

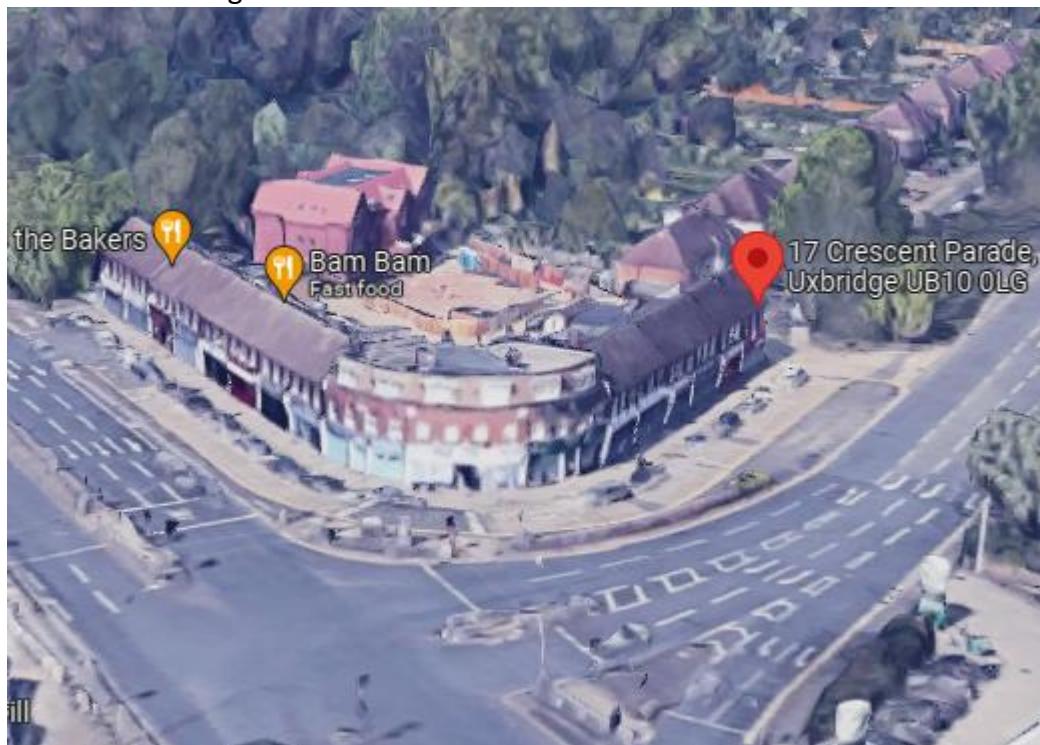
Design & Access and Planning Statement

Site: 1-17 Crescent Parade, London UB10 0LG

Proposal: Erection of three staircases at the rear. Roof extensions and alterations to facilitate the provision of 8 dwellings. Reconfiguration of seven flats at first and second floor level. Provision of refuse, recycling and cycle storage at the rear.

1.0 Application Site and Location

The street frontage of the site is shown below.



The site does not fall within a conservation area.

The site is located in a low flood risk zone.

2.0 The Planning Proposal

Erection of three staircases at the rear.

Mansard roof extensions including dormer roof extensions at the front and the provision of roof lights.

Reconfiguration of seven flats at first and second floor level.

Provision of 8 dwellings as follows:

APT A

GIA	85.8sq.m
Bedroom 1 GIA	14.6sq.m
Bedroom 2 GIA	11.3sq.m

APT B

GIA	78.2sq.m
Bedroom 1 GIA	10.8sq.m
Bedroom 2 GIA	9.9sq.m

APT C

GIA	45.1sq.m
Bedroom 1 GIA	11.4sq.m

APT D

GIA	62.7sq.m
Bedroom 1 GIA	12.8sq.m

APT E

GIA	45.0sq.m
Bedroom 1 GIA	11.4sq.m

APT F

GIA	78.5sq.m
Bedroom 1 GIA	12.2sq.m
Bedroom 2 GIA	9.1sq.m

APT G

GIA	77.7sq.m
Bedroom 1 GIA	9.1sq.m
Bedroom 2 GIA	11.8sq.m

APT H

GIA	93.3sq.m
Bedroom 1 GIA	15.2sq.m
Bedroom 2 GIA	15.8sq.m

No off street car parking is proposed.

