



KPR  
Architects

1158 - 37 Edward's Avenue, Ruislip HA4 6UP

Design and Access Statement

December 2024, revision P2



CONTENTS

1.0	INTRODUCTION	3
1.1	Document Scope	3
1.2	Site Description	3
2.0	SITE	4
2.1	Site Aerial Views	4
2.2	Site Context	6-7
2.3	Existing Site & Building	8
2.4	Site Constraints & Opportunities	9
3.0	PLANNING CONTEXT	10
3.1	Proposed History	10
3.2	Previous Approved Scheme	11
4.0	PROPOSALS	12
4.1	Design and Access Statement	12-14
4.2	Whitebox 3D Model Views	15
4.3	Area and Accommodation Schedule	16
5.0	PROPOSED MATERIALS	17
5.1	Proposed Materials	17

Project Team

Applicant  
Berekdar Developments

Planning Consultants  
Planning Resolution



Architects  
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Local Planning Authority  
Hillingdon Council



# 1.0 INTRODUCTION

## 1.1 Document Scope

This Design and Access Statement is submitted on behalf of Berekdar Developments in support of a full planning application for the development of the residential site located at 37 Edward's Avenue, Ruislip HA4 6UP.

The proposals seek to provide three 2½ storey terraced houses with alterations to the vehicular crossing, provision of on-site car parking and hard & soft landscaping.

## 1.2 Site Description

- Location: 37 Edward's Avenue is located in the London Borough of Hillingdon.
- Current use: C3 Residential
- Address: 37 Edward's Avenue, Ruislip HA4 6UP
- Site area: 0.0511 Ha



— application extent



Site location plan (not to scale)



## 2.1 Site Aerial Views

The photographic survey presented on this and the following pages documents and illustrates:

- the site in aerial context within South Ruislip
- neighbouring buildings within the immediate proximity of the site.
- the existing site

### Key:

- A - Application site extent (marked in red outline)
- B - Edward's Avenue
- C - Great Central Avenue
- D - South Ruislip train and Underground station
- E - South Ruislip retail area



Aerial view from south



Aerial view from east



Aerial view from north



Aerial view from west

— application site extent



## 2.2 Site Context



View 1 - Edward's Avenue, view from pavement in front of the site looking south-southwest



View 2 - Edward's Avenue, view from pavement in front of the site looking north-northeast



## 2.0 SITE

### 2.2 Site Context



View 3 - Edward's Avenue, view from opposite pavement in front of the site looking southwest



View 4 - Edward's Avenue, view from opposite pavement in front of the site looking northeast



## 2.0 SITE

### 2.2 Site Context



View 5 - Edward's Avenue, view from road towards site looking northwest



View 6 - Edward's Avenue, view from road towards site looking west



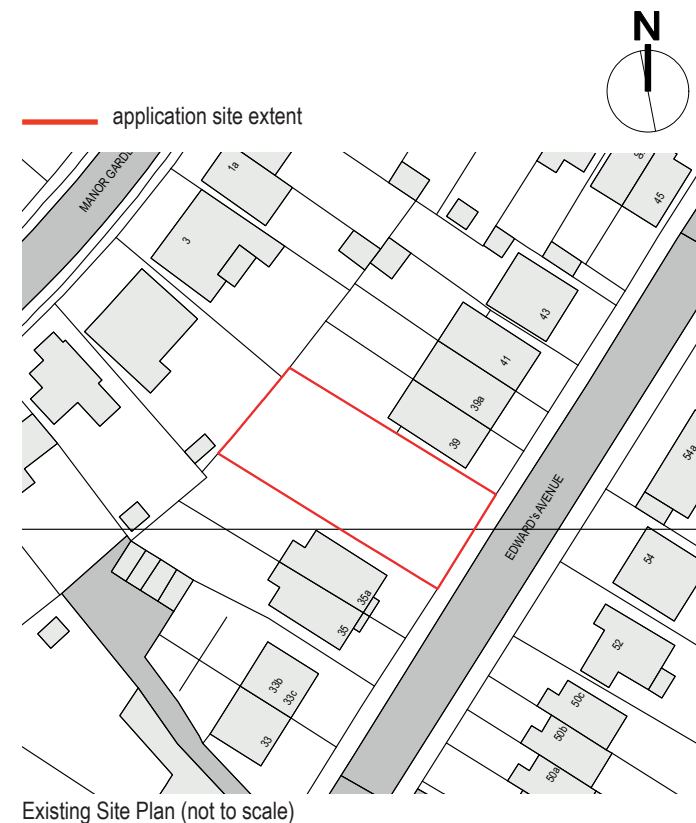
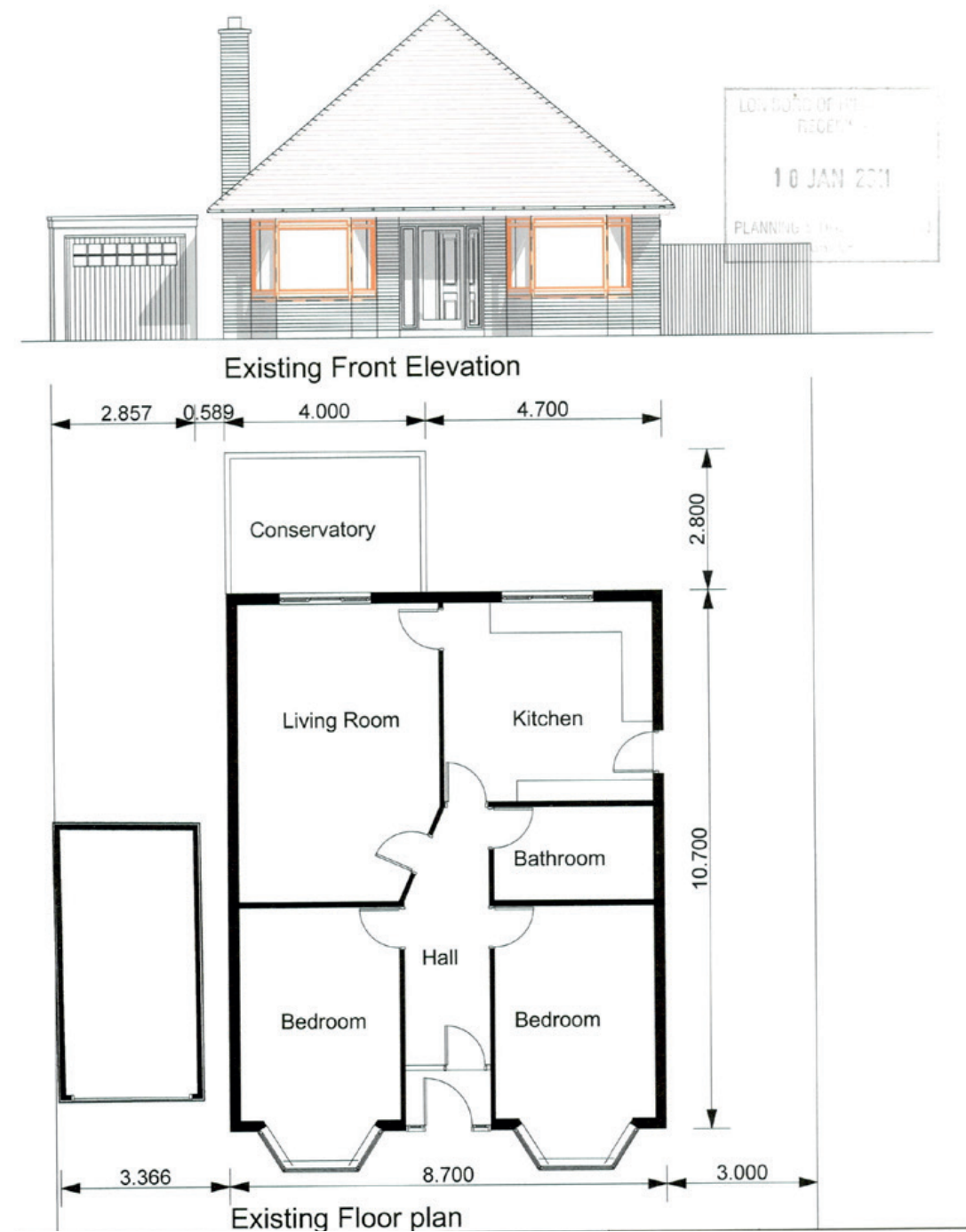
## 2.0 SITE

