

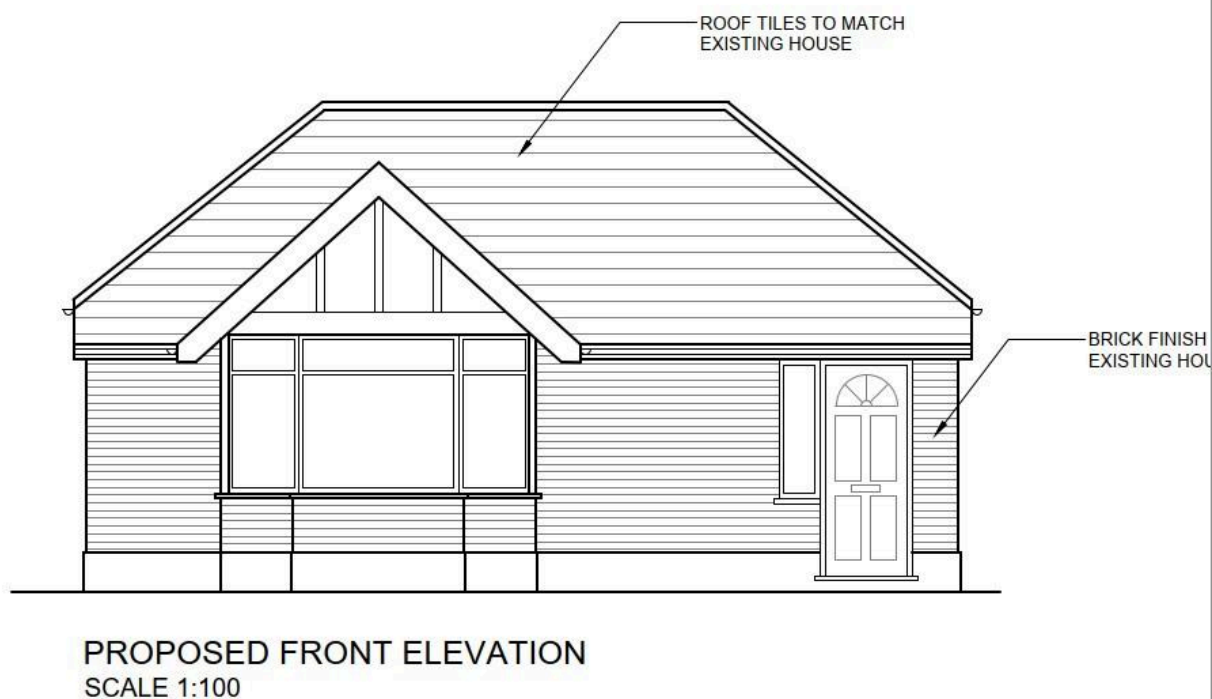
DESIGN & ACCESS STATEMENT

Prepared on behalf of the applicant, Mr. Prem Singh

Application Type: Full Planning Permission

Site Address: 64 Langley Crescent, Harlington, Hayes UB3 5HN

Description: Demolition of existing garage and erection of a new single-storey one-bedroom dwelling at the rear of 64 Langley Crescent



1. Introduction

The proposal is to demolish the existing garage and to erect a new single-storey one-bedroom dwelling at the rear of 64 Langley Crescent, Harlington, Hayes UB3 5HN.

This statement considers the constraints of the site, the opportunities that the additional development will provide and how, together they have led to the application now put forward.

The application is supported by the following documents:

- Existing block Plan.pdf, Proposed block Plan.pdf
- Location Plan.pdf
- KL1362-11.pdf, KL1362-12.pdf
- Flood Risk Assessment for the previous application
 - Withdrawn, Ref: 6048/APP/2023/2148
- Daylight and sunlight report for the previous application
 - Withdrawn, Ref: 6048/APP/2023/2148

2. Site and surrounding area

The application site is a two-storey semi-detached dwelling located on Langley Crescent. The property has been finished in pebble dash. There is a mixture of detached and semi-detached dwellings along this road. The surrounding area is residential and comprises two-storey semi detached and terraced properties finished in brick, render, pebble dash, hung tiles or mixtures of all of the mentioned materials. The application site is not designated in a conservation area nor are there any locally listed buildings in the vicinity.

