

Full Statement of Case Re. Properties 14&16 Monmouth Road.

Proposed Development: Single storey rear extension to No. 16. Conversion of roofspace from hip to gable end to Nos. 14 and 16 to include rear dormers, 4 front rooflights.

Having made an initial application for development on this site, we submitted a resubmission following the LPA's guidelines. In our resubmission we have sought to address the LPA's concerns. Their subsequent reasons for refusal do not, in our opinion, have a sufficient or realistic bearing on our proposal for this site.

1. The officer report claims that the raising of the roof ridge would 'give the properties an odd appearance when viewed from the street which would not be acceptable' [see 7.2 from the officer report]. However, there are already several properties on the street with a raised roof structure [see Figures 1 and 2]. The property shown in Figure 1 represents a significantly larger development to that which we are proposing. There is no clear justification for the LPA to refuse our proposal when permission has already been granted for such an extensive build – that too, only a few doors away from our address. Such a decision is not only unfair but constitutes unreasonable discrimination between residents. Policy BE13 is consequently irrelevant to our proposal as there are already multiple dwellings on our street which differ in their architectural composition. Our proposal would therefore have negligible impact on the overall appearance and character of the street scene.



Figure 1 - Rear view of loft extension built at 6 Monmouth Road, Hayes, Middlesex, UB3. The loft extension also adjoins to 8 Monmouth Road. Photo taken on 23/5/16.

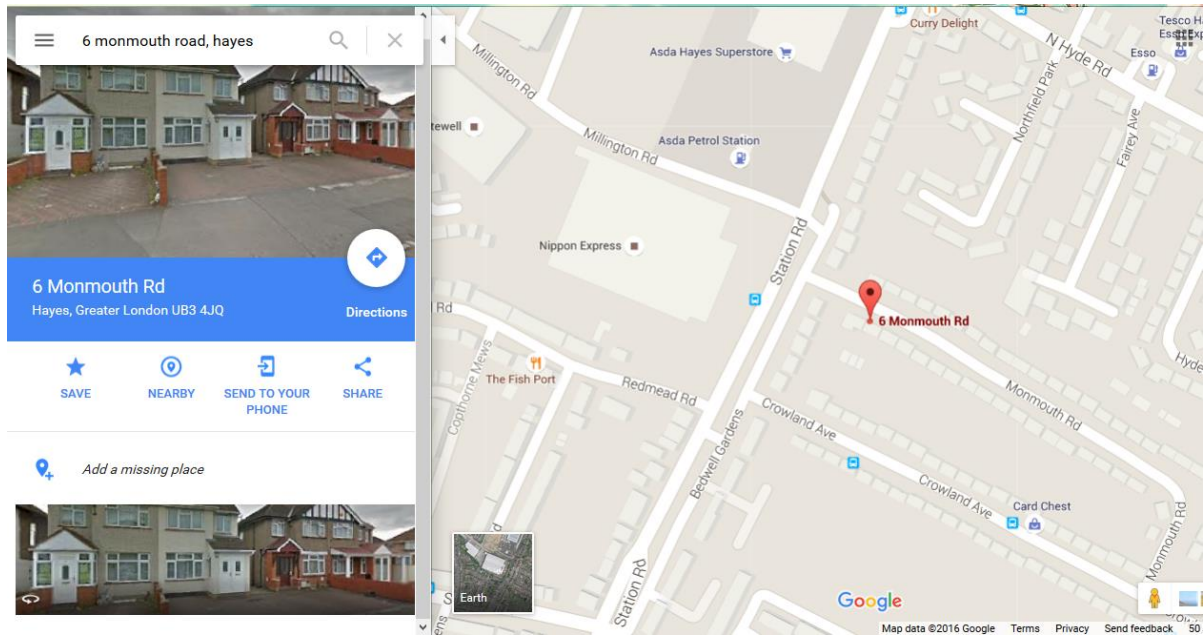


Figure 1a – Street map view of 6 Monmouth Road, Hayes, UB3.



Figure 2 – Front view of loft extension at 17 Monmouth Road, Hayes, UB3. Photo taken on 23/5/16.

