/78/1657). This work was implemented.

Design Statement

The proposal involves demolition of the existing detached garage and erection of a new 2 storey, 3 bedroom attached dwellinghouse with associated car parking, cycle parking and refuse storage.

The design has been informed by site analysis, previous proposals and planning decisions for the site, planning policy and space standards.

The design is summarised as follows.

- The existing house is retained.
- The existing detached garage is demolished.
- A new 2 storey, 3 bedroom house is constructed to the south of the existing house and noted as 4A Repton Avenue. This has a total internal area of 85.4m².
- The design of the new dwelling provides a good standard of accommodation which meets technical guidelines within the Technical housing standards – nationally described space standard, London Plan and the requirements of Approved Document M4(2) of the Building Regulations, with adequate good quality private amenity space, natural daylight, privacy and outlook.
- The new dwelling is dual aspect with generous windows to enhance outlook, natural ventilation and daylight quality.
- The external materials will match the existing.
- Each house has a generous private rear garden area.
- Secure covered cycle spaces are provided within the rear garden of each house.
- Each house has forecourt car parking accessed via the existing dropped kerb.
- Adequate storage is provided for refuse and recyclables with bins located in the front garden areas.
- Soft landscaping and permeable paving are included in the design to enhance outlook and sustainability.

External materials

High quality durable materials to match the existing house will be used which complement the character of the local area including pebble dash, white framed windows and a tiled pitched roof.

Visual impact

The proposal has no impact on strategic or local views, and does not affect the setting of any listed buildings, locally listed buildings or conservation area.

The design, including the articulation, rhythm, form, scale and massing has been carefully considered to achieve a good quality design consistent with the existing neighbouring buildings. The design responds to its orientation and aspect towards the street front and access driveway, and prevents overlooking of existing properties.

External amenity space

The private rear garden areas of 86.4m² and 113.3m² both exceed the minimum requirements and provide generous private outdoor amenity space.

Trees and landscaping

The landscaping includes permeable paving, and soft landscaping which are suited to their location to provide optimum amenity and biodiversity opportunities.

There are no existing trees, landscape features or biodiversity assets affected by the proposed development.

Flood risk

The property is not located within an area of flood risk, and the proposal is not affected by flood risk. The design includes soft landscaping and permeable paving to reduce surface water runoff.

Transport

Secure covered cycle spaces are provided within the rear garden of each house.

Each house has forecourt car parking accessed via the existing dropped kerb.

Refuse and recyclables

Refuse will be stored within bags in a lidded bin in the kitchen which has storage for general refuse and mixed dry recyclables. Refuse will then be placed in the lidded bins located externally in the front garden area. Access is available for collection directly from the street.

Sustainability

Sustainability has been a key consideration in the design process for this previously developed land, and the new house will be built to meet Building Regulations requirements.

Access statement

The applicant has adopted a commitment to ensure that access for disabled people is maximised where reasonably possible.

The applicant is aware of their responsibility encompassing the principles and practices that form the basis for The Equality Act. The applicant has appointed design staff and will appoint contractors who are familiar with the principles and practices of The Equality Act. The design and construction team will encompass these principles and practices and adopt performance indicators where possible from BS 8300 or Approved Document M of the Building Regulations.

The proposal involves demolition of the existing detached garage and erection of a new 2 storey, 3 bedroom attached dwellinghouse with associated car parking, cycle parking and refuse storage.

The adoption of the performance indicators may not be completely possible. These have been established and the nature of the constraints itemised with the reasons for the departure highlighted. These departures are listed within this document. The assessment of what is a reasonable departure has taken into consideration space, cost, time, the nature of the uses and impact on other users.

The design includes level access into the property from the street, internal stairs and an internal layout designed to meet the requirements of Approved Document M4(2) of the Building Regulations.

There are no principle departures.

Conclusion

The design for the new dwelling has been developed through research of the site and the local area. This is a highly sustainable proposal which creates a good quality new family homes on previously developed land..

The proposal is a highly sustainable and efficient use of the land which complies with the policies of the National Planning Policy Framework, London Plan, Local Plan, and other relevant planning policy guidance.