

INTRODUCTION:

This Design and Access Statement is in support of a planning application for 13 Mahlon Avenue, South Ruislip, HA4 6SY .

PLANNING BACKGROUND: The London Borough of Hillingdon Unitary Development Plan 1998 is the relevant planning policy. In 2007 this Plan was reviewed and a number of policies dropped or amended, the remaining saved policies forming the current operational UDP 2007 along with supplementary guidance leaflet "Hillingdon Design and Accessibility Statement (HDAS)" 2008 .

The policies appropriate to this application are:

Part 2: Maintaining the Environment

BE 13 Appearance to harmonise with existing street scene.
BE 15 Extensions to be in keeping with scale, form, proportions, and architectural composition.
BE 19 Ensure new development improves the Amenity and Character of the area
BE 20 Layout to ensure adequate Daylight and Sunlight to new and existing buildings
BE 21 Siting, bulk and proximity not to result in loss of residential amenity.
BE 22 First floor of extension to be set back one metre from boundary.
BE 23 Provide or maintain adequate amenity space
BE 24 Protect privacy of occupants and neighbours
BE 38 Preserve and improve landscaping
AM 14 Provide car parking to standards as set out in annexe 1

SITE ANALYSIS:

Context: The development site is not in the Green Belt, is not Listed, is not in a Conservation Area and there are no locally listed buildings on or immediately adjacent to the site. There are no scheduled ancient monuments or sites of special archaeological interest in this locality and no agricultural land.

There are no Tree Preservation Orders and no special nature habitats or landscapes to be conserved.

History: This housing layout is part of the post war residential expansion and the original houses remaining are of that period, built in post Edwardian style. Some properties have been replaced more recently, but the original mix was of detached and semidetached two storey houses with the occasional bungalow. As far as can be ascertained, there has been no use of this land that would lead to contamination.

Flood risk: The site is level, is sandwiched between two flood plains to the north and south of Northolt Aerodrome and has a 3.5 % possibility of surface water flooding in extreme weather conditions.

Setting: Mahlon Avenue is one of seven or so residential streets running roughly south from Station Approach in central South Ruislip, a short walk from the railway station and bus stops. Immediately to the west is Northolt Airfield and the extended centreline of runway 25/07 passes over South Ruislip station.

The site is on the east side of the street enjoying the morning sun in the garden and the setting sun over the airfield

Typologies: The historical pattern of development is, medium sized two storey houses build to a line set back 6 metres or so from the back of pavement creating modest sized front gardens with lawns, hedges and occasional specimen trees. Unfortunately the majority of these front gardens have been given over to different types of hard surface to provide carparking, to the detriment of the local character.

The rear gardens are more substantial and generally separated by six foot fences and hedges.

Materials: Roofs are predominantly (and originally) of clay plain tiles (brown) with more recent replacement with concrete pantiles. Walls are generally of facing brick and/or sand and cement render. The render is mostly smooth painted and occasionally supplemented with , but in at least two cases the original pebble dash survives. Windows are of the side hung casement type of painted timber (some more recent PVC replacements) but a few vertically sliding sash windows have survived.

Terms of Access: Each house has a separate access point from the main road with front garden parking. Each also has a small front garden and a large rear garden.

Boundaries: Front boundaries are characterized by dwarf walls with shrubs and hedges.



NEIGHBOURHOOD CHARACTER