

## **PLANNING DESIGN AND ACCESS STATEMENT**

Site: 64a Parkway, Ruislip HA4 8NR

Proposal: Conversion of maisonette into 3x studio flats with new dormer on rear roof slope.

Local Authority: London Borough of Hillingdon

Prepared by:  
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## 1. Note

This Design and Access Statement should be read in conjunction with the following documents:

- **2416-pl-01-05 – Planning drawings**
- **2416-os-01 – Location Plan**

## 2. Location

The property is located on the north side of Parkway, close to the junction where Victoria Road, Windmill Hill, Pembroke Road and Parkway meet in the London Borough of Hillingdon. Parkway links Ruislip Manor high street on Victoria Road with the Eastcote high street on Field End Road.

The area where the application site is located on Parkway is a mixture of residential and commercial properties, part of the main Ruislip Manor High Street. To the north of the building is a rear access road from East Way to the East.

The applicant site property is part of a large development of terraced first and second floor maisonettes and flats with commercial units on the ground floor which wrap around the corner of Parkway and Windmill Hill from the south side of the newly constructed apartment block of Crown House on Windmill Hill to East Way. The property is not listed and is not located in any conservation area.

The property is very well served by most amenities including underground trains, bus routes, parks, schools and shopping. All of these amenities are within immediate walking distance. Parking is restricted to short term pay at the meter basis, occupants will be encouraged the use of public transport, which is all in immediate proximity to the site.

## 3. Site Analysis and Evaluation

The property is a two storey maisonette with a separate commercial unit on the ground floor. This application relates to the first floor level and above only. The ground floor of the building, which is not subject to this application, is occupied by Explore Learning tuition centre.

The part of the building to which this application relates is currently occupied and is used as a single residential unit. The building is constructed from solid brickwork walls with mainly timber boarded and joisted suspended floors. The first floor covers approximately two thirds of the footprint on the ground floor commercial unit with communal access balconies to the front and rear.

Major renovation works are proposed to secure a properly maintainable structure for the future. The proposed scheme seeks to retain the original building fabric and to construct a rear loft dormer to accommodate 2 studio flats on the first and second floor and 1 studio flat in the loft space.

## 4. Development Site

The size of the proposed development has been determined by the footprint of the existing ground floor of the building.

The building to the north is a newly constructed luxury apartment block containing 2 and 3 bedroom flats. The newly constructed apartment block building to the west across Windmill Hill provides in total 39 flats all Shared Ownership (Part buy part rent) consisting of 1 & 2 bedrooms. The existing building has a pitched roof with a significantly high pitch line and steep front slope allowing greater accommodation space within the roof space. The proposed development of 2x1 bedroom flats and 1 studio flat is in keeping with the demand in the area and recently approved developments adjacent to the development site. The rear dormer will not be visible from the main street scene and backs onto the car park of Tesco's Express having little detrimental impact to the design and appearance of the building.

## 5. Schedule of Accommodation

EXISTING	No. Of Bedrooms	No. Of Habitable rooms	Area (m <sup>2</sup> )	Area( ft <sup>2</sup> )
<b>Maisonette</b>	3	5	104	1120
<b>TOTAL</b>	3	5	104	1120

PROPOSED	No. Of Bedrooms	No. Of Habitable rooms	Area (m <sup>2</sup> )	Area( ft <sup>2</sup> )
Flat 1	Studio	1	44.6	480
Flat 2	Studio	1	42	452
Flat 3	Studio	1	40.8	439
<b>TOTAL</b>	<b>3</b>	<b>3</b>	<b>127.4</b>	<b>1371</b>

## 6. Layout

The entrance door serving the first floor 1 bedroom flat will be directly off the communal balcony giving access from the communal staircase from Park Way. The entrance door to the common staircase for access to the second and third floor is to be through an adjacent door to the first floor flat door from the communal balcony. The layout of the proposed residential units have been carefully considered and designed to comply with floor space requirements, and to make the best use of natural daylight and ventilation.

## 7. Design

This application only relates to the first floor level and above.

### 7.1. Front Elevation

The front elevation will incorporate two new Velux roof windows in the roof slope. There are minimal alterations to the existing front elevation.

