



PLANNING STATEMENT

TO ACCOMPANY:

Full Planning Application

BY:

Origin Custom Homes

TO:

London Borough of Hillingdon Council

FOR:

Redevelopment/conversion of existing single dwelling to create 3x self-contained flats with associated outdoor amenity space, parking, cycle and waste storage

AT:

261 Long Lane, Uxbridge, UB10 9JR

September 2025

1.0 THE PROPOSAL

1.1 This application seeks planning consent for the ***Redevelopment/conversion of existing single dwelling to create 3x self-contained flats with associated outdoor amenity space, parking, cycle and waste storage*** at no. 261 Long Lane in Uxbridge.

1.2 By way of background the following planning history is relevant to the site:

12883/APP/2024/666: Erection of a part single part two storey side extension. Conversion of roof space to habitable use to include two side dormers and 2 front roof lights. Refused 8th May 2024

12883/APP/2022/3362: Erection of a part single storey, part double storey side extension and double storey rear extension with loft conversion and roof lights. Refused 30th June 2022. Appeal APP/R5510/D/23/3318369 allowed 25th October 2023

12883/APP/2022/1369: Erection of a part single, part double storey side extension and double storey rear extension. Approved 30th June 2022.

12883/APP/2022/260: Erection of a two storey extension to the side and rear. Refused 24th March 2022.

12883/APP/2021/4206: Two storey side and rear extension and associated alterations to front elevation. Refused 7th January 2022.

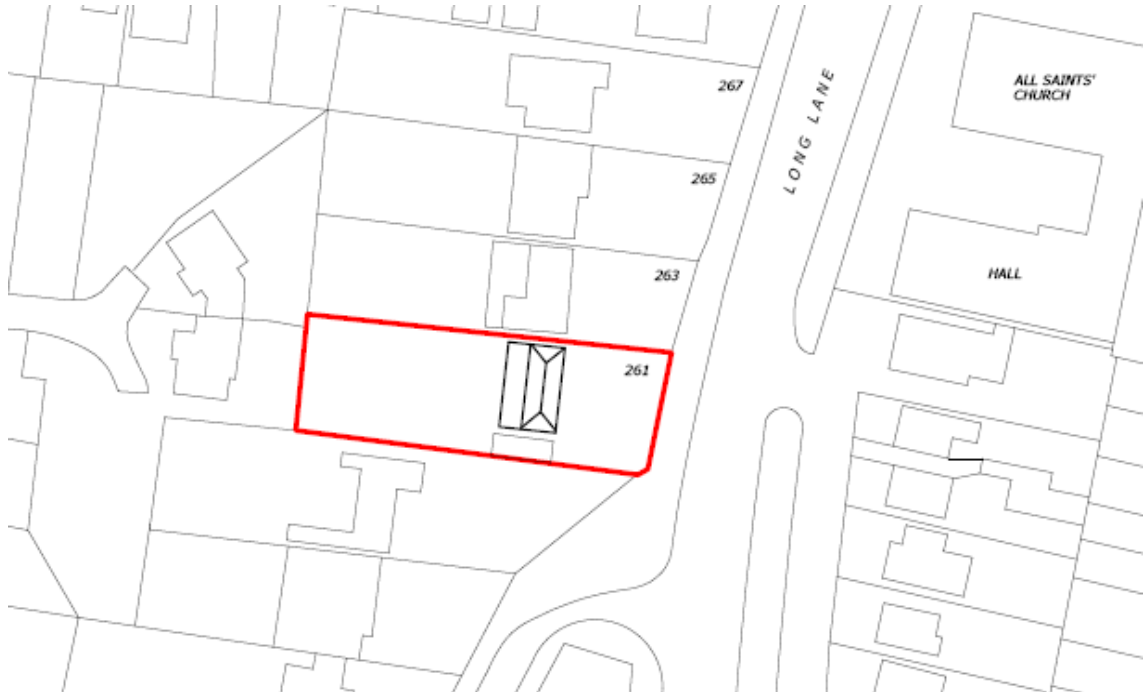
12883/APP/2021/3033: Two storey side and rear extension. Refused 30th September 2021

1.3 The site's planning history has been duly considered, and the proposal has been carefully designed to reflect this context while incorporating two additional residential units in a thoughtful and appropriate manner.

1.4 The following statement will provide a description of the site, relevant planning policies before setting out the applicant's case for the proposed development which would accord with the criteria of the National Planning Policy Framework (2023), London Plan (2021), the Hillingdon Local Plan: Part 1 and Hillingdon Local Plan: Part 2.

2.0 SITE LOCATION AND PROPERTY

- 2.1 The application site is positioned on the western side of Long Lane. The property is not within a conservation area although it is within the Hillingdon Court Area of Special Local Character.



Location plan excerpt of the application site and surrounding area

- 2.2 No. 261 comprises a two storey detached house with integral garage and flat roof extension at the rear. The property is set on a sizeable plot.



No. 261 Long Lane

3.0 RELEVANT PLANNING POLICY

- 3.1 The following paragraphs provide a brief summary of the relevant national, regional and local planning policies including the National Planning Policy Framework, policies D1, D3, D4, D5, D6, HC1 and T6 of the London Plan 2021, policies BE1 and HE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and policies DMHB5, DMHB11, DMHB12, DMT2 and DMT6 of the Hillingdon Local Plan: Part Two – Development Management Policies.

National Planning Policy Framework (NPPF) (2023)

- 3.2 The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied. The following sections and paragraphs make reference to the parts of the NPPF which are directly relevant to this application.

Presumption in Favour of Sustainable Development

- 3.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

Decision-making

- 3.4 Paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way.

