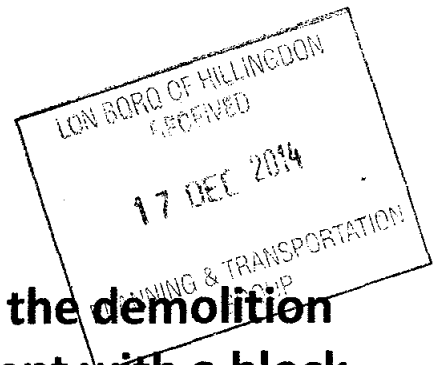


DESIGN AND ACCESS STATEMENT



Relating to a Planning Application for the demolition of an existing bungalow and replacement with a block of four two bedroom flats, together with bin storage, cycle storage and off road parking spaces, at

22 Deane Avenue, South Ruislip. HA4 6SR

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1. Introduction

This Design and Access Statement has been written to accompany a Planning Application relating to 22 Deane Avenue, South Ruislip, and seeks to demonstrate the sound design logic of the proposal.

The existing property comprises a small detached bungalow which is in a rather run down condition, having not been lived in for a short period of time. The plot lies in a pleasant residential avenue of bungalows, houses and flats of mixed design, of single or two storeys in height.

The area is very popular with commuters, being within approximately 500m of South Ruislip station, offering good commuter links to London. The area is also well served with local shops, restaurants etc.

Our proposal seeks to construct a block of fairly high spec flats of good design, which will be in harmony with the neighbouring dwellings.

2. Amount

Each flat has been designed to provide accommodation for two bedrooms and two bathrooms, having floor areas greater than the minimum standards required by Hillingdon for a two bedroom flat; specifically 66.8 sq.m. for ground floor flats, and 69.48 sq.m. for first floor flats

Each flat has its own entrance door to the outside at ground floor level.

Separate outside structures will accommodate bins and recycling storage, and secure bicycle storage.

Each flat will have a dedicated car parking space within the front of the property, with surrounding soft landscaping. The two central parking spaces will be suitable for wheelchair users to access.

Rear garden amenity space is approximately 127 sq.m. in area and will be laid to lawn for residents to create attractive flower beds as they may wish.

3. Design

The intention of this proposal is to create a high quality environment in keeping with the surroundings, using good traditional materials and careful detailing. Elevations will be of facing brickwork , and plain tiles to the hipped roof.

Each flat will have a dedicated portion of the rear garden as an amenity space.

The aim of the design is to create a clean and crisp appearance, and looks to:-

- Have a pleasant character and appearance.
- Make a considerable and constructive improvement to the area.
- Use appropriate materials.
- Make good use of the land.
- Cause little or no adverse visual harm to the area.
- Arrive at a design which has minimal impact on other occupiers in the avenue.
- Creates a suitable environment for future occupiers, and has adequate natural daylight.

The building has been designed to comply with the following:-

Code for Sustainable Homes level 4

Secured By Design

The relevant clauses of Lifetime Homes Standards

Car parking has been allowed at one space per dwelling, bearing in mind the close proximity to South Ruislip station, and that use of bicycles is encouraged. It is acknowledged that normally 1.5 spaces per dwelling would be required, but there are locally several recent developments which provide one space per dwelling. This is considered to be a precedent. Please refer to Section 7, Appendix, for photographs of such recent developments.

In the rear garden will be a secure cycle store constructed in accordance with the requirements of Secured by Design. Attached to the cycle store is an enclosed compound for the storage of refuse and recycling waste. Hillingdon's Waste and Recycling Team have advised us on refuse collection strategy. We therefore shall write into the residents operation manuals, a clause which instructs them to store refuse in black bin bags within the compound, together with recycling material in dedicated bags, and on collection days to take all bags to the front of the site.

4. Landscaping

The landscaping to the front area will be minimal, but strategic in nature, with flower beds to each side boundary and soft screens of climbers against the boundary fences. The planting must be effective, yet simple to maintain.

It would be a bonus if we were to introduce flowering climbers and shrubs which may attract bees and butterflies, and the provision of bird boxes and bat boxes may well be considered to be appropriate.

We would fully expect a Planning Consent to include a Condition calling for a planting schedule.

The car parking area will be finished with permeable block paviers.

5. Appearance

The appearance has been discussed previously, but suffice to say that the appearance is intended to be clean, bright and sharp. Without a doubt this development will represent a considerable improvement.

There is a projecting bay on the front elevation, capped with a lean-to pitched roof to add interest. The main roof is hipped so as to reduce the overall impact, and will be finished with plain tiles and bonnet hips.

6. Access

Access up to and within the ground floor will be fully accessible by disabled persons.

At first floor level, once the stairs have been negotiated, the proposed flats will be easily accessed. Internally, the spatial standards will be as currently expected for disabled persons.

Public transport in the area is excellent. There are excellent bus services and rail links.

We would argue that it is environmentally good practice to discourage the use of cars in new developments, and indeed, neighbouring Planning Authorities have positive policies relating to discouraging car use.

7. Appendix; Photographs of the Site as Existing

Photograph numbers and locations:-

1. 85 & 85A Great Central Avenue
2. 85 & 85A Great Central Avenue
3. 11 & 15 Great Central Avenue
4. 11 & 15 Great Central Avenue
5. 28 & 28A Hardy Avenue
6. 28 & 28A Hardy Avenue
7. 33, 33A, 33B, 33C Hardy Avenue
8. 26A & 26B Edwards Avenue (2 houses, 1 pace each)
9. 34A, 34B Northolt Avenue
10. 12, 12A, 12B, 12C Manor Gardens
11. 12, 12A, 12B, 12C Manor Gardens
12. 12, 12A, 12B, 12C Manor Gardens

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