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Supporting 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/20/04/13
August /2020

We have prepared this supporting statement to highlight the revisions made to this application in response to the refused application reference 75616/APP/2020/1656

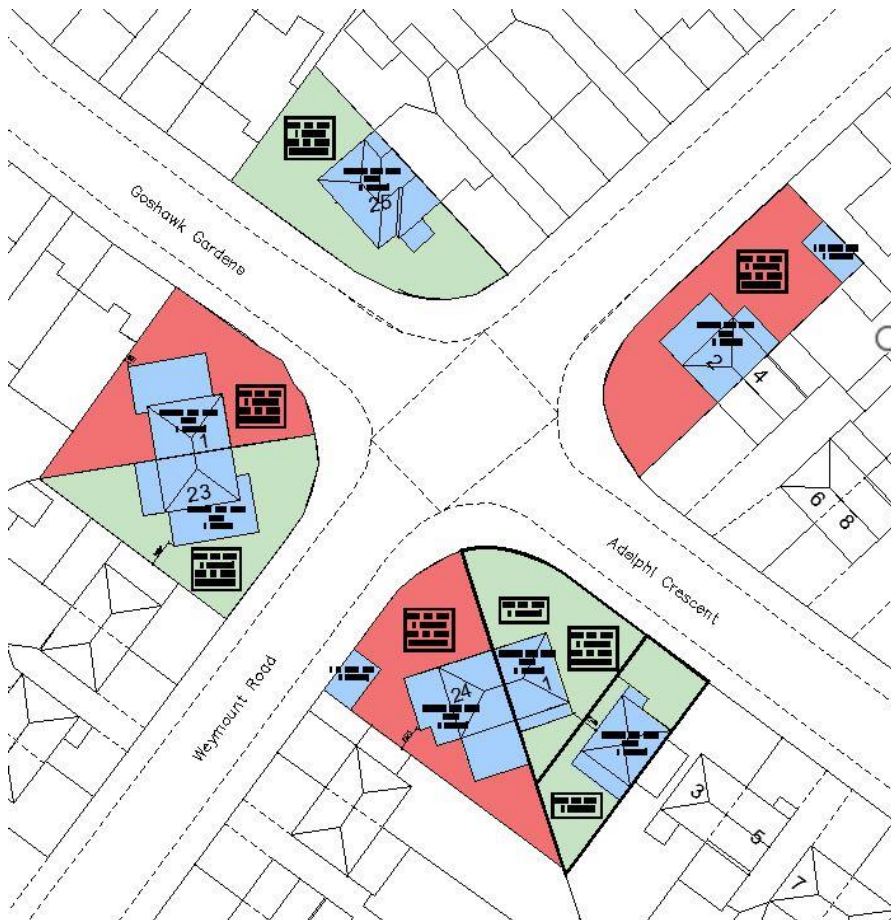
We have compared the amount of existing developments to corner sites with similar characteristics near the site to development on the proposed and found that the site come 5th out of the 6-corner site as demonstrated in the table R1 and drawing No:FDC20/04/12

The amount of development on 24 Weymount Road which shears borders with No 1 Adelphi Crescent is developed 9% more that the proposed site

It has been demonstrated that the proposed site has only left 63% of it area to private amenity and front curtilage hence does not amount to overdevelopment.

	This table shows the amount of existing development compared to the proposed on the corner sites in the immediate vicinity of proposed development table to demonstrate that the proposed development does not amount to overdevelopment of No 1 Adelphi Crescent			
	Site address	Total site Area (m²).	Footprint of site developed (m²)	Percentage of site developed
1	24 Weymount Road	295.03 m ²	106.13 m ²	35%
2	23 Weymount Road	253.94 m ²	81.31 m ²	32%
3	1 Goshawk Gardens	251.38 m ²	72.60 m ²	29%
4	25 Weymount Road	281.6 m ²	77.67 m ²	28%
5	1 Adelphi Crescent	365.26 m ²	97.79 m ²	26%
6	2 Adelphi Crescent	310.57 m ²	81.17 m ²	26%

Table R1



Percentage of development compared to neighboring/similar properties.
See drawing Number FDC/20/04/12 for detail

This table demonstrates the visible gap between building on neighboring sites.		
Existing and proposed Situation	Existing and proposed bordering Site addresses	Existing and proposed Visible Gap between buildings(m).
1	1 Goshawk Gardens	0.6m
	3 Goshawk Gardens	
2	22 Weymount Road	2.4m
	24 Weymount Road	
3	21 Weymount Road	2.6m
	23 Weymount Road	
4	1 Adelphi Crescent	2.7m
	New proposal	

Table R2

Table R2 and drawing No: FDC20/04/12 demonstrates that the gap between the proposal and the existing building on 1 Adelphi Crescent is the widest compared to existing similar scenario on neighboring buildings.

