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Design and Access Statement

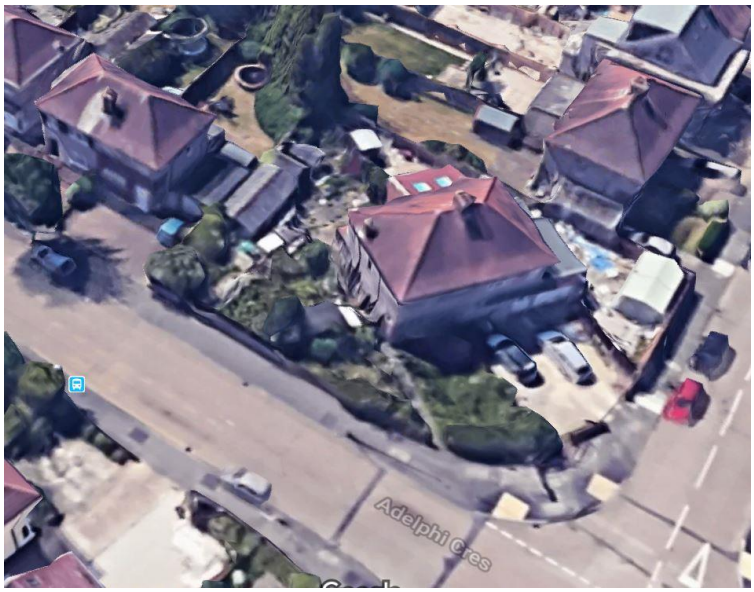
for

Formation of a new 2 storey detached 2 bedroom (class C3) residential dwelling; including formation of waste storage; cycle store; parking and Amenity space for the existing and proposed dwellings

on **:land at 1 Adelphi Crescent UB4 8LY**

London Borough of Hillingdon

Issue – FDC/20/04/11a
May /2020



North west Aerial view

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(1) Introduction

1.1 This Planning, Design and Access Statement has been prepared by Fayeh development consultants in support of a full planning application for the formation of a 2 bedroom (C3 class) detached house on land adjacent to 1 Adelphi Crescent, new bin store to the front of the property, formal cycle parking, front and Amenity/rear landscaping, and reconfiguration of existing amenity, parking and cycle storage to 1 Adelphi Crescent.

1.2 The existing property on 1 Adelphi Crescent is a 3 bedroom semi-detached 'Nash House' situated in a residential area in north Hayes, walking distance of two well regarded primary schools and local shops on Kingshill Avenue. Its location close the nearby Hayes & Harlington mainline Crossrail station, which is one of the other great transport links to get into central London.

1.3 Adelphi Crescent in Hayes is in the London region of England. The postcode is within the Charville ward/electoral division, which is in the constituency of Hayes and Harlington.

1.4 The property is serviced from Adelphi Crescent, the site is located at the intersection between Adelphi Crescent and Weymount Road. The site is located on a plot area of approximately 365.18.57 m².

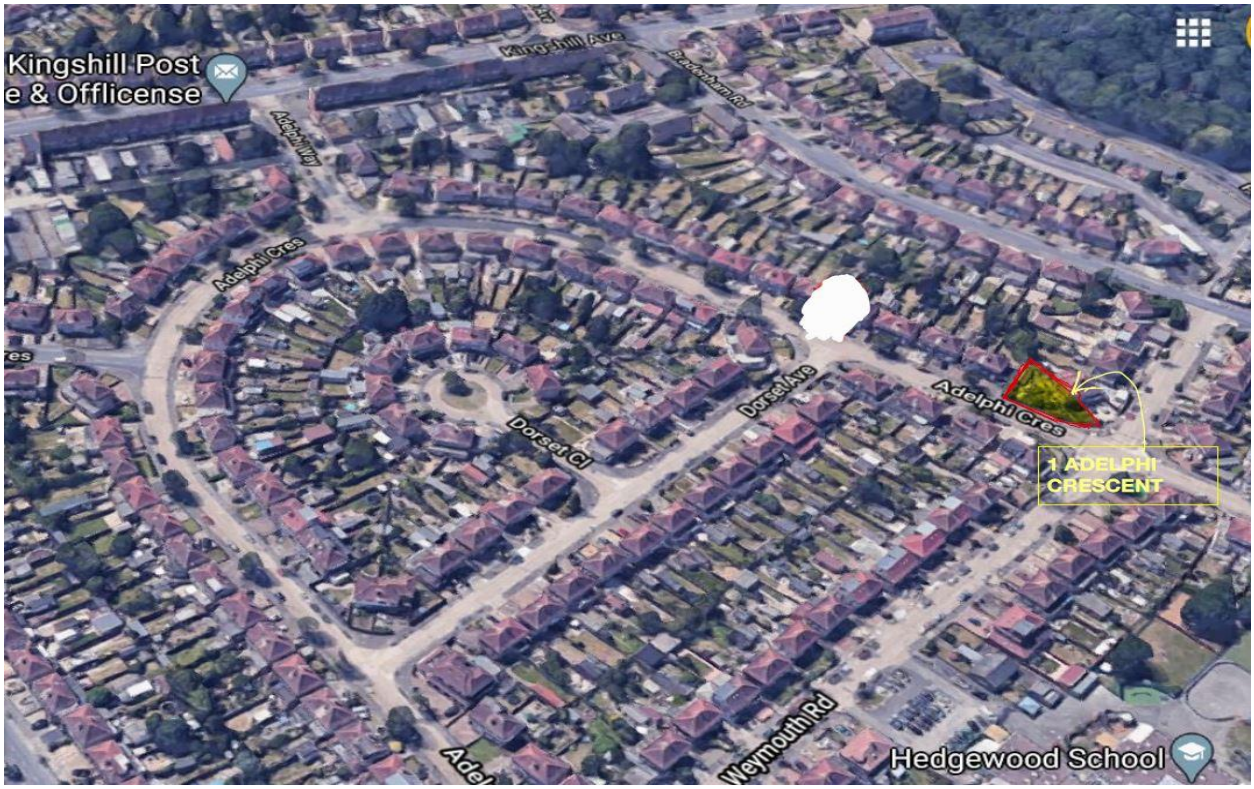
Nearby Shops on Kingshill Avenue.

1.5 It is considered that the application is of considerable benefit to LB Hillingdon, namely it:

- Provides an additional Family Residential unit to help meet LB Hillingdon's housing needs.

- Provides benefits to Adelphi Crescent and Weymount Road area through overall improvements to the appearance of land Adjacent to Adelphi Crescent that is currently in a bad state; and

- Provides new landscaping and amenity space including bin stores and cycle storage to the benefit of existing and new residence.



Aerial view of site within local Area context

(2) Layout of development

2.1 Our proposal is to form a new 2 bedroom residential detached house on land adjacent to 1 Adelphi Crescent by adopting 157.58m2 to the south east of the existing site; forming a building with a footprint of 51.91m2; allocating 68.92m2 as private amenity and 35.77m2 to as a front yard/parking and bin storage.