### 2.3 Existing Site & Building

No. 37 Edward's Avenue is a residential site, which has planning approval for four back-to-back dwellings as approved under the full planning application with reference number 65680/APP/2011/36.

Although the planning approval on the 15th of March 2011 is over a decade old, the application is still valid due to the demolition of the existing bungalow (pictured on this page) on the 17th of March 2014, which constituted lawful implementation of the above mentioned planning permission.

Since 2014, the site is empty, and is protected with a Heras fence erected along the sides and frontage.

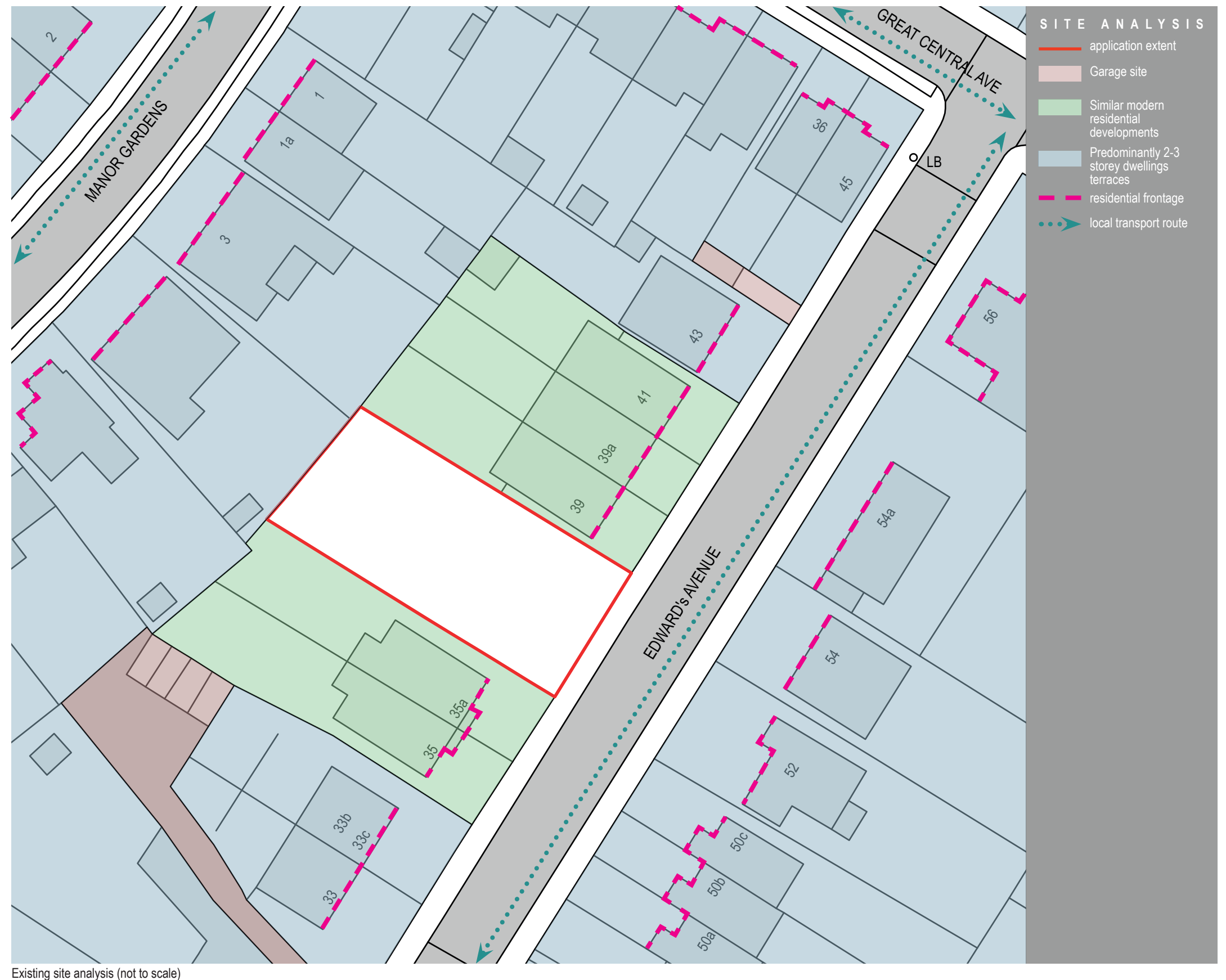


Previous bungalow, demolished in 2014 - drawing credit: PFG Design Ltd



## 2.4 Site Constraints & Opportunities

- Suburban location, with access to public transport in close vicinity;
- Good site accessibility for pedestrians and cyclists;
- Established residential area with post war dwellings, through to new build houses and flatted schemes
- Existing vehicular access for local residents
- Opportunity to provide much needed, high-quality residential units, whilst respecting the surrounding built form;





