



Appeal Decision

Site visit made on 15 August 2023

by H Senior BA (Hons) MCD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 31st October 2023

Appeal Ref: APP/R5510/W/23/3318219

104 Windsor Avenue, Uxbridge, Hillingdon UB10 9BA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mrs Daljit Kaur against the decision of the Council of the London Borough of Hillingdon.
- The application Ref 4516/APP/2022/2283, dated 18 July 2022, was refused by notice dated 12 September 2022.
- The development proposed is erection of a 3 bedroom house including 2 x dropped kerb, cycle and bin storage and EV charging point.

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues are the effect of the proposal on:
 - the character and appearance of the area, and
 - the living conditions of the future occupiers of the dwelling with particular regard to outlook.

Reasons

Character and appearance

3. The appeal site is a corner plot at the junction of Windsor Avenue and Regent Avenue, in a predominantly residential area with dwellings set back from the road and with a strong building line giving a regular rhythm to the street scene. The area is characterised by semi-detached dwellings with a symmetrical appearance, in the vicinity of the proposal. There are also examples of short terraces of three or four dwellings on both Windsor Avenue and Regent Avenue.
4. Regent Road has a regular building line, particularly apparent when looking towards Windsor Avenue. The space at the corner is a feature of the area and contributes positively to the character of the area. Although the proposed dwelling would be separated from those on Regent Avenue by the rear garden and single storey building, when viewed from Regent Avenue, it would be positioned closer to the rear of the footway and would appear as a bulky, cramped and prominent addition to the street.
5. It would have a different roof form than the neighbouring dwellings which have been extended with a flat roof dormer to the rear. The proposed pitched roof whilst being lower than the neighbouring dormers, would not reflect this established pattern of development and would be a bulky and incongruous addition to the street scene when viewed from Regent Road.

6. My attention has been drawn to examples of dwellings occupying corner plots and of terraced properties. I do not have the full details of the schemes before me, however they do not appear to be directly comparable to this scheme. The corner properties are of a different design to the proposal, the terraces have a symmetrical pitched roof form. Although the photographs showing the building line show buildings close to the corners, I have determined this appeal on the site-specific circumstances of this case.
7. I conclude that the proposed dwelling would harm the character and appearance of the area. It would conflict with Policies D3 and D6 of the London Plan 2021 (LP), Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies 2012, Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies 2020 (HLP) which together, amongst other matters, seek to ensure that development achieves a high quality of design and harmonises with the local context. It would also conflict with the design aims of the National Planning Policy Framework.

Living Conditions

8. The proposal includes a bedroom on the second floor which would be solely lit with rooflights. The rooflights appear to be of sufficient size to provide light to the room and due to their height and position within the roof they would provide sufficient outlook for the occupiers of the proposed dwelling, particularly the second-floor bedroom.
9. I conclude that the proposal would provide satisfactory living conditions of the future occupiers of the dwelling with particular regard to outlook. It would not conflict with Policy D6 of the LP and Policies DMHB 11 and DMHB 16 of the HLP which together, amongst other matters, seek to ensure that development is of high-quality design and meets the occupiers' needs.

Planning Balance and Conclusion

10. The proposed development would create an additional dwelling adding to the Council's housing stock and supporting the Government's objective of boosting the supply of homes. My attention has been drawn to other local housing issues, including the need for three-bedroom houses. There would also be economic benefits from the investment in the construction of the dwelling, subsequent occupation and spending associated with future residents. The delivery of a new dwelling would also contribute to the social dimension of sustainable development. However, the nature of these social and economic benefits would be limited due to the small scale of the proposal. Accordingly, the benefits of the scheme carry limited weight.
11. I have found that the appeal proposal would harm the character and appearance of the area. In this case, the harm that would result would outweigh the benefits arising from the proposed development.
12. The proposed development conflicts with the development plan as a whole and there are no other considerations, that outweigh this conflict. I therefore conclude that the appeal is dismissed.

H Senior

INSPECTOR

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

- | | |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | ☐ |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds | ☐ |
| 3. There is no Committee resolution for the enforcement action | ☐ |
| 4. There is no effect on listed buildings or their settings | ☐ |
| 5. The site is not in the Green Belt (but see 11 below) | ☐ |

REFUSAL RECOMMENDED: GENERAL

- | | |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | ☐ |
| 7. No petition of 20 or more signatures has been received | ☐ |
| 8. Application has not been supported independently by a person/s | ☐ |
| 9. The site is not in Green Belt (but see 11 below) | ☐ |

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- | | |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings) | ☐ |
| 19. PRIOR APPROVAL APPLICATION | ☐ |
| 20. OUT-OF-BOROUGH OBSERVATIONS | ☐ |
| 21. CIRCULAR 18/84 APPLICATION | ☐ |
| 22. CORPSEWOOD COVENANT APPLICATION | ☐ |
| 23. APPROVAL OF DETAILS | ☐ |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Interim Director of Planning, Regeneration & Public Realm can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 104 WINDSOR AVENUE HILLINGDON

Development: Erection of a 3-bedroom house including 2 x dropped kerb, cycle and bin storage and ev charging point

LBH Ref Nos: **4516/APP/2022/2283**

Drawing Nos: 01
 02

Date Plans received : 18/07/2022

Date(s) of Amendment(s):

Date Application Valid: 18/07/2022

1. SUMMARY

Planning permission is sought for the addition of a new house next to a pair of semi-detached properties on Windsor Avenue. The proposal is similar to a recent refusal on the site for a new house and seeks to overcome the four reasons for refusal. Design changes, layout changes and alterations to parking have been successful in overcoming two reasons however, the new house continues to harm the site, pair of properties, streetscene and wider locality. The third bedroom continues to be served by rooflights only which would provide no meaningful outlook and compromise the quality of the accommodation by an unacceptable degree.

The proposal, whilst forming a terrace with the pair, would still have a different roof form and would fail to relate in terms of its scale and design. The development would unbalance the existing pair and resultant group in a harmful and unacceptable way.

In addition, the proposal would result in the loss of an important gap to the side of 104 where it meets Regents Avenue. This attractive and characteristic gap would be completely lost as the development would be sited right up to the boundary over two floors, with a gable ended roof. In this position the new dwelling would breach the return building line and look awkward, incongruous and overly dominant in its position. This is made worse by the depth proposed and the large rear projections which would be widely visible from the rear.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, by reason of its bulk, size, roof design, siting and proximity to the side boundary would result in an incongruous and dominant form of development which would disrupt and unbalance the visual symmetry which exists with the neighbouring semi detached dwelling. The proposal would fail to harmonise with the local context and subsequently result in a poor quality and cramped design which would harm the character and appearance of the streetscene and wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D3 and D6 of the London Plan and paragraphs 130 (a) and (c) of the NPPF (2021).