Delivering a sufficient supply of homes

- 3.5 Section 5 states *"To support the Government's objective 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 with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."*

Achieving well-designed places

- 3.6 Section 12 of the NPPF refers to design, with paragraph 131 describing how the Government attaches great importance to the design of the built environment, stating that *"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*
- 3.7 Paragraph 135 states that 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);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

The London Plan 2021

- 3.8 The council embraces the sentiments of the London Plan which sets a clear context for considering development needs at local level taking full account of the borough's character. Policies D1, D3, D4, D5, D6 and T6 are considered relevant.

Policy D1: London's form, character and capacity for growth

- 3.9 Understanding the existing character and context of individual areas is essential in determining how different places may best develop in the future.

Policy D3: Optimising site capacity through the design-led approach

- 3.10 Development should 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: Delivering good design

- 3.11 For residential development it is particularly important to scrutinise the qualitative aspects of the development design described in Policy D6 Housing quality and standards. The higher the density of a development the greater this scrutiny should be of the proposed built form, massing, site layout, external spaces, internal design and ongoing management.

Policy D5: Inclusive design

- 3.12 Development proposals should achieve the highest standards of accessible and inclusive design taking into account London's diverse population.

Policy D6: Housing quality and standards

- 3.13 Policy D6 provides criteria and guidance to enable housing development to attain a high standard of quality and design which are fit for purpose and that will meet the needs of Londoners without differentiating between tenures.

Policy D7: Accessible housing

- 3.14 Policy D7 provides criteria and guidance to enable housing development to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children.

Policy HC1: Heritage conservation and growth

- 3.15 Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

Policy T6: Car parking

- 3.16 Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

Hillingdon Local Plan: Part One – Strategic Policies (November 2012)

- 3.17 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and has an ambition for Hillingdon to be an attractive and sustainable borough. Policies BE1 and HE1 are considered relevant.

Policy BE1: Built Environment

- 3.18 Policy BE1 states that the council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy HE1: Heritage

- 3.19 Policy HE1 sets out the council plan to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape.

Local Plan: Part Two – Development Management Policies (January 2020)

- 3.20 The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16 January 2020. Policies DMHB5, DMHB11, DMHB12, DMT2 and DMT6 are considered relevant to the proposal.

Policy DMHB 5: Areas of Special Local Character

- 3.21 Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

Policy DMHB 11: Design of New Development

- 3.22 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 DMHB 12: Streets and public realm

- 3.23 Development should be well integrated with the surrounding area and accessible. It should:
- i) improve legibility and promote routes and wayfinding between the development and local amenities;
 - ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;

- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- 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) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

Policy DMT2: Highways Impacts

3.24 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 DMT6: Vehicle Parking

3.25 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; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

4.0 PRINCIPLE OF THE DEVELOPMENT IN LAND USE TERMS

4.1 The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development and highlights the pressing need to increase the supply of housing. This proposal directly responds to this need, ensuring efficient land use while safeguarding local character and environmental integrity.

4.2 Paragraph 73 of the NPPF recognises that small and medium-sized sites play a vital role in meeting housing requirements, particularly as they often benefit from accelerated delivery timelines. To facilitate their contribution, local planning authorities are expected to:

“d) 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;”

4.3 The proposal accords with Section 11 of the NPPF, ‘Making Effective Use of Land,’ which requires planning policies and decisions to optimise land use while ensuring environmental enhancements and safe, high-quality living conditions. The intensification of this site meets these objectives by delivering well-designed accommodation that supports sustainable urban growth while preserving the residential character of the area.

4.4 The London Plan sets a target of 1,083 annual housing completions in Hillingdon, of which 295 should come from small sites. Policy H2 identifies the proactive role boroughs must take in supporting well-designed housing developments on small sites, recognising that they play an increasingly essential role in securing London’s housing needs.

4.5 The intensification of land use within existing residential areas is a strategic priority in London, particularly where sites are well-positioned to contribute to sustainable urban development. Given its location, this site provides an opportunity to deliver high-quality residential accommodation in a manner that aligns with strategic housing objectives while ensuring compatibility with neighbouring properties.

4.6 The site lies within an established residential area characterised by varied property types. The proposal respects this existing context while enhancing housing provision. The site currently accommodates a three-bedroom dwelling and benefits from planning permission for a six-bedroom home. However, its potential can be more effectively utilised to support increased housing delivery while ensuring high-quality living conditions.

4.7 The proposed scheme would deliver three well-proportioned three-bedroom flats, making optimal use of the site while contributing to local housing supply in line with

Hillingdon Local Plan: Part Two Policy DMH 2 (Housing Mix). This policy requires developments to reflect local housing needs by providing a mix of dwelling types, ensuring a balanced and inclusive housing market.

- 4.8 The redevelopment would not only make efficient use of land but also contribute positively to housing availability. In addition to supporting the objectives of the NPPF and London Plan, the proposal aligns with the borough's housing delivery targets, ensuring that small-scale developments continue to play a key role in meeting long-term growth requirements.
- 4.9 The proposed redevelopment of No. 261 Long Lane should therefore be acceptable in principle, offering a sustainable and well-integrated residential development that aligns with national, regional, and local policy objectives. Subject to further consideration of material planning matters, the scheme represents an opportunity to deliver much-needed housing while maintaining the established character of the area.