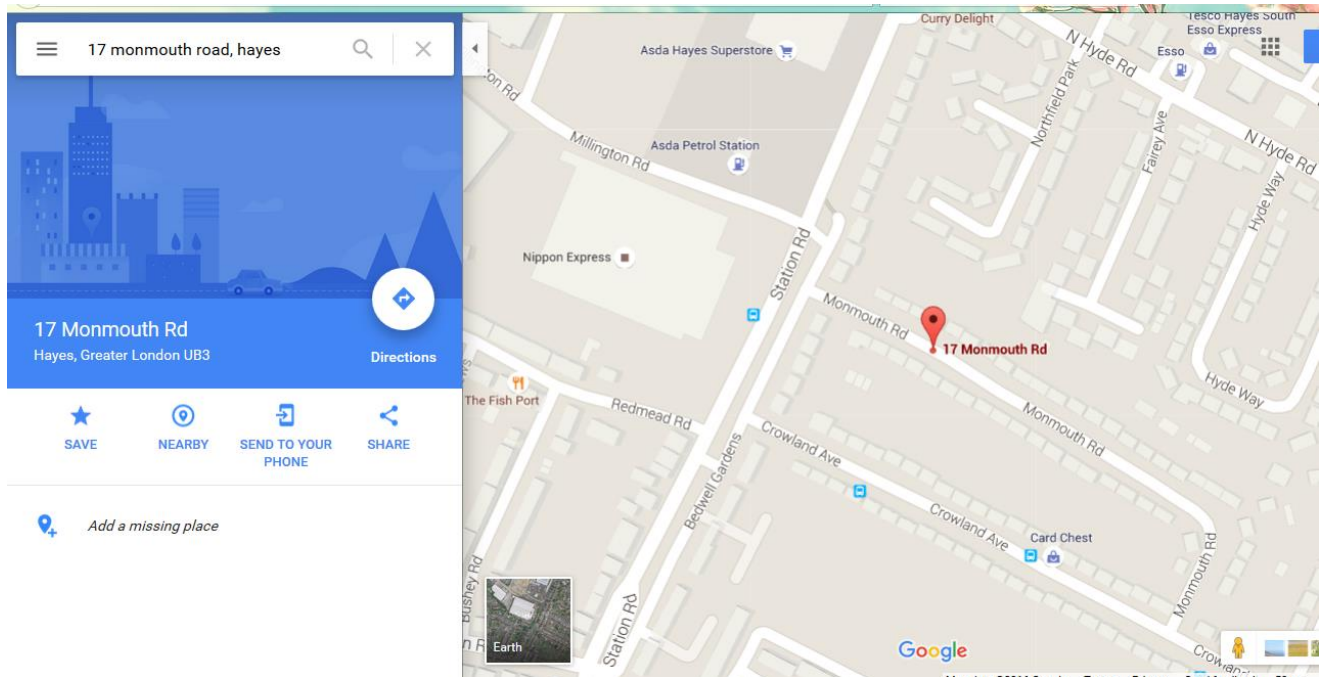


Figure 2a – Street map view of 17 Monmouth Road, Hayes, UB3.

2. In addition, our road is part of a residential estate comprising numerous properties which have had roof alterations/extensions similar to that which we are proposing [see Figures 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12]. The given examples are but a sample of the multiple developed dwellings within this area. The ostensibly detrimental impact on the surrounding area would therefore be non-existent as our development is in keeping with the existing architectural scene. Our proposal therefore complies with Policies BE13 and BE19.



Figure 3 – Rear view of loft extension at 66 Cranford Drive, Hayes, UB3. Photo taken on 23/5/16.

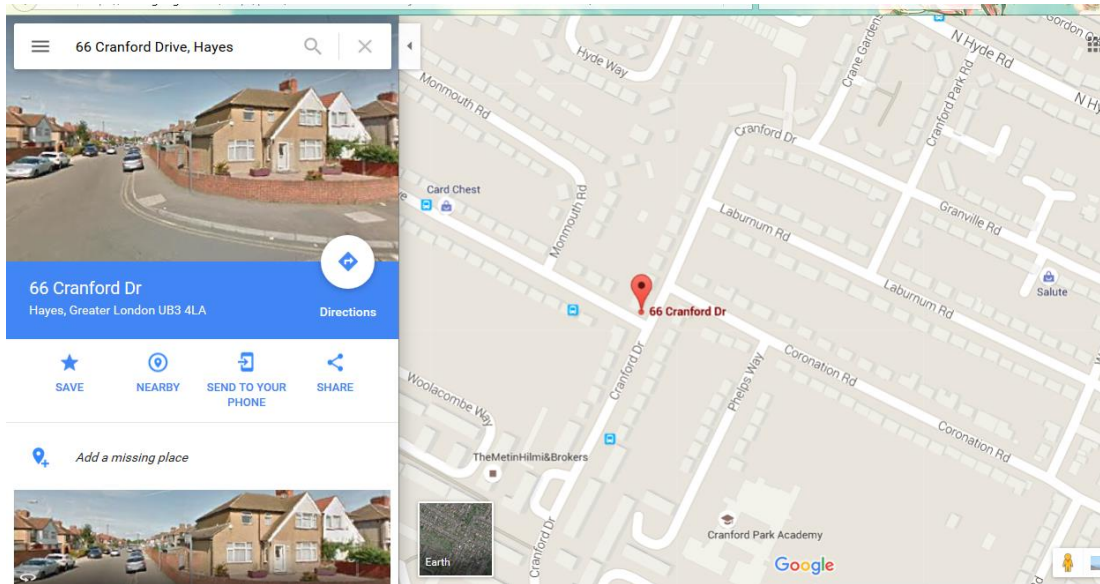


Figure 3a – Street map view of loft extension at 66 Cranford Drive, Hayes, UB3.



Figure 4 – Front view of loft extension at 77 Monmouth Road, Hayes, UB3. Photo taken on 23/5/16.