## 3 . 0 P L A N N I N G C O N T E X T

### 3.1 Planning History

Application Date	Description	Application Ref.	Decision	Decision Date
14/01/2009	Erection of a two-storey building to provide 4 two-bedroom flats to include alterations to vehicular crossover (involving demolition of existing dwelling and outbuilding).	65680/APP/2009/63	Appealed	17/03/2009
12/06/2009	Erection of 2, two storey three-bedroom semi- detached dwellings with associated parking and vehicular crossover, involving demolition of existing dwelling.	65680/APP/2009/1264	Approval	07/08/2009
10/01/2011	Erection of 4 two-bedroom back to back two storey dwellings with associated parking and amenity space and installation of new vehicular crossover, involving demolition of existing detached dwelling.	65680/APP/2011/36	Approval	15/03/2011
31/01/2014	Details pursuant to conditions 2 (Materials), 3 (Boundary Treatments), 9 (Finished Levels), 10 (Visibility Sight Lines), 11 (Front Garden), 12 (Cycle Storage), 13 (Code for Sustainable Homes), 14 (Sustainable Urban Drainage), 15 (Landscape Scheme) and 17 (Demolition and Construction Management Plan) of planning permission ref: 65680/APP/2011/36 dated 04/04/2011; Erection of 4 two-bedroom back to back two storey dwellings with associated parking and amenity space and installation of new vehicular crossover, involving demolition of existing detached dwelling.	65680/APP/2014/326	Refusal	30/04/2014
15/07/2014	Details pursuant to conditions 2 (Materials), 3 (Boundary Treatments), 9 (Finished Levels), 10 (Visibility Sight Lines), 11 (Front Garden), 12 (Cycle Storage), 13 (Code for Sustainable Homes), 14 (Sustainable Urban Drainage), 15 (Landscape Scheme) and 17 (Demolition and Construction Management Plan) of planning permission ref: 65680/APP/2011/36 dated 04/04/2011; Erection of 4 two-bedroom back to back two storey dwellings with associated parking and amenity space and installation of new vehicular crossover, involving demolition of existing detached dwelling.	65680/APP/2014/2485	Approval	11/09/2014
28/07/2023	Variation of Condition 5 (Approved plans) and removal of Condition 18 (Parking) of planning permission ref. 65680/APP/2011/36 dated 04-04-2011 'Erection of 4 two-bedroom back to back two storey dwellings with associated parking and amenity space and installation of new vehicular crossover, involving demolition of existing detached dwelling' for Minor amendments to the internal and external fabric of the building and to substitute approved plans.	65680/APP/2023/2256	Approved	10/09/2024
11/03/2024	Application to confirm commencement of development prior to expiry date pursuant to Condition 1 of planning permission ref: 65680/APP/2011/36 dated 4th April 2011 (Erection of 4 two-bedroom back to back two storey dwellings with associated parking and amenity space and installation of new vehicular crossover, involving demolition of existing detached dwelling) (Application for Certificate of Lawfulness for an Existing Operation)	65680/APP/2024/624	Approval	17/07/2024



## 3.0 PLANNING CONTEXT

### 3.2 Previously Approved Scheme

The currently approved and valid scheme, under planning reference number 65680/APP/2011/36, includes four back-to-back two-bedroom duplexes.

Two of these units face the road, while the other two overlook the rear garden, with the latter having direct access to private gardens at the back of the building. The road-facing units have designated access paths leading to their private gardens located at the far end of the site.

However, these units, designed in 2011, no longer meet current Planning Policies and Building Regulations requirements.

To address these discrepancies and bring the scheme in line with the latest statutory requirements and building control standards, an S.73 planning application (Council reference number 65680/APP/2023/2256) was submitted in July 2023. The application has been approved on the 10th of September 2024.

The proposed amendments include a range of design improvements, with particular focus on compliance with current Planning Policies, Nationally Prescribed Space Standards, and Building Control Approved Documents.

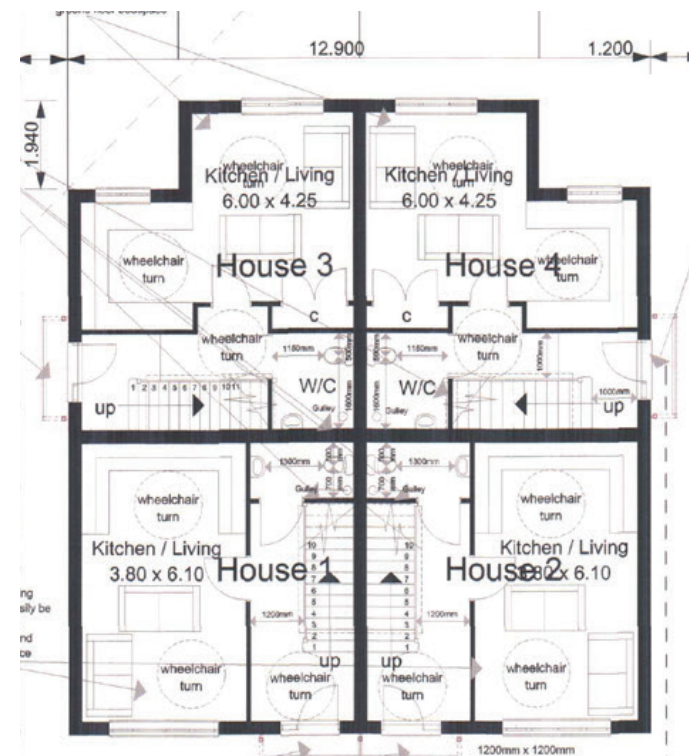
- Building shell thickness adjusted to conform to current Approved Document Part L1 thermal performance requirements, resulting in reduced unit sizes, whilst still meeting nationally described space standards

