

65 DELAMERE ROAD, HAYES UB4 0NN
PROPOSED REAR SINGLE STOREY EXTENSION

DESIGN AND ACCESS STATEMENT

INTRODUCTION **This statement refers to the proposals at 66 Delamere Road, Hayes UB4 0NN.**

The Site The application site comprises a Two storey building situated on the corner junction of Delamere Road and Uxbridge Road, Hayes. The building is finished in pebbledash render, is characterised with a hipped roof and benefits from an elongated single storey projection beyond the rear wall which extends parallel with Uxbridge Road.

The site lies on the edge of a residential area and just outside the Hayes Bridge Industrial and Business Area.

The site area is approximately 300m².

PROPOSALS **The application seeks planning permission for the erection of a single storey rear extension. This is a re-application of previous proposals.**

The existing single storey extension shall be retained and extended to the Eastern side, as shown on the application drawings.

The application seeks planning permission for the erection of a single storey rear extension and follows a recently dismissed appeal for an identical scheme which was dismissed on flooding grounds. This revised application is supported by a Flood Risk Assessment

Use The current use of the property will remain as offices on the ground floor and residential on the upper floor. The proposed extension is required to allow the business to continue to provide good service to existing customers. Existing offices shall be extended to ensure sufficient social distancing.

The use will remain as is and between 09.30am and 05.30pm Monday to Fridays, excluding weekends and Public Holidays. Customers visit strictly on an appointment basis.

Amount and Scale The existing main building Ground Floor area is 63m² and the existing rear extension is 68m². The proposed extension will 53 m² and therefore, increase the total floor area from 131m² to 184m².

Layout The site is within an existing street and the with shopfront entrance and a rear service entrance.

Landscaping No landscaping is present on the site. There is a paved public footpath along the front.

6 dedicated parking spaces are available along the forecourt.

Appearance The existing shopfront and entrance shall remain and be used for the proposed use.

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No new signage and any other changes to the shopfront are proposed.

Neighbours The neighbours are residential and other commercial and retail units.

ACCESS **The site is currently served by a main access road and footpaths that is a regular bus route.**

The highway is well lit and maintained to a good standard by the Local Authority.

Any necessary adjustments for staff shall be made by the applicant as and when the need arises.

PLANNING POLICY **There are a number of planning policies that are relevant to the application.**

Policy BE20 requires any new development to be laid out so as to protect the daylight and sunlight levels of existing houses. Policy BE21 requires new extensions by virtue of their siting, bulk and proximity to not result in a significant loss of residential amenity to neighbouring properties and Policy BE24 should protect the privacy of the occupiers and their neighbours.

Paragraph 56 of the Planning Policy Framework (NPPF) (March 2012) states: "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policy BE13 of The Hillingdon Local Plan: Part Two - Page 8 of 9 Saved UDP Policies (November 2012) states development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states "the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area".

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two – Development Management Policies with Modifications (March 2019) advises that all development will be required to be designed to the highest standards and incorporate principles of good design.

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Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The application site lies within Flood Zone 2. Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to ensure that applications within these sites demonstrate that flood risk can be suitably mitigated by development. The application is supported by a Flood Risk Assessment.

CONCLUSION

The site has established uses and the proposals are considered to accord with relevant planning policies.

The main reason for the previous application, for the same proposals, was refused as the submitted Flood Risk Assessment failed to robustly address the issues relating to flood risk and therefore contrary to relevant policy.

As part of this re-application a new and detailed FRA has been submitted to include measures to prevent flooding and as sustainable drainage strategy to avoid contributing to excess rainwater discharge in the public sewers during rainfalls.