5.0 DESIGN, CHARACTER AND IMPACT ON THE STREET SCENE

- 5.1 The National Planning Policy Framework (NPPF) recognises that high-quality design is fundamental to sustainable development, ensuring that new schemes contribute positively to their surroundings. Paragraph 131 states that "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*"
- 5.2 Paragraph 135 of the NPPF (2023) requires Local Planning Authorities to 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 and 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).
- 5.3 London Plan policies D1 (London's form, character and capacity for growth) and D4 (Delivering good design) expect development to understand the existing character and context of an area whilst policy HC1 (Heritage conservation and growth) requires development to conserve the significance of heritage assets by being sympathetic to the assets' significance.
- 5.4 Local Plan policies DMHB 5 (Areas of special local character) and DMHB 11 (Design of new development) require development proposals to harmonise with their local context by carefully considering scale, building lines, height, materials, and architectural detailing.

- 5.5 The site falls within the Hillingdon Court Area of Special Local Character (ASLC), an area distinguished by its architectural quality and coherent streetscape. The design of the proposal has been carefully developed to uphold these qualities, demonstrating sensitivity to the area's defining characteristics.
- 5.6 The principle of extending and intensifying the existing dwelling has already been established, with planning permission granted at appeal on 25 October 2023 for a part single-storey, part two-storey side extension, a two-storey rear extension, and a loft conversion with roof lights. In that instance, the Inspector concluded that:

"Overall, the proposed development would not have a harmful effect on the character and appearance of the area. There would be no conflict with the development plan for the area, which includes Policy DMHD 1, as well as DMP Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12, the Council's Local Plan: Part 1 Strategic Policies (2012) BE1 and HE1, and The London Plan (2021) Policies HC1, D4 and D8. Together, these design and heritage policies seek to protect locally recognised historic features and ensure that new development is designed to the highest standards, amongst other considerations"

And;

"The proposal would also not conflict with the Framework. In particular I have had regard to paragraph 203, which states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application."

- 5.7 The area surrounding the site is defined by a variety of property types, sizes, and architectural forms. While dwellings on the western side of Long Lane and Parkway tend to be larger and set within spacious plots, there is no rigid uniformity in the built environment. The ASLC designation acknowledges the distinct qualities of the area but does not impose a uniform architectural style.
- 5.8 This proposal builds upon the approved scheme, introducing a design that makes a positive architectural statement while maintaining an appropriate relationship with the existing streetscape. The development seeks to elevate the quality of the site, transforming the modest existing dwelling into a high-quality residential building that respects and enhances its setting.
- 5.9 The design incorporates a symmetrical façade, a central front gable feature, a hipped roof form, stone headers and cills, and sash windows, all of which contribute to a refined architectural presence that respects local vernacular without resorting to pastiche.



Existing property



Proposed flats

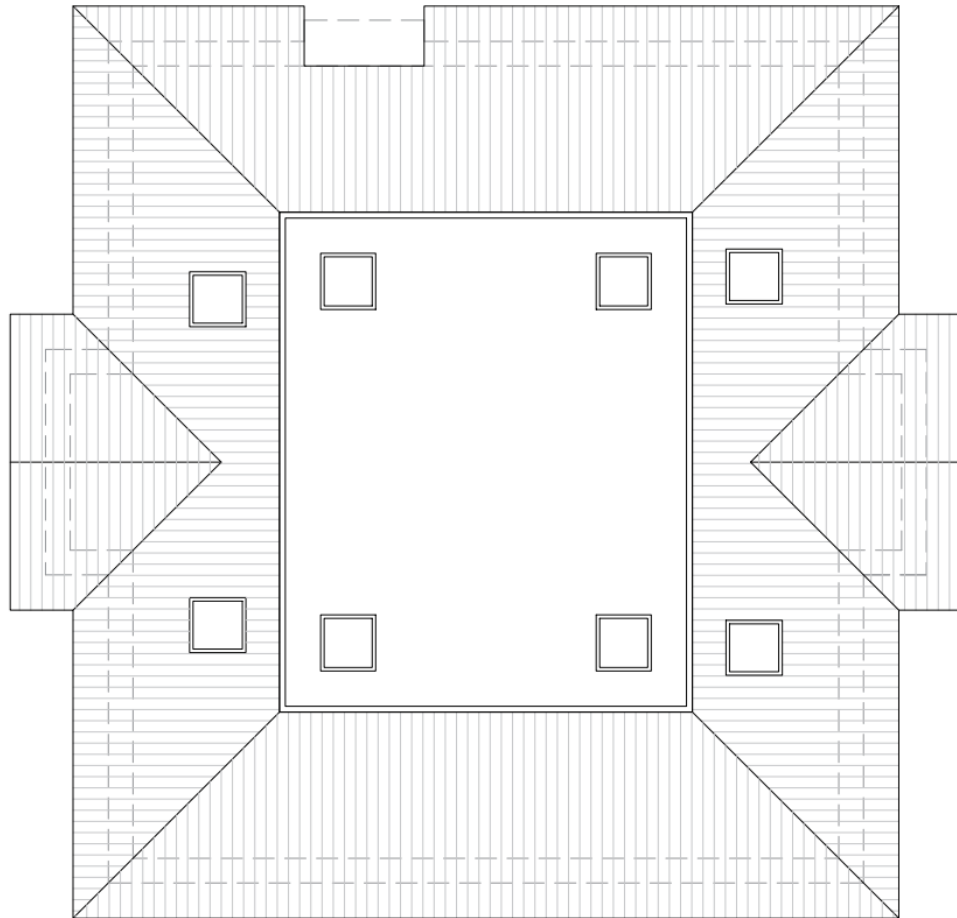
- 5.10 The scheme also includes a crown roof. While the council has previously raised concerns regarding this roof form, the recent appeal decision confirmed that its impact on the ASLC would be minimal. Although the crown roof now proposed is marginally larger, it remains proportionate and does not overwhelm the site or diminish its contribution to the established streetscape.
- 5.11 Moreover, there are several examples of crown roof development within the area indicating that the scheme should be considered favourably as it would be in keeping with local character.