- Internal layout arrangements adjusted to conform to current planning policy 'Accessible Hillingdon SPD 2017, to the London Plan 2021 and Approved Document Part M4 (2) Accessible and Adaptable dwellings

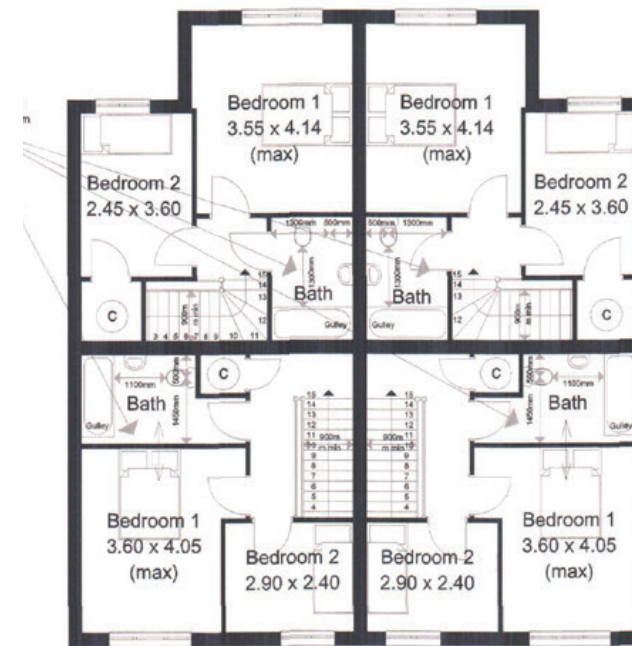
- Internal layout arrangements adjusted to conform to technical housing standards, nationally described space standard

- Rainwater goods introduced to comply with AD Part H

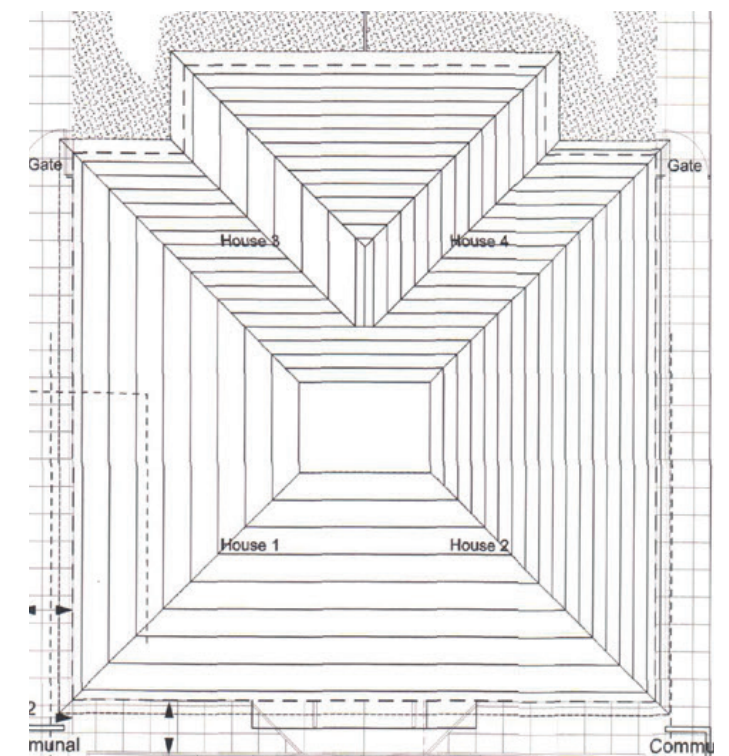
- Cross ventilation improved to comply with AD Part O



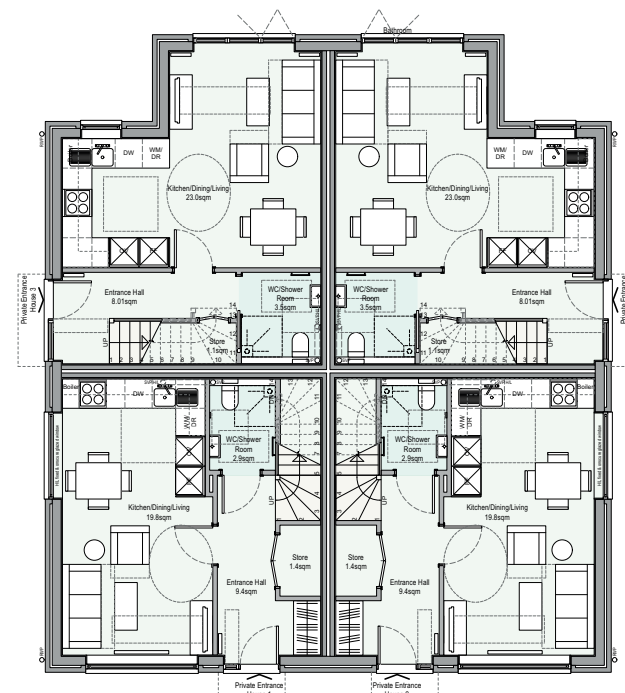
Approved ground floor plan, application 65680/APP/2011/36 (not to scale)



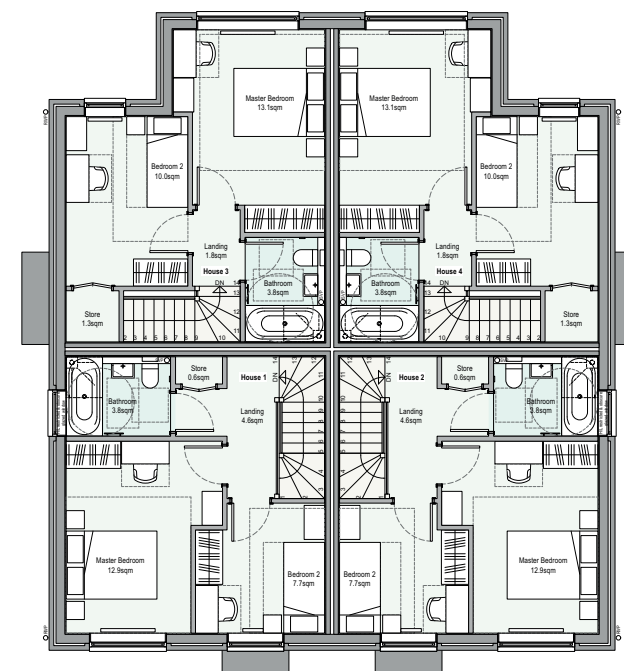
Approved first floor plan, application 65680/APP/2011/36 (not to scale)