The application site lies within flood zone 2. A Flood Risk Assessment (FRA) has been provided for the previous application (withdrawn, Ref: 6048/APP/2023/2148) for a two-storey two-bedroom dwelling house. In its conclusion it is stated: "The proposal does not impact negatively on the surrounding hydrology and should be considered acceptable with respect to flood risk as the proposed residential use is appropriate within the flood zone." It is reasonable to infer that this conclusion applies to the new proposal as well. This Flood Risk Assessment is attached to this application.

3. Planning history

<i>Reference</i>	<i>Proposal</i>	<i>Decision</i>	<i>Status</i>
6048/A/88/0048	Two storey side extension.	09-03-88	Approval
6048/APP/2023/2148	Erection of a new two-storey two-bedroom		Withdrawn

dwelling following demolition of garage.

4. Planning policy

A summary of the relevant planning policies is set out below.

4.1 Hillingdon Local Plan

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, considering the height, mass and bulk of adjacent structures.

4.2 London Plan (2021)

- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D6 Housing quality and standards
- Policy D11 Safety, security and resilience to emergency
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy SI 13 Sustainable drainage
- Policy G7 Trees and woodlands
- Policy T6.1 Residential parking
- Policy T7 Deliveries, servicing and construction

4.3 National Planning Policy Framework (2021)

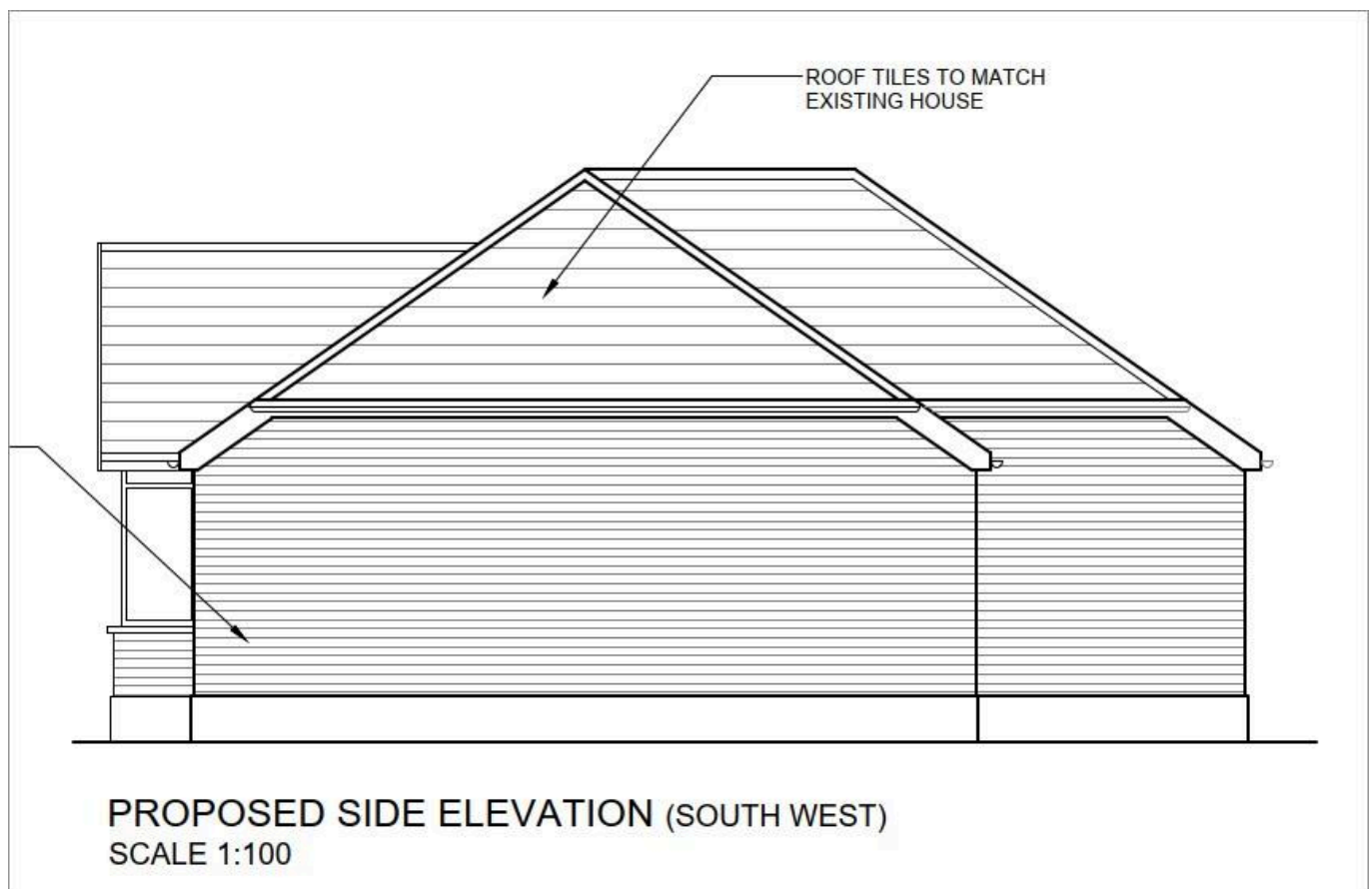
- 5. Delivering a sufficient supply of homes