It can be seen that the gap between the proposed and existing buildings is 77% wider than the tightest gap between 1 Goshawk Gardens and 3 Goshawk Gardens.

It can be argued with evidence that the gap described is not characteristic to the area building as they have been built up over time. We see this as precedence for our proposal.

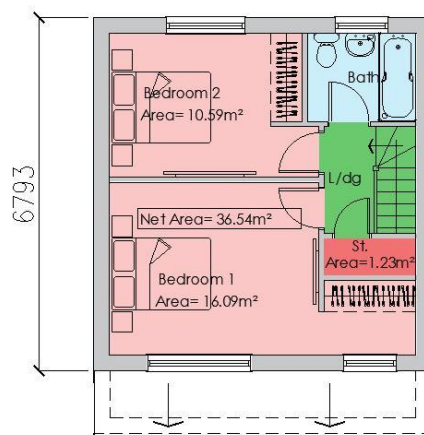
The appearance of the roof has been reduced and redesigned to be in keeping with the existing roofs. This also reduces the bulk of the building hence improving the character, appearance and visual amenities of the street scene and the wider area. See amended proposed plans and elevations.



Revised Street view

ROOM SIZES

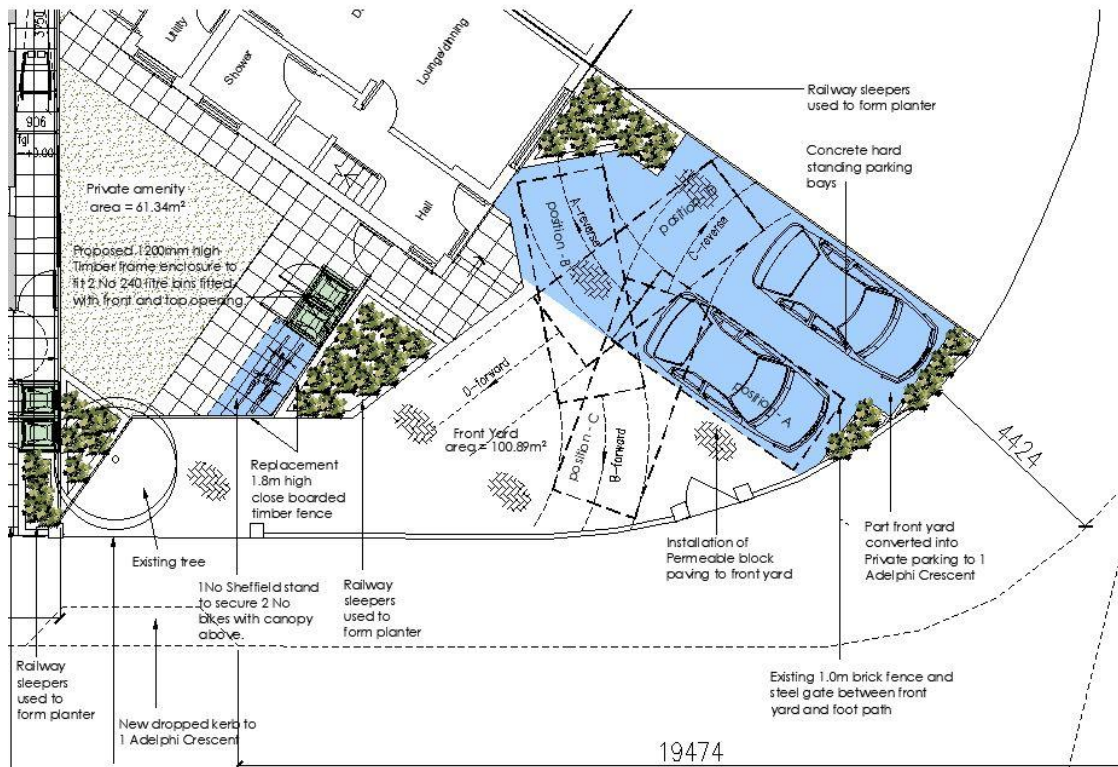
The floor area to the master bedroom has been improved to 16.09m² which is well within guidelines see drawing No: FDC/20/04/08a



PROPOSED FIRST FLOOR PLAN

PARKING.

The parking and maneuvers to the front of the existing property to 1 Adelphi Crescent has been improved see drawing No: FDC/20/04/07a. The worst case maneuvers have been reduced to only 2 reverse (position A to position B) and (Position C to position D)



Parking and Maneuver arrangement to Existing property

Planters have been positioned to guide the driver and prevent collision into the building. We proposed bollard low level lighting to guide drivers when its dark.