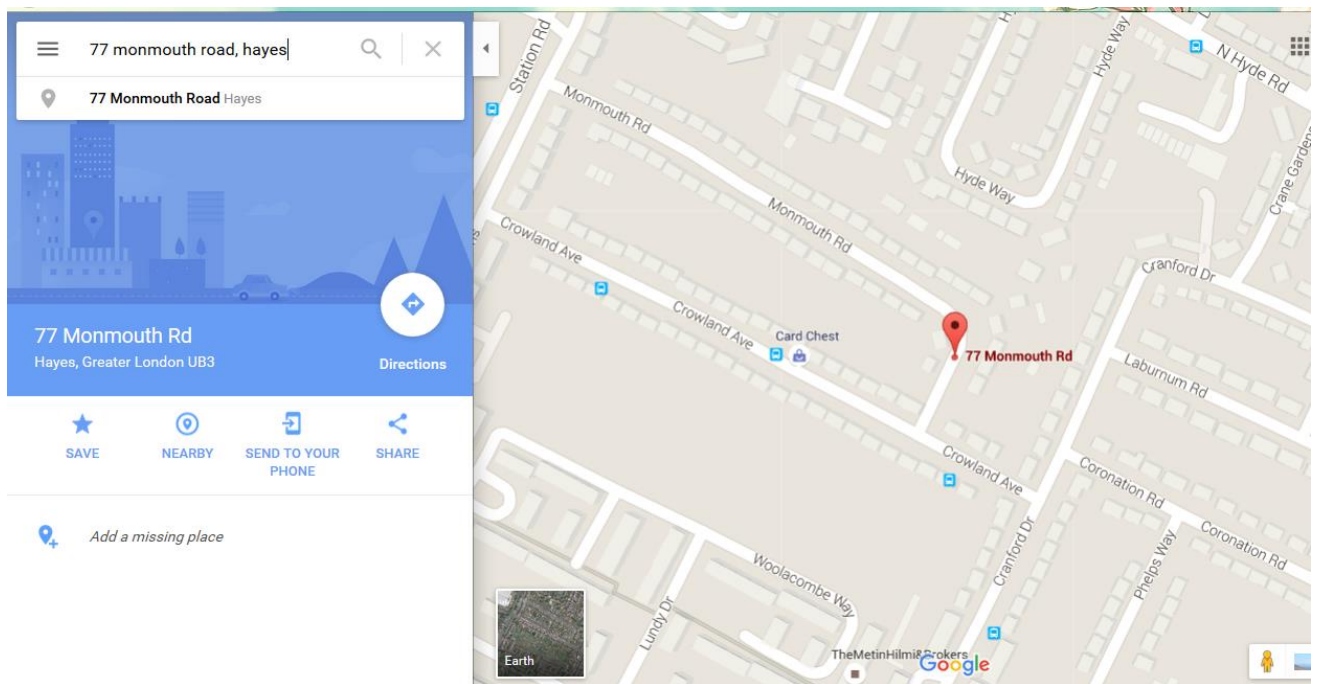


Figure 4a – Street map view of 77 Monmouth Road, Hayes, UB3.



Figure 5 – Rear view of loft extension at 2 Carfax Road, Hayes, UB3. Photo taken on 23/5/16.

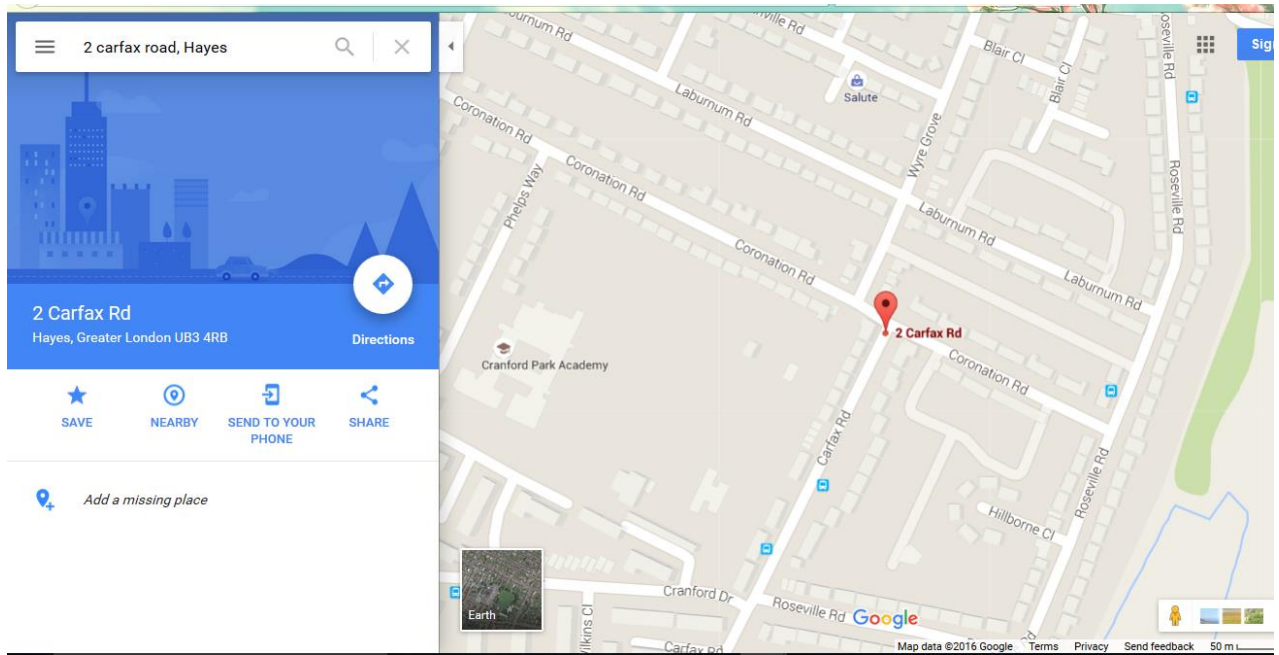


Figure 5a – Street map view of 2 Carfax Road, Hayes, UB3.

