

PLANNING STATEMENT

Site Address: 9 Lavender Road, Uxbridge, UB8

Proposal: Erection of a single-storey wraparound side and rear extension.

Client: Chanchal Chadha

Date: 09 June 2026

1. Introduction & Site Context

This Planning Statement has been prepared to support a Householder Planning Application for a single-storey wraparound side and rear extension at 9 Lavender Road. The application property is a two-storey semi-detached dwelling situated on a unique corner plot layout at the terminus of a T-junction. The property is not located within a Conservation Area or an Area of Special Local Character.

The purpose of this statement is to demonstrate that the proposal strictly adheres to the design criteria set out in the Hillingdon Local Plan: Part One - Strategic Policies (2012) and Part Two - Development Management Policies (2020), specifically Policy DMHD 1 (Alterations and Extensions to Residential Dwellings).

2. Design & Impact on the Character of the Host Dwelling and Street Scene

Hillingdon Local Plan Part Two Policy DMHD 1 (A & B) requires all residential extensions to appear subordinate to the main dwelling and ensure that the cumulative impact does not harm the character and appearance of the street scene.

- **Rear Extension Parameters:** In strict accordance with Hillingdon's residential extensions framework for semi-detached houses with a plot width exceeding 5 metres, the rear portion of the extension is restricted to a maximum depth of 3.6 metres. This depth ensures the extension functions cleanly as a subordinate addition without projecting aggressively into the rear amenity area.
- **Subordination & Scale (Side Element):** The proposed side element of the extension measures 3.0 metres in width, which is significantly less than half the total width of the original property, in strict compliance with Policy DMHD 1 (Side Extensions - i). It is designed with a modern flat roof profile keeping the maximum height to exactly 3.0 metres from ground level, complying fully with Policy DMHD 1 (B - iii).
- **Maintenance of Openness on a Corner Plot:** To address Policy DMHD 1 (Side Extensions - ii) regarding corner plots and junctions, the extension maintains a generous and consistent 1.3-metre gap to the outer side boundary wall flanking the highway. This set-in ensures that the existing building line is respected, the open character of the street scene is thoroughly preserved, and crucial vehicle visibility/sightlines at the T-junction are completely protected.
- **Materials:** All proposed external finishes—including brickwork, roof detailing, fascia trims, and fenestration framing—will be specification-matched to