2.2 We propose to form ground and first floor dwelling that respond to its immediate environment in scale, height & facade character. The new building also responds to the building line to the front and rear of Adelphi Crescent.

2.3 We propose vehicular, cycle and pedestrian access including disabled access to the new dwelling via the front yard and side entrance. The front curtilage consists of an existing dropped kerb which has been adopted for vehicular access to the new dwelling and a new dropped kerb is proposed for access to the existing at 1 Adelphi Crescent.

2.4 The front yard and rear amenity to the existing property has been reconfigured to meet the minimum standard requirement for parking and private amenity to dwelling of its size as Policy DMHB 18 Private Outdoor Amenity Space.

(3) Amount of development

The existing site: (365.18. sq m AREA)

3.1 Existing site consists of a 3-bedroom family dwelling with a footprint of 41.08m2

3.2 Existing private amenity space allocated to 1 Adelphi Crescent- 47.08m²

3.3 Existing front yard to No1 Adelphi Crescent - 91.09m²

3.4 Existing Undeveloped land – 177.52m²

3.5 It can be argued that the site allocation is rather crudely managed. The mount of amenity allocated to the existing dwelling is minimal and the front yard has not been utilised to its better potential. With this application we proposed to regularize the land allocation and make the best use out of it.

The Building (proposed): (78.08 sq m GROSS INTERNAL FLOOR AREA)

3.6 Provides a lounge; kitchen/dining, hallway, storage & staircase on the ground - 43.62m2

3.7 Provides a Master bedroom, 1 smaller room; a family bathroom; a staircase & storage - 36.54m²

3.8 Provides storage within the loft space of 2m height of - 3m²

3.9 We have demonstrated that the proposed site exceeds the 2 storey, 4 person, 2 bedroom, dwelling of 79m2 as Policy DMHB 16: Housing Standards

3.10 We have demonstrated in this application that the amount of storage required for this size of application has been exceeded

The Private amenity and front yard (proposed to proposed dwelling): (102.59 sq m AREA)

3.10 Provides a Private amenity & cycle store - 68.82m2

3.11 Provides a front yard including parking and bin storage - 35.77m²

3.12 We have demonstrated that the private amenity exceeds the standard guideline for 2 to 3-bedroom houses of 60m2 as Policy DMHB 18

3.13 We have provided 2No private parking bays to reduce infringement on existing parking in the area

The Private amenity and front yard (Existing dwelling): (162.23 sq m AREA)

3.14 Provides a Private amenity & cycle store - 61.34m²

3.15 Provides a front yard including parking - 100.89m²

3.16 We have demonstrated that the private amenity exceeds the standard guideline for 2 to 3-bedroom houses of 60m2 as Policy DMHB 18

3.17 We have provided 2No private parking bays to reduce infringement on existing parking in the area

NEW DWELLING:

The Ground floor has a 43.62m2 Gross Internal Floor Area.
The ground floor consists of the following:

- Lounge – 18.66m2
- Kitchen/dining – 10.49m2
- storage – 1.7m2
- Visitors toilet – 2.3m2

The first floor has a 36.54m2 Gross Internal Floor Area.
The first floor consists of the following:

- Master bedroom – 16.09m2
- Bed. 2 – 10.59m2
- Bathroom – 3.54m2
- Storage – 1.23m2

PROPOSED DWELLING FRONT AND REAR:

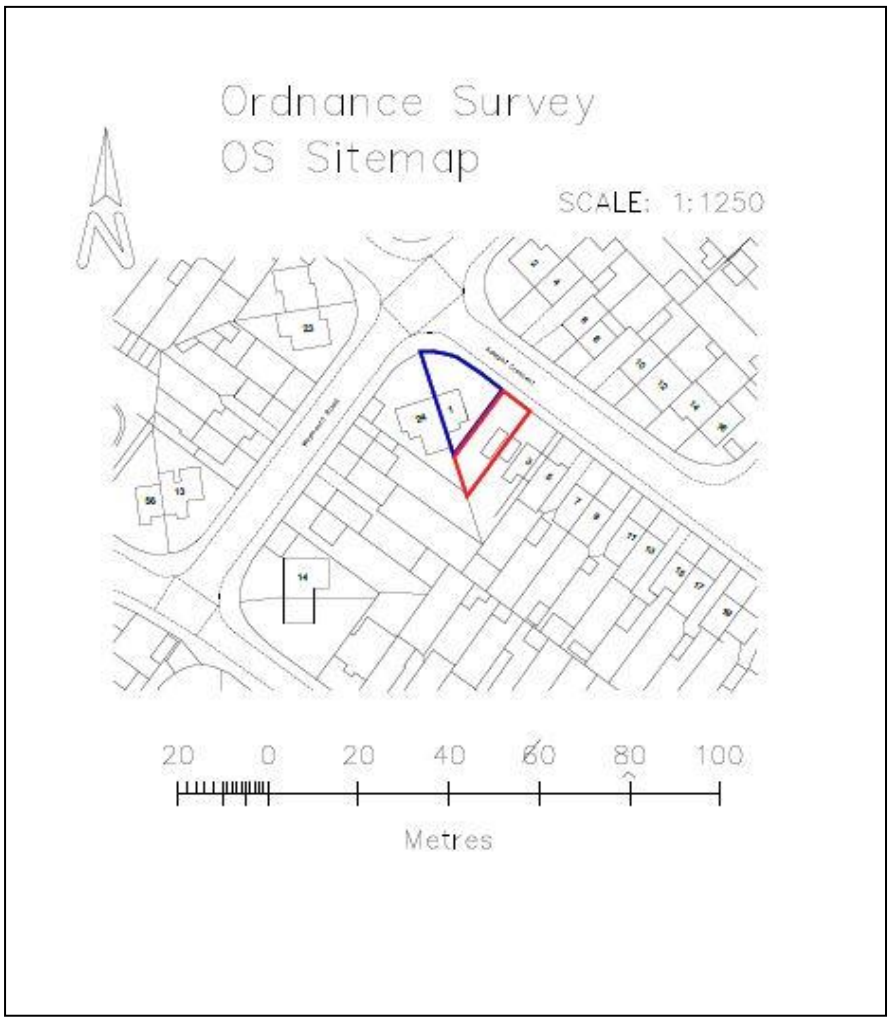
The outdoor space to the existing dwelling is 158.62m2 Gross external
It floor consists of the following:

- Private amenity – 60.08.24m2
- Front Yard – 40.18m2
- Bin store
- Cycle store

EXISTING DWELLINGS FRONT AND REAR:

The outdoor space to the existing dwelling is 158.62m2 Gross external
It consists of the following:

- Private amenity – 61.34m2
- Front Yard – 100.89m2
- Bin store
- Cycle store



Ordinance survey map

(4) Externally:

WALLS/FACADES

4.1 We propose form the lower half of the building walls to be formed out of facing brickwork complemented by lighter rendered blockwork to the upper half in response to the general formation of buildings in the immediate surrounding. The brick colour will be matching with that of the surrounding building while the render will be off white. futures such as soldier course above window and brick on edge surround are adopted characters from surrounding buildings.