- 11. Making effective use of land
- 12. Achieving well-designed places
- 16. Conserving and enhancing the historic environment

The proposed development has been carefully designed to align with the relevant policies within the Hillingdon Local Plan, London Plan, and National Planning Policy Framework. By following these guidelines, the development seeks to ensure a high quality of design, promote sustainability, and respect the local context and character, ultimately contributing to the enhancement of the area and the public realm.

5. Design

The proposal is to demolish the existing garage and to erect a new single-storey one-bedroom dwelling at the rear of 64 Langley Crescent, Harlington, Hayes UB3 5HN.



The design principle of the proposed development can be explained in the following three points:

1. Improvement and addition to the local housing stock both in quality and quantity.
2. Making use of the location of the property by raising the density for the proposed development, all this while respecting the local development pattern and design context.

3. Respect the amenity of neighbouring properties and the future residents of the proposed development.

The proposed dwelling presents a well-thought-out and structured plan that takes into consideration the character of the street, the council's requirements, and sustainable building practices. The design aims to create a sense of character while enhancing the site and its surroundings.

The exterior of the dwelling will feature a tiled pitched roof, brick finished walls, and UPVC double-glazed doors and windows. These materials are in keeping with the neighbouring properties and contribute to a well-balanced composition of form and proportion.



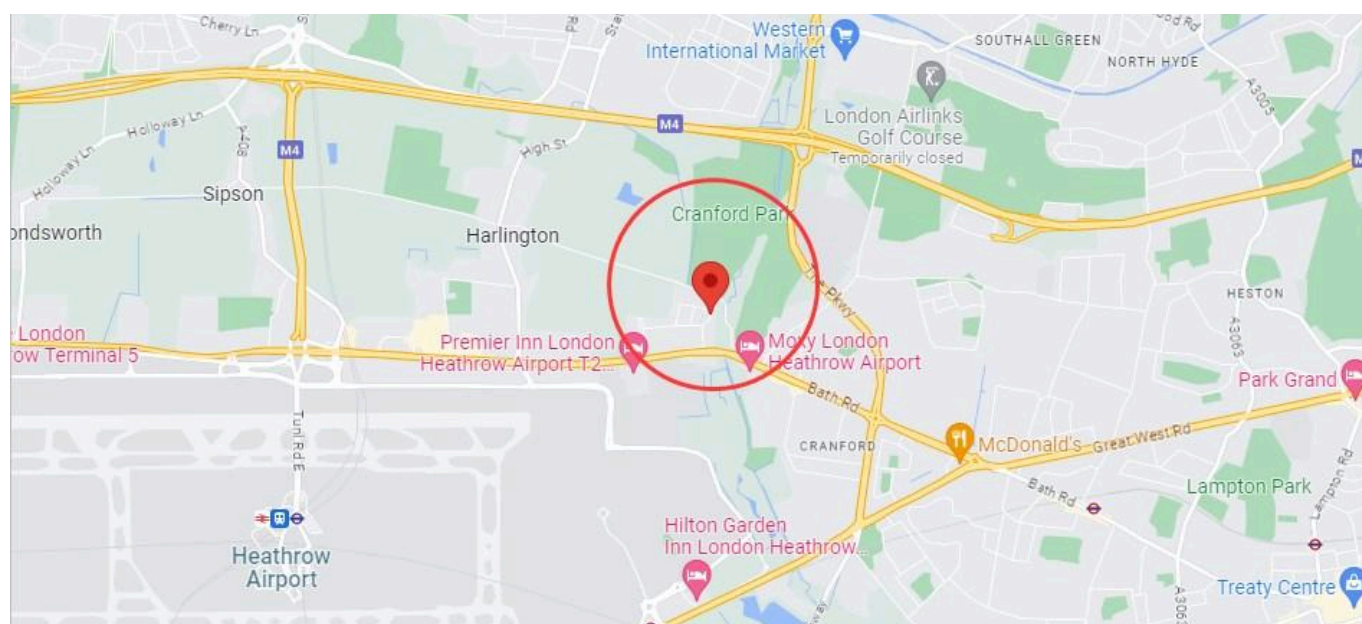
The proposed development and materials are in keeping with the neighbouring properties

The layout of the proposed dwelling (with an area of 54.55 sq.m) includes a ground floor with a hall, bathroom, kitchen/living/dining room, storage area and a double bedroom. The floor areas and room sizes meet and exceed the council's minimum requirements, ensuring a comfortable living space for future occupants. A back garden with an area of 77.5 sq.m, larger than the council's required minimum size, is proposed for the new dwelling, offering ample outdoor space for residents. Bins and cycle storage / shed will be conveniently located at the front of the drive for ease of use.

The development will utilise energy-efficient construction materials and methods, employing high-performance thermal insulation products and low carbon emitting appliances. The project will adhere to the latest building regulations, specifically addressing fire, ventilation, and acoustic requirements.