2 NON2 Non Standard reason for refusal

The proposed layout which includes a bedroom at roof level served only by rooflights, would fail to provide an adequate source of outlook resulting in poor quality and substandard accommodation for future occupiers of the dwelling. The proposal is therefore contrary to Policy DMHB 11 and 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) as well as Policy D6 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and NPPF (2021).

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMEI 10	Water Management, Efficiency and Quality
DMT 5	Pedestrians and Cyclists
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T4	(2021) Assessing and mitigating transport impacts
LPP D8	(2021) Public realm
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
DMHD 1	Alterations and Extensions to Residential Dwellings
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes

3 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the corner of Windsor Avenue, adjacent to Regent Avenue. Next door sees a pair of semis, 104 and 106 Windsor Road which are similar in width and design, sharing a hipped roof. To the rear, on Regents Avenue, there is a terrace of three properties also exhibiting a hipped roof.

The site is located within a Critical Drainage Area as identified by Hillingdon Council's Surface Water Management Plan. The site has a Public Transport Accessibility Level of 1b (Poor).

3.2 Proposed Scheme

The application seeks planning permission for the erection of a 3-bedroom house including 2 x dropped kerbs, cycle and bin storage and EV charging point.

3.3 Relevant Planning History

4516/APP/2021/3093 104 & 106 Windsor Avenue Hillingdon

Conversion of roof space to habitable use to include a rear dormer and conversion of roof from hip to gable end at both 104 and 106 Windsor Avenue (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 11-10-2021 Approved

4516/APP/2022/1083 104 Windsor Avenue Hillingdon

Erection of a 3-bedroom house including 2 x dropped kerbs, cycle and bin storage and EV charging point

Decision: 28-06-2022 Refused

64720/APP/2013/247 102 Windsor Avenue Hillingdon

Part two storey, part single storey side/rear extension

Decision: 02-04-2013 Refused

Appeal: 13-08-2013 Dismissed

Comment on Planning History

See above for relevant planning history to the site.

A previous application was refused for the same proposed development for the following

reasons:

1. The proposal, by reason of its bulk, size, design, siting and proximity to the side boundary would result in an incongruous and dominant form of development which would disrupt and unbalance the visual symmetry which exists with the neighbouring semi detached dwelling. The proposal would fail to harmonise with the local context and subsequently result in a poor quality and cramped design which would harm the character and appearance of the streetscene and wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D3 and D6 of the London Plan and paragraphs 130 (a) and (c) of the NPPF (2021).

2. The proposed layout, including the bedroom at roof level and the ground floor study, would fail to provide an adequate source of outlook resulting in poor quality and substandard accommodation for future occupiers of the dwelling. The proposal is therefore contrary to Policy DMHB 11 and 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) as well as Policy D6 of the London Plan (2021).

3. The proposed off-street parking layout, by reason of its proposed access/crossover, would be unsafe due to its siting and proximity to the existing road junction where Windsor Avenue meets Regent Avenue. The proposal is therefore contrary to Policy T4 of London Plan (2021) and Policies DMT2 and DMT6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

4. The proposal, by reason of its bulk, size, depth and siting would result in an overly dominant, oppressive and unneighbourly form of development which would adversely impact the amenity, daylight and sunlight received by 104 Windsor Avenue. The proposal is therefore contrary to Policy DMHD1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

There has been approved applications for 3.6m extension to no. 104 and 106 Windsor Avenue, this permission currently has a variation of conditions to enlarge the extension to 5.5 metres which has not yet been decided. This pair of properties have been approved for the conversion of roof space to habitable use to include a rear dormer and conversion of roof from hip to gable end, under a Certificate of Lawful Development application.

No works have commenced on those works noted above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

11 neighbouring properties were directly notified of the proposal on 28/07/21 for a period of 21 days. No objections received in this time. One objection was received from the Oaks Farm Residents Association, summarised as follows:

Oak Farm Residents Association:

The proposal for a 3-bedroom house including 2 x dropped kerbs, cycle and bin storage and EV charging point heavily compromises the return building line into Regents Avenue (policy LPP2 A1.14 corner properties and extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded) and removes an established prevailing design break in estate housing, negatively impacting on the openness of the corner plot.

The LPP2 contains specific direction against the infringement of three of these planning considerations. Importantly the Planning Officer should note that the plots at 104 and 106 Windsor have not been given planning permission for both the roof dormer and the double storey extension being built as shown, this matter has now been referred to enforcement. For the current proposal the sites proximity to the boundary of the public footpath running along Regents Avenue will also produce a build of closed in and cramped appearance, resulting in an over dominant and visually obtrusive development that harms the appearance and openness of the corner plot (LPP2 A1.12), streetscape and character of the local area.

The site is rated at High Risk from Surface Water Flooding and sits within a critical drainage area. Building on the site will impede drainage and increase levels of surface flooding further directly in an area that has suffered severe flooding in recent years. The rear two storey extension element and roofline is excessive to the corner plot and breaks the established and common building line at the rear of the property, and will further exacerbate the loss of the housing gap and return building line if allowed. The depth of rear extension element also extends beyond the maximum 3.6m from the original main wall allowed for this type of property and the building line of neighbouring properties as currently approved.

The Planning Officer should note that proposed plot is not intended for development of this nature and allowing development to proceed would facilitate the loss of an important housing break and retention of open space, visibly impacting on the street pattern. It would also appear that owner of the site/sites is attempting to use the development (where the concurrent dual build invalidates the permission) at 104 & 106 as the established building line, which it is not. Taking together all three proposals would materially change the established terrace design at a prominent point, and be uncharacteristic to the area. We note that permission for a similar proposal at the site was refused under planning reference 4516/APP/2022/1083. The Estate was designed as a Garden Estate, with a predominately uniform design and character, rear elevation and extension lines form an important part of this prevailing design. Development should therefore respect planning policy the character of the estate.

INTERNAL CONSULTEE COMMENTS:

Access Officer:

This proposal for a single dwelling house raises accessibility concerns. Policy D7 of the 2021 London Plan requires all new housing to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition).

Revised plans should be requested prior to any grant of planning permission to address the following issues. 1. Step free access into the dwelling is required. Details should be submitted to satisfy the above policy requirement. 2. The entrance level WC is too small, does not achieve the required clear access zones or otherwise meet the provisions set out in section 2.27(c) of Approved Document M, volume 1 (2015 edition). 3. Particular attention should also be paid to the entrance lobby arrangement and to spatial requirements within the bedrooms, bathrooms and kitchen area. The plans should be

amended accordingly to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

Conclusion: unacceptable. Details should be submitted prior to any planning approval.