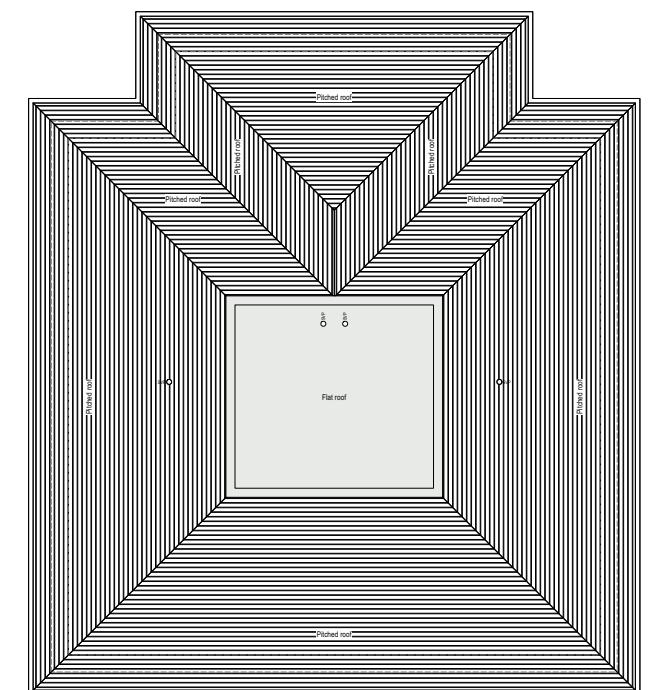
Approved roof plan, application 65680/APP/2011/36 (not to scale)



Proposed ground floor plan, S.73 application 65680/APP/2023/2256 (not to scale)



Proposed first floor plan, S.73 application 65680/APP/2023/2256 (not to scale)



Proposed roof plan, S.73 application 65680/APP/2023/2256 (not to scale)



## 4.1 DESIGN AND ACCESS STATEMENT

### 4.1.01 Principle of Development:

The principle of development for residential use with proposed four two-bedroom back-to-back units has been established through the granting of the planning permission, ref. 65680/APP/2011/36 dated 4th April 2011, and the subsequent Lawful Development Certificate planning permission 65680/APP/2024/624 dated 17th July 2024, as well as through the planning permission ref. 65680/APP/2023/2256 dated 10th September 2024.

The current proposals seek to provide three, 2½ storey terraced dwellings, one with three bedrooms for up to six occupants, two with four bedrooms for up to seven occupants, associated parking and amenity space, and a new vehicular crossover.

The proposed scheme under this application seeks to improve design, layout, and sustainability measures while adhering to all relevant and applicable planning policies and statutory requirements.

### 4.1.02 Use:

The site is situated on the western side of Edwards Avenue and used to comprise a detached bungalow before its demolition.

To the west, it abuts the rear gardens of 3 and 5 Manor Gardens. The site's northern boundary adjoins the boundary with a row of terraced houses, 39, 39a, and 41 Edwards Avenue, and the south-western boundary abuts the curtilage of 35a Edwards Avenue.

Detached bungalows are located on the opposite side of Edwards Avenue.

The area is characterised by semi-detached and terraced two-storey houses and detached bungalows, some with ground-floor rear extensions and attics.

This proposal for three 2½ storey terraced family units, with the top storey located within attic space, will, therefore, not differ from surrounding properties or the surrounding area's character.

The provision of three units complying with Building Regulations Part M4(2) Accessible and Adaptable Dwellings is in line with the planning officer's request.

### 4.1.03 Amount:

The site area is 0.0511 ha, has a 15.0m frontage to Edwards Avenue, and is approximately 32.9m deep along the shorter side and 35.8 on the longer side. The site is predominantly rectangular in plan and is relatively flat. The proposed property's form and design in terms of height and scale are determined by the differing scale and form of the surrounding properties.

The density of 294 hr/ha based on the provision of 15 habitable rooms on the site is slightly higher than the targeted value of 250 hr/ha within PTAL rating zones 2-3. Still, given the adhering massing within the local context and the proximity to the train and tube station, bus stops and local shops, the slight increase in habitable rooms per hectare should be considered favourably for the proposed family units.

All three units achieve gross internal areas as required under the London Plan and National Space Standards. The Area & Accommodation Schedule, in Paragraph 4.2 of this document, provides detailed parameters for each unit.

The proposed building comprises three 2½ storey terraced dwellings over ground-, first- and second-floor attic space. As shown on the proposed site plan 1158\_S01\_P1, the building lines are respected and adhered to in the design of the proposed building in relation to the adjoining terrace and semi-detached dwellings. Satisfactory separation is

maintained between the site boundaries and the flank walls of the terraced dwellings.

Each garden provides a minimum of 100 square metres of outdoor amenity space, including front car parking spaces and bin stores.

### 4.1.04 Layout:

The site's frontage is allocated for parking, refuse, and access to the dwellings, which aligns with the predominant layout of surrounding properties. Two of the three units have side access along the flank walls to the rear gardens.

Internally, the dual-aspect terraced houses have a generous entrance hall leading to a single bedroom/study facing the road. In the central core of each dwelling, there is a utility room/storage and a WC, which can be upgraded to a shower room. The rear half of the ground floor is designated for an open-plan kitchen/dining/living room, from which the rear gardens can be accessed via bifold doors. A generous fixed skylight has been designed above the living/dining area to provide adequate daylight to the centrally located kitchen.

Accessed via a double-winder staircase, each first floor has two double bedrooms. The rear garden-facing bedroom has an ensuite. This level also contains a main bathroom and a storage area.

The second floor provides another double bedroom within an attic-like space with a dormer extension facing the rear garden. In the central core, space is available for a generous ensuite with a shower and separate bath for Units 2 and 3 and an ensuite with bath for Unit 3. The plant room provides space for a hot water cylinder and other applicable mechanical and electrical services. The attic storage facing the front of each dwelling can be accessed via the bedroom below or a door for Unit 3.