4.2 The proportions of the finishes are of similar scale to neighbouring buildings

4.3 We intend to complement the visual amenity and character of the site and surrounding area

ROOF

4.4 The roof above the proposal is in keeping in scale height and character with the surrounding facades. The roof ridge aligns with the ridge to No 1 & No3 Adelphi Crescent. We have proposed clay interlocking tiles to match surrounding buildings.

4.5 The eaves are formed out of timber to soften the view. We have proposed extended eaves to the front and rear elevation to mimic the surrounding properties.

4.6 The roof gradient to the proposed has a matching pitch with the roof pitch of surrounding buildings,

WINDOWS

4.7 Proposed windows respond to the surrounding in size scale and character, they are also sized for rooms to receive appropriate sunlight & daylight and facilitate appropriate outlook.

4.8 The window pan division of the window respond to the surrounding. The vertical window alignment of the windows to the rear and front of the building are appropriate, proportional and responds to the surrounding. We propose double glazing to keep the heat in and the colds out. we are also aim to reduce the carbon foot print of the proposal.

4.9 Obscure glazing is proposed to the widow on the right-side elevation to avoid overlooking.

4.10 The stack aside door is proposed to the kitchen dining looking onto the private amenity creating an improved outlook onto a well-groomed garden, inviting additional light and sunlight.

AMENITY

4.11 The rear garden has been adopted to form 1No Sheffield bike stand to securely store 2 No bikes to encourage occupants to cycle, walk more and use public transport. allowing for easy use of public transport.

4.12 The front yard has been adopted to form a secure and hidden away bin storage, located where it is easy for the users and refuse collectors to

access. This reduces the amount of clutter & dirt left on the street to improve the general quality of the town centre.

View No’s 3 & 5 Adelphi Crescent

(5) RELEVANT PLANNING POLICY

The National Planning Policy Framework
The National Planning Policy Framework (NPPF) came into force on 27 March 2012, and from April 2014 National Planning Practice Guidance (NPPG) in the form of an online guidance resource to support the NPPF came into effect. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF and NPPG are material considerations and as such, will be taken into account in decision-making as appropriate.

Principle
The NPPF contains a presumption in favour of sustainable development and states that proposals should aim to improve the conditions in which people live, replacing poor design with better design.

- *This section of the Planning Statement sets out relevant national and local planning policy relevant to the proposed development.*
- ***National Planning Guidance***
- *National Planning Policy Framework (July 2018)*
- *The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and now constitutes guidance for local planning authorities and decision takers. It is a material consideration in the determination of planning applications (paragraph 2).*
- *The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6).*
- *Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways:*
    - *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
    - *A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built*

environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing;

- *An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

- *These objectives should be delivered through the preparation and implementation of plans and application of policies in the framework; they are not criteria against which every decision can or should be judged. It is confirmed that the planning system should play an active role in guiding development to sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).*

- *At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). For decision making, this means:*

  - *Approving development proposals that accord with the development plan without delay, and*

  - *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless;*

- *The application of policies in the framework that protect areas or assets of particular importance provides clear reason for refusing the development proposed; or*
- *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole (paragraph 11).*

- *The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making (paragraph 12).*

- *Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants 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 (paragraph 38).*

- *Planning law requires that applications for planning permission be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a*

longer period has been agreed by the applicant in writing (paragraph 47). Local Authorities may give weight to relevant policies and emerging plans according to the stage at which they are at and the extent of unresolved objections (paragraph 48).

- *Chapter 7 of the NPPF deals with delivering a sufficient supply of homes. Paragraph 59 confirms that to support the Government's objectives of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups of specific housing requirements are addressed and that land is developed without unnecessary delay.*

- *Small and medium sized sites can make an important contribution to meeting the housing requirements of an area, and are often built out relatively quickly. To promote the development of a good mix of sites Local Planning Authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes (paragraph 68).*

- *Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses whilst safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out clear a strategy for accommodating objectively assessed needs in a way that makes as much use as possible of previously developed or brownfield land (paragraph 117).*

- *Paragraph 118 confirms that planning policies and decisions should promote and support the development of underutilised land and buildings, especially if this would help meet an identified need for housing where land supply is constrained, and available sites could be used more efficiently. This policy also states that opportunities to use the air space above existing residential and commercial premises should be supported 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 streetscene is well-designed and can maintain safe access and egress for occupiers.*

- *This is further confirmed in paragraph 122 whereby planning policies and decisions should support development that makes efficient use of land taking into account the identified need for different types of housing and other forms of development and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services; the desirability of maintaining an area's prevailing character and setting or are promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.*

- *Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that*

developments make optimum use of the potential of each site (paragraph 122).

- *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps to make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is the effective engagement between applicants, communities, Local Planning Authorities and other interests throughout the process (paragraph 124).*

- *Planning policies and decisions should 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, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; and create places that are safe, inclusive and accessible and which promote health and well-being with a high standard of amenity for existing and future users (paragraph 127).*

- *Design quality should be considered throughout the evolution and assessment of individual proposals (paragraph 128) and permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (paragraph 130).*

The Development Plan
The Development Plan for the Borough comprises the Council's Local Plan.

***Policy DMHB 11**: Design of New Development*
A) All development, including extensions, alterations and new buildings will be required to be designed to the highest quality 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 and form of development 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; and
☐ local topography, views both from and to the site; and
• natural impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

and
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated
Type equation here.*and un-designated, and their settings; and*
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development5 sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.
D) 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.

***Policy DMHB 12**: Streets and Public Realm*
A) Development should be well integrated with the surrounding area and should be easily accessible for all people by. It should:
i) improve the legibility and promote routes and wayfinding permeability between the development and civic local amenities;
ii) ensure public realm design takes account of the local characteristics established townscape character and quality of the surrounding area;
iii) ensuring include landscaping treatment that is suitable for the location, serves a purpose and, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; and
iv) provide safe and direct pedestrian and cycle movement through the space;
v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
vi) where appropriate, include the installation of public art; and
vii) delivering proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.
B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.
C) In order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:
i) they complement the scale, form, materials and architectural composition of individual the buildings of which they form a part;
ii) they complement the visual amenity and character of the site and surrounding area;
iii) they do not adversely impact on historic assets or their setting;
iv) they do not have an adverse impact on public or highway safety;

v) they do not lead to a proliferation of signage visual clutter;
vi) they provide an appropriate type and level of illumination, suitable to the site and its surroundings; and
vii) they enhance the visual amenity of vacant sites and building sites and the surrounding area during the construction period.

