

DESIGN AND ACCESS STATEMENT

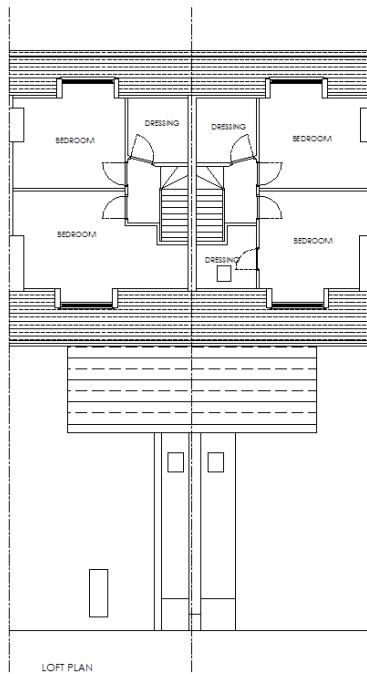
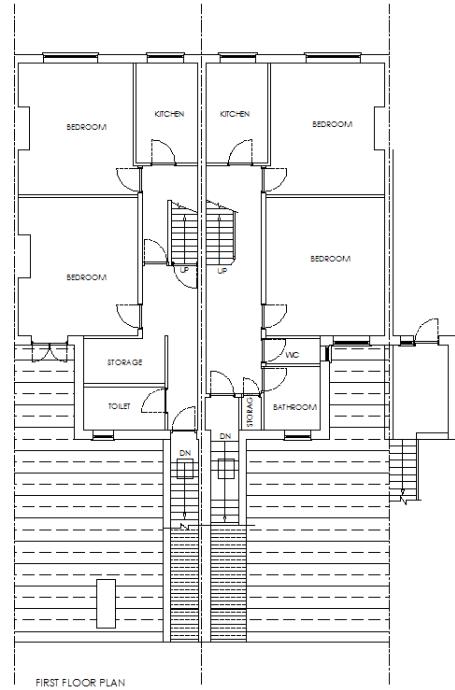
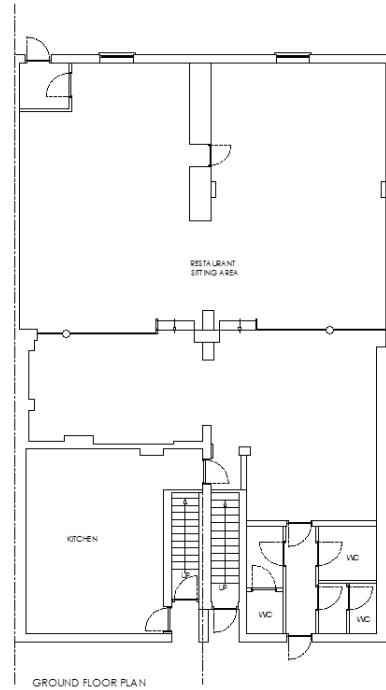
Property Address: 158-160 HIGH STREET,
RUISLIP HA4 8L

Proposal: Single storey rear extension to ground floor restaurant and first floor rear extension and conversion of existing flats into 1x 1-bed, 3 x studio and 1 x 2-bed self contained flats

Context: The property is located on High Street Ruislip, sits in block between Kingsend and Ickenham Road and forms part of a series of similar scale shops which make up the parade of shops in this area. The shop is restaurant. The property and surrounding is within Ruislip Village Conservation Area.

Description of Existing: The ground floor unit occupies number 158-160 High Street, above there are two floors and similar to both properties, provides residential units.