### 4.1.05 Scale:

The scale of the proposed building will be in keeping with the built environment in the surrounding area.

The ridge height of number 39 Edwards Avenue (immediate to the northeast) is approximately 8.3 metres, and the ridge height of number 35 Edwards Avenue (immediate to the southwest) is approximately 8.1 metres.

The proposed building has a ridge height of 9.45 metres. Although moderately higher than the neighbouring buildings on either side of the site, the roof will be subservient with the ridge set back from the principal elevation compared to the adjacent buildings. Similarly, high or even higher ridges are present along the street scene on either side of Edward's Avenue.

The rear extent of the proposed development will be less intrusive on the upper levels and roof compared to the previously approved four back-to-back units, resulting in less overshadowing of the gardens within the development and neighbouring gardens.

### 4.1.06 Appearance:

Dwellings along Edward's Avenue and the immediate vicinity are built in various architectural styles, from post-war to modern and recent developments. Details on surrounding properties vary considerably, adding to the varied street scene. The local buildings are two storeys high, with the majority also providing accommodation within the attic space and with traditional window and door alcove architecture/design.

The proposed scheme is a contemporary, three-unit terraced development constructed in brick with a pitched roof corresponding to properties along Edward's Avenue. The facade appearance with an alcove entrance is replicated based on most properties with this arrangement in the local vicinity. Elevation treatment is in harmony with the nearby



## 4.1 DESIGN AND ACCESS STATEMENT (continued)

properties of comparable height, width and proportion.

The siting of the building conforms to the adjacent buildings. The width has been maintained compared to the previously approved back-to-back unit scheme. The distance from the flank walls to the site boundaries of 1.2m is in line with the previously approved back-to-back units and wider than not the adjacent distance between 39 Edward's Avenue and its southwestern site boundary.

The footprint on the ground floor is slightly larger than that of the previously approved four back-to-back units. Still, the footprint along the back façade has been reduced on the first floor, providing a better-quality amenity for the neighbours.

Local buildings have roof pitches ranging from 20 to 45 degrees, some parallel, some orthogonal, and some both parallel and orthogonal to the road.

The chosen roof form is a duo-pitched roof with parallel eaves, ridges, and modern dormers facing the rear garden. The proposed roof pitch is 25 degrees.

Small flush openable rooflights for light and ventilation purposes to the second-storey ensembles and landing are also proposed on this roof.

The dwellings will be constructed with red/brown-facing brick, brick detailing above windows and brick bands surrounding the entire building. The roof will be built of red/brown clay or concrete tiles, imitating clay tiles. Doors and windows will be aluminium or aluminium composite, double or triple-glazed. For further details, please refer to Paragraph 5.1 within this document.

Given the various architectural styles on the street scene, the high-quality proposal with its chosen residential materials, massing and bulk would not appear out of character with the area.

### 4.1.07 Access:

The site is in a suburban area south of South Ruislip Tube and Train Station. It has a PTAL rating of 2 (poor) and at the border of PTAL rating 3 (moderate).

The location is accessible by car, bicycle, and walking, which are the intended modes of transport for future house occupiers. The station is 0.2 miles away and can be reached within four minutes by foot.

Bus stops and local shops are located in a similar proximity, not far from South Ruislip Station.

The open-fronted site provides pedestrian access to the houses and vehicular access to parking spaces via a widened dropped kerb.

The latest version of the London Plan seeks to restrict car parking in line with the level of public transport accessibility, and car-free development should be the starting point for all development proposals.

Due to the low PTAL rating and more onerous Hillingdon Council's car parking standards, parking spaces have been provided on the site. Each terraced house will be allocated one parking space in line with London Plan 2021, which supersedes the Hillingdon document. The provision of three on-site car parking spaces would result in a marginal overprovision based on current London Plan policies. Still, one car parking space per unit should be considered acceptable.

In line with the London Plan requirements and Building Regulations Approved Document Part S1, one dwelling will be provided with an electric charging point, and the remaining dwellings will be provided with a passive electric charging point within the entrance alcoves.

Edward's Avenue is within a Residents Parking Permit Zone, and the loss of two on-street parking spaces resulting from the provision of the extended carriageway crossing

facilitating access for three cars has been fully considered as part of this planning application.

A Parking Beat Survey was undertaken during two consecutive nights in October 2023. It indicates a parking stress level of 35-40% along Edward's Avenue, and the dropped kerb should not be resisted as part of the planning application determination. At the same time, it shows that plenty of on-street car parking spaces are available for visitors, deliveries, and the like.

Access to the units is via accessible thresholds through the front and rear garden doors. The units are accessible and designed according to the Building Regulations Approved Document Part M4(2), providing a future-proof design for the occupiers.

In line with the London Plan requirements, two long-stay and sheltered cycle storage spaces are provided within a bike storage shed in each rear garden. One visitor cycle space has been provided in the shared front driveway.

Each dwelling has a well-ventilated outdoor waste storage enclosure for general and recycling waste sacks. Hillingdon operates waste sacks, but the bin storage enclosures will also accommodate two wheelie bins up to 360L in case the waste collection strategy changes in the future.

### 4.1.08 Landscaping:

The site is divided into front and rear gardens, with the front gardens designated for parking, access, refuse, and minor landscaped patches in line with surrounding properties. The driveway will be paved with permeable paving with a deep soakaway gravel layer suitable for the site's soil conditions.

The side and rear gardens will have permeable paved pathways and terraces, lawns, and slightly elevated rear gardens, providing landscape features typical of British gardens.

Towards the rear of the garden, a modern bike storage shed will be provided, separated from the main amenity space by the garden level difference. Various native trees and hedges have been specified as part of the proposals, which will be planted prior to occupation.

To assist with surface water drainage, rain gardens have been proposed. These shall not only provide a sustainable means of drainage, but also enhance flora and fauna on the site.

### 4.1.09 Flooding:

The site is located within Flood Risk Zone 1, an area with a low probability of flooding.

### 4.1.10 Daylight & Sunlight, Neighbour's Amenity:

Due to the scale of the proposal and the reduced extent of the first floor at the rear of the building compared to the previously approved four back-to-back units, it is considered that the proposals would not result in a loss of light, outlook or sense of dominance for the neighbouring occupiers at Nos. 35A and 39 Edwards Avenue. In fact, the overshadowing of the rear of the adjacent properties will be reduced.