***Policy DMHB 14**: Trees and Landscaping*
A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) 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.
C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
D) 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.

***Policy DMHB 16**: 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 or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1.

Number of bedrooms	Number of bed spaces	Minimum Gross Internal Area (m^2)			Built-in storage (m^2)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 5.1

1. * Where a studio has a shower room instead of a bathroom, the floor area may be reduced from $39m^2$ to $37m^2$
2. The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above the stairs. GIA should be measured and denoted in square metres (m^2).
3. The nationally described space standards sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of a the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

***Policy DMHB 17**: Residential Density*
All new residential development should take account of the Residential Density Matrix contained in Table 5.3.

Table 5.3: Residential Density Matrix

Location	PTAL	Setting	Dwelling Type		
			Detached and linked houses	Terraced houses and flats	Mostly Flats
			Ave. 3.5 hr/unit	Ave. 3.1 hr/unit	Ave. 3 hr/unit
Uxbridge Town Centre	4 - 6	Central	175 - 385 hr/ha	170 - 500 hr/ha	495 - 800 hr/ha
			50 - 110 u/ha	55 - 175 u/ha	165 - 405 u/ha
West Drayton/ Hayes Town Centres	3 - 6	Urban	175 - 385 hr/ha	170 - 500 hr/ha	450 - 570 hr/ha
			50 -110 u/ha	55 -175 u/ha	150 - 190 u/ha
Other town centres	2 - 3	Suburban	140 - 200 hr/ha	155 - 248 hr/ha	200 - 250 hr/ha
			35 - 65 u/ha	50 - 80 u/ha	80 -100 u/ha
Residential areas with suburban character within 800m of a town centre*	2 - 3	Suburban	105 - 175 hr/ha	108 - 170 hr/ha	150 - 225 hr/ha
			35 - 50 u/ha	35 - 55 u/ha	50 - 75 u/ha
Other non town centre areas	0 - 2	Suburban/ semi rural	105 - 150 hr/ha	105 - 150 hr/ha	105 - 150 hr/ha
			35 - 50 u/ha	35 - 50 u/ha	35 - 50 u/ha

PTAL - Public Transport Accessibility Level hr - habitable room ha - hectare

*Substantial pockets of residential uses within town centres are also likely to fall within this category

***Policy DMHB 18**: Private Outdoor Amenity Space*
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space.

Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 1.5 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in

Table 5.2: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

keeping with the character of the area to ensure harmonisation with the existing street scene.

***Policy DMEI 2**: Reducing Carbon Emissions*
A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
B) All major developments proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

***Policy DMCI 7**: Planning Obligations and Community Infrastructure Levy*
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not

addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

***Policy DMT 4**: Public Transport*
A) The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:
i) improvements to address inclusive access;
ii) ensuring that bus stops are conveniently located for passengers;
iii) implementation of bus priority and bus stop accessibility measures;
iv) providing for bus route requirements and associated road layouts; and
v) improvements to the network of services; and
vi) improvements to infrastructure to support cycling.
B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.

***Policy DMT 5**: Pedestrians and cyclists*
A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix A C, Table 1 or, in agreement with Council.
B) Development proposals located next to or along the Blue Ribbon network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

***Policy DMT 6**: Vehicle Parking*
A) Development proposals must comply with the parking standards outlined in Appendix A C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

***Policy DMH 6**: Garden and Backland Development*
There is a presumption against the loss of back 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 criteria: ii) neighbouring residential amenity and privacy of existing homes
and gardens must be maintained and unacceptable light spillage avoided;
iii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iv) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
v) features such as trees, shrubs and wildlife habitat, must be retained or re-provided.

(6) Layout

6.1 The internal layout formation is documented on the floor plans and elevations drawing Number FDC/20/04/01 – 10 & 12.

6.2 The building approach to the new dwelling is via the front yard positioned where the existing dropped kerb to No 1 Adelphi Crescent next to the boundary to No 3 Adelphi Crescent.

6.3 The pedestrian building approach to the existing build remain the same through the gate within the front wall.

6.4 We have proposed a 1:12 gradient ramp to the side alley leading to a landing at the rear door, this has a level access with the proposed finished ground floor level to facilitate wheel chair access for disabled person.

6.5 The front yard to the proposed dwelling leads to the front door that leads into the property and side gate that leads to the rear garden via the side access.

6.6 The main entrance leads to the ground floor hallway via the porch. The ground floor hallway creates access to the Lounge/dining, kitchen, Wc and under stairs storage. it also leads to a staircase that lead to the first floor.

6.7 Access to the rear amenity can also be reached from the kitchen via the stack aside door system.

6.8 The stairs lead to the first floor landing which provides access to the master bedroom, second bedroom, family bathroom and store

6.9 Our development will function well and add to the overall quality of the area, over the lifetime of the development; our proposal is visually attractive as a result of good architecture in line with Policy DMHB 11

6.10 Our internal design and layout of development maximises sustainability and is adaptable to different activities

(7) External spaces

7.1 The existing rear land adjacent to 1 Adelphi Crescent is made up uneven ground part hard standing where storage has been demolished.

7.2 The land has been reconfigured to create a front yard and rear amenity for the existing and proposed dwelling.

7.3 Proposed bin stores and cycle stores are located on the existing on hard standing to the Rear yard.

7.4 The bin are stored in an enclosed timber cladded bin enclosure within the front yard keeping bins out of public sight.

7.5 Bin stores are located in a position less than 9 metres away from the nearest access for the bin services and where it is easily accessible to the users. By keeping the bins out of sight, we are reducing the detriment to passer-by and residents' visual amenity.

7.6 The development proposals make sufficient provision for well-designed internal and external storage space for general,

recycling and organic waste, with suitable access for collection. External bins are located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours as Policy DMHB 11

7.7 To the proposed dwelling and existing dwelling, we propose 1No Sheffield bike stand each that will securely store 2No bikes. We propose to reduce the impact our proposal will have on the parking stress on Adelphi Crescent and surrounding areas and to encourage cycling, walking and the use of public transport.

7.8 We have cycle parking facilities in accordance with Appendix A C, Table 1 or, in agreement with Council as Policy DMT 5

7.9 To the proposed dwelling, we propose 2 No parking bays for private parking to reduce parking stress to the immediate surrounding.

7.10To the existing dwelling, we propose 2 No parking bays for private parking to reduce parking stress to the immediate surrounding.

7.11: Our development proposals comply with the parking standards outlined in Appendix A C Table 1 to facilitate sustainable development and address issues relating to congestion and amenity as Policy DMT 6

(8) Scale

8.1 The proposed building fall in line with the front and rear building line of properties on Adelphi crescent

8.2 The volume of the proposed in in keeping with surrounding propertied

8.3 The building footprint of the proposal is similar to surrounding properties

8.4 The scale of our development has considered the height, mass and bulk and form of development adjacent structures. We have adopted the established street patterns and fitted the new structure within its perimeters as Policy DMHB 11

8.5 Building lines and setbacks, rooflines, streetscape rhythm including gaps between structures and other streetscape have been considered in our proposal as Policy DMHB 11

(9) The Building Appearance

9.1 The proposed new dwelling appearance is in keeping with the surrounding building that consists of mainly a combination of facing brickwork and rendered blockwork.