Highways Officer:

An application has been received seeking planning permission to erect a new 3no. bedroom dwelling, which will include 2no. vehicle crossovers. The proposal site includes the provision of 2no. off road car parking spaces, 2 x onsite cycle parking spaces and 1no. passive electric charging point. The proposal site has PTAL rating of 1b indicating that its access to public transport is poor when compared to London as a whole suggesting that there will be a strong reliance on the private car for trip making.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 3no. bedroom dwelling in a location with a PTAL ranking of 1b the maximum number of car parking spaces permitted would be 1.5no. therefore the 2no. proposed are in accordance with this policy. As mentioned above the proposal will benefit from 2no. parking spaces. However, the intended electric charging point will only be a passive one, whereas this will need to be an active charging point to be in compliance with policy and contradicts the published London Plan 2021 Policy T6.1 Residential Parking which requires all residential parking to have at least '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. This shortfall can be addressed by a planning condition.

The proposed onsite cycle parking for the new dwelling will be located at the rear of the property near to the 2no. parking spaces. However, from the submitted site plans the onsite cycle parking do not appear to be either sheltered or secure. This is not fit for purpose and is contrary to the London Plan Policy T5 Cycle which requires the development to provide 'appropriate levels of cycle parking which should be fit for purpose, secure and well-located'. This can be addressed via a planning condition.

There are no highway objections to this proposal subject to the following conditions: Subject to condition requiring the provision of active one dual socket electric vehicle charging point to serve both rear parking spaces.

REASON to be compliant with published London Plan 2021 Policy T6.1 Residential Parking. Subject to condition requiring the developer to send the Highway Authority plans showing accessible; sheltered and secure outside cycle parking for 2no. bicycles.

REASON to be in accordance with the published London Plan 2021 Policy T5. Subject to condition requiring the vehicle crossover is built according to London Borough of Hillingdon's Domestic Vehicle Footway Crossover policy April 2019 specifically that an area 2.4m to the side and 2.4m back from where the driveway intersects with the back of footway is kept clear of fences, walls and shrubs etc over 0.6m high.

Officer Response :

In the event of an approval, the conditions recommended by the Highways Officer would be added. The Access Officers objections have been taken into consideration in the main body of the report below. The comments made by the Residents Association have been considered and the impact of the proposed development will be assessed further in the below sections of the report.

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMEI 10 Water Management, Efficiency and Quality

DMT 5 Pedestrians and Cyclists

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP T4 (2021) Assessing and mitigating transport impacts

LPP D8 (2021) Public realm

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H1 (2021) Increasing housing supply

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

DMHD 1 Alterations and Extensions to Residential Dwellings

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

NPPF9 NPPF 2021 - Promoting sustainable transport

In addition: Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD1 of the Hillingdon Local Plan: Part 2 (2020) advises that proposals should not result in an unacceptable loss of outlook.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states:

"The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states:

"For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states:

"The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The pair forming 104 and 106 Windsor Avenue have been approved for a 3.6m rear extension, but has not yet been built. Considering the plans as submitted, the rear projection of the new dwelling would be extended to meet the 3.6m rear extension and the building would not project past the neighbouring rear building line. The impact on these neighbours amenity has been reduced and thus overcome, it would be unacceptable and and in accordance with Policy DMHB 11.

Front elevation windows of the dwelling would provide views toward the road, like the existing property and others in the street. The distance is sufficient to ensure there is no harmful loss of light or outlook.

Rear facing windows would provide views toward neighbouring gardens at 66 Regent Avenue with a distance of 14 metres however, this type of overlooking is common in this dense residential area and already exists from 104 and 106 Windsor Avenue. The side windows of 66 and 66a are non-habitable, so overlooking, light and impact on outlook is not a concern despite the close proximity.

Due to the location of the new property and its separation distance from other dwellings

there are no other residential properties which are likely to be impacted by the proposed development.

To conclude, the proposed new dwelling has overcome the reason for refusal relating to the impact on No.104 Windsor Avenue. The redesign of the dwelling is more acceptable in terms of protecting the amenity space of No. 104, in accordance with Policy DMHB 11 of the Local Plan Part Two (2020).

7.2 Impact on Street Scene

Paragraphs 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:

a) 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; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)'.

Paragraph 134 of the NPPF (2021) states 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes'.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. Policy H1 supports the delivery of new housing in the the Borough.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that all development, including extensions, alterations and new buildings 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;
 - 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;
 - local topography, views both from and to the site; and
 - 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;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form,

function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy D6 of the London Plan states 'Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose'. The policy also advises that the layout, orientation, form and provision of outdoor space in new housing developments should be appropriate to their surrounding context.

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

The new dwelling attached to no.104 would have all the components and visual attributes of a dwelling. It would be 5.4 metres wide and form a new group of 3 terraced dwellings in the street scene. Terraced dwellings are common on Regent Avenue where they are balanced and uniform in both appearance and design. Terraced dwellings are however, more uncommon on Windsor Avenue. The semi-detached properties on Windsor Avenue are also in uniform design and character.

As the Residents Association mentioned above, "The Estate was designed as a Garden Estate, with a predominately uniform design and character, rear elevation and extension lines form an important part of this prevailing design". As a result of the new dwelling forming a terraced group - this would break up the uniform design of matching balanced semi-detached properties.

Furthermore, the roof design of the new dwelling proposes a gable end. The existing pair of semi-detached properties both have hipped roof forms. It is noted that the pair of neighbouring properties has been approved of a conversion of roof space to habitable use to include a rear dormer and conversion of roof from hip to gable end under a Certificate of Lawful Development under permission 4516/APP/2021/3093 and that this is shown on the streetscene elevations. However, these have not been built out yet. As existing the gable end roof would further unbalance the appearance of the properties and result in a sheer two storey, gable ended wall on the corner with the adjacent road, which is harmful.

The impact on the open corner is also unacceptable. The local area is characterised by generous corner plots with space to the side boundary. Even ground floor extensions in the local area retain a gap to the side boundary and largely respond to the return building line. As proposed here, the width of the development has been reduced but a new dwelling in this plot would still remain excessive and result in a cramped appearance. The siting of the new dwelling now responds better to the front building line of Regents Avenue with a reduction in width, however, it still does continue to exceed the building line in a harmful way.

As noted in the planning history, an appeal was dismissed at 102 Windsor Avenue in 2013

for a side extension. This proposal was only for extensions and retained a gap to the side, but was still dismissed. The Inspector noted in paragraph 5:

"The character of the area is suburban, with the regular layout of homes and consistent building lines resulting in a well-ordered use of space. There is some separation between the proposed extension and the nearest homes on Regent Avenue, and a new outbuilding in the rear of the appeal site. Nonetheless, the extension would project closer to Regent Avenue than the existing house. The appeal dwelling and the adjacent dwelling at 104 Windsor

Avenue together form an evenly spaced entrance to Regent Avenue, despite the former's unbalanced appearance. The extension would intrude into an impression of spaciousness at the junction with the side street, which would in

turn encroach into the consistent pattern of development along the street. It would be particularly noticeable when compared with the existing front building line on Regent Avenue, and for these reasons, the proposal would be detrimental to the character and appearance of the area surrounding the appeal site, as well as the street scene of both Windsor Avenue and Regent Avenue".