The proposed development's typical window arrangement along the rear facade and missing windows along the flank walls will ensure adequate privacy for the proposed development and its neighbouring properties.

### 4.1.11 Sustainability, Ecology & Biodiversity Net Gain:

The buildings are designed with energy efficiency in mind. The targeted SAP rating will meet the minimum



## 4.1 DESIGN AND ACCESS STATEMENT (continued)

standards and exceed them where deemed necessary. Renewable energy will be implemented where possible, with various viable sources, such as photovoltaic panels on the southeastern roof pitch and air source heat pumps (ASHP) in the front gardens, targeted to meet the holistic energy demands of the dwellings. One ASHP per dwelling will be specified, with a targeted model such as Mitsubishi Electronics Ecodan 32, which has a pressure level at 1m of 45 dBA and a power level of 58 dBA.

Wet underfloor heating will be provided on the ground floor, and low-temperature radiators and towel rails will heat the upper levels and bathrooms.

Storm water will be drained via soakaways and rain gardens in the rear garden, and any external paving will be permeable with adequate sub bases to store water for slow runoff.

The site has low existing biodiversity, but this will be enhanced - in accordance with national and local policy - to produce at least a net 10% gain.

The application is supported by a preliminary ecology assessment and a benchmarking of the extant biodiversity units.

For further details, please refer to the separate reports prepared by Arbtech Consulting Ltd.

### 4.1.12 Fire Engineering:

This minor planning application does not require a detailed planning-level fire engineering strategy. As part of our due diligence, the scheme has been designed to conform to relevant fire regulations and statutory requirements.

Each 2½ storey property will be provided with a vertical protected fire escape route. Walls and doors surrounding

the stair cores will provide 30 minutes of fire integrity, with the final exit leading towards the front of each dwelling.

### 4.1.13 Structure:

Due to soil conditions, the building will be constructed on strip footings and beam and block floors. The superstructure will be predominantly an insulated cavity wall, with interim floors and roof structure in timber frame construction with some steel beams providing rigidity and adequate localised support.

A portion of the excavated soil to form the building's base will be kept on-site and shifted to the rear of the gardens, creating landscaped terraces that steer away from developer-like unimaginative gardens. This will enrich the gardens' appearance and reduce the carbon footprint by avoiding material wastage and transport requirements to appropriate recycling facilities. Slotted concrete post fences with gravel boards and vertical timber slats will retain the elevated soil in the rear gardens.

A detailed Structural Engineering solution will be provided as part of the Technical Design.

### 4.1.14 Noise:

The external plant noise levels will comply with the relevant Council's planning policies and will not exceed acceptable background noise levels.

The overall design and separating walls between each dwelling will meet or exceed the requirements for such houses as described in Building Regulations Approved Document Part E, Resistance to the Passage of Sound.

### 4.1.15 Air Quality:

Air quality measures have been considered to minimise emissions and to provide an air quality neutral development.

A sufficiently wide buffer zone between the principal façade and the road has been warranted. As part of the energy/heating strategy, low-emission heating in the form of air source heat pumps and renewable energy via photovoltaic panels have been proposed.

Although the car parking provisions marginally exceed the maximum value for off-street parking as part of this development, the above-mentioned energy sources will over provide renewable energy on the site, which, together with the promotion of sustainable transport modes, such as walking, cycling, use of public transport and adequate infrastructure onsite with cycle storage and electric vehicle charging points, will contribute towards the air quality neutral development, which in turn will provide healthier living conditions for residents.

### 4.1.16 Conclusion:

The minor development of three terraced dwellings will sit well within the existing built context, as they are of similar scale, massing, and design to surrounding properties. The proposal would not cause undue harm to the living conditions of neighbouring occupiers and would provide future occupiers with a high standard of living accommodation.

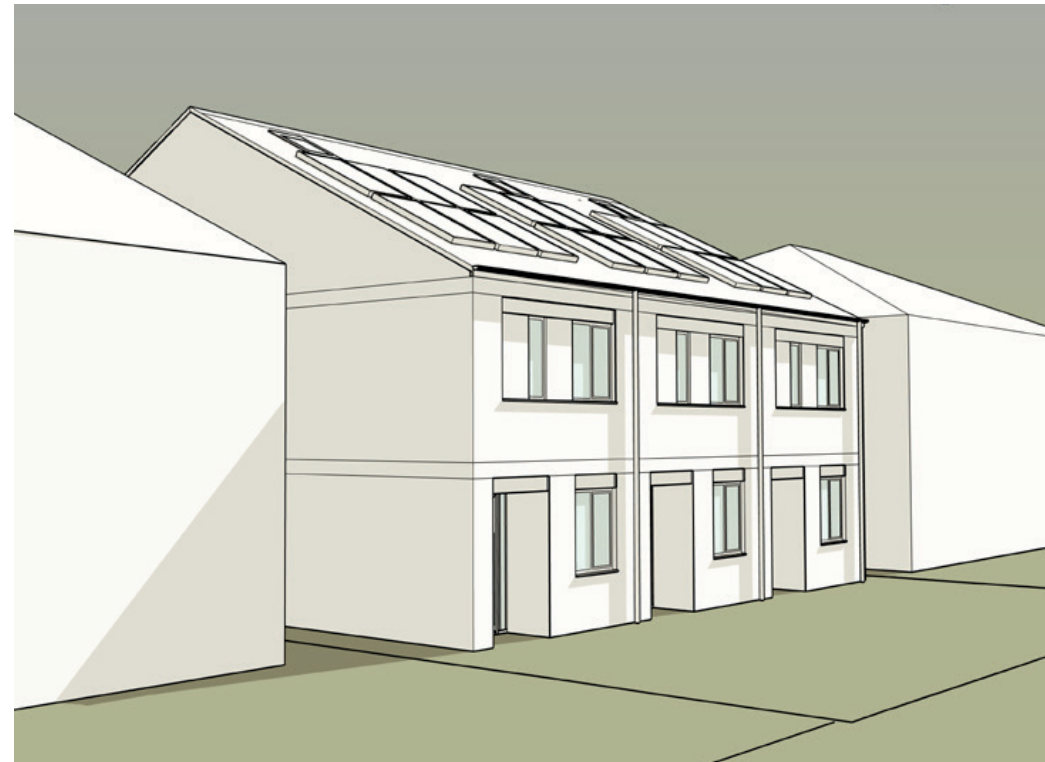
Relevant national, regional, and local planning policies and guidance, as well as statutory requirements, have been considered as part of the proposals. Therefore, we firmly believe that the Council should support the proposals, providing additional needed residential family accommodation.



