

Design and Access Statement

In Respect of the

Proposed Installation of Vehicular Crossover

At

256 WEST END ROAD RUISLIP HA4 6DX

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EA/23.308/256

1.0 CONTEXT:

This application relates to 256 West End Road, Ruislip, a two-storey semi-detached house located on the western side of West End Road. The front garden of No. 256 has a mainly resin bound permeable surface together with soft landscaping (incorporating mixture of shrubbery and hedges). The front garden is bounded by low brick walls. The public footpath at West End Road adjoins the front boundaries and lies adjacent to a grass verge. There is a tree in the grass verge in front of the property. A separate Arboricultural Report on the condition and protective measures for the tree forms part of this application.

The surrounding area is residential in character. A few of the neighbouring properties on the West End Road street scene have hard surfaced front gardens and vehicular crossovers that lead off the highway.

The applicant is the owner of 256 West End Road.

2.0 AMOUNT:

This application seeks planning permission for the installation of a vehicular cross over and a resin surfaced front garden to form the parking area.

The proposed layout is shown on the application drawings No. 23/308/PL-01 to 23/308/PL-04 inclusive.

The proposal includes for an electric vehicle charging point to be installed.

The applicant's property is in the proximity of West Ruislip underground station and car parking availability to local residents is reduced by commuters using the station. The local residents are unable to park in nearby roads because of existing schools and commuters. Consequently, the applicant would have to park either on the yellow line or kerb outside the properties. This is not only dangerous due the volume of traffic passing and which on some occasions leads to having to wait up to five minutes to exit the vehicle. Parking on the yellow line has led to penalty fines and damage to his vehicles on two occasions in 2020 and 2023. This does not include the number of damaged wing mirrors.

The applicant has health issues which makes walking large distances difficult which they must do once they manage to find parking. Walking from the rear access road is difficult for him due to the poor surface of access.

The existence of crossovers at some neighbouring properties on the street scene of West End Road is noted.

The Highways Officer has provided guidance on the dimensions of the proposed crossover in order to comply with the Council's required standards, and maintain an acceptable (unobstructed) pedestrian route to the dwelling. The pedestrian visibility splays are now in accordance with the Council's recommendations – Appendix A.

The property does have a garage to the rear of the site. Access to this garage is via a service road. The use of the garage is restricted due to the dimensions of the service road and positioning of the garage which makes access and manoeuvre into the garage virtually impossible. Appendix B shows photographs and dimensions of the garage access road.

3.0 PLANNING HISTORY

A similar application was submitted in 2019 (21356/APP/2019/251) and which was subsequently refused. One of the reasons for refusal was the lack of a Tree Survey and Arboricultural Implication Assessment to BS5837:2012 standards, in order to demonstrate that the development will safeguard existing street tree to the front of the site and further fails to demonstrate protection for and long-term retention of the tree.

The applicant has commissioned Greenwood Environmental Ltd to provide a Tree Survey/Report to demonstrate how retained trees can be adequately protected during the construction stage of the development. A copy of the Survey/Report forms part of this application. The following have been included in the appendix of this report:
Example Tree Protection Specifications.
Preliminary Arboricultural Method Statement (PAMS) and
Draft Tree Protection Plan (DTPP).

The conclusion of the Report states that the impact of the development proposal is acceptable, providing the measures outlined in this report are implemented and secured by the provision of suitably worded planning conditions.

APPENDIX A

(from London Borough of Hillingdon)

4.1 *Pedestrian visibility*

Where it is in the applicants control the following minimum requirements should be satisfied. Where all or part of the splay lies across land outside of the applicants control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

Pedestrian visibility splays of 2.4m by 2.4m should be provided (refer to Fig. 4). The fences, walls and shrubs within these areas to be kept to a maximum height of 0.6m. In addition to this, vehicular splays should be provided in accordance with national recommendations, specifically *Manual for Streets*.

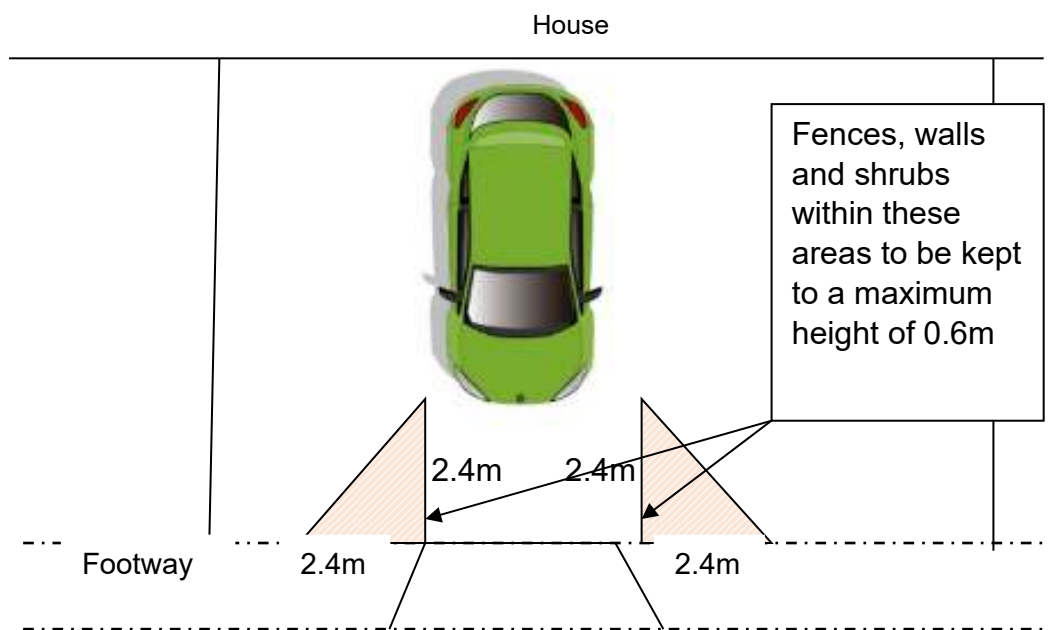


Fig: 4 - Pedestrian Visibility Splay

APPENDIX B



Garage 3.5m wide and 2.070 high

Dimension from fence to garage – 3.9m at widest and 2.780m at the narrowest.

Applicant's vehicle which he requires to carry out his normal business – 5.0m long and 2.1m high.

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