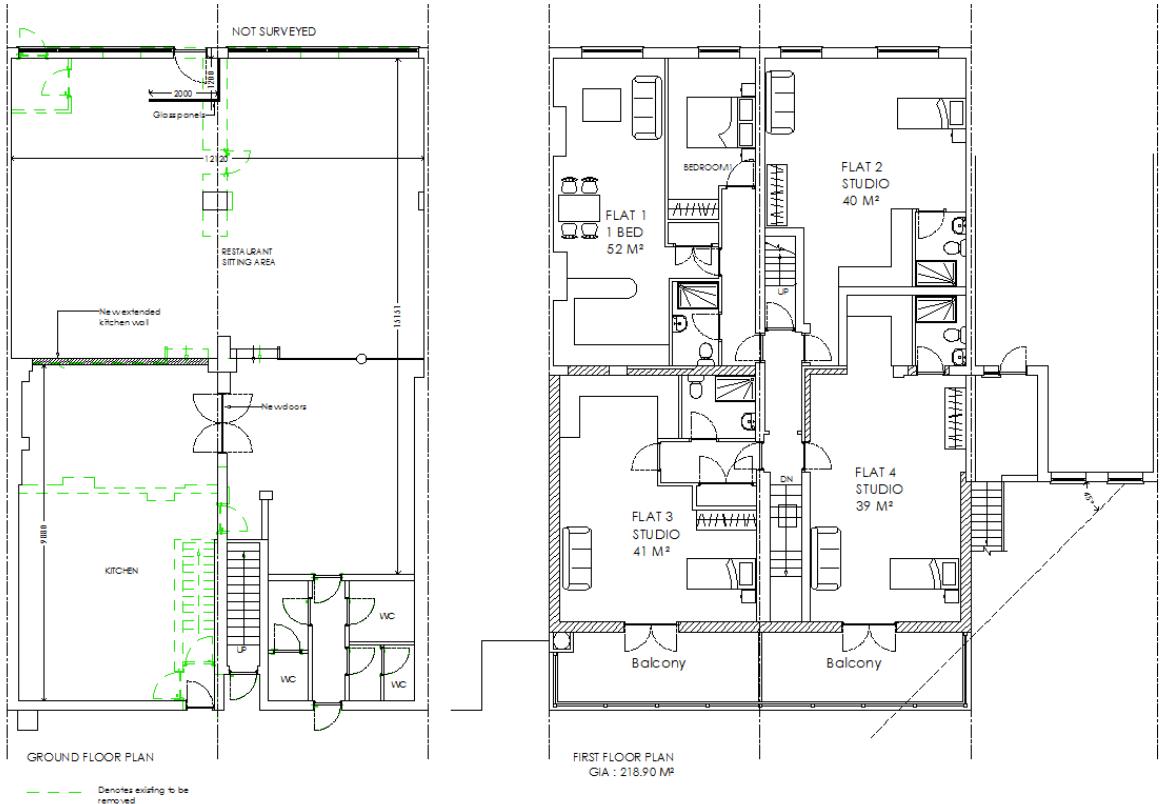
FRONT ELEVATION

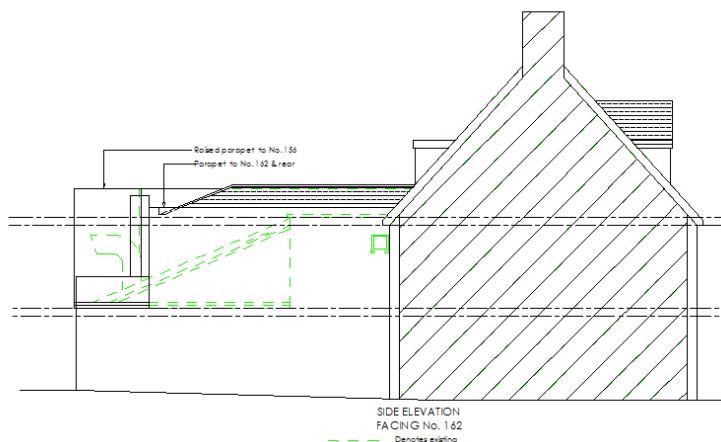
REAR ELEVATION

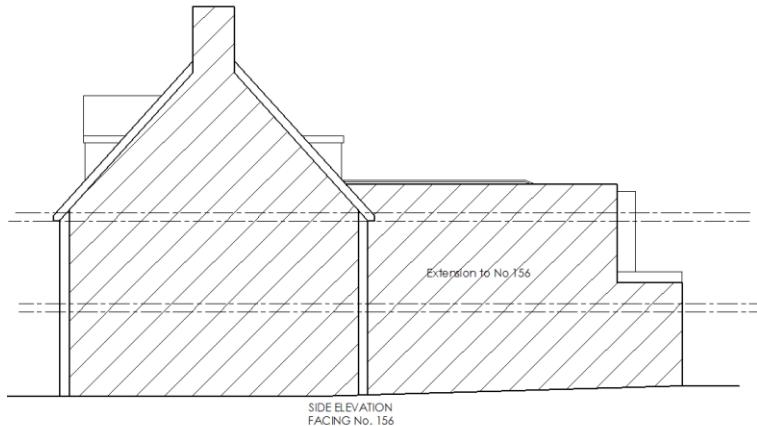
The existing staircase for upper floor units is located at rear of the property which is accessed via rear access road. Two individual staircases lead to two existing flats. Both flats are 4-bed including separate kitchen and bathroom. The flats have front and rear windows including dormers in loft area. The property is similar to adjoining properties.

Proposal:

The proposal includes first floor rear extension to No 158-160. The extended area combined with the existing two four bed units will be converted into 5 self-contained residential units.







The ground floor commercial will remain in A3 use.

The existing rear staircase located on No 158 to be removed, staircase at rear of No 160 will be retained to access upper floors.

The current proposal addresses the comments received on previous refused application ref 56331/APP/2019/3988.

Proposed first floor extension has been reduced in depth, the current proposed depth is sufficient to enclose the existing splayed soffit to the retained staircase.

Current LPP2 Policy DMHB 18 requires:

- (A) All new residential development s and conversions will be required to provide good quality and usable private and outdoor amenity space

The two existing residential units do not currently benefit from any outdoor amenity space. Two of the additional units proposed will have private outdoor amenity space located to the rear of the propped first floor. In addition, the property is located approx. 300m from Church Field Garden Park which includes Church Field Garden Playground.

The town centre location of the property with commercial uses at ground floor and services roads to the rear, severely restricts the ability to provide private amenity space for upper floor residential units. On balance it is considered that the current proposals endeavour to meet the policy in the circumstances.