## 4 . 0 P R O P O S A L S

### 4.2 WHITEBOX 3D MODEL VIEWS

The adjacent images depict outline whitebox 3D model view studies of the proposed development.



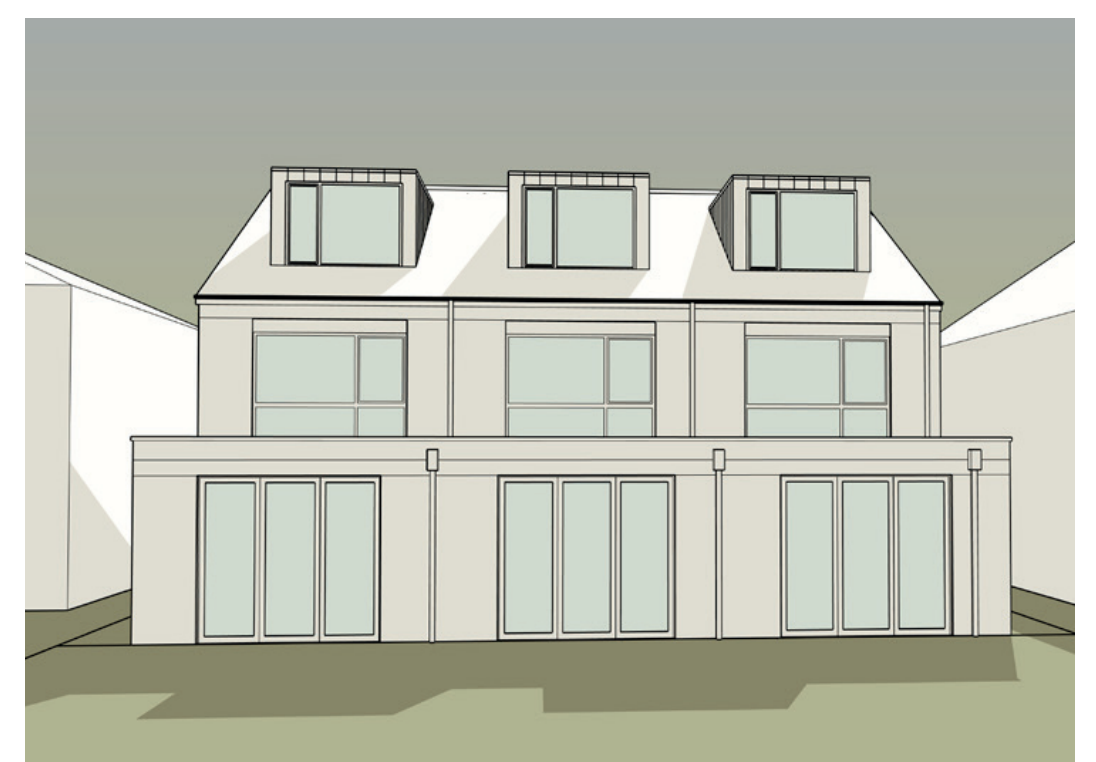
Artist's impression - Proposed principal elevation whitebox model view, viewed from south



Artist's impression - Proposed principal elevation whitebox model view, viewed from east



Artist's impression - Proposed rear elevation whitebox model view, viewed from north



Artist's impression - Proposed rear elevation whitebox model view, viewed from northwest



4 . 0 P R O P O S A L S

4.3 AREA AND ACCOMMODATION SCHEDULE

The proposal is to provide three, 2½ storey terraced dwellings with three bedrooms for up to six occupants or four bedrooms for up to seven occupants.

Please refer to the adjacent area schedule for detailed information.

Proposed Areas										
Floor	GEA in sqm	GIA in sqm	covered areas in sqm							
Ground Floor	193.0	174.2	3.6							
First Floor	154.3	137.3	0.0							
Second Floor	154.3	71.8	0.0							
Total Area	501.6	383.3	3.6							
Proposed Unit Areas and Accommodation										
Unit	GIA in sqm	Storage	Amenity							
Unit 1 - 4B/7P - Part M4(2)		121.0	6.0	108.7						
Unit 2 - 4B/7P - Part M4(2)		121.0	6.0	100.0						
Unit 3 - 4B/7P - Part M4(2)		121.0	6.0	105.9						
Total GIA in sqm		363.0	18.0	314.6						
Proposed Unit Mix										
Unit	1 Bed / 2P	2 Bed / 3P	2 Bed / 4P	3 Bed / 5P	3 Bed / 6P	4 Bed / 5P	4 Bed / 6P	4 Bed / 7P	4 Bed / 8P	
Unit 1 - 4B/7P - Part M4(2)	0	0	0	0	0	0	0	1	0	
Unit 2 - 4B/7P - Part M4(2)	0	0	0	0	0	0	0	1	0	
Unit 3 - 4B/7P - Part M4(2)	0	0	0	0	0	0	0	1	0	
Total Units	0	0	0	0	0	0	0	3	0	
Density										
Site area in hectares	habitable rooms	density								
0.0511	15	294								



## 5.0 PROPOSED MATERIALS

### 5.1 PROPOSED MATERIALS

The external building materials have been chosen referencing the design of 1940s/50s dwellings of similar nature found in the close vicinity of the site.



Proposed brick mix - Vandersanden Old Richmond



Proposed Glazing - Smart Architectural Aluminium (or equivalent) brown-grey or black-grey aluminium door and window frames



Proposed Door - Doormaker (or equivalent), stained oak door



Proposed Roof - Marley Acme Double Camber Clay Plain Roof Tiles or equivalent concrete roof tiles



Proposed Fencing - Concrete post close boarded fence with gravel boards



Proposed Paving - Marshalls Harvest and Pennant Grey



Proposed Bin Store - Stained timber cladding and grey GRP roofs (colours on image varies)