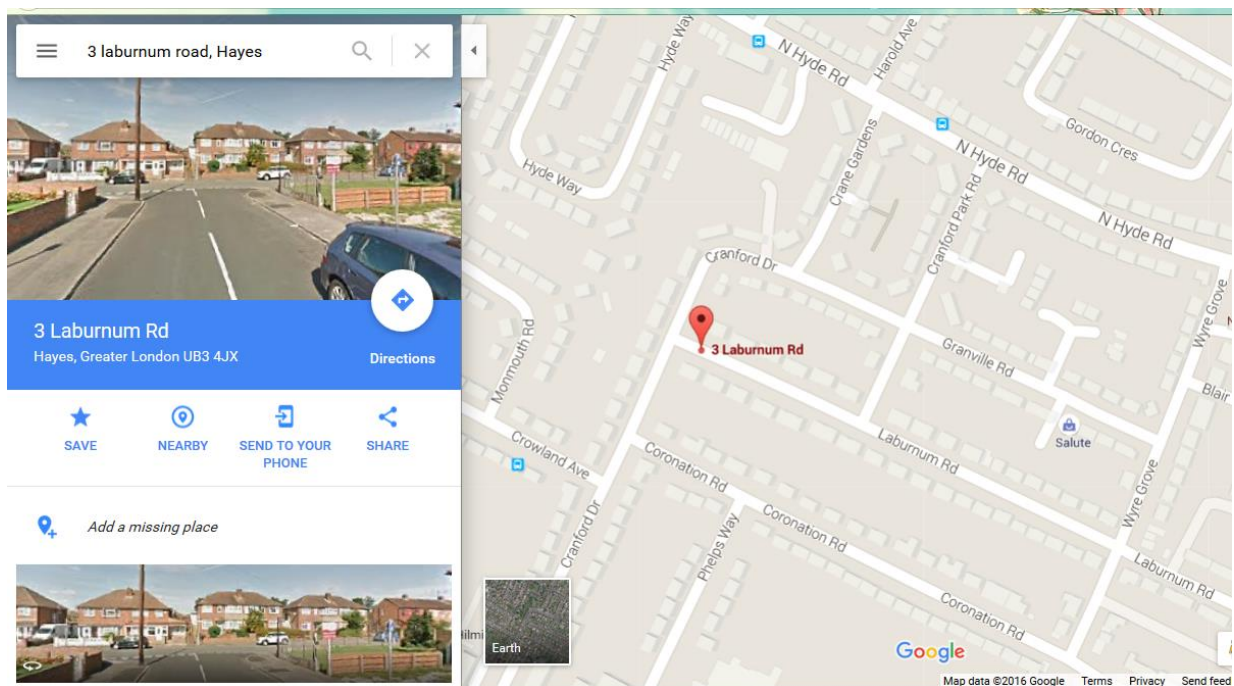


Figure 6 – Street map view of 3 Laburnum Road, Hayes, UB3.