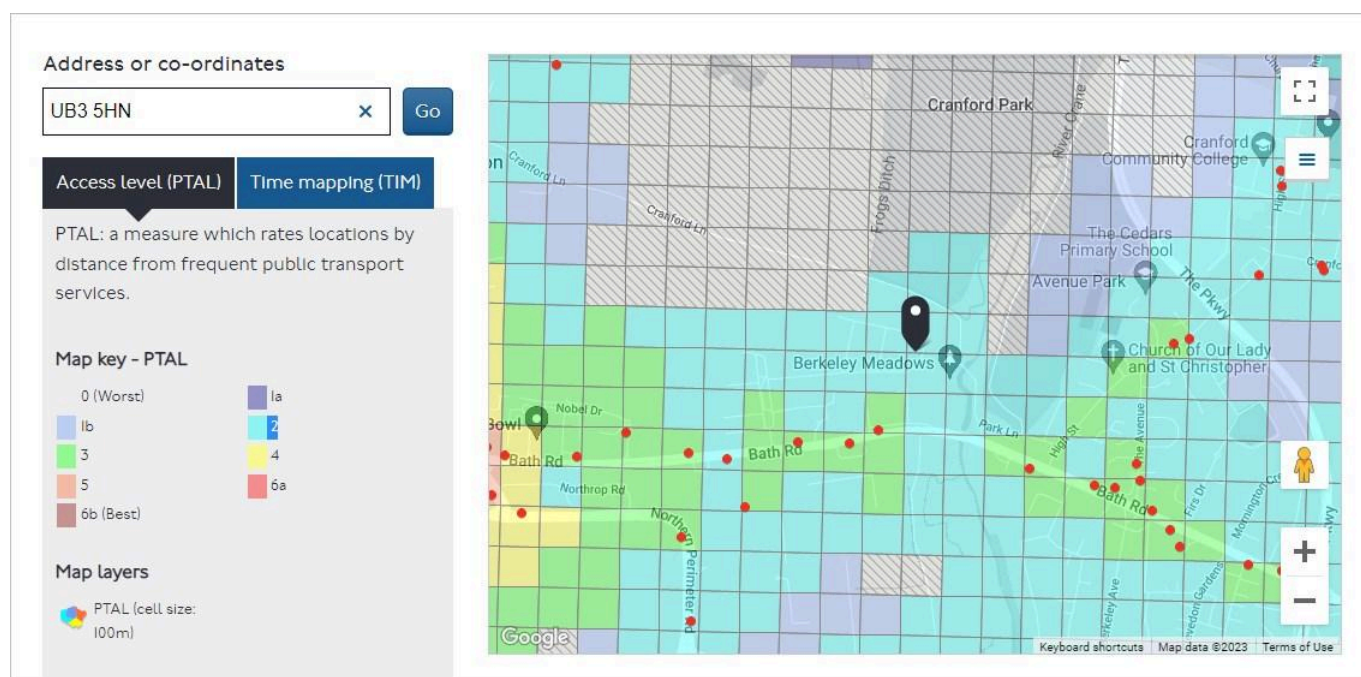
A daylight and sunlight report has been provided for the previous application (withdrawn, Ref: 6048/APP/2023/2148) for a two-storey two-bedroom dwelling house. It concluded: "The results of the assessment undertaken demonstrates that through careful design the aims of the Building Research Establishments publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2022) are achieved and that the proposals will not have a significant effect on the neighbour's daylight and sunlight." Given that the current application is for a single-storey one-bedroom dwelling, it is reasonable to infer that this conclusion applies even more so to the new proposal. This daylight and sunlight report is attached to this application.

6. Transport & Access



All the surrounding roads in the vicinity of the site include footways, street lighting and appropriate crossing facilities. These facilities connect the site very well to the surrounding public transport infrastructure, including the bus stop Craneswater (5-minute walk distance). The Craneswater is served by the numbers 81, 105, 111, 222, H98, N9. Furthermore, the nearest rail station is Hatton Cross and is just a 7-minute distance by car from the application site.

Two car parking spaces will be proposed at the front of the property.



The Public Transport Accessibility Level (PTAL) is used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. The application site has a PTAL rating of 2 where 6 is the highest (best) and 0 is the lowest (worst). In conclusion, the site is accessible by various modes of transport including on foot, by bicycle, by car and public transport.

7. Conclusion

In conclusion, it is considered that the proposed dwelling would respect the local character of the area, would not appear obtrusive or out of character in the street scene and would not result in any harm to residential amenity. No adverse issues are raised in respect of highway or parking issues.

The proposed erection of a new single-storey one-bedroom dwelling at the rear of 64 Langley Crescent will enhance the character and appearance of the area. It will blend with the area through

use of appropriate materials and would add interest through its design features. The setting and all significant trees are preserved and policy requirements are met.

For reasons set out above, the proposal should be granted planning consent subject to any necessary and relevant conditions.