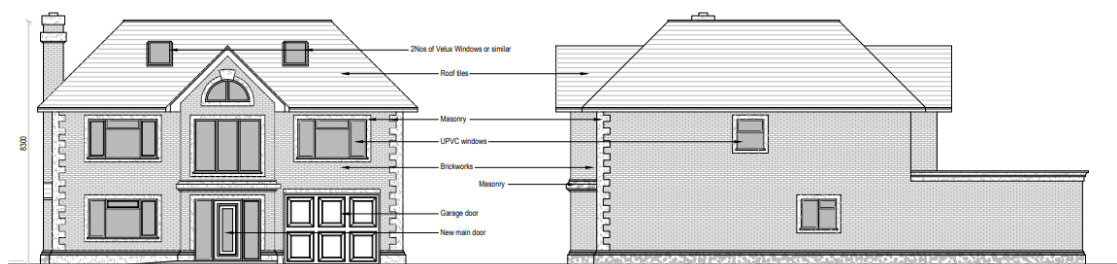
No. 8 Parkway



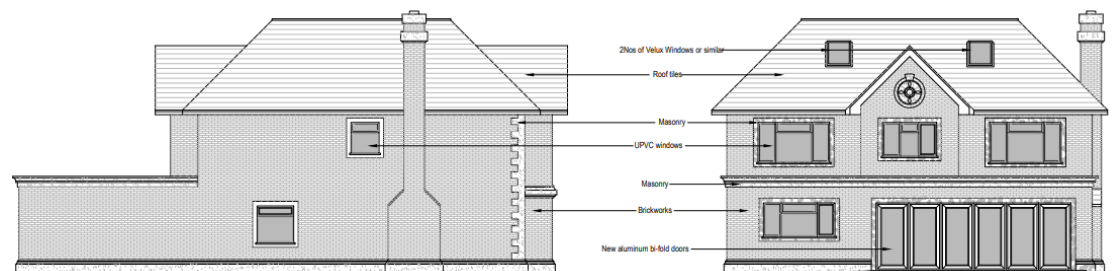
No. 26 Parkway



Approved Crown Roof at no. 26 Parkway



Approved front and side elevations at no. 26 Parkway



**Approved rear and side elevations at no. 26 Parkway
(V-Design CAD Services)**



No. 28 Parkway

- 5.12 Planning permission for the development at no. 26 Parkway was granted on appeal (Ref: APPR5510/W/21/3287927) on 17th February 2022, following refusal under application 43202/APP/2021/1875. In allowing the appeal, the Inspector concluded that the proposed crown roof would reflect the character of surrounding dwellings and would not result in undue scale or bulk. This decision is directly relevant to the proposed scheme at no. 261 Long Lane.
- 5.13 Further comparable examples can be found within the Garden City, West Drayton Area of Special Local Character, where crown roof extensions have been permitted. Notably, planning permission was granted at no. 10 Frays Avenue under application 5235/APP/2025/188 for *“Erection of a single storey rear extension, amendments to side extension roof, extension to existing loft conversion including extension of roof to the rear and formation of crown roof, enlargement of rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls (amended description)”*. Approved on 16th April 2025.
- 5.14 Similarly, No. 44 Frays Avenue received planning consent under application 35220/APP/2024/3046 for ‘Demolition and reconstruction of new build family home’ on 16th April 2025. This further illustrates that site intensification through larger dwellings and crown roof forms is considered acceptable, even within designated Areas of Special Local Character.



No. 44 Frays Avenue

- 5.15 This application proposal maintains suitable gaps to the side boundaries, ensuring a well-balanced plot arrangement. Importantly, it does not project beyond the front building line of dwellings to the north, preserving the coherence of the street scene. The overall scale of the building has been carefully considered to reflect the prevailing pattern of development in the area, ensuring it sits comfortably within the existing streetscape.
- 5.16 While the proposal intensifies the use of the site, it does so in a manner that respects the proportions and massing of neighbouring properties, maintaining visual harmony within the ASLC. Given the generous size of the site relative to the footprint of the proposed building, the development would represent a proportionate addition that integrates successfully with the surrounding context.
- 5.17 Through careful design consideration, the proportions, detailing, and articulation of the proposed dwelling ensure that it sits comfortably within this section of Long Lane, reinforcing its character rather than undermining it. The scheme fully complies with national, regional, and local planning policies, demonstrating that architectural quality can be maintained while delivering much-needed housing.
- 5.18 In summary, the proposal reflects a thoughtful approach to design, ensuring that it harmonises with local context and contributes positively to the character of the ASLC. It fully accords with the aims of the NPPF, the London Plan, and Policies BE1 and HE1 of the Part One Plan, as well as Policies DMHB 1, DMHB 5, DMHB 11, and DMHB 12 of the Part Two Plan.