The first floor of no. 156 has already been extended for the full depth and width of the unit. The impact on no. 162 is addressed by reduced depth of first floor extension to avoid encroachment on the nearest habitable window located on No 162. Proposed extension will not encroach 45-degree line from centre of No 162 habitable room window. The nearest window on the adjoining property is not a habitable room and is obscurely glazed

Furthermore, a number of adjacent properties have been extended full depth on first floor, please refer drawing No 115.

PROPOSED CONVERSION

The proposed five units will be variety of units 3x studio, 1x 1bed and 1x 2bed. All units will be accessed via existing staircase which leads to independent entrance door.

Proposed floor area will comply with London Plan Policy.

Proposed floor areas:

Studio: between 39m2 to 41m2

1 Bed/ 2P: 52m2

2 bed/ 4P: 75.7m2

Loft floor proposed total area of 80.50m2. 2bed unit proposed on existing loft area provides 75.7m2 at height of minimum 2.0m.

Access & Parking:

Upper floors and proposed flats will be served via existing access from rear of the property.

Existing parking is available at rear of the property. This will be allocated to ground floor retail units. The application site is in a sustainable location, the High Street provides route for number of buses 331, E7, H13, U1, U10. Additionally, Ruislip underground station is less than 5 mins walk, and West Ruislip underground station which also serves the Chiltern Mainline service is a 15min walk. The proposed smaller units encourage using public transport due to sustainable location of the site.

Conclusion:

The proposal site is a sustainable location and will make use of the suitable space available for development. We intend to improve the site by providing a positive contribution to High Street where there is good public transport accessibility. The proposal will enhance positive contribution to the building, street scene and local area.

Site Photos:

