

Planning and Design Statement

For
Livemore Properties

In support of a Planning
Application at No 2 De Salis Road,
Uxbridge UB10 0SP

November 2020



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1 INTRODUCTION

- 1.1 This Planning & Design Statement has been prepared on behalf of Livemore Properties in support of a full planning application for the partial demolition of No 2 De Salis Road, Hillingdon, Uxbridge, UB10 OSP and the erection of a new two storey (2 bed) end of terrace dwelling with associated amenity, cycle, refuse and parking provision.
- 1.2 A site location plan is attached within the suite of accompanying plans which accompany this submission.
- 1.3 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of the development proposal;
 - A review of relevant planning policy;
 - An appraisal of the relevant planning and design issues, and
 - Conclusions.
- 1.4 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale, appearance and landscaping – in relation to the site's context. As such, the statement meets the requirement to formally state how design and access issues have been considered.
- 1.5 The Statement should be read in conjunction with the drawings package prepared by Sub Rosa Architecture which forms part of this application.
- 1.6 The submissions conclude that the development proposal is acceptable, and supportable, in planning terms and that full permission should be granted.

2 SITE AND SURROUNDINGS

- 2.1 The site comprises an end of terrace two storey dwelling positioned on the eastern side of De Salis Road and set back 12 metres from the roadside. The property is predominantly finished in brick with a pitched roof and has a single storey garage extension on its southern elevation. Within the front curtilage are two separate areas of hardstanding either side of the front lawn providing off parking.
- 2.2 The rear garden area extends to 71 sqm and is predominantly laid to lawn. To the immediate south of the site is Knights Gardens, which is a medium-sized urban pocket park providing landscaped amenity space for the benefit of local residents.
- 2.3 The streetscene is predominantly characterised by terraced residential properties. On the western side of De Salis Road, there are two terraces of two storey properties laid out in a linear manner. At the southern entrance to the road is Parkside House, a recently constructed 4 storey apartment block.
- 2.4 The eastern side of De Salis Road (where the site is positioned) comprises a longer terrace of two storey properties which retain a similar external appearance. As De Salis Road turns in a southerly direction towards Uxbridge Road, the terrace of ten properties displays a stepped building line which represents a visually interesting and unique response to the sweeping curvature of the road.
- 2.5 A number of the houses are set considerably forward of adjoining neighbouring properties (as demonstrated on the overhead view of the streetscene overleaf). All properties are well set back from the roadside and display spacious front garden areas that provide valuable amenity space for occupiers and contribute towards the attractiveness of the streetscene.
- 2.6 The site is white land i.e. it does not designated for any particular use within the Council's Local Plan. Furthermore, the site is not located within a conservation area nor does it contain any heritage assets or scheduled monuments. It is positioned within close walking distance of a number of bus stops and a wide range of shops and services situated on Uxbridge Road to the south. Please refer to the selection of site images below and overleaf.



Image 1 – View of site and neighbouring properties from De Salis Road facing north west



Image 2 - View of site and neighbouring properties from roadside facing south west



Image 3 – Overhead view of site facing north. Note the variable stepped building line on the eastern side of De Salis Road.

3 PLANNING HISTORY

- 3.1 A review of the Council's records indicates that the site has been subject to two historic planning applications.
- 3.2 An initial application (**Ref 38071/A/86/1773**) made in 1986 for a section 53 certificate to assess whether planning permission is required was permitted on 25th November 1986.
- 3.3 A subsequent application (**Ref 38071/C/88/1646**) for a single storey side extension was approved on 16th September 1988.

4 THE PROPOSAL

- 4.1 The development proposal comprises the demolition of the single storey side extension and garage on the southern side elevation of the property and replacement with a new end of terrace dwelling with associated amenity, cycle, refuse and parking provision.
- 4.2 The new dwelling will accommodate living/dining space at ground floor and two double bedrooms on the second floor with bathroom facilities. The internal floorspace will extend to 85 sqm.
- 4.3 The property has been carefully designed to ensure that its external appearance adopts features which are prevalent within the streetscene (particularly in terms of its pitched roof design, external materials and fenestration layout) and therefore responds positively to the visual character and appearance of the terrace and wider streetscene.
- 4.4 As demonstrated on the enclosed elevation plan and CGIs at Section 6, the proposed dwelling is in keeping with the two storey scale and height of the adjoining neighbouring property and all other properties forming part of the wider terrace and streetscene.
- 4.5 In terms of layout, the accompanying drawings package and visual assessment set out within Section 6 demonstrates how the proposed footprint of the new dwelling will relate to No 2 De Salis Road as well as the wider streetscene.
- 4.6 The front projection of the new dwelling will be set forward of the existing building by 6 metres to respond positively to the unique flowing building line of terraced properties on the eastern side of De Salis Road to the north and to provide a visual termination point at the southern end of the terrace. This replicates the stepped approach which has been adopted at the northern end of the terrace.
- 4.7 The layout allows for the creation of private, useable amenity space to the rear of the new dwelling extending to 45 sqm comprising a lawned area and terrace. Furthermore, the proposed dwelling will provide substantial front space extending to 37sqm in keeping with the open nature of the streetscene. This will provide room for the off road parking of a single vehicle as well as planting and permeable paving.
- 4.8 Whilst the layout of the proposed dwelling has been informed by the wider terrace of which it forms part, the design and internal layout seeks to ensure that there will be no unacceptable adverse impacts upon the amenity or outlook enjoyed by occupiers of No 2 De Salis Road or for the occupiers of the new dwelling itself.
- 4.9 As assessed in detail within Section 6, the windows serving the main bedroom and open plan living space within the rear elevation of the proposed dwelling will be set back from the shared boundary to ensure that adequate outlook and sunlight/daylight is maintained, particularly as the main ground floor living space will be served by an alternative large window on the front elevation. Furthermore, the existing window in the first floor side elevation of No 2 De Salis Road will be obscurely glazed to mitigate any impacts of overlooking.
- 4.10 Whilst the new property will project noticeably forward of the front elevation of No 2 De Salis Road, the impact upon the existing house will be mitigated by the open plan nature of its ground floor living space which is served by alternative, unobstructed windows on the rear elevation and on the northern

side of the front elevation away from the shared boundary. Furthermore, a clear unobstructed view overlooking the streetscene from the only habitable room window at first floor level within the front elevation will be maintained for occupiers.

- 4.11 As demonstrated on the enclosed layout plans, the scheme also ensures that amenity space will be maintained for the occupiers of the existing property to the front and rear of the property which will accord with the Council's target standards.
- 4.12 At ground floor level, provision has been made within the site for secure cycle and refuse storage.

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

5.6 Guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

5.7 Paragraph 59 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.8 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measures against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

5.9 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five

year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Building a Strong and Competitive Economy

- 5.10 Chapter 6 of the NPPF emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is afforded to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This section also recognises that a poor environment and lack of housing can act as a potential barrier to investment.

Promoting Healthy Communities

- 5.11 The planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting Sustainable Transport

- 5.12 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 5.13 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 5.14 Paragraph 118 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 5.15 Sub Section (e) of paragraph 118 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 5.16 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 122 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;

- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) The desirability of maintaining an area’s prevailing character and setting or of promoting regeneration and change; and
- e) The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

5.17 This chapter sets out at paragraph 127 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture and appropriate landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

DEVELOPMENT PLAN

5.18 When determining any planning application, the relevant authorities (in this case Hillingdon London Borough Council) are under a statutory obligation, as imposed by section 54a of the Town and Country Planning Act 1990, repeated in section 38(8) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the development plan unless material considerations indicate otherwise.

5.19 In this instance the Development Plan currently consists of the Hillingdon Local Plan Part 1 Strategic Policies (adopted November 2012) and the Local Plan Part 2 Site Allocation and Development Management Policies (adopted January 2020). The following policies are considered relevant to the proposed development.

Local Plan Part 2 Site Allocation and Development Management Policies (2020)

5.20 **Policy DMH6 (Garden and Backland Development)** advises that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable subject to the following:

- Neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light;
- Development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- Features such as trees, shrubs and wildlife habitat must be retained or re-provided.

5.21 **Policy DMHB11 (Design of New Development)** outlines that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and incorporate principles of good design including.

- Harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- Ensuring the use of high quality building materials and finishes;
- Ensuring that the internal design and layout of development maximises sustainability and is acceptable to different activities;
- Protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
- Landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

5.22 Furthermore, development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Development will also be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

5.23 **Policy DMHB12 (Streets and Public Realm)** outlines that development should be well integrated within the surrounding area and accessible. It should:

- Improve legibility and promote routes and wayfinding between the development and local amenities;
- Ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- Include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- Provide safe and direct movement through the space;
- Incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard.

5.24 **Policy DMHB14 (Trees and Landscaping)** advocates that all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. In addition, development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure. Where space for ground level planting is limited the inclusion of living walls and roofs will be expected where feasible. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

5.25 **Policy DMHB15 (Planning for Safer Places)** states that the Council require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- Providing entrances in visible, safe and accessible locations;
- Maximising natural surveillance;
- Ensuring adequate defensible space is provided;
- Providing clear delineations between public and private spaces; and
- Providing appropriate lighting and CCTV.

- 5.26 **Policy DMHB16 (Housing Standards)** All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development should meet or exceed the most up to date internal space standards as identified in the Local Plan.
- 5.27 **Policy DMHB17 (Residential Density)** states that all new residential development should take account of the residential density matrix as identified in the Local Plan. Developments will be expected to meet habitable rooms standards.
- 5.28 **Policy DMHB18 (Private Outdoor Amenity Space)** outlines that all new residential development will be required to provide good quality, usable private outdoor amenity space. The Local Plan Part 2 identifies a requirement of 60 sqm of outdoor amenity space for both two and three bedroom dwellings. Furthermore, any ground floor unit that is non-street facing should have a defensible space not less than 3 metres in depth in front of any window to a bedroom or habitable room. The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.
- 5.29 **Policy DMEI7 (Biodiversity Protection and Enhancement)** States that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement. Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or as a last resort, compensated for, will normally be refused.
- 5.30 **Policy DMEI10 (Water Management, Efficiency and Quality)** outlines that all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage). With regard to water efficiency all new development proposals will be required to include water efficiency measures, including the collection and reuse of rain water and grey water. Furthermore, all new residential development should demonstrate water usage rates of no more than 105 litres/person/day. Finally, in terms of water infrastructure all new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.
- 5.31 **Policy DMT6 (Vehicle Parking)** states that all development must comply with the parking standards outlined in the Local Plan Part 2 in order to facilitate sustainable development and address issues relating to congestion and amenity. Although the Council may agree to vary these requirements when the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity

EMERGING GUIDANCE

- 5.32 A draft 'Intend to Publish London Plan' was published in December 2019 following an examination in public in May 2019. Whilst not yet adopted guidance, this does form a material consideration in the assessment of planning applications due to the Plan being at an advanced stage.
- 5.33 Policies of particular relevance to the development proposal are summarised below:
- 5.34 **Policy GG2 (Making the Best Use of Land)** states that to create successful sustainable mixed use communities, planners must:
- enable the development of brownfield land, particularly in opportunity areas, utilising small sites.
 - Prioritising sites which are well-connected by existing or planned public transport.
 - Applying a design-led approach to determine the optimum development capacity of sites.
 - Understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.
- 5.35 **Policy GG4 (Delivering the homes Londoners need)** to create a housing market that works better for all Londoners, those involved in planning and development must:
- Ensure that more homes are delivered
 - Create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs
- 5.36 **Policy D3 (Optimising site capacity through the design-led approach)** reaffirms that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and supporting infrastructure capacity.
- Thereby, Development proposals should:
- Enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions;
 - Encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area;
 - Clearly defined public and private spaces;
 - Deliver appropriate outlook, privacy and amenity;
 - Respond the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise these features;
 - Be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive robust materials.
- 5.37 **Policy D6 (Housing Quality and Standards)** states that housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts. Housing

development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. The new development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. Where local planning policy does not stipulate a higher figure a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings with an additional 1 sqm for each additional occupant, of minimum depth and width of 1.5m.

5.38 **Policy H2 (Small Sites)** outlines that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares) by:

- Significantly increasing the contribution of small sites to meeting London's housing needs;
- Diversify the sources, locations, type and mix of housing supply; and
- Support small and medium sized housebuilders.

SUMMARY

5.39 Assessment of the above policies confirms that the principle of development is considered acceptable provided that the new dwelling will have an acceptable visual impact upon the streetscene and will not result in any unacceptable adverse impact upon the amenity of neighbours. The proposed development will also need to ensure that acceptable living standards are provided for future occupiers.

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites.
- 6.3 The site is an existing end of terrace dwelling and associated curtilage located within an established residential area. As such, the principle of creating an additional house at this location is supportable provided that the new dwelling will harmonise with the visual character of the host property and streetscene and will not result in any unacceptable adverse impact upon the amenity of neighbours. The proposed development will also need to ensure that an acceptable living environment is provided for future occupiers.
- 6.4 Whilst it is noted that the Council's adopted Policy DMH6 (Garden and Backland Development) seeks to protect against the inappropriate redevelopment of gardens and backland sites, it is not considered that this is relevant to the development proposal on the basis that the footprint of the proposed dwelling will be largely accommodated within space already occupied by the existing single storey side extension and garage outbuilding of No 2 De Salis Road.
- 6.5 Furthermore, the proposal would only result in the modest loss of a small area of lawn to the front of No 2 De Salis Road which is considered inconsequential in the context of the retained (and new) landscaped amenity space that will be provided for occupiers as demonstrated on the proposed layout plan and examined in detail below.

Design

- 6.6 An assessment of the visual character of the streetscene is set out at Section 2. The eastern side of De Salis Road (where the site is positioned) comprises a terrace of two storey properties which retain a similar external appearance.
- 6.7 As De Salis Road turns in a southerly direction towards Uxbridge Road, the terrace displays a stepped and variable building line which represents a visually interesting response to the sweeping curvature of the road.
- 6.8 In terms of layout, the front projection of the new dwelling will be set forward of the existing building by 6 metres to respond positively to the unique flowing building line of terraced properties on the eastern side of De Salis Road to the north and to provide a visual termination point at the southern end of the terrace. This replicates the step approach which has been adopted at the northern end of the terrace.
- 6.9 Please refer to **Figure 1** below which demonstrates the unique nature of the existing building line and the considered approach which has influenced the layout of the new dwelling.



Figure 1 – Layout plan explaining how the layout of the proposed dwelling with harmonise with the visual character and appearance of the streetscene

- 6.10 The proposed layout allows for the creation of private, useable amenity space to the rear of the new house extending to 45 sqm as explored in detail below.
- 6.11 As explained within Section 4, the proposed dwelling has been carefully designed to ensure that its external appearance adopts features which are prevalent within the streetscene (particularly in terms of its pitched roof design, external materials and fenestration detailing) and therefore responds positively to the visual character and appearance of the terrace and wider streetscene.
- 6.12 As demonstrated on the enclosed elevation plans and **Images 4** and **5** overleaf, the proposed dwelling will respond positively to the two storey scale and height of the adjoining neighbouring property and all other properties forming part of the wider terrace and streetscene.
- 6.13 Against this background, the development proposal represents a high quality interpretation of the visual character and built form of the streetscene. It therefore accords with Local Plan Policy DMHB11.



Image 4 – Visual impression of proposed dwelling within the context of the streetscene facing north. Note how the scale and external appearance of the new house will harmonise with neighbouring properties. The stepped nature of the building line within this part of De Salis Road and the relationship between existing adjoining properties is clearly demonstrated within this image.



Image 5 – Visual impression of proposed dwelling within the context of the streetscene facing south east. Again, the stepped nature of the building line within this part of De Salis Road is clearly demonstrated within this image. It also helps to demonstrate how the new dwelling will provide a termination point to the southern end of the terrace (by matching the northern end) which helps relate the new dwelling to the arc of the road and assimilate within the streetscene.