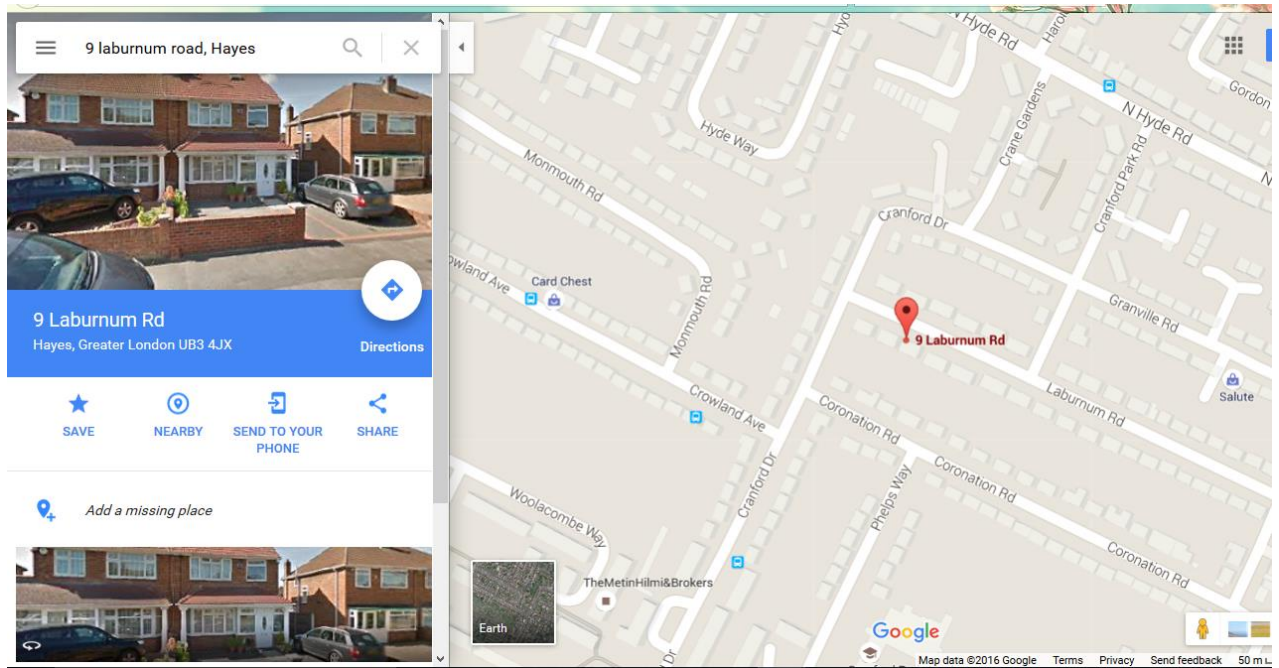


Figure 7 – Street map view of 9 Laburnum Road, Hayes, UB3.

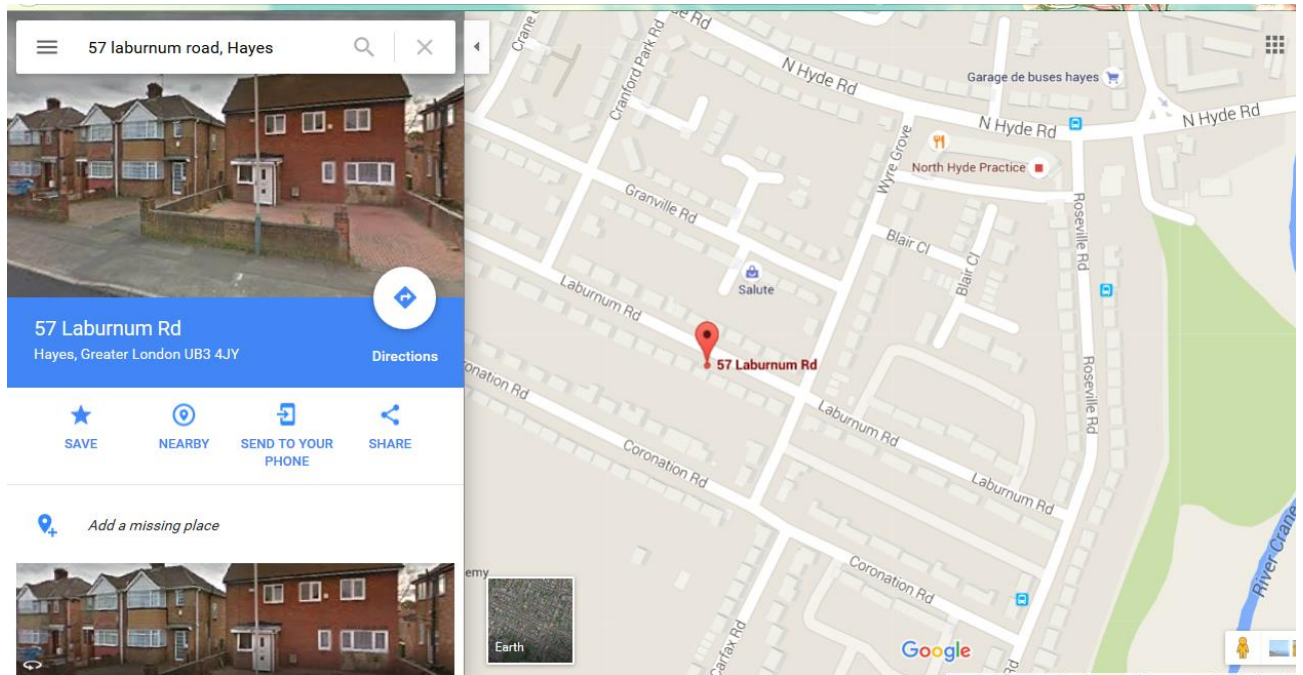


Figure 8 – Street map view of 57 Laburnum Road, Hayes, UB3.