Whilst this decision was some time ago, it remains relevant as the character remains the same. The development is unacceptable and cannot be supported.

It is worth noting that the depth of the rear projection and the issues with the harmful impact here have been reduced. The design has also been improved with the changes to the width and detailing. However, the bulk and scale of a new two storey building with gable end on this corner plot continues to harm the site, pair and general locality by forming an unduly dominant development in the streetscene of Windsor Avenue.

Overall, the impact on the character and appearance would result in significant harm, detrimental to the character of the surrounding area, in contrary to Paragraph 134 of the NPPF (2021), Policy BE1 and DMHB 11 of the Local Plan Part Two (2020).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2 states 'Development proposals must ensure that: i) safe and efficient vehicular access to the highway network is provided to the Council's standards; ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes; iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

Policy DMT 5 states '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 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 states 'Development proposals must comply with the parking standards outlined in Appendix 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.' Appendix C also states that '(a) Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossovers which cover the full frontage may not be permitted.

Paragraph 8.13 of the Local Plan (Part 2) states 'The Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highway network or road user safety (including to pedestrians) or, affect residential amenity including by noise, congestion or inadequate parking provision. Proposals which are likely to generate through traffic should avoid the use of local distributor and access roads. Development proposals must provide safe and adequate vehicular access, servicing and parking areas.

The Highways Officer was consulted on the proposed development and has concluded no objection subject to condition requiring the provision of active one dual socket electric vehicle charging point to serve both rear parking spaces. This conclusion is agreed and accepted. As a result, the previous reason for refusal relating to parking (no.3) has been overcome.

7.4 Carparking & Layout

See the above section of this report.

7.5 Urban Design, Access and Security Considerations

Policy DMHB 16: Housing Standards states:

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 meet or exceed the most up to date internal space standards, as set out in Table 5.1.

The most up to date minimum floor space standards are set out in the London Plan (2021). The standards are exceeded in this case as 180sqm would be provided. The new dwelling would sufficiently meet the internal floor space standards set out in the London and Local Plan. However, not all habitable rooms would have access to appropriate levels of outlook.

The windows in the side elevation facing onto Regent Avenue would serve a utility room and kitchen which can be conditioned obscure glazed.

The previous reason for refusal (no.2) relating to the ground floor study and bedroom at roof level "failing to provide an adequate source of outlook resulting in poor quality and substandard accommodation for future occupiers of the dwelling", has been overcome by the study being removed from the plans. However, the third bedroom continues to be served only by rooflights which provide limited outlook for future occupiers. The quality of living accommodation for future occupiers would still be unacceptable.

External Amenity Space Provision:

The new dwelling would have 84 sqm of garden space where the minimum standards for 2-3 bedroom houses is 60 sqm. The proposal would not undermine the provision of

external amenity space for the existing occupiers at the site, in compliance with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). A condition would be required to ensure the outbuilding is removed if the development were otherwise acceptable .

7.6 Other Issues

Drainage

Policy DMEI 10 states:

A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system.

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

Only part of front garden area of the development site is located within a critical drainage area, had the application been recommended for approval, conditions would have been added to ensure that the development does not exacerbate existing drainage issues in the area

CIL

The proposal involves the creation of a new dwelling/residential unit through extensions and is therefore CIL Liable. The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

8. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)

Contact Officer: Zara Raza

Telephone No: 01895 250230



Mr Alexandre Durao
Bassetsbury Barn
Bassetsbury Lane
High Wycombe
HP11 1QX

Application Ref: 4516/APP/2022/2283

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:-

Description of development:

Erection of a 3-bedroom house including 2 x dropped kerb, cycle and bin storage and ev charging point

Location of development: 104 Windsor Avenue Hillingdon

Date of application: 18 July 2022

Plan Numbers: See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

Interim Director of Planning, Regeneration & Public Realm

Date: 12 September 2022

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 4516/APP/2022/2283

SCHEDULE OF REASONS

- 1 . The proposal, by reason of its bulk, size, roof design, siting and proximity to the side boundary would result in an incongruous and dominant form of development which would disrupt and unbalance the visual symmetry which exists with the neighbouring semi detached dwelling. The proposal would fail to harmonise with the local context and subsequently result in a poor quality and cramped design which would harm the character and appearance of the streetscene and wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D3 and D6 of the London Plan and paragraphs 130 (a) and (c) of the NPPF (2021).
- 2 . The proposed layout which includes a bedroom at roof level served only by rooflights, would fail to provide an adequate source of outlook resulting in poor quality and substandard accommodation for future occupiers of the dwelling. The proposal is therefore contrary to Policy DMHB 11 and 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) as well as Policy D6 of the London Plan (2021).

INFORMATIVES:

- 1 . The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 . The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and NPPF (2021).

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth

Part 2 Policies

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMEI 10	Water Management, Efficiency and Quality
DMT 5	Pedestrians and Cyclists
DMT 1	Managing Transport Impacts

SCHEDULE OF REASONS

DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T4	(2021) Assessing and mitigating transport impacts
LPP D8	(2021) Public realm
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
DMHD 1	Alterations and Extensions to Residential Dwellings
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

- 3 . This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

END OF SCHEDULE

Address:

Development Management
Directorate of Place
Hillingdon Council
3 North Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref.No.: 4516/APP/2022/2283