Impact Upon Neighbouring Properties

- 6.14 The scheme has been designed in a manner that ensures there will be no adverse overbearing impacts upon any neighbouring properties. Whilst the layout of the proposed dwelling has been informed by the wider terrace of which it forms part, the design and internal layout seeks to ensure that there will be no unacceptable adverse impacts upon the amenity or outlook enjoyed by occupiers of No 2 De Salis Road or any other neighbouring properties.
- 6.15 Whilst the new dwelling will project forward of the front elevation of No 2 De Salis Road by 6 metres, the impact will be mitigated by the open plan nature of the ground floor of the existing house as demonstrated on the enclosed floorplans.
- 6.16 On the front elevation of No 2 De Salis Road, the main ground floor living space is served by two windows, one of which is set sufficiently far enough from the shared neighbouring boundary to provide an unobstructed view which is compliant with the 45 degree guideline.
- 6.17 The larger ground floor window which will be positioned closer to the new dwelling will maintain a separation distance of almost two metres which will help ensure that clear views are provided over the front garden area towards De Salis Road in a westerly direction.
- 6.18 Furthermore, the ground floor living space will also be served by a separate rear facing window overlooking the garden which will be unaffected by the proposed dwelling. This arrangement ensures that acceptable outlook and sunlight/daylight will continue to be enjoyed by occupiers of No 2 De Salis Road.
- 6.19 At first floor level, a clear unobstructed view overlooking the streetscene from the only habitable room window at first floor level within the front elevation will be maintained for occupiers.
- 6.21 Furthermore, there is no potential for the new dwelling to raise any issues in relation to any other neighbouring properties as it is not positioned directly opposite any existing dwellings and will maintain a minimum separation distance of over 20 metres towards houses positioned on the other side of De Salis Road.
- 6.22 On the basis of this assessment, the proposed dwelling will not result in any adverse impacts upon the amenity of occupiers of No 2 De Salis Road. As such, the scheme complies with Policy DMHB5 and DMHB11 of the Local Plan Part 2.

Residential Living Standards

- 6.23 The windows serving the main bedroom and open plan living space within the rear elevation of the proposed dwelling will be set back from the shared boundary to ensure that adequate outlook and sunlight/daylight are maintained, particularly as the main ground floor living space will also be served by a large window on the front elevation.
- 6.24 The existing window in the first floor side elevation of No 2 De Salis Road will be obscurely glazed to mitigate any potential overlooking impact. Whilst habitable room windows are situated within the rear elevation of No 2 De Salis Road at first floor level, this reflects the existing relationship between all adjacent dwellings within the wider terrace which have rear habitable room windows at first floor level throughout. These windows will not create any adverse overlooking impact on the rear garden

of the new property, particularly given that most of the rear garden of the new dwelling will be obscured from view as demonstrated on the layout plan.

- 6.25 The layout of the proposed dwelling allows for the creation of private, useable amenity space to the rear of the new house extending to 45 sqm comprising a lawned area and terrace. Furthermore, substantial front space in keeping with the open nature of the streetscene will be positioned to the front of the new property extending to 37sqm. This will provide room for the off road parking of a single vehicle as well as planting and permeable paving for the benefit of occupiers.
- 6.26 Overall, this ensures that private and useable amenity space will be provided for occupiers in accordance with the Council's target standards.
- 6.27 As demonstrated on the enclosed layout plans, the scheme also ensures that amenity space will be maintained for occupiers of No 2 De Salis Road to the front and rear of the property which will accord with the Council's target standards.
- 6.28 The retained rear garden area will extend to 37 sqm, whilst a large front lawn area (suitable to accommodate an appropriate mix of hard and soft landscaping, including grass, shrubs and trees in accordance with the Council's policy guidance) comprising 70 sqm will be retained between the front elevation of the house and the roadside.
- 6.29 Furthermore, it is important to note that the site is situated directly to the north of Knights Gardens, which is a medium-sized urban pocket park providing landscaped amenity space for the benefit of local residents (please refer to the overhead view below).