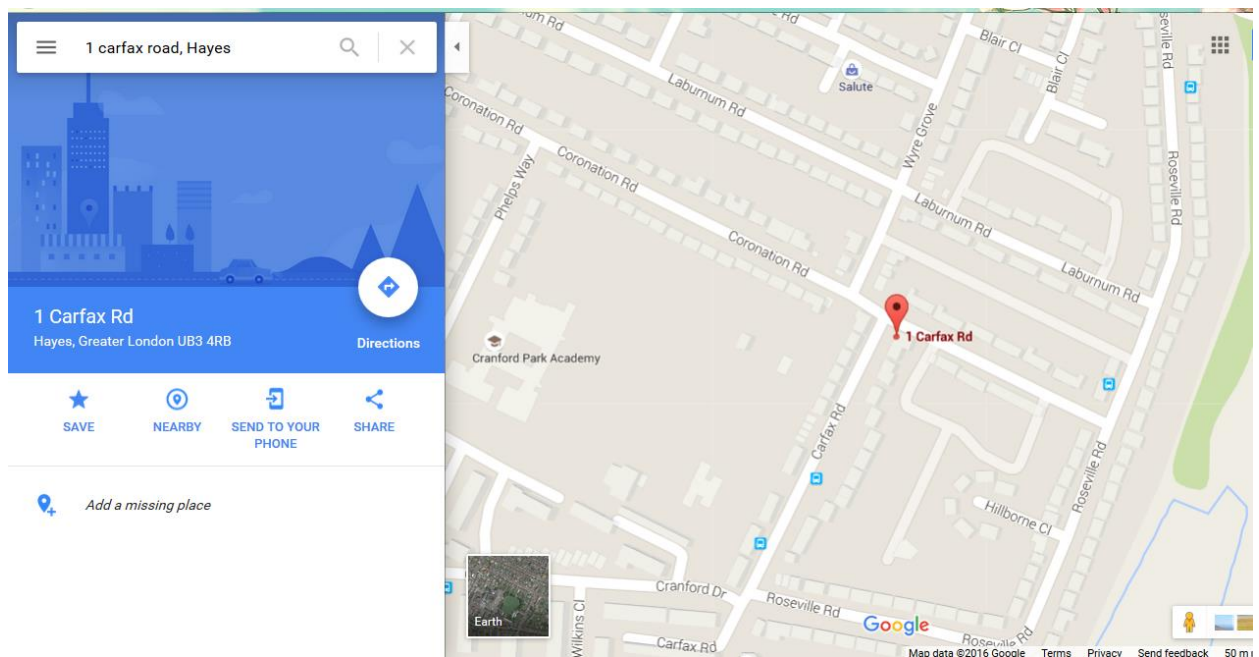


Figure 9 – Street map view of 1 Carfax Road, Hayes, UB3.

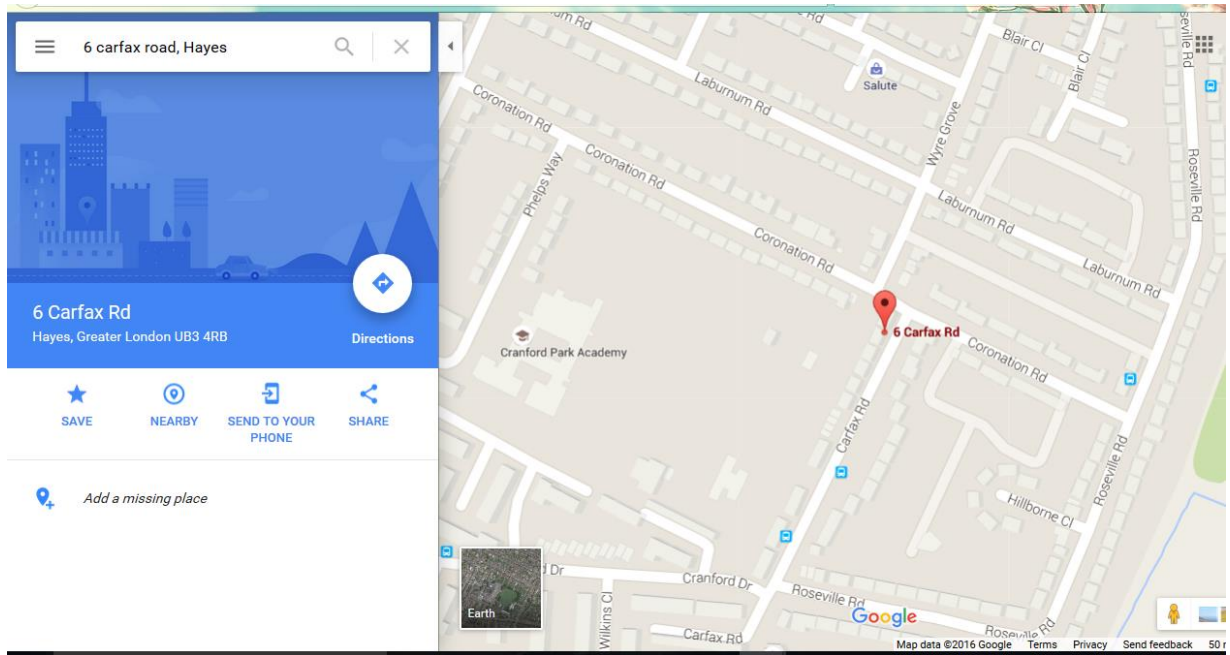


Figure 10 – Street map view of 6 Carfax Road, Hayes, UB3.

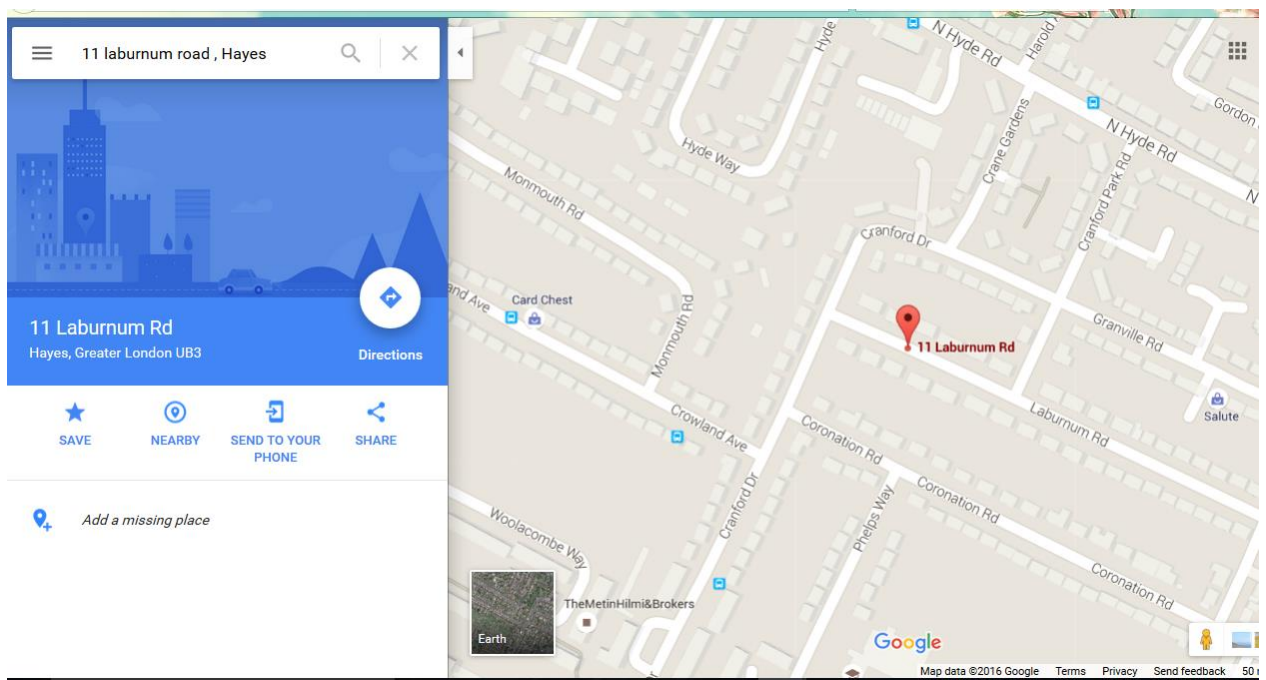


Figure 11 – Street map view of 11 Laburnum Road, Hayes, UB3.

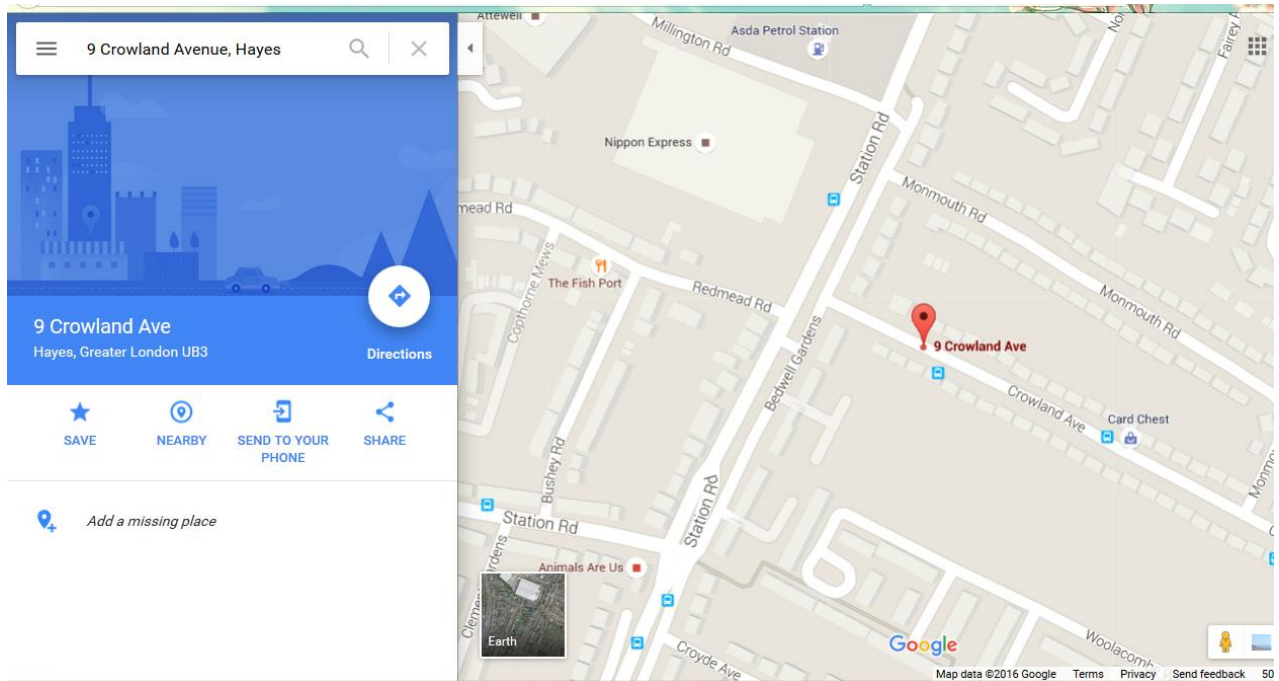


Figure 12 – Street map view of 9 Crowland Avenue, Hayes, UB3.