6.0 QUALITY OF ACCOMMODATION

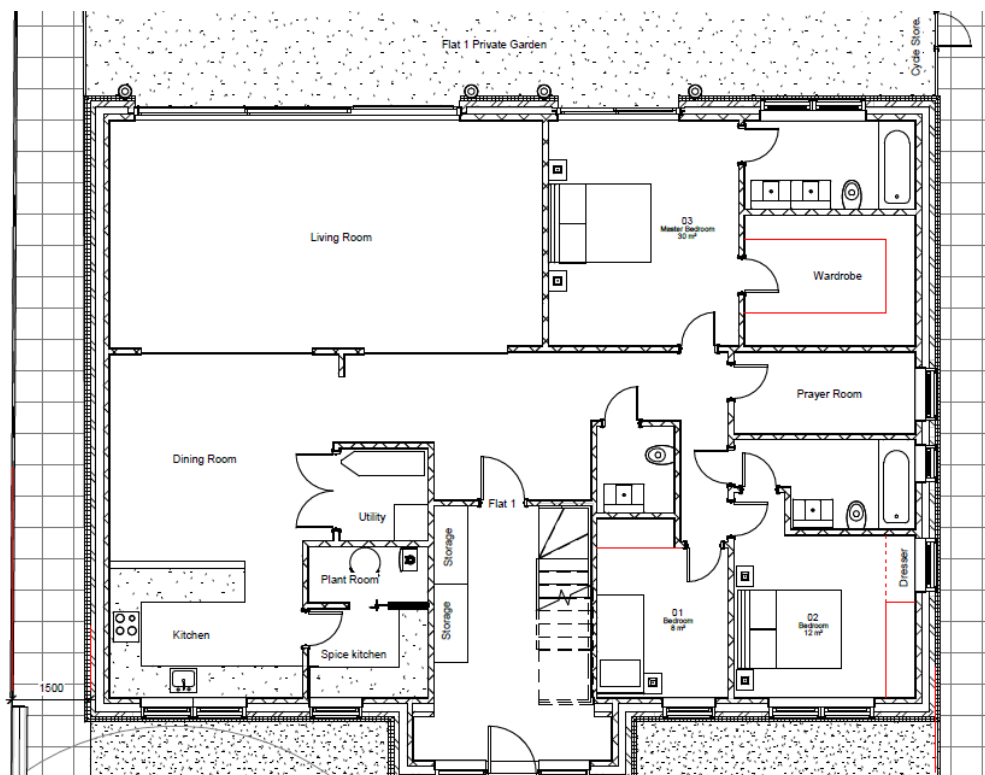
- 6.1 London Plan Policy D6 (Housing Quality and Standards) establishes that new residential development must be of high-quality design, ensuring that dwellings provide appropriately sized rooms with functional, well-considered layouts. This policy requires housing to be fit for purpose, promoting comfortable and efficient living conditions that support long-term well-being.
- 6.2 Hillingdon Local Plan Policy DMHB 16 (Housing Standards) is consistent with London Plan Policy D6, requiring developments to meet or exceed the most up-to-date internal space standards, thereby ensuring residents benefit from spacious, well-proportioned accommodation.
- 6.3 The proposed scheme offers three generously sized flats that exceed the minimum internal space requirements set out in Table 3.1 of the London Plan and Table 5.1 of the Hillingdon Local Plan, demonstrating a commitment to delivering high-quality housing:

Flat 1 – ground floor 3-bed/5-person unit 171.99sqm

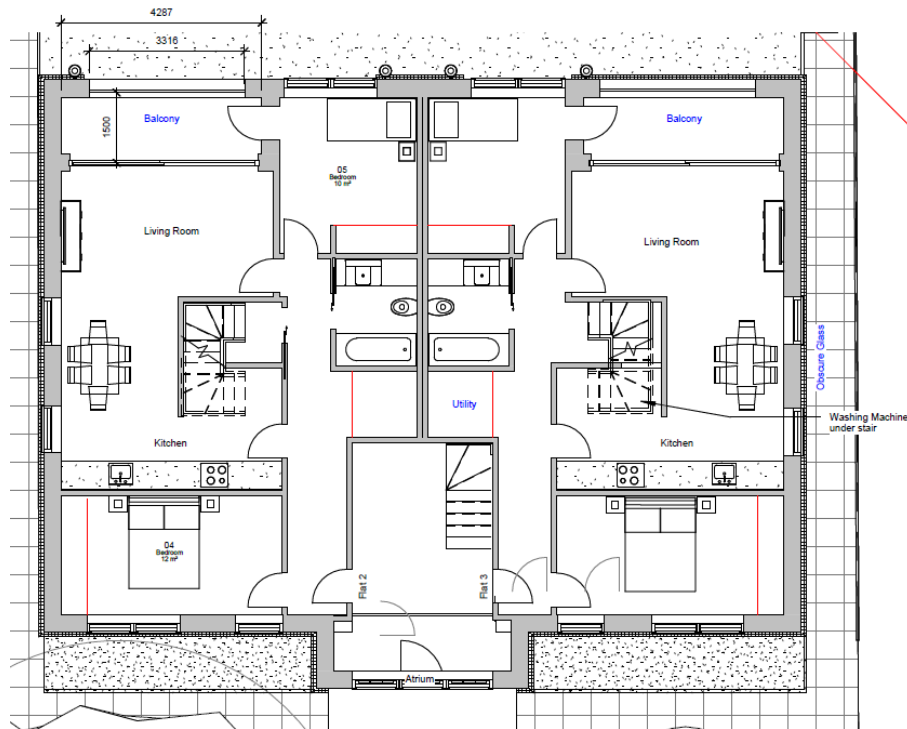
Flat 2 – First floor and loft space 3-bed/5-person unit 117.6sqm