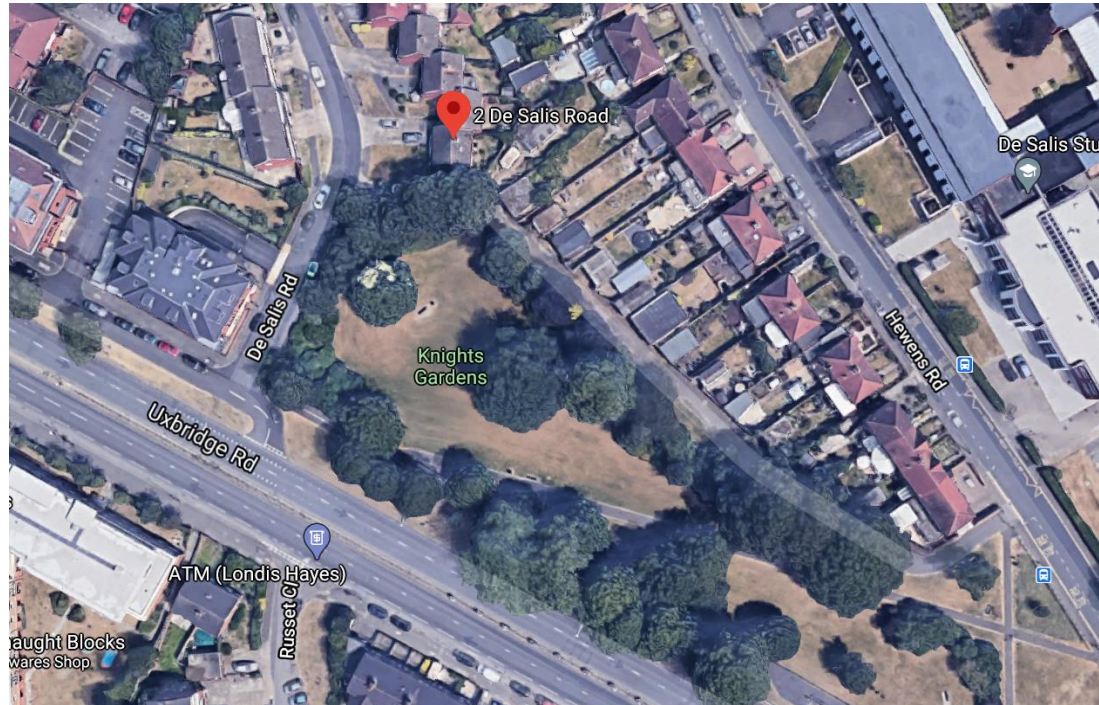


Image 6 – Overhead view of site showing the location of the site in close proximity to Knights Gardens which provides a large, landscaped parkland for residents to utilise

- 6.30 On the basis of this assessment, it is clear that future occupiers of each house will enjoy high quality private, useable amenity space to the front and rear of the properties, as well as benefitting from easy access to a large, landscaped park.
- 6.31 All internal rooms will exceed targets set out within the National Space Standards and provision has been made for secure refuse storage as shown on the attached plans.
- 6.32 The development therefore complies with Policy DMHB18 and DMHB16 of the Local Plan Part 2.

Parking

- 6.33 The enclosed layout demonstrates that space for two off road car parking spaces will be retained within the front curtilage of No 2 Salis Road, which is in accordance with relevant standards for a 3 bed property.
- 6.34 In a similar manner, space will be provided within the front curtilage of the new 2 bed dwelling for a single parking space which will ensure that there are no adverse impacts in terms of parking pressure or highways safety in the local area.

7 CONCLUSIONS

7.1 It is concluded that the scheme is in accordance with the NPPF and the Council's adopted Local Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The creation of new residential dwellings by maximising the re-use of previously developed sites is supported by policy at a national and local level. The NPPF recognises the need for the planning system to promote an effective use of land in meeting the requirement for new homes;
- As demonstrated within this Statement, the approach to the layout of the scheme has been carefully considered and informed by the unique character and layout of the terrace on the eastern side of De Salis Road;
- Furthermore, the scale and external appearance of the new dwelling will accord with No 2 De Salis Road as well as other neighbouring properties within the wider terrace. Accordingly, the new property will sit harmoniously within its immediate context and make a positive contribution to the streetscene;
- The scheme has been designed to provide a suitably high quality living environment for new and existing residents by ensuring appropriate levels of privacy, dual outlook and an internal layout which exceeds all internal space standards. There will have no adverse impact upon the amenity of the occupiers of any neighbouring properties by way of overlooking, overbearing or overshadowing;
- Occupiers of the new dwelling and of No 2 De Salis Road will benefit from high quality private, useable amenity space to the front and rear (in accordance with the Council's target standards), as well as benefitting from access to Knight's Gardens to the immediate south of the site, and
- Each property will be served by off road car parking spaces which accord with relevant target standards, as well as safe and secure cycle and refuse storage provision.

7.2 In light of the above, the scheme has been demonstrated to comply with the NPPF and all relevant local planning policies (most notably Policy DMH6, DMHB11, DHMB12 DMHB14 DMHB15, DMHB16, DMHB17, DMHB18, DMEI7, DMEI10 and DMT6 of the adopted Local Plan) in addition to Policy GG2, D3, D6 and H2 of the Intend to Publish London Plan and should therefore be considered acceptable.