Almost all the existing front curtilage to No 1 Adelphi Crescent is covered in concrete paving slab, only 4.7m² of this formed in planters. It is evident from the pictures below that greenery to the front curtilage of the existing property was not existent.

The proposed greenery to the front of the existing building amount to 10.5m², this is an improvement on the existing greenery.

We proposed to replace the existing untidy paving slabs with permeable block paving which is more environmentally sustainable because of its porous nature. The

added benefit is that the surface area will have better drainage. This also improves the appearance of the front yard.

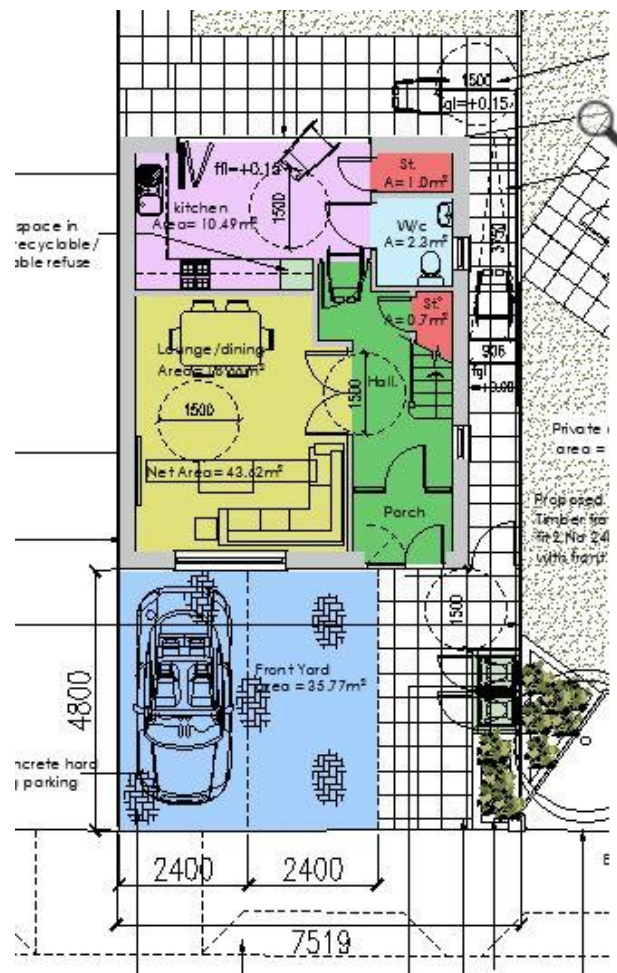
It evidently be seen that the proposed hard standing is no worse than the existing and we have made more than a 50% improvement to the front garden, hence our proposal has not reduced the overall provision of front garden area/amenity space and soft landscaping and that the proposal is not detrimental to the visual amenity of the street scene and the wider area.



Exiting front yard to No 1 Adelphi Crescent

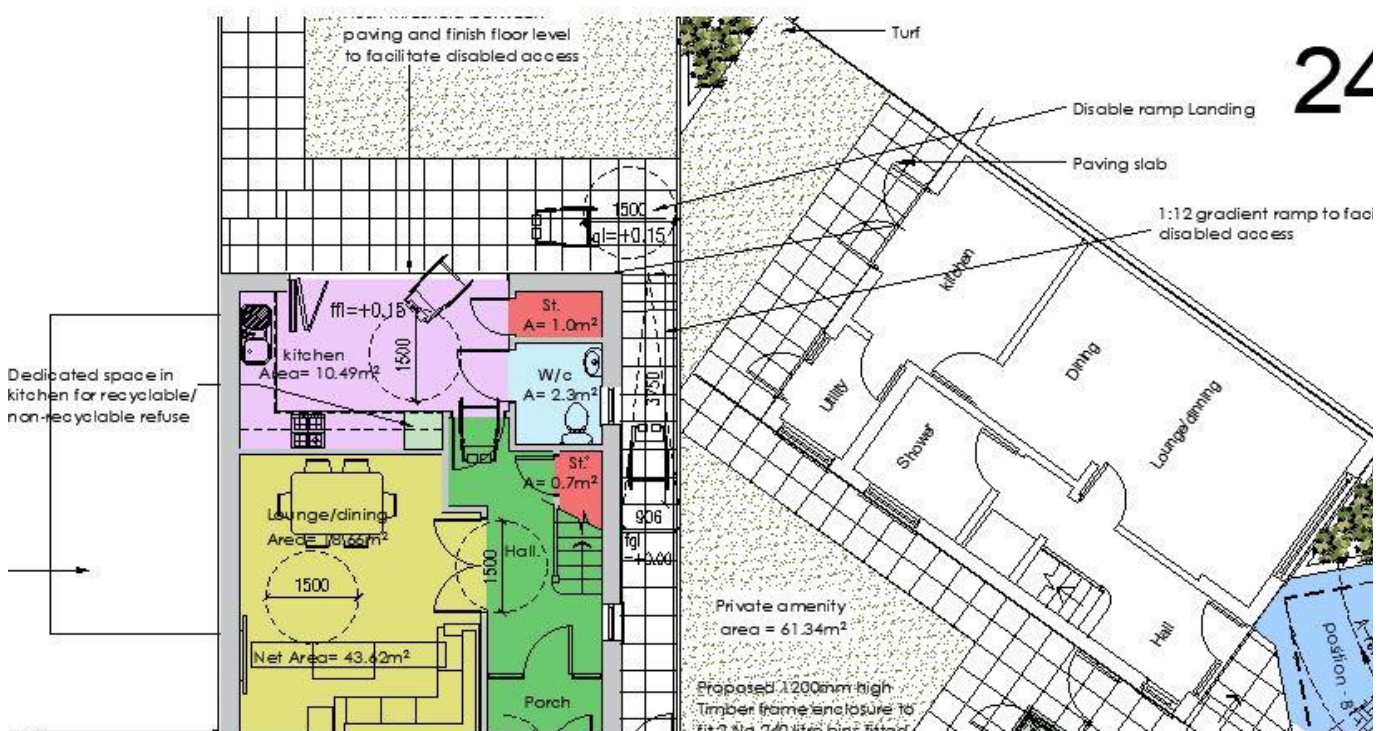
Disabled Access.