Flat 3 – First floor and loft space 3-bed/5-person unit 117.6sqm

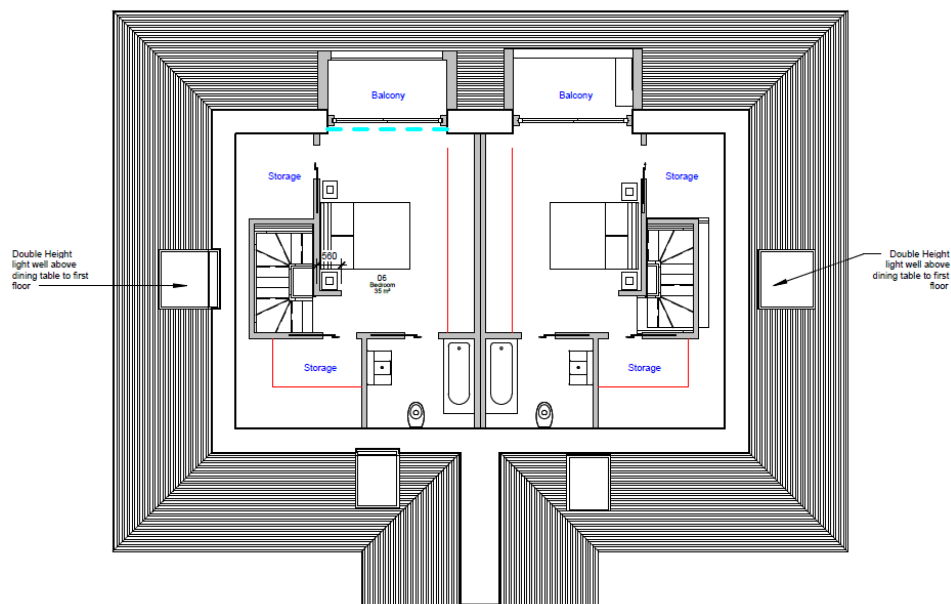
Communal space – Ground and first floors 26sqm



Proposed ground floor



Proposed first floor



Proposed loft plan

- 6.4 Each flat has been carefully designed to ensure a dual aspect layout, optimising natural daylight penetration and providing a pleasant outlook from all habitable rooms. The open-plan living spaces offer a well-balanced environment, supporting functional use while maintaining a sense of openness and flexibility for occupants. The regular room shapes and generous circulation spaces allow for efficient furniture placement, contributing to a comfortable and adaptable living experience.

- 6.5 Floor-to-ceiling heights would achieve a minimum of 2.5 metres, creating a sense of spaciousness and ensuring good internal environmental quality. Additionally, the entrance layout and the ground-floor flat are designed in full accordance with London Plan Policies D5 (Inclusive Design) and D7 (Accessible Housing), ensuring that all units support high standards of accessibility and inclusive living.
- 6.6 With regard to private outdoor amenity space, Local Plan Policy DMHB 18 mandates that all new residential development provides high-quality, functional outdoor areas to enhance the living experience of future occupiers. The proposal fully complies with this requirement, ensuring that each unit benefits from well-integrated, sizeable outdoor space, contributing to both visual and recreational quality.

Table 5.3: 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

- 6.7 Flat 1 would have direct access to its own private garden extending to 128sqm, providing ample outdoor space for family living. Flats 2 and 3 would benefit from multiple balconies, including:
- A first-floor balcony directly accessible from both the main living space and a bedroom, ensuring a natural transition between indoor and outdoor environments
 - A secondary balcony at roof level, accessible from the master suite, providing private outdoor space for relaxation
- 6.8 Both balconies exceed the minimum depth of 1.5 metres fully meeting Policy DMHB 18 standards while contributing to the quality of accommodation
- 6.9 In addition, Flats 2 and 3 would benefit from large private gardens, ensuring residents have access to substantial outdoor amenity space beyond their balconies, significantly exceeding the 30sqm minimum garden area required for 3-bedroom flats:
- Flat 2 garden: 176sqm
 - Flat 3 garden: 172sqm

- 6.10 Access to these gardens is safe, convenient, and does not interfere with the proposed parking or vehicular access, ensuring a well-integrated site layout that prioritises both resident comfort and operational efficiency.
- 6.11 To preserve privacy, 2-metre-high timber close-boarded fences would be installed around the gardens, creating a secure and enclosed outdoor environment for future residents. This measure enhances usability while ensuring high-quality living conditions.



Existing rear garden

- 6.12 In summary, the proposal has been carefully designed to provide spacious, well-lit, and functionally efficient accommodation, fully compliant with London Plan Policy D6 and Hillingdon Local Plan Part Two Policies DMHB 16 and DMHB 18. By exceeding space standards, ensuring excellent natural light levels, and integrating well-appointed outdoor amenity spaces, the development would deliver high-quality housing, supporting comfortable and sustainable living for future occupants.

7.0 IMPACT ON RESIDENTIAL AMENITY

- 7.1 The National Planning Policy Framework (NPPF) highlights the importance of ensuring new development contributes to safe, inclusive, and accessible environments that promote health and well-being. Paragraph 135(f) establishes that planning policies and decisions must secure a high standard of amenity for both existing and future residents, ensuring new development integrates sensitively within established communities.
- 7.2 London Plan Policy D3 (Optimising site capacity through the design-led approach) requires development proposals to deliver appropriate levels of outlook, privacy, and residential amenity. It reinforces the principle that density and urban form must be