Provision of refuse, recycling and cycle storage at the rear.

All the additional flats meet Part M4(2) of the building regulations, except for the provision of a lift which is impossible to provide.

3.0 Planning Considerations

The main issues for consideration in this case are:

- Impact the proposal would have on the character and appearance of the property and the area
- Impact the proposal would have on neighbouring amenity
- The standard of accommodation provided and amenities of future occupiers of the proposed units
- Mix of dwellings provided
- Highway and parking matters
- Refuse and recycling storage
- Sustainability assessment
- Other material planning considerations

4.0 Impact the proposal would have on the character and appearance of the property and the area

The proposal provides for the raising of the existing ridge of the roof on the two main flanks by 400 mm to allow for mansard roof extensions to be provided. The two main flank mansard roof extensions sit either side of the corner part of the property and these will be higher than the two flank parts to ensure the corner part has the larger height with the two flanks elements being subordinate in height to this corner element. This ensures the resultant-built form respects and maintains the street pattern, its context and creates townscape interest. The height and position of the new heights have been very carefully articulated to respect and respond to the context and to ensure its scale and massing appropriate when considered alongside the surrounding townscape forms.

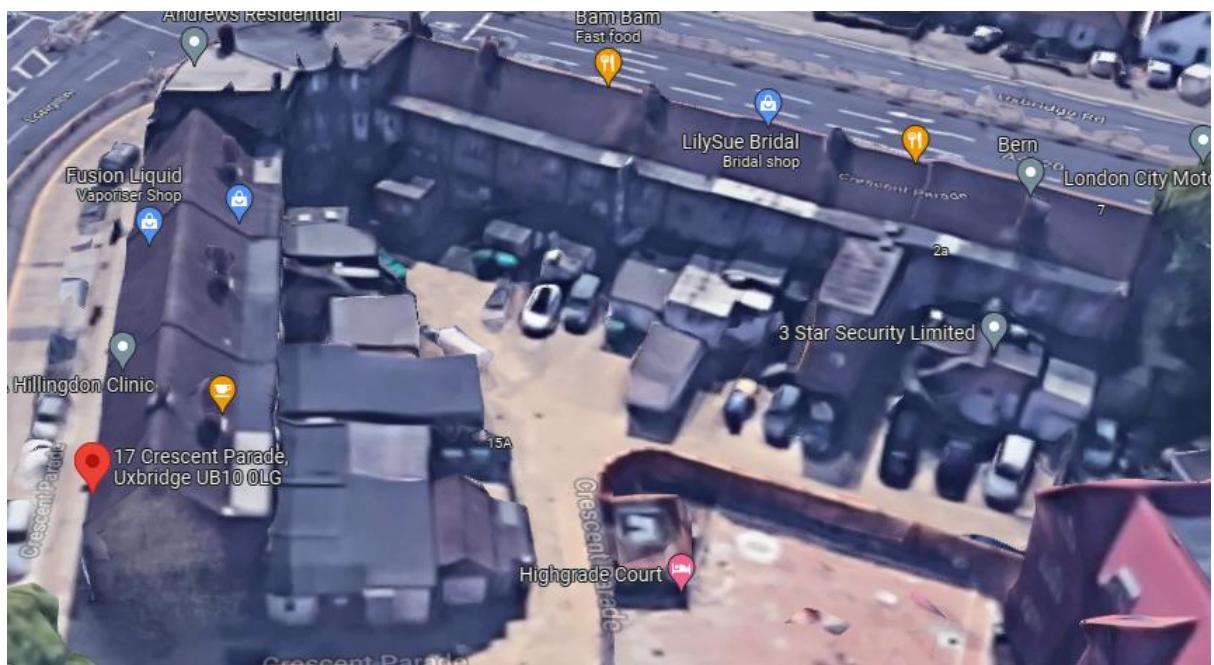
The proposed mansard roof extensions will have clays tiles and the dormer windows will be provided lead coverings and the windows will be white timber framed.