### 7.2. Rear and Side Elevations

The proposed rear roof dormer will incorporate tile hanging to match the existing roof tiles to minimise any detrimental impact of the design of the building within its surroundings. To the immediate rear of the applicant site is the Tesco Express car park significantly distancing the proposed dormer from surrounding properties and street scenes. Because of this it is not considered the visual impact of rear dormer will have a significant detrimental impact to the building scene.

### 7.3. Services and Refuse and Recycling

The positions of all the proposed bathrooms and kitchens have been considered and they are located in positions that will utilize the existing services. All soil vent pipes will be connected to existing manholes.

A large 100L internal bin with both recycling and general waste components will be provided for each flat. Refuse bags will be taken to designated areas by occupants on designated days of collections as is currently the process for the application site.

### 7.4. Incoming Services

All incoming services (gas, water, power and telecommunications) will be brought in from the existing locations, and directly into a meter cupboard. From here, the electrical services will run to the electrical distribution switch panel, the gas to the boiler/kitchen/flame effect gas fires, the BT to the AVA/IT distribution cupboard and water supplies to the booster tank.

Fully pressurized domestic hot, cold and drinking water would be distributed to various sanitary appliances.

### 7.5. Electrical

Mixture of low energy, security and low lights/feature lighting would be subject to detailed design.

Review of lightning strike risk may be required.

### 7.6. Ventilation

Provision for the ventilation of the bathrooms and kitchens will be made and will discharge at discreet positions to be finally decided.

### 7.7. Proposed Layout

The proposed scheme comprising 3xstudio flats is better suited to the site (with its lack of amenity space and parking) than the existing comprising one 3 bedroom family maisonette. The proposed scheme will provide non-family accommodation, more suited to the site and location.

## **8. Access**

The entrance doors serving the residential units will be directly off of the front elevation (Park Way) and the doors will open inwards. The common stair is located closer to the entrance door as the existing stair to the first floor. This is the only access to the first floor.

### **8.1. Public Transport**

The main pedestrian route from the site is to the bus stops and underground station at Ruislip Manor servicing the Metropolitan and Piccadilly line trains, which is a one minute walk from the proposal site down Victoria Road. There is also the 114 bus that runs between Ruislip and Northwood. In addition, the 114 bus which runs between Ruislip and Harrow on the hill. The site has excellent public transport facilities.

### **8.2. Pedestrian Access**

Pedestrian crossing points are provided across busy roads and they have appropriate textured surfaces, controls and dropped kerbs. The existing footpaths along the public highways in the vicinity of the site are generous and there is plenty of space for people, including wheelchair users to approach and pass others travelling in the opposite direction.

### **8.3. Vehicular Access**

None exists and none is proposed to encourage the use of public transport, which is all in close proximity to the site.

## **9. Private Amenity Space**

There is no private amenity space on this site.

## **10. Sustainability**

Retaining the present building and adapting its use should be recognized as a sustainability benefit. The thermal properties of the building will be improved to reduce the overall energy demand and to comply with the current building regulations. The proposed development has been designed to include the following sustainable features:

- New construction will be fabricated with sustainable materials wherever possible, which will be easy to maintain.
- Where possible, existing windows will be retained, overhauled, eased and adjusted.
- New boilers/ heating system will be most energy efficient available.
- Timber will come from approved and sustainable sources as approved by FSC.
- As many as possible of the Lifetimes Homes standards will be complied with, subject to the constraints of working with an existing building.
- Low energy light fittings will be utilised.
- The site is a short walk from local shops and services to meet local needs.

## **11. Impact**

The building work will carried out during normal working hours which will restrict noisy construction operations to between 8AM and 6PM during weekdays, and 8AM to 1PM on Saturdays and not at all on Sundays and Bank Holidays. The work will be carried out to comply with the Construction (Design and Management) Regulations 2007 and Sections 60 and 61 of the Control of Pollution act 1974.

The proposed works are not sufficiently onerous to cause a flood risk, to impact aviation, TV and radio reception, provide a microclimate or affect transport or air quality.

The visual impact on the surroundings will be minimal and in keeping with activities in a high street parade, where minor building works are common.

## **12. Conclusion**

We believe that the proposed scheme comprising smaller non-family residential units is better suited to the site and its location. The proposed layout, particularly the stacked staircase design offers an improved layout and separation between the common areas and the habitable rooms within the flats. The LPA is asked to consider the proposed scheme favourably, however please contact us if any additional information or clarification is required before deciding the application.