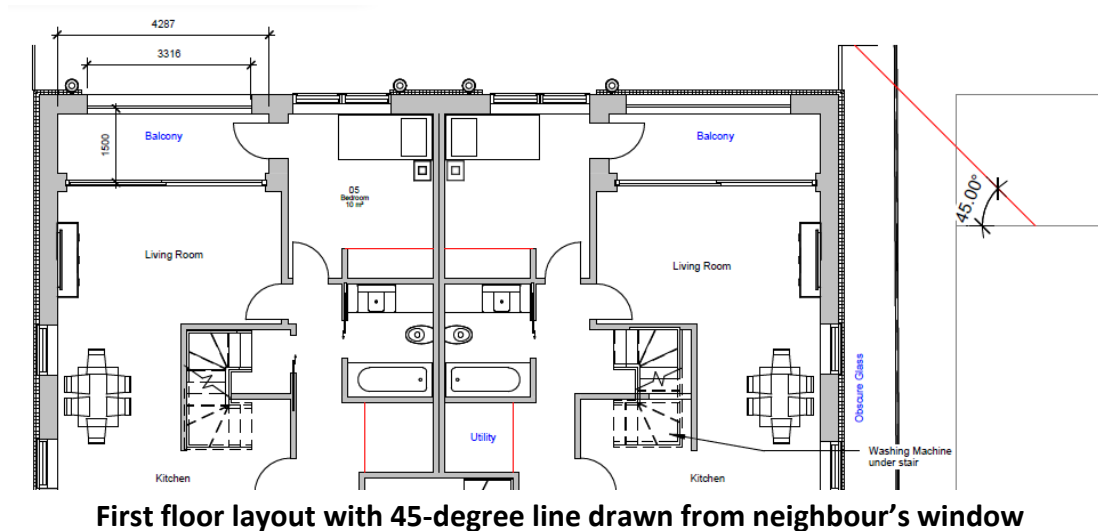
carefully balanced to avoid negative impacts on neighbouring properties while making efficient use of land.

- 7.3 Local Plan Policy DMHB 11 (Design of New Development) similarly states that residential proposals must safeguard the amenity of neighbouring occupiers by avoiding adverse impacts on daylight, sunlight, outlook, and privacy. Developments should be designed to integrate well within their surroundings without causing undue harm to adjacent properties or open spaces.
- 7.4 The application site shares common boundaries with no. 263 Long Lane to the north, no. 2 Parkway to the south, and no. 10 Holm Grove to the west. Each relationship has been carefully considered to ensure the proposal respects neighbouring amenity and avoids undue impact.



- 7.5 As demonstrated in the submitted plans, the rear building line would not exceed the existing ground-floor building line of no. 263 Long Lane. While the first floor would extend approximately 2.9 metres beyond the neighbouring property's first-floor rear elevation, the setback from the side boundary and the overall separation between buildings ensures that the proposal would not result in any harmful overbearing effects or unacceptable loss of light or outlook. The separation distances remain proportionate to existing development patterns, maintaining a comfortable relationship between dwellings.

- 7.6 To corroborate this, the layout plans illustrate a 45-degree line of sight taken from the nearest first-floor habitable room of no. 263 Long Lane, demonstrating that the extension would not breach this established guideline. By maintaining this key spatial relationship, the proposal preserves the neighbour's outlook and ensures the development remains within acceptable design parameters.



- 7.7 No. 2 Parkway is positioned behind the application building, rather than the site as a whole. While the depth of the proposed dwelling would increase, the sensitive design and layout ensure that the amenity of occupiers at no. 2 Parkway is fully protected. Given its positioning, the proposed extension would not result in an unacceptable sense of enclosure or overshadowing. The orientation of the building and the separation distances between properties ensure that existing outlook is retained, mitigating any potential adverse impact on residential amenity.



Existing relationship with no. 2 Parkway

- 7.8 As such, the proposal does not generate overbearing effects or result in an unacceptable loss of outlook when considering both the established relationship between properties and the previously approved scheme. The design also ensures neighbouring properties continue to benefit from appropriate levels of sunlight, daylight, and spaciousness.
- 7.9 Furthermore, the recessed balconies have been thoughtfully incorporated to safeguard privacy. Their position and design ensure that any views available from the balconies would be no different from those that would be afforded through a standard window. As a result, there is no additional overlooking impact on neighbouring dwellings, reinforcing the proposal's sensitive approach to maintaining residential amenity.
- 7.10 No. 10 Holm Grove is sufficiently separated from the application site due to the substantial depth of the rear garden at no. 261 Long Lane. This separation ensures that there would be no undue loss of outlook, privacy, or sunlight to occupiers of no. 10 Holm Grove. The proposal maintains an appropriate distance from neighbouring gardens, ensuring that the scheme integrates harmoniously with the established built environment.
- 7.11 While the development would intensify the use of the site, the scale and nature of the proposal would not result in excessive activity levels. The increase in residential units would remain proportionate to the surrounding pattern of development, ensuring that any potential increase in noise and disturbance would not be harmful or disruptive to existing residents. The site layout ensures that the movement of residents, vehicles, and outdoor amenity spaces is appropriately managed to prevent conflicts with neighbouring properties.

- 7.12 In summary, the proposal demonstrates a well-considered approach to site design, carefully balancing the need for residential intensification with the protection of neighbouring amenity. By respecting established separation distances, maintaining appropriate building relationships, and ensuring a high-quality residential layout, the development fully complies with the aims of the NPPF, London Plan Policy D3, and Local Plan Part Two Policy DMHB 11, collectively ensuring that the proposal safeguards a high standard of amenity for neighbouring residents.

8.0 HIGHWAY IMPLICATIONS

- 8.1 Paragraph 115 of the National Planning Policy Framework (NPPF) sets out that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe. This establishes a clear threshold, ensuring that development proposals are assessed in relation to their actual effects rather than perceived concerns.
- 8.2 The Hillingdon Local Plan Part Two policies DMT 5 (Pedestrians and Cyclists) and DMT 6 (Vehicle Parking) require development proposals to comply with the parking standards set out in Appendix C Table 1, ensuring that new residential schemes integrate appropriately within their transport context.
- 8.3 Table 1 specifies that flats with three or more bedrooms should provide two designated parking spaces per unit. Additionally, developments should accommodate visitor parking on-site, and allocated parking must be appropriately positioned to serve the dwellings. Cycle parking should be provided at a minimum rate of two spaces per three-bedroom unit to support sustainable transport options.
- 8.4 The proposed scheme meets these requirements by providing two dedicated parking spaces per flat within the curtilage of the site, ensuring ample provision for residents while preventing overflow onto surrounding streets. Four of the parking spaces would have 22kw active chargers. The parking spaces are strategically positioned to allow vehicles to manoeuvre efficiently, ensuring entry and exit in a forward gear to maintain safety and prevent congestion on the highway network. This design consideration contributes to safe and convenient movement within the site while avoiding adverse impacts on traffic flow.
- 8.5 Each flat would have secure cycle storage, positioned within the private garden of each unit. This ensures that the scheme actively promotes sustainable transport choices, supporting both local and national objectives for encouraging cycling as an alternative mode of travel. The provision of secure storage enhances usability, reducing reliance on car travel and strengthening compliance with Policy DMT 5.

- 8.6 Bin storage has been carefully designed to ensure functionality while minimising visual impact on the street scene. Communal bins would be stored at the front of the property within a concealed bin storage enclosure, ensuring that waste management is integrated seamlessly into the site layout. This approach preserves the residential character of the area by preventing unsightly clutter while maintaining convenient access for collection. The storage enclosure would be appropriately designed to complement the surrounding built environment, ensuring that refuse arrangements do not detract from the overall quality of the development.
- 8.7 The scheme's well-planned parking and transport strategy ensures that the development would not result in increased pressure on local highway infrastructure or create hazards for road users. By complying with adopted parking standards, ensuring safe vehicular access, and integrating sustainable transport measures, the proposal meets best practice in urban planning and traffic management. The intensification of the site is appropriately mitigated, ensuring that movements associated with the development do not adversely affect the operation of the local road network.
- 8.8 In summary, the proposed development has been carefully designed to accord with the aims of the NPPF and the Hillingdon Local Plan Part Two policies DMT 5 and DMT 6. The scheme provides adequate on-site parking, safe vehicle manoeuvrability, secure cycle storage, and effective refuse management, ensuring that it does not compromise highway safety or result in undue cumulative impacts on the surrounding road network. Accordingly, the development represents a sustainable and well-considered approach to site intensification while maintaining compliance with established transport policies.

9.0 PLAN AND DOCUMENT LIST

- Location plan
- Existing plans
- Proposed site layout
- Proposed elevations and internal layout
- Proposed internal layouts with GIAs

10.0 CONCLUSIONS

- 10.1 The proposed development represents an efficient and appropriate intensification of land use, directly aligning with national, regional, and local planning objectives for housing delivery. The principle of development is supported by the National Planning Policy Framework (NPPF), London Plan, and Hillingdon Local Plan, all of which emphasise the importance of optimising land within existing settlements to meet housing needs. The proposal would contribute positively to local housing supply through the creation of high-quality residential units, ensuring sustainable urban growth while complementing the established residential character of the area.
- 10.2 The design of the development has been carefully considered to respect the qualities of the Hillingdon Court Area of Special Local Character (ASLC). The architectural approach incorporates traditional detailing and a balanced composition that harmonises with surrounding buildings while offering a well-designed, high-quality addition to the street scene. The scheme builds upon the previously approved development, enhancing its scale and form without compromising local distinctiveness. Importantly, the proposal maintains appropriate separation distances, safeguards the prevailing building line, and ensures the overall scale remains proportionate to the surrounding pattern of development, preserving the integrity of the ASLC.
- 10.3 The proposal would provide well-designed, spacious accommodation that exceeds internal space standards and offers high levels of natural light, privacy, and accessibility. Each flat benefits from dual aspect layouts, high floor-to-ceiling heights, and well-proportioned rooms, ensuring a comfortable and functional living environment for future occupants. Additionally, private outdoor amenity space is generously provided, including balconies and gardens, ensuring high-quality residential living. The integration of secure cycle storage would further support sustainable transport choices, reinforcing compliance with modern housing standards.
- 10.4 The development has been carefully designed to ensure there would be no harmful impact on neighbouring amenity. The positioning and scale of the building maintain appropriate relationships with adjacent properties, avoiding undue overbearing effects or unacceptable losses of outlook, privacy, or daylight. The recessed balconies safeguard neighbouring privacy, ensuring that views would not extend beyond those achievable from standard fenestration. Additionally, the development's residential intensification remains proportionate to the established pattern of dwellings, ensuring no adverse impact in terms of noise or disturbance.
- 10.5 Highway implications have been fully addressed within the scheme, with the provision of adequate on-site parking in accordance with adopted standards. Each unit benefits from allocated parking spaces that allow safe and efficient manoeuvring. Secure cycle

storage has been integrated into the design to promote sustainable travel choices. The communal bin storage, positioned within a concealed enclosure at the front of the site, ensures effective waste management while maintaining visual amenity. The proposed layout and transport arrangements demonstrate that the scheme would not create adverse highway safety concerns or result in undue pressure on the local road network.

- 10.6 In conclusion, the proposed development provides a well-balanced, policy-compliant scheme that effectively integrates within its surroundings while delivering much-needed housing. It optimises land use in a sustainable manner, maintains the character of the ASLC, ensures high standards of residential quality, protects neighbouring amenity, and fully meets highway and parking requirements. Accordingly, the proposal aligns with the objectives of the NPPF, London Plan, and Hillingdon Local Plan, reinforcing its acceptability in planning terms.