SCHEDULE OF PLANS

01 - received 18 Jul 2022

02 - received 18 Jul 2022

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

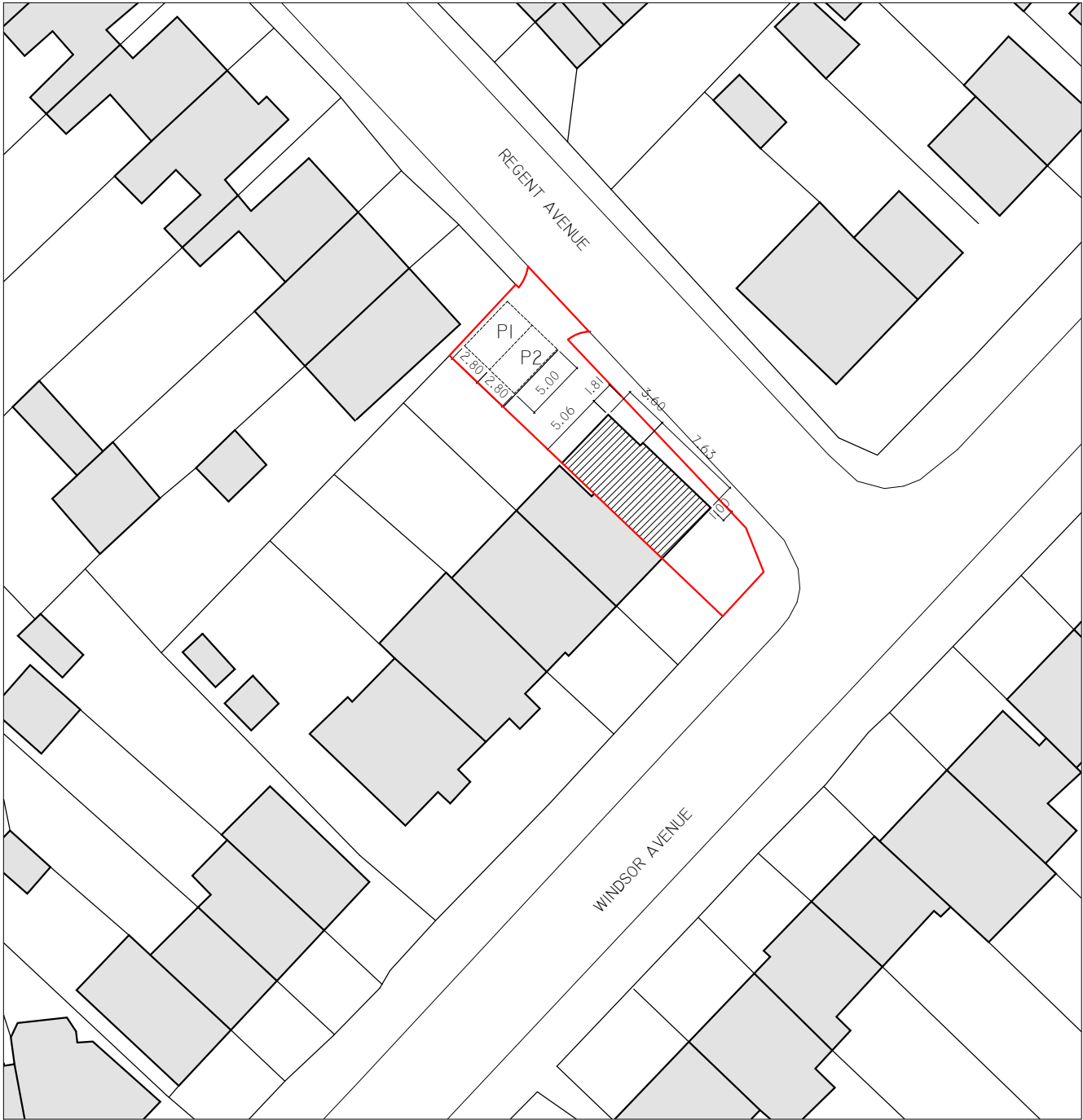
The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

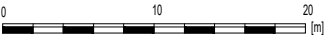
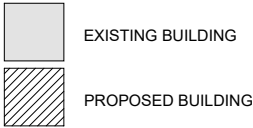
Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

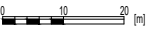
In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



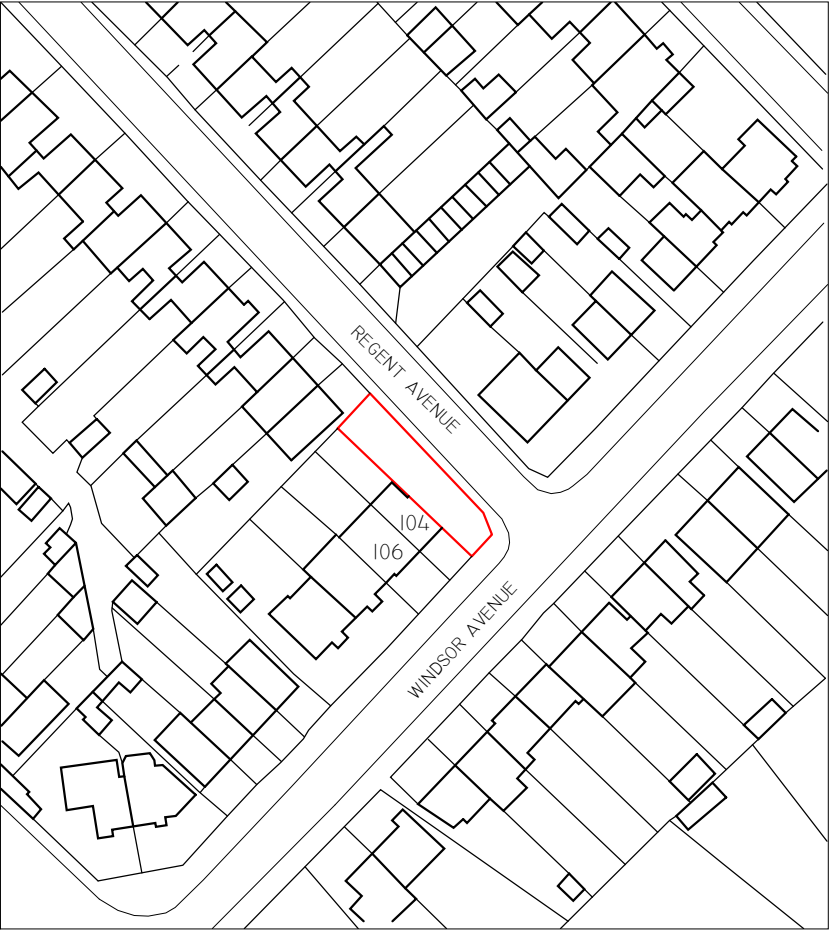
BLOCK PLAN SCALE 1:500



SCALE 1:500



SCALE 1:1250



LOCATION PLAN SCALE 1:1250

GENERAL NOTES:

1- THIS DRAWING IS FOR STATUTORY PLANNING PURPOSES ONLY. DO NOT SCALE

2- PARTY WALL ACT

The owner, should they need to do so under the requirements of the Party Wall Act 1996, has a duty to serve a Party Structure Notice on any adjoining owner if building work on, to or near an existing Party Wall involves any of the following:

- Support of beam
- Insertion of DPC through wall
- Raising a wall or cutting off projections
- Demolition and rebuilding
- Underpinning
- Insertion of lead flashings
- Excavations within 3 metres of an existing structure where the new foundations will go deeper than adjoining foundations, or within 6 metres of an existing structure where the new foundations are within a 45 degree line of the adjoining foundations.

A Party Wall Agreement is to be in place prior to start of works on site.