3. The LPA have drawn attention to the ‘size’ of the rear dormer windows, however this particular issue has already been addressed in the resubmission. The large rear dormer has been split to form 2 x separate box dormers, with a realignment of fenestration to the rear which, in the LPA’s own view, will ‘overcome concerns in relation to the impact upon the residential amenities of occupants of adjacent properties’ [see Summary from the officer report]. Our proposal therefore complies with Policy BE15.
4. The LPA are also concerned that the rear roof slope would be visible from Crowland Avenue and Station Road and ‘would cause visual harm’ [see 7.2 from the officer report]. However, we are bordered – both to the rear and adjacently – by other, extensively developed, properties. As a result, it would be impossible to see us from both Station Road and Crowland Avenue. Our proposal therefore complies with Policies BE13 and BE15.
5. It is our intention to develop both roof structures and rear extension sympathetically and aesthetically, in keeping with the façade of surrounding properties. Our proposal therefore complies with Policy BE19 and Policy BE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012). We have been extremely considerate in regard to our neighbours and kept in constant discussion with them throughout the planning process. As a result, no objections were raised during the LPA’s consultation which stands testament to our intention to build a development which will have no adverse impact on our surroundings.
6. In addition, the LPA have referred to Policy BE23 as one of their primary reasons for refusal. Nonetheless, the LPA have failed to take into account that both properties are, in their own words, ‘of modest proportions’, which highlights the need for the extended roof space for larger families [see 3.1 from the officer report].

The London Plan Policy 3.4 of the Hillingdon Local Plan: Part Two highlights the importance of ‘optimising housing potential’ [5.64]. Although there is already a garage and outbuilding at 14 Monmouth Road, neither of these can be utilised as living space hence the loft extensions are necessary to maximising the available space in the property. Building a loft extension at this site would not only improve the space of the property but, more importantly, the well-being of the residents.

7. The Town and Country Planning (General Permitted Development) (England) Order 2015 outlines that development is not permitted if ‘the cubic content of the resulting roof space would exceed the cubic content of the original roof space by more than 50 cubic metres’ [Policy B.1 (d)]. However, our proposed roof extension is sufficiently within these guidelines. The increase in roof height would, in our view, not cause any visual impairment as suggested by the LPA. Our proposal therefore complies with Policies BE13, BE15 and BE19.
8. According to The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013, a home extension is acceptable if it is within 6 metres [4(3i)]. Although the LPA have now amended this rule to 4 metres (one of the few authorities in the country to do so) there will be a clear variation in the size of home extensions on our road. Currently, there are multiple developments being built on our street which obtained permission under the previous legislation. Policies BE13 and BE15 are therefore irrelevant to our proposal as the street scene already comprises several developments of alternate architectural composition. The proposal for the rear extension at 16 Monmouth Road is sufficiently within the LPA’s new guidelines therefore there is no credible reason to refuse this development.
9. The LPA are concerned about the development having a detrimental impact on ‘the residential amenity’ of the property, thereby contravening Policy BE23 [see 7.5 from the officer report]. However, as the following table from the Hillingdon Local Plan: Part Two shows, 16 Monmouth Road meets the Council's minimum private amenity space requirements which must be met or exceeded in all development proposals [see Figure 13]. Thus the LPA have themselves agreed that 16 Monmouth Road has a garden which ‘conforms to this requirement’ [see 7.5 from the officer report]. We have not applied for a rear extension at 14 Monmouth Road therefore it does not make sense for the LPA to refuse a rear extension at 16 Monmouth Road on the basis of ‘over-development’ [see 7.5 from the officer report]. The proposal for the rear extension at 16 Monmouth Road should therefore be approved as it clearly complies with Policies BE19, BE21 and BE23.

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

Figure 13 – Table showing private outdoor amenity space standards as shown in the Hillingdon Local Plan: Part Two.

10. The LPA's argument is further confused by the fact that the proposed roof extensions would have no recognisable impact on the usable external amenity space for both properties. Our proposal therefore complies with Policies BE19 and BE23. Although the proposed rear extension at 16 Monmouth Road would reduce the garden space, it is sufficiently within the LPA's recommended guidelines. Far from having a detrimental impact on the available amenity space, the rear and loft extensions would provide much-needed living accommodation for residents. The term 'over-development' suggests that this development would have a detrimental impact on those residing in these properties, however our proposal intends to maximise existing space without adversely impacting the occupiers, their neighbours and the surrounding area.

Conclusion:

The LPA's reasons for rejecting our development clearly have no reasonable foundations. As we have shown in our appeal, our proposal complies with the relevant policies discussed by the LPA. We have also demonstrated that a number of policies are irrelevant to our development. Bearing in mind the architectural composition of multiple dwellings in this area and the fact that no objections have been raised by neighbours during the consultation period, it appears that there is no tangible or cohesive reason for refusal. Throughout the planning process, we have consulted and acted upon the LPA's feedback and guidance, amending our original submission in accordance to their guidelines. It is extremely disappointing that despite our best efforts our proposal has still been rejected. We have worked incredibly hard to design a proposal which will not only have maximum benefit for the site but will also maintain sufficient residential amenity space and consideration for the surrounding area. We sincerely hope that you will consider our appeal carefully and look forward to hearing your response.