The proposed front dormers have been carefully designed to reflect the window designs of the windows on the first-floor level. Overall, the dormer windows add visual interest to the building and the street scape and will be made of high-quality material.

The proposed three staircases at the rear will be built of brick to match the existing building.

The proposed staircases at the rear are important to provide access, but care has been taken to ensure the staircases are the minimum size required and that the structures blend in as best as possible with the prevailing brick form. The prevailing character at the rear has a negative impact on the character and appearance of the area so it cannot be said the provision of the staircases would cause demonstrable harm to the character ad appearance of the building and the immediate area.

The prevailing character at the rear is shown below.



The proposed gable end roof feature at the rear will be clad with clay tiles. This will help to ensure the building as seen from the rear will have visual interest and does not form an overly dominant feature resulting in demonstrable harm to the character and appearance of the building and this part of the locality.

Overall, the proposal provides:

- High quality design, using appropriate materials of high quality for the proposed refurbished and extended building.
- Careful positioning of the built form that respects and maintains the street pattern, its context and creates townscape interest.
- The height and position of the extensions and alterations respect and respond to the context to ensure its scale and massing appropriate when considered alongside the surrounding townscape forms.
- The creation of new focussed views of the building in the street scene is a positive feature of the proposals.

5.0 Impact the proposal would have on neighbouring amenity.

The proposal would not cause any harm to neighbouring residential amenity on adjacent sites.

Existing dwellings are proposed to be reconfigured to ensure that all habitable rooms have good levels of light and outlook.

6.0 The standard of accommodation provided and amenities of future occupiers of the proposed units.

The proposed resultant dwellings exceed the minimum space standards for new development, as set out in the London Plan.

Proposed flats A & H are dual aspect.

Proposed flats B – E are single aspect, south facing.

Proposed flats F-G are single aspect, east facing.

The proposed new dwellings will not be provided external amenity space because the site constraints make this impossible – planning policies allow flexibility on amenity space provision where site constraints make such provision difficult.

The proposal will comply with building regulation sound insulation requirements.

All the proposed new units are designed to meet Part M4(2) of the building regulations, except for the provision of a lift, which is physically not possible.

7.0 Mix of dwellings provided

The proposal provides 5 x 2-bedroom dwellings and 3 x 1-bedroom dwellings.

8.0 Highways and parking matters

Refer to car parking survey and commentary.

No additional car parking spaces are being provided.

The surrounding residential roads have ample overnight car parking capacity to cater for any overspill car parking demand on neighbouring streets – please refer to car parking survey and commentary.

Secured cycle storage for 13 cycles will be provided meeting London Plan standards.

Paragraph 111 of the NPPF (2021) states; *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

9.0 Refuse, recycling storage

Refuse and recycling storage will be provided at the rear.

10.0 Sustainability assessment

The proposal will be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 10% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target omission Rate requirements of the 2010 Building Regulations. This is compliant with the requirements of Policy SI of the London Plan 2021

11.0 Other material planning considerations

The provision of eight additional dwellings will help deliver much needed housing of which there is a known shortage in the borough.

Policy H1 of the London Plan (2021) sets new housing delivery targets for London LPA's. To deliver this substantial increase in housing completions the London Plan recognises that a presumption in favour of housing development is required.

The proposal ensures an efficient use of brown field land in compliance with sustainability policies.

Therefore, significant weight should be afforded to the provision of eight much needed additional dwellings in a sustainable location.

The proposal would lead to the contribution of significant community infrastructure level (CIL) monies.