TITLE: Erection of a 3-bedroom house including 1 x dropped kerb, cycle and bin storage and EV charging point

PROJECT: LOCATION AND BLOCK PLANS

CLIENT: Diljit Kaur

PLACE: Land adjacent to:
104 & 106 Windsor Avenue
Uxbridge
Middlesex
UB10 9BA

CHARTERED ARCHITECTS
Bassetsbury Barn, Bassetsbury Lane,
High Wycombe, Bucks HP11 1QX
M 07447659327 T 01494511421
alex@alexndarchitects.co.uk
www.alexndarchitects.co.uk

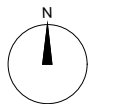


SCALE:
1:500
1:1250 @A3

DATE:
July 2022

DRAWING No:

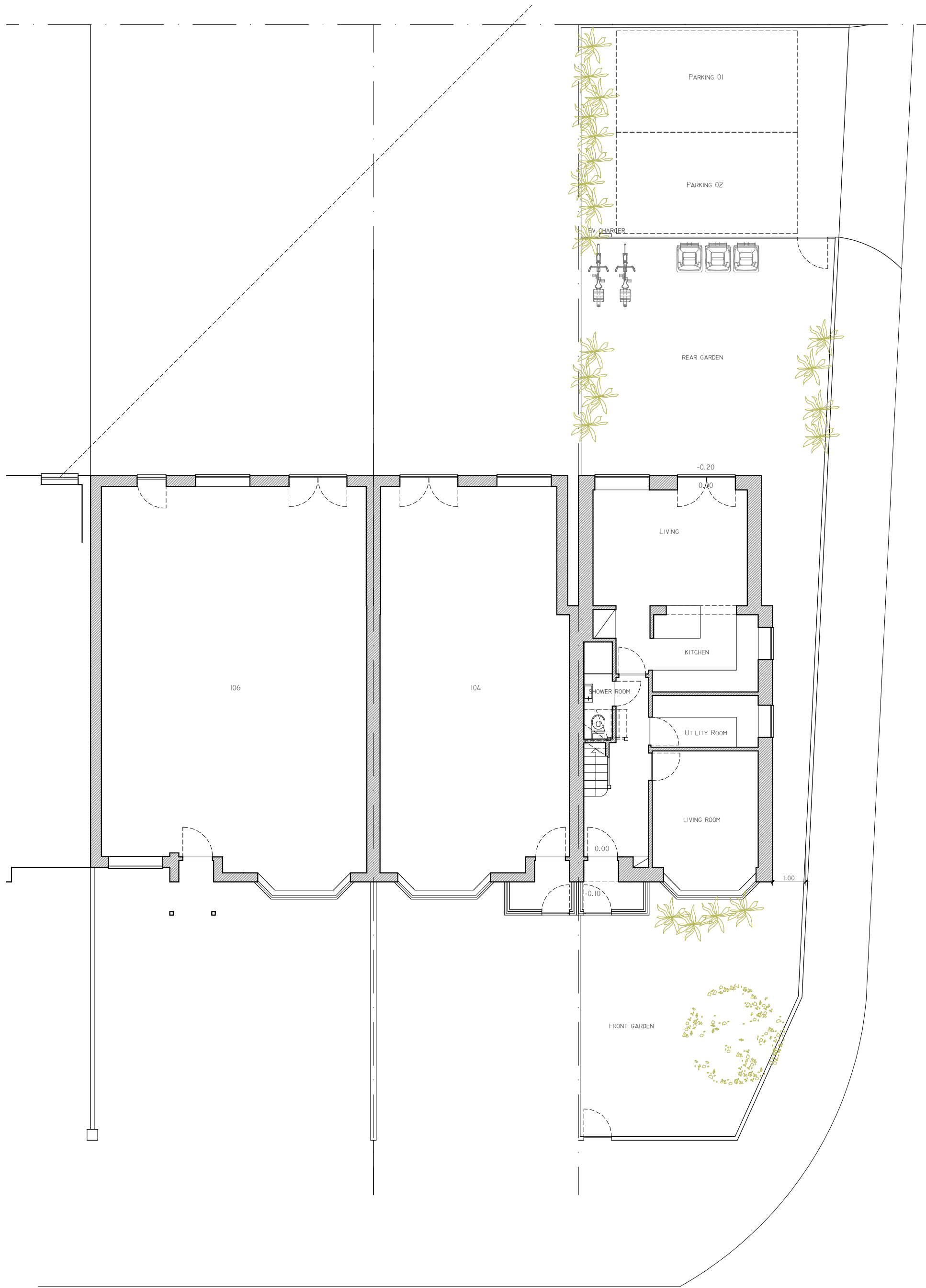
01



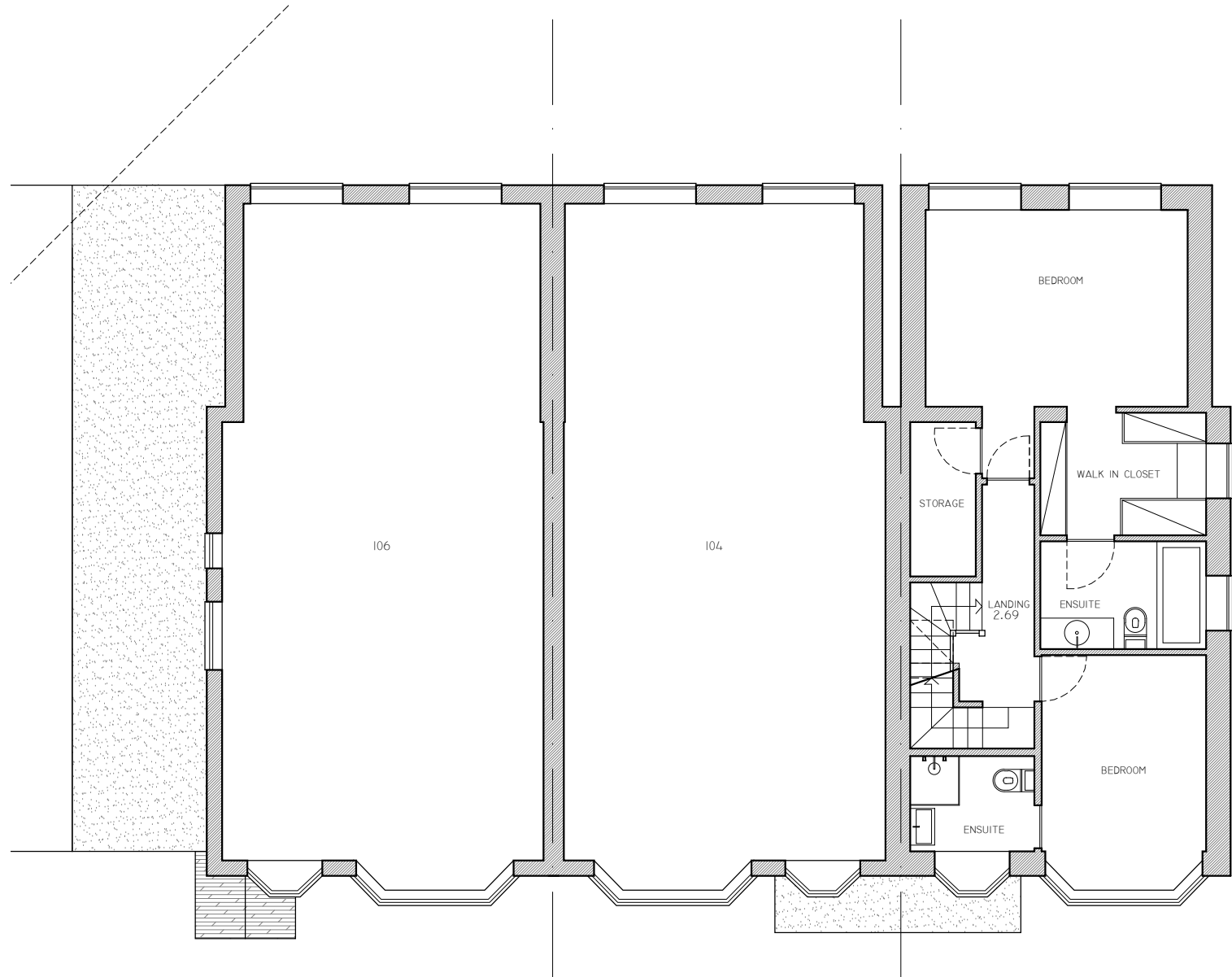
Our Ref: (IA 18)

NOTES:

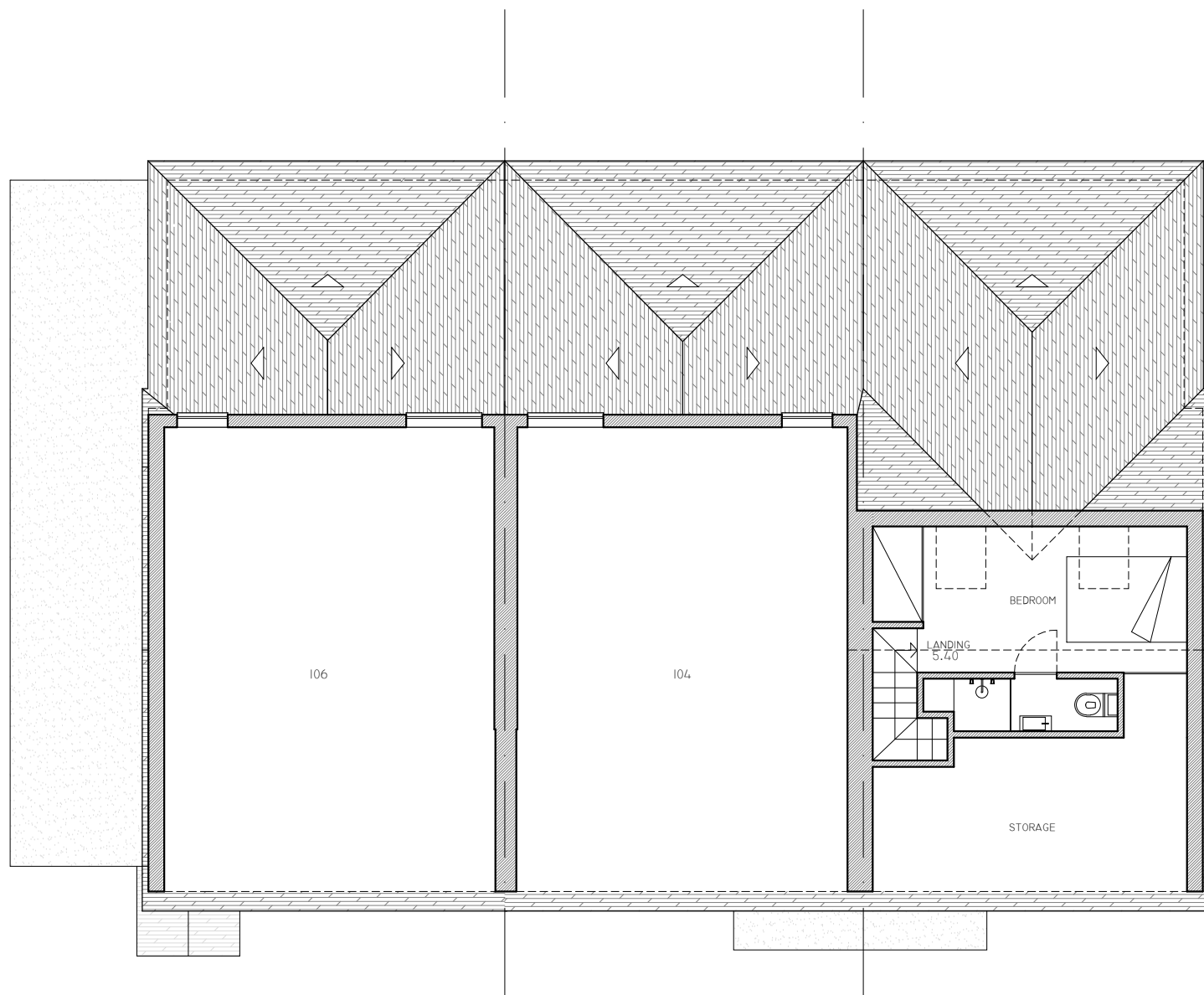
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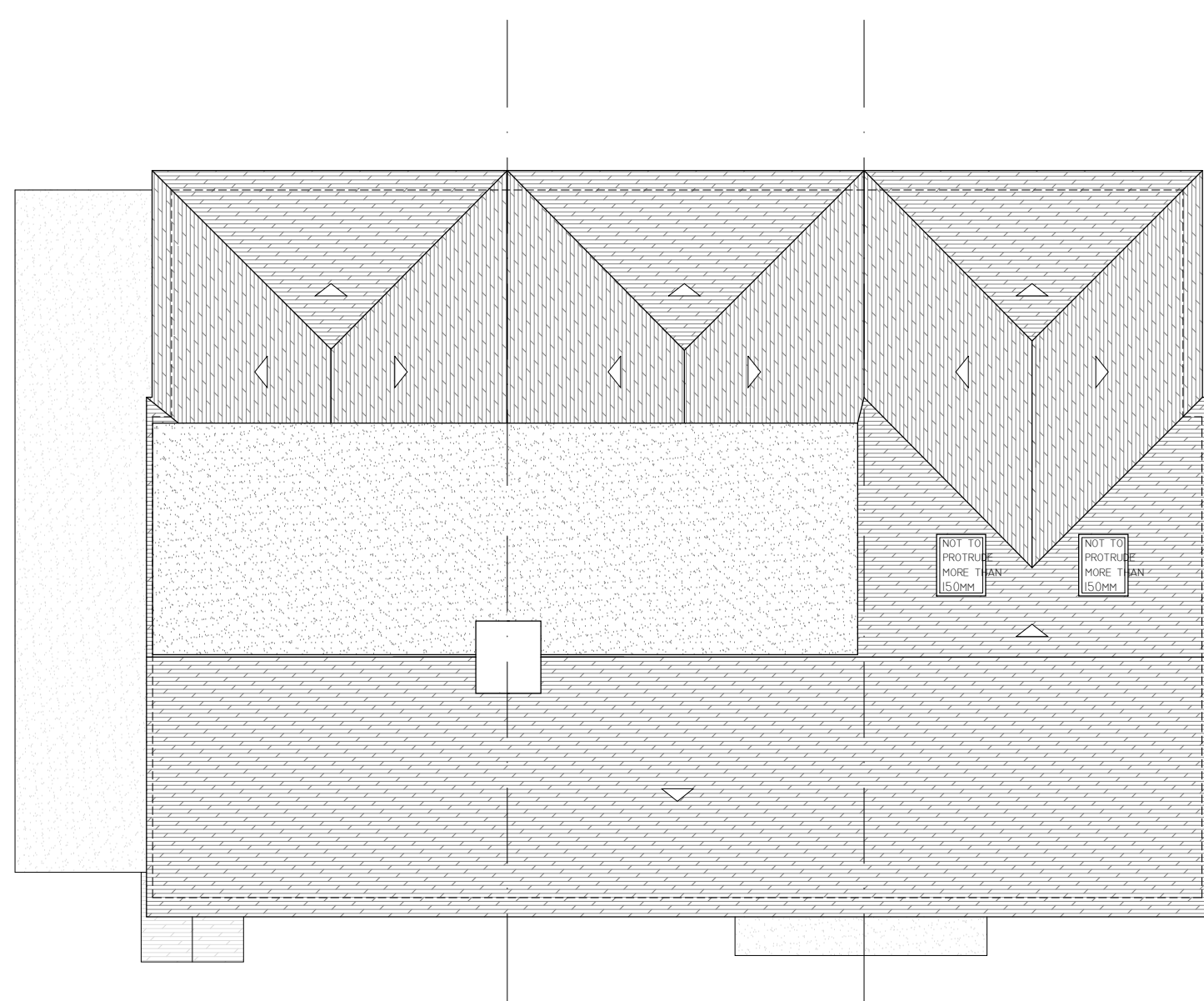
GROUND FLOOR