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.



Overdominance & overshadowing

The ground floor extended rear element of the proposal has been omitted, both the ground and first floor element to the rear of the proposal now flush with the original rear wall to 3 Adelphi Crescent Tis is to reduce the impact the proposal will have on the private amenity of the existing dwelling on 1 Adelphi crescent hence reducing overdominance, overshadowing, loss of light, visual intrusion and loss of outlook.



Following our responses to comment made on the previous planning application; revision made to improve the application to its best
Accordingly, it is respectfully request that planning permission is granted.

Ola Fayehun

Principal Designer
Fayeh Development Consultants

1, The proposal by reason of its siting in this open prominent position, size, scale, bulk and proximity to the side boundary would result in the loss of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore, represent an overdevelopment of the site to the detriment of the character, appearance and visual amenities of the area and to this existing open area of the street scene.

We can compare the amount of built up areas in similar sites at the junction.

This also might because of the extended area to the front ie porch/extended lounge

2, The proposal by reason of its siting in this open prominent position, size, scale, bulk and gable roof design would be detrimental to the character, appearance and visual

amenities of the street scene and the wider area.

We can change the roof design to a pitched roof to match other roofs.

3, The proposed dwelling, by reason of its siting, size, scale, bulk and proximity, would be detrimental to the amenities of the adjoining occupier at 1 Adelphi Crescent by reason of overdominance, overshadowing, loss of light, visual intrusion and loss of outlook.

We have demonstrated that the proposal does not cause loss of light or a detriment to the visual amenity of 1 Adelphi Road. Perhaps we might need to demonstrate this in more details.

4, The proposal would provide a double bedrooms of an unsatisfactory size and quality for the future occupiers of the proposed dwelling and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers.

The size of the bedroom is in keeping with Hillington standards. If they are still not satisfied, we could omit the en-suite and make the room larger.

5, The proposed dwelling, by reason of its size and design would be inaccessible to wheelchair users

We can create a ramp via the rear of the dwelling and make doors larger on the ground floor and show wheelchair turning circles. We demonstrate this for the use of a wheelchair user visitor

6, The proposal has not demonstrated that sufficient off street parking/maneuvering arrangements would be provided, given the excessive width of the proposed crossover and the maneuvering arrangements for the parking for the existing dwelling and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety

I believe the transport department is worried about the difficult maneuver within the existing. I believe we can try and improve this. And there have been no consideration in the feedback about cycle stores. Having a word with the transport department might give us an understanding of what is preferred

7, The proposed development would result in the creation of an excessive area of hard standing at the front of the original dwelling at 1 Adelphi Crescent and the proposed dwelling with a consequent reduction in the overall provision of front garden area/amenity space and soft landscaping. The proposal is therefore detrimental to the visual amenity of the street scene and the wider area.

The existing amount of hard standing to the front of the existing dwelling has not changed. We will need to demonstrate this in our drawings and design and access statement.

I believe we should make a resubmission with a separate topic responding to there reasons for refusal