9.2 The heavy facing brickwork to the ground floor element is complimented by the lighter render to the first-floor facade, making the building less dominant within its context.

9.3 The roof structure is of similar scale to roof to surrounding building in height, span, and mass. The ridge line aligns with ridge height on Adelphi Crescent.

9.4 The new windows are of similar scale and window pan division to that of surrounding buildings.

9.5 The ground floor rear elevation stack aside door does not only facilitate a delightful view onto the garden but also has an impressive architectural merit to look onto from the garden.

9.6 The rounded window with soldier course surround to the right-side elevation add a significant feature that exists on most surrounding properties.

9.7 Timber eaves add a soft feel to the elevation.

9.8 The pronounced eaves to the front and rear elevation is in keeping with the surround roof features.

9.9 Policy DMHB 11: Our architectural composition and quality of detailing to match surrounding structures. We have considered the local topography, views both from and to the site; and natural impact on neighbouring open spaces and the environment. We propose to use high quality building materials and finishes as Policy DMHB 11

(10) Landscaping

PROPOSED PRIVATE AMENITY (PROPOSED DWELLING)

10.1 The rear private amenity to the proposed dwelling consists of paving slabs, planters, laid turf, and a timber cycle store canopy, all bordered by 1.8m high close boarded timber fencing.

10.2 The 450x450 concrete paving slabs create access into and around the garden from the side gate at the front yard and the kitchen dining. it

created a border around the soft areas and planter in the garden. it also facilitates access to the cycle store to the bottom of the garden.

10.3 The laid turf forms up to 50% of the garden creating greenery and improving quality within the garden and will substantially improve the carbon footprint

10.4 The planter formed from railway sleepers compliment the garden and brings some bio activities onto the site. its well-integrated into the garden layout and improves the quality of the garden. it creates a better outlook from the proposed dwelling.

10.5 The timber cycle store structure would blend into the timber planter next to it hence improving the garden quality.

10.6 The close boarded timber fence to the bordering the garden creates a sort atmosphere that complements the garden and improves the outlook from the new property.

10.7 In our proposal, we have achieved a total area of 66.82m² private amenity to the proposed dwelling in accordance with local standards which includes more than 50% green credentials.

10.8 We have provided good quality and useable private outdoor amenity space in our design in accordance with the standards set out in Table 5.2 Policy DMHB 18

10.9 We have retained and enhance existing landscaping, trees, biodiversity in our design approach. We have provided a landscape scheme that includes hard and soft landscaping that is appropriate to the character of the area, this will supports and enhances biodiversity. Our design plays a role to improve the green infrastructure to the site as Policy DMHB 14

10.10 We have designed to the high qualitystandards, incorporate principles of good design including harmonising with the local context by taking into account the surrounding landscaping and tree planting to protect and enhance amenity as Policy DMHB 11

PROPOSED FRONT YARD (PROPOSED DWELLING)

10.11 The front yard to the new dwelling consists of permeable block paving, planters parking on block paving and bin store, an existing masonry fence to the left and timber fencing to the left.

10.12 The permeable block paving create pedestrian and cyclist access into the into main house and to the garden from the side gate. it defines the parking area from pedestrian. it enables access to the bin stores by both residence and bin collectors.

10.13 The dominant planter formed from railway sleepers compliment the front yard which create a visual interest to both residence and passer-by. it improves the quality of the front yard and bring greenery and planting to the property curtilage. The timber planter also compliments the timber bin enclosure. The greenery to the front yard has been improved by up to 50% in our proposal

10.14 The bin store enclosure will be formed from timber cedar cladding. it hides the bins away from the public and residence. Its timber nature improves the front curtilage of the property. enables easy access to the to both residence and bin collectors. The cedar cladded bin store enclosure also compliments the railway sleeper timber planter.

10.15 Permeable block paving is proposed to the front yard to facilitate 2No 4800x2400mm parking bays within the front yard. this is positioned in front of the existing dropped kerb to 1 Adelphi Crescent.

10.16 The existing masonry fence to be painted white to reduce it's dominate presence.

10.17 The new fence to the left-hand side bordering between the front yard and private amenity allocated to the existing dwelling would be a 1.8m close boarded timber fence, this represents a soft boundary between the existing and proposed property

PROPOSED PRIVATE AMENITY (EXISTING DWELLING)

10.18 The rear proposed private amenity to the existing property consists of paving slabs, planters, laid turf and a cycle store canopy, all bordered by close 1.8m high close boarded timber fencing.

10.19 The 450x450 concrete paving slabs create access into the into and around the garden from the side gate from the front yard and the kitchen dining & utility. it created a border around the soft areas in the garden. it also facilitates access to the cycle store to the bottom of the garden and bike store

10.20 The laid turf forms up to 50% of the garden creating greenery and improving quality within the garden and will substantially improve the carbon footprint

10.21 The planters formed from railway sleepers compliment the garden and brings some bio activities onto the site. they are well integrated into the garden layout and improves the quality of the garden. it creates a better outlook from the proposed dwelling.

10.22 The bin store enclosure will be formed from timber cedar cladding. it hides the bins away from the view of the residence. Its timber nature improves the garden quality. it enables easy access to the to both residence and bin collectors. The cedar cladded bin store enclosure also compliments the railway sleeper timber planter.

10.23 The timber cycle store structure would blend into the timber planter next to it hence improving the garden quality.

10.24 The close boarded timber fence to the bordering new garden to the existing dwelling the create an atmosphere that complements the garden and improves the outlook from the new property.

10.25 In our proposal, we have achieved a total area of 61.34m² private amenity to the existing dwelling in accordance with local standards which includes more than 50% green credentials.

PROPOSED FRONT (EXISTING DWELLING)

10.26 The proposed front yard to the existing dwelling consist of paving slabs, planters parking hardstand, an existing masonry fence to the left and fencing.

10.27 The permeable block paving create pedestrian and cyclist access into the into main house and to the garden from the side gate. it enables access to the bin stores by both residence and bin collectors.

10.28 The planters formed from railway sleepers compliment the front yard which create a visual interest to both residence and passer-by. it improves the quality of the front yard and bring greenery and planting to the property curtilage.

10.29 There is an existing tree within the proposed dwelling front yard this is kept o retain retainable vegetation on the site. the footprint of the proposed building is carefully positioned to avoid the spread of the existing tree and avoiding its roots

10.30 Permeable block is proposed to the front yard to facilitate 2No 4800x2400mm parking bays within the front yard and the ability to turn a regular vehicle within the properties curtilage to discourage reversing out of the front yard. The vehicular access is proposed to be from a new dropped kerb. This improves the ingress and exit of vehicles in and out of the site.

10.31 The existing 1.0mm masonry facing brick fence to the front yard is to be retained to keep the character of the frontage

10.32 Both private amenity and front yard has made a significant improvement to the outlook and visual amenity to neighbouring properties and views from Adelphi Crescent.

10.33 To the front of the property is a 4.4m & 2.3m wide paved sidewalk for the use of pedestrians, promoting a significant increase in walking traffic around the area by emphasizing the quality of the pedestrian and street environment. It also promotes simplified streetscape, decluttering and access for all.

10.34 The sidewalk identifies and implements accessible, safe and convenient direct routes to the local shops on Kingshill Avenue, to a number of transport nodes and other uses.

10.35 The existing pedestrian infrastructure is suitable for its proposed use and the new development has no adverse effect on pedestrian amenity.

10.36 The existing pedestrian sidewalk can be seen to promote the 'Legible London' programme to improve pedestrian wayfinding.

10.37 We have demonstrated in this application that we have made provision for some in-curtilage private open space, to the rear, that is compatible with the overall size of the plot, for normal domestic activities, including bin storage, clothes drying, sitting out and play space. The residence can enjoy a high degree of privacy from the public street.

10.38 We have proposed three bins store in our proposal (2No within the bins enclosure and another within the kitchen) to facilitate recycling. Our bin store a hidden within cedar cladded bin enclosure that is easier on the eye to reduce them adversely affecting the character and appearance of the area.

10.39 in our proposals, a side entrance have been created to both the proposed rear amenity to the existing and new dwelling this is to discourage refuse and garden equipment will need to being carried though the house.

Site frontage view from Adelphi Crescent

(11) Use

11.1 The New dwellings floor 80m2 unit will be used as a 4 person 2 bedroom dwelling with facilities such as Lounge; dining visitors toilet; 2No bedrooms, kitchen Bathroom, storage and amenity space parking, cycle storage, bin store.

11.2 The existing dwelling front yard and private amenity parking, cycle store and bin store of 158.62m2

11.3 Our proposal promote and support the development of an underutilized land. This will help meet an identified need for housing in the London as paragraph 118 London plan.

(12) Access Arrangements

12.1 The design has considered and provided high quality and safe public realm or interface with the public realm, which facilitates convenient and

direct access to the site for pedestrian and cyclists and disabled access to both the existing and proposed.

12.2 We have proposed a 1:12 gradient ramp to the side alley leading to a landing at the rear door, this has a level access with the proposed finished ground floor level to facilitate wheel chair access for disabled person.

12.3

12.4 The building approach to the proposed dwelling is through the front curtilage of 35.77m2. The building is set back 4.8m from the public foot path.

12.5 The paving slabs to the front yard defines the foot and cycle path that leads to the front door building and the side gate that lead to the rear garden

12.6 The front curtilage is furnished with planters and cedar cladded bin enclosure that improve the quality.

12.7 Pedestrian and cyclist access to the existing property is through the front gate within the 1m masonry wall remain unchanged.

12.8 Access to the front door remain unchanged

12.9 Access to the rear garden remain unchanged, though the private amenity has been improved and reconfigured

View from existing second floor half landing

(13) Neighbours

13.1 The proposed building is a detached 4 people, 2-bedroom, 2 storey single family dwelling. it shares boundaries to the left with No 3 Adelphi Crescent to the left and 1 Adelphi Crescent. To the rear of the proposed are private amenity to No 24 Weymount Road. The proposed is position next to the existing garage to No 3 Adelphi Crescent.

OVERSHADOWING AND LOSS OF LIGHT:

13.2 In our design approach consideration has been given to possible overshadowing of neighbour's window that may be affecting their "right to light"

13.3 The first-floor element of our proposal align with the primary building line to Adelphi crescent hence not having any adverse effect on it outlook and daylight, neither is it overwhelming or overshadowing.

13.4 Even though the ground floor frontal element of the building steps slightly further forward than the building line, it can be seen to be in line with the porch element to no 5 Adelpi Crescent, there are also canopies over the front door of No 7 & 9 the protrude to a similar scale

13.5 Due to the wide gap between the main structure of No 3 Adelphi and the proposal, the outlook of the proposal will not be compromised; between the front yard to the proposal and No 3 Adelphi Crescent there is a 1.8

meter existing masonry fence blocking out most of the ground floor frontal element. Hence not having any adverse effect on it outlook and daylight, neither is it overwhelming or overshadowing.

13.6 The garage to the left of our proposal in its position has already blocked the ground floor element to No 3 Adelphi Crescent.

13.7 The window to the left hand first floor element of No 3 Adelphi Crescent is within a non-habitable space (stair case/hall). it can be seen that our proposal has no adverse effect on outlook to No 3 Adelphi Crescent.

13.8 The proposed building is inclined at an angle to the existing building on No 1 Adelphi Crescent. This positioned the building further away to the front

13.9 The windows to No 1 Adelphi Crescent looking onto the proposed are non-habitable rooms (Staircase/hall, shower and utility).

13.10 The windows to the left-hand side of the proposal will be obscure glazing and it is to be note that they are non-habitable rooms (hall & visitors toilet). Hence not having any adverse effect on it outlook and daylight, neither is it overwhelming or overshadowing.

DOMINANCE:

13.11 The issue of dominance is addressed in our proposal by making the volume of the proposal of similar size to the surrounding building

13.12 Matching the street ridge line of existing buildings

13.13 Aligning with the building line at first floor level to the front and rear of the proposal

13.14 Introducing render to the first-floor element to reduce its presence

13.15 Matching the opening sizes and scale of surrounding buildings

13.16 Setting the building back from the front public footpath be 4.8m

OVERLOOKING & PRIVACY:

13.17 We avoided windows to the side elevations that look onto neighbouring properties and the window to the ground floor right side elevation are obscure in line with guidelines.

13.18 The clear windows to the street view and garden view in the direction of neighbouring properties and do not overlooking any other property.

13.19 1.8m high dividing fences have been proposed along the border to the proposed.

13.20 We have not proposed any terrace of balcony.

NOISE:

13.21 The position of the new build on site which is approximately 3m away from the closest non-habitable room window and up to 9m further away toward the front, this creates some level of distancing from the existing openings and in turn promotes minimal increase of level of noise and general disturbance experienced by neighbouring residents.

13.22 The left-hand wall to the proposed is approximately closest 3.6m away to the nearest non-habitable room window to No 3 Adelphi Crescent, there is also the presence of the existing garage between the proposed and existing main building. This creates some level of distancing from the existing openings and in turn promotes minimal increase of level of noise and general disturbance experienced by neighbouring residents.

13.23 The use of a C3 family dwelling is generally quiet in its nature and operations, similar to other surrounding dwellings therefore will not cause any noise and nuisance.

(14) Sustainable travel Parking and Servicing

14.1 The proposal includes 1No cycle stand to store 2No bikes in the rear yard. to both the existing property and the proposed dwelling. We intend to promote and encourage walking and cycling to meet London Plan standards.

14.2 The site is located in an area where public transport accessibility and public transport capacity can accommodate the proposed increase in number of trips.

14.3 In this proposal we aim to respect the hierarchy of road user policy produced by the local authority by giving priority to walking and cycling and to reduce the use of motor transport. Promoting sustainable, healthy travel behavior, by benefitting from increased walking and cycling include reducing congestion, air pollution, road collisions and community severance and improving health and wellbeing. Improve the quality, reliability and efficiency of the road network. Improve air quality. Reduce real and perceived danger on the Road. Reduce CO2 emissions.

14.4 In the proposal, we have prioritized the use of transport in the following order

1) Walking
2) Cycling
3) Buses
4) London Underground/Rail
5) Motorcycles/scooters
6) Taxi and minicabs
7) Private cars

14.5 Very good public transport accessibility is available to the site:

- Existing transportation within sites immediate proximity:
- Adelphi Crescent bus stop directly opposite the site.
- Multiple bus routes in the immediate vicinity of the property
- A 4.4m and 2.3m wide pedestrian walkway
- There are no parking restriction in the immediate vicinity of the site

14.6 Existing Parking available to the site:

- A number of vehicles are currently parked on the undeveloped land accessed via the existing dropped kerb.

14.7 Other Existing Parking Available around the site:

- There are no parking restriction in the immediate vicinity of the site

14.8 Proposed Parking:

- Formation of 1No Sheffield bike stand to store 2 No Bicycles within the garden of the proposed dwelling.
- Formation of 1No Sheffield bike stand to store 2 No Bicycles within the garden of the existing dwelling.

14.9 We aim to minimize any adverse impact our proposal will have on the existing parking by encouraging cycling and walking, hence we have introduced 1No Sheffield secured bike stand to park 2No bicycles to both existing and new property. We also aim to encourage walking and cycling.

14.10 The proposal considers solid waste disposal to the new dwelling located in the in the front yard. the bins are positioned where it is easy to for users and collectors. Refuse disposal arrangement will be sought with the local disposal team

14.11 The proposal considers solid waste disposal go the existing dwelling be located in the in the rear garden with access from the side gate to be in

a position where it is easy to for users and collectors. Refuse disposal arrangement will be sought with the local disposal team.

14.12 BUS STOPS NEAR THE PROPOSED SITE

1: Adelphi Crescent is 0.02 Kilometres away
2: Weymouth Road is 0.06 Kilometres away
3: Adelphi Crescent is 0.10 Kilometres away
4: Adelphi Way is 0.15 Kilometres away
5: Weymouth Road is 0.16 Kilometres away

It can be seen that the proposal is within walking distance to a number of bus stops

14.13 RAILWAY STATIONS NEAR THE PROPOSED

1: South Ruislip Rail Station is 3.16 Kilometres away
2: Hayes & Harlington Rail Station is 3.38 Kilometres away
3: West Ruislip Rail Station is 4.15 Kilometres away
4: West Drayton Rail Station is 4.20 Kilometres away

It can be seen that the site is accessible to the wider London by train

14.14 COACH STATIONS NEAR THE PROPOSED

1: Hillingdon Circus is 2.59 Kilometres away
2: Heathrow Central Bus Station is 7.21 Kilometres away
3: Heathrow Terminal 4 is 8.43 Kilometres away

It can be seen that the site is accessible to the wider other parts of the country by coach.

14.15 PLACES OF WORSHIP NEAR THE SITE

1. 1,Jumu'ah Salaah. is 1.63 Kilometers away Mosque
2. Kali Mata Mandir is 2.03 Kilometers away Hindu Temple
3. Kali Mata Mandir is 2.03 Kilometers away Hindu Temple
4. St Joseph the Worker & Dovetail Centre is 2.19 Kilometers away
5. Kingdom Hall Jehovah's Witnesses is 2.33 Kilometers away
6. Quba Islamic and Education Centre. is 2.69 Kilometers away Mosque

It can been seen that there are sufficient places of worship in the immediate vicinity of the site

14.16 PRIMARY SCHOOLS NEAR THE SITE

1. Hedgewood School - 0.1 miles away
2. Charville Academy - 0.3 miles away
3. Hayes Park School - 0.3 miles away
4. Grange Park Infant and Nursery School - 0.6 miles away
5. Grange Park Junior School - 0.6 miles away
6. Downe Manor Primary School - 0.8 miles away

It can been seen that there are primary schools within the immediate vicinity of the site to support a family residence.

14.17 SECONDARY SCHOOLS NEARBY

1. De Salis Studio College - 0.9 miles away
2. Hewens College - 0.9 miles away State school
3. Swakeleys School for Girls - 1 mile away
4. Barnhill Community High School- 1 mile away
5. Parkside Studio College - 1 mile away

It can been seen that there are secondary schools within the immediate vicinity of the site to support a family residence.

14.18 LOCAL PARKS:

1. The Norman Leddy Memorial Gardens in Hayes is one of Hillingdon Borough's designated gardens of excellence. In September 2010, the Gardens earned a gold award for Best London Small Park in the London in Bloom competition

2. Hayes End Recreation Ground at 86 Kingsway, Hayes UB3 2TZ

3. Minet Country Park is a 36-hectare park on Springfield Road, Hayes in the London Borough of Hillingdon; it is situated between the A312 and the Uxbridge Road.

4. Stockley Park / Public Football Field in West Drayton

5. Barra Hall Park is an 11.06-hectare formal park situated near the centre of Hayes in the ward of Townfield in the London Borough of Hillingdon. The park came into existence in December 1923. The main entrance to the park is off Freemans Lane. There are ten entrances altogether, spread around the perimeter of the park.

6. Pinkwell Park and Garden Waltham Ave, Hayes UB3 1TF44

7. Lake Farm Country Park is an expanse of green belt land approximately 60 acres in size fringed by trees and the Grand Union Canal, situated in the south of Hayes in the London Borough of Hillingdon. Its formal status as a country park dates back to September 2002.

8. Willow Tree Lane Open Space in Ealing Hayes UB4 9BH

A large open space in Yeading consisting of amenity grass, sports pitches, wildflower meadows, woodlands and a wildlife pond.

9. Hillingdon Court Park
   Busy park housing tennis courts, formal gardens & an outdoor gym, plus a bowling green & playground.

10. Northala Fields is a country-style park located in Northolt, Greater London. It was opened in 2008 and consists of four artificial hills standing next to the A40 Western Avenue, as well as several fishing lakes, a large field area a children's play area and adjacent café.

It can be seen that the site is furnished with a vast amount of public park for recreation.

(15) PLANNING ISSUES

15.1 Having reviewed the relevant planning policy background and the characteristics of the site and surrounding area and the proposed development, it is considered that the following issues are most relevant to the consideration of the application.

1. Housing need;
2. Presumption in favour of Sustainable Development;
3. Residential design standards;
4. Residential amenity considerations;
5. Trees and landscaping;
6. Parking; and
7. Flooding issues and Sustainable Drainage.

HOUSING NEED

15.2 There is a significant need for new housing in London. This is an important material consideration which weighs in favour of the application.

15.3 The need for new housing is emphasised in the Government's long awaited Housing White Paper published February 2017 which emphasises the need for a greater level of house building within the United Kingdom. The application proposal gives rise to a net increase in the number of units on the site and therefore will assist.

15.4 The NPPF (2018) contains significant emphasis on making better use of existing housing sites. Paragraph 118 confirms that planning policies and decisions should promote and support the development of underutilised land and buildings, especially if this would help meet an identified need for housing where land supply is constrained, and available sites could be used more efficiently.

15.5 This is further confirmed in paragraph 122 whereby planning policies and decisions should support development that makes efficient use of land taking into account the identified need for different types of housing and other forms of development and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services; the desirability of maintaining an area's prevailing character and setting or are promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.

15.6 Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimum use of the potential of each site (paragraph 122).

15.7 The new NPPF does, therefore, promote making the better use of existing housing sites where no adverse impact on design, amenity or heritage matters occurs. As is set out within this document that is the case in respect of this application.

15.8 Policy 3.3 (Increasing Housing Supply) of the London Plan confirms that Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing targets as set within the London Plan, as there is a pressing need for more homes in London. Part D of the policy states the Boroughs should seek to achieve and exceed housing targets through, inter alia, the intensification of brownfield housing sites.

15.9 The results of the London Plan Annual Monitoring Report 14 (AMR 14), dated September 2018 confirms that in relation to Key Performance Indicator 4, in relation to the London Plan which requires an average completion of a minimum of 42,000 net additional homes per year.

15.10 Within the draft new London Plan Policy H1 (Increasing Housing Supply) sets out the 10 year target for net housing completions which Local Planning Authorities should plan for and include within their Development Plan documents. The 10 year target for the period 2019/2020-2028/2029 has increased since that of the previous plan period to 649,350 an increase of approximately 225,000

15.11 The need for additional housing in London is also acknowledged within emerging London Plan draft Policy H2 (Small Sites) which recognises the very valuable contribution that small sites can make to the provision of housing in London. This policy actively supports well-designed new homes on small sites which can significantly increase the contribution that small sites make to meeting London's housing needs. Draft Policy H2 explicitly supports proposals to increase the density of existing residential schemes within PTALs 3-6 or within 800 metres of a station, both of which are applicable to the site.

15.12 In summary, national planning guidance contained within NPPF (2018) and relevant policies of the adopted development plan and draft

development plan presume in favour of making better use of existing housing sites within Zones 3 to 6 or within 800 metres of a station (which apply to the application site) where, the development will not give rise to any design, amenity or heritage impact. As is set out within this document, the limited nature of the proposal and its careful siting and consideration in respect to landscaping benefits arising ensures that there are no such adverse impacts arising from this application. Accordingly, there is a presumption in favour of the application proposal.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

15.13 Within the NPPF there is a presumption in favour of sustainable development. It is confirmed that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6).

15.14 Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing;

- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

15.15 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). For decision making, this means, inter alia, approving development proposals that accord with the development plan without delay.

RESIDENTIAL DESIGN STANDARDS

15.16 The proposed reconfiguration new build will mean that resident will benefit from high quality residential accommodation with access to amenity space and with appropriate levels of refuse and cycle storage. Overall, it is

considered that the application proposal will provide high quality living conditions for future occupiers.

RESIDENTIAL AMENITY & DAYLIGHT AND SUNLIGHT MATTERS

15.17 The proposed building has been designed and located to ensure that there is no adverse impact on the amenity of surrounding residential properties. In particular, the relationship of the property and surrounding uses has been considered. The proposed new windows have been designed to match that of surrounding properties and opening on site, facing south west and overlooking the communal gardens and cycle storage. The principle of these windows and a residential use in this location is well established. It is not considered that the extended rear element due to its modest size would cause any adverse impact on surrounding residential amenity. In addition, the proposed works to the front and rear gardens will have positive benefits to both the occupiers of the building and those in the wider area. In this respect, it is considered that the proposed development should be considered acceptable.

TREES AND LANDSCAPING

16.18 Even though the application site does not lie within a conservation Area. Our intension is to retain the only existing tree on site. Accordingly, the implications of the application proposal on trees and landscaping at the application site are of relevance. It is part of the proposal that the application will provide an enhanced level of planting on site.

15.19 The tree located in the front garden is of no significant value and the landscaping which exists in place within the curtilage of the site at present is of no merit and replacement landscaping/planting is proposed.

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15.20 The application proposal will provide an enhanced level of landscaping and amenity space on the site.

15.21 On this basis, this is considered to be a net benefit of the application.

PARKING

15.22 The application proposal consist of 2No private parking bays to each property to relieve parking stress in the area even though there are no parking restrictions. The refurbishment of the site will include the provision of cycle parking for both residents and visitors in accordance with the required standards.

FLOODING ISSUES AND SUSTAINABLE DRAINAGE

15.23 The application site is located within very low risk an area not at risk of flooding. Accordingly, the proposed residential unit is located in an

appropriate location for residential development which is not at risk of flooding.

15.24 In respect to the issue of sustainable drainage and adopted Development Plan Policy London Borough of Hillingdon Local Plan policies EM 6 and DMEI 10, the application proposals provide an improved green space on the site As such, it is considered that the application proposal meets the requirements of adopted Development Plan policies EM 6 and DMEI 10, relating to sustainable drainage.

(16) CONCLUSION

16.1 This Planning, Design and Access Statement has been prepared by Fayeh development consultants in support of a full planning application for the formation of a 2 bedroom (C3 class) detached house on land adjacent to 1 Adelphi Crescent, new bin store to the front of the property, formal cycle parking, front and Amenity/rear landscaping, and reconfiguration of existing amenity, parking and cycle storage to 1 Adelphi Crescent.

16.2 It is considered that the application is of considerable benefit to LB Hillingdon, namely it;

- Provides an additional Family Residential unit to help meet LB Hillingdon's housing needs.
- Provides benefits to Adelphi Crescent and Weymount Road area through overall improvements to the appearance of land Adjacent to Adelphi Crescent that is currently in a bad state.
- Provides new landscaping and amenity space including bin stores and cycle storage to the benefit of existing and new residence.
- Provide access for disabled in line with guideline's

16.3 Accordingly, it is respectfully request that planning permission is granted.

Ola Fayehun

Principal Designer
Fayeh Development Consultants