FIRST FLOOR



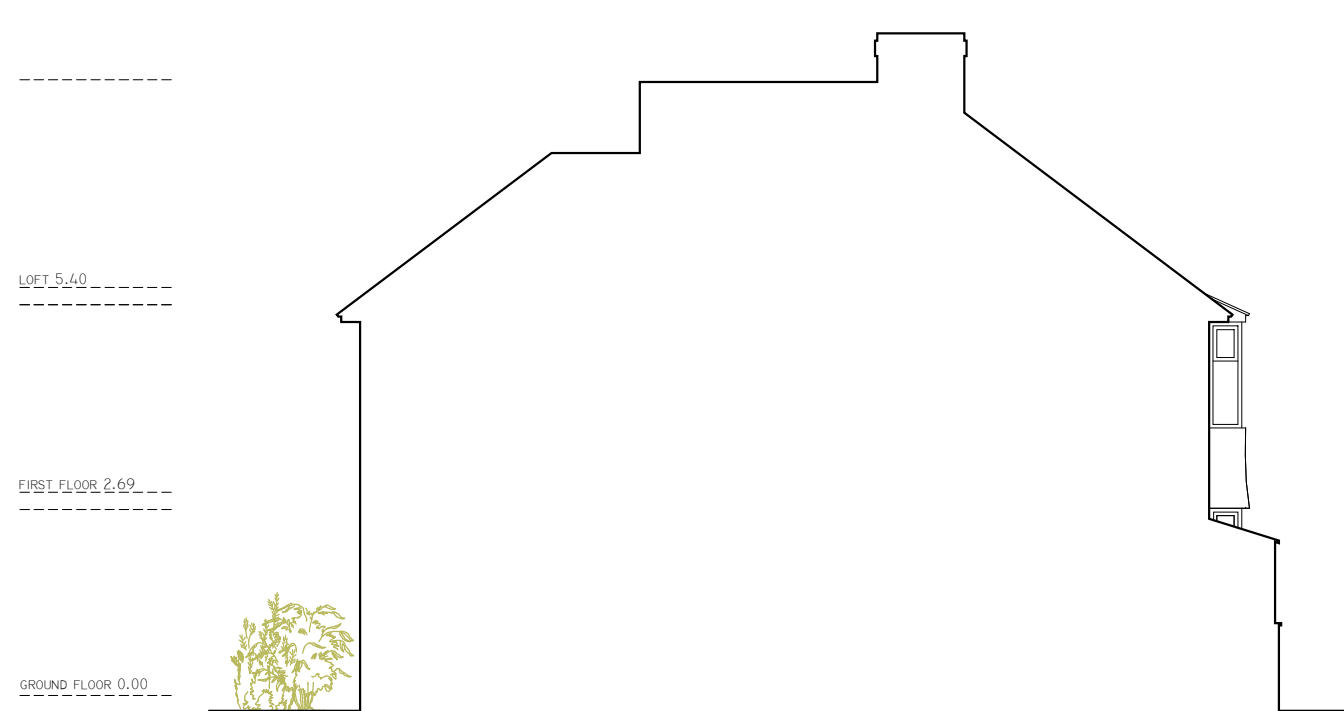
LOFT



ROOF



RIGHT SIDE ELEVATION



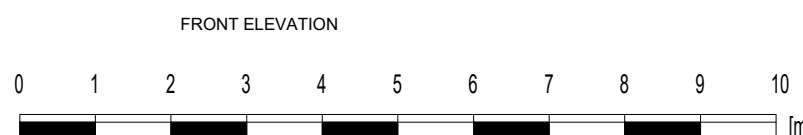
LEFT SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION



GENERAL NOTES:

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- Support of beam
- Insertion of GPC through wall
- Raising a wall or cutting off projections
- Demolition and rebuilding
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A Party Wall Agreement is to be in place prior to start of works on site.

TITLE: Erection of a 3-bedroom house including 1 x dropped kerb, cycle and bin storage and EV charging point

PROJECT:

PROPOSED PLANS AND ELEVATIONS

CLIENT:

Dilip Kaur

PLACE:

Land adjacent to:
104 & 106 Windsor Avenue
Uxbridge
Middlesex
UB10 9BA

CHARTERED ARCHITECTS
Bassettbury Barn, Bassettbury Lane,
High Wycombe, Bucks HP11 1DX
M 0747592527 T 01494511421
alex@alexarchitects.co.uk
www.alexarchitects.co.uk

SCALE:

1:100 @A1

DATE:

July 2022

DRAWING No:

Our Ref: (IA 18)

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