
53 SILVERDALE GARDENS HAYES UB3 3LN

PLANNING RESPONSE

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J79 STUDIO



INTRODUCTION

This statement is produced in support of proposed side extensions to create an additional dwellings at 53 Silverdale Garden. Also this document is produced in response to refusal points raised in previous application (LBH ref no. 22856/APP/2021/2634

Document to be submitted as part of the application:

1895 - A010 - PROPOSED FIGURE MAP PLAN_P1
 1895 - A100 - PROPOSED GF PLAN_P1
 1895 - A101 - PROPOSED 1F PLAN_P1
 1895 - A102 - PROPOSED LOFT PLAN_P1
 1895 - A103 - PROPOSED ROOF PLAN_P1
 1895 - A120 - PROPOSED ELEVATION 1 OF 2_P1
 1895 - A121 - PROPOSED ELEVATION 2 OF 2_P1
 1895 - A130 - PROPOSED SECTION_P1
 1895 - A200 - PROPOSED LANDSCAPE PLAN_P1
 Transport statement by Redwood Partnership Transportation Ltd.

1.0 REASONS & RESPONSE:

REASON NO.1:

- 1 - The proposed part single storey, part two storey side and rear extension, by reason of its bulk, width and design would fail to form a subordinate addition to the host dwelling which harmonises with its original size and architectural composition. The proposed extension would therefore be detrimental to the character, appearance and visual amenities of the dwelling and street that the dwelling is part of. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 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).

Response to Reason 1:

1.1 PROPOSED TWO STOREY EXTENSION WIDTH: Existing house width is 6.95m with side extension width being 3.5m which is half of the width of existing property (FIG 1).

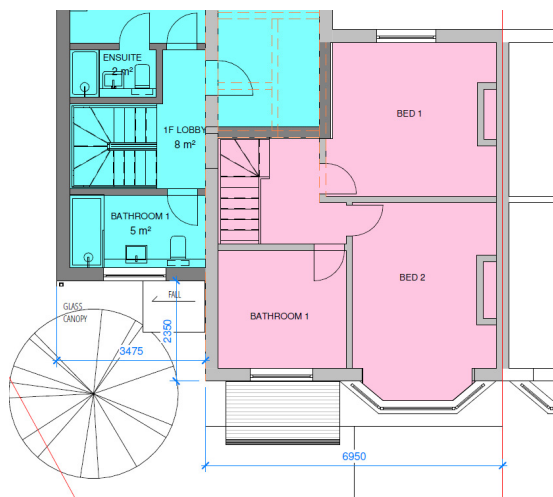


FIG 1: Existing building and proposed extension width (refer to drawing A101)

1.2 PROPOSED MATERIAL & VISUAL BALANCE: Furthermore the first floor two storey extension has been cladding in roof tiles that match existing building & step down of extension roof in order to help it to formed subordinate addition (FIG 2).



FIG 2: Proposed front elevation with roof tile cladding to 1F wall (refer to drawing A120).

1.3 PROPOSED TREE TO FRONT DRIVE: Additional landscaping and mature tree planting to allow the soften the existing streetscape and create a greener environment for the area.

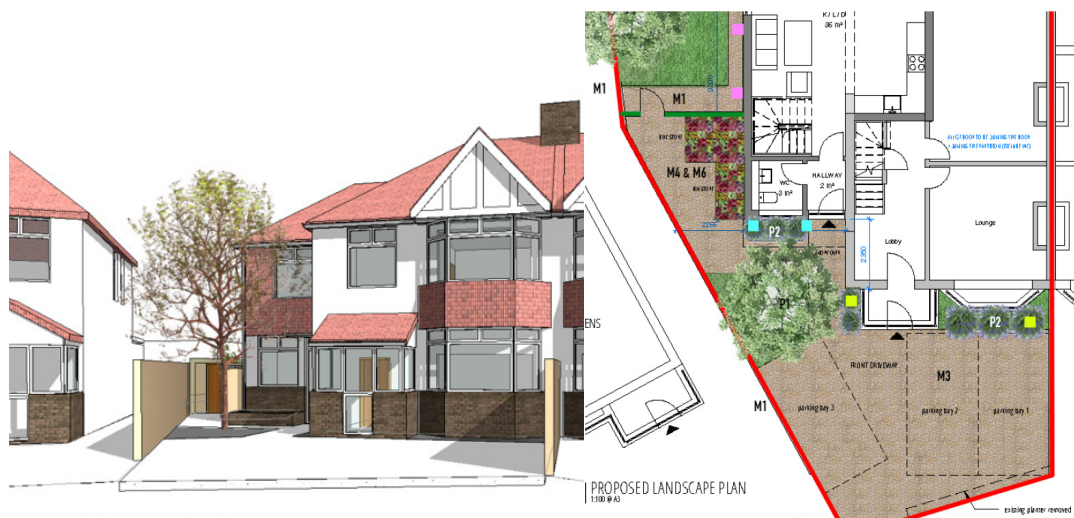


FIG 3: Proposed front elevation with proposed mature silver birch and wildflower planter (refer to drawing A200).

REASON NO.2:

- 2 - By reason of its oversized extension, uncharacteristically small gardens and failure to provide a adequately spaced parking layout, the proposed development is considered to result in an overdevelopment of the site, which would be out of character with the spaciousness of neighbouring sites and visually cramped to the detriment of the areas character and appearance. The proposed development is therefore considered to be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 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).

2.1 REAR GARDEN DESIGN – although the proposed garden are smaller than the majority of gardens in the area, however gardens with similar size can be found in no. 51, 49, 47, 45 etc (FIG 4). Furthermore the quality of the garden space has been demonstrate in the landscape plan (FIG 5) with inclusion of ecological enhancement.



FIG 4: Site plan indicating garden sizes (refer to A10)

FIG 5: Proposed landscape plan (refer to A200)

REASON NO.3:

- 3 - Due to its unsatisfactory car parking layout, the proposed development is likely to result in access issues for occupiers of the new and existing dwelling. Furthermore due to its cramped layout it could result in road side parking which could hinder vehicle movements in the area leading to traffic build up to the detriment of the highways network. Additionally Insufficient information has been submitted to evidence that adequate pedestrian visibility splays would be constructed as part of the new access. The absence of the splays would create a dangerous and hazardous environment for pedestrians using the footpath outside of the site and the sites vehicle users. The proposed development is therefore considered to be detrimental to pedestrian and highway safety, as well as the free movement of vehicles on the local highways network. Insufficient electrical vehicle charging points are also proposed. The proposed development is therefore considered to be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policy T6.1 of the London Plan and paragraph 112 (c) of the NPPF (2021).

3.1 EV charging points – 1 no. of EV charging points have been allocated to both existing and proposed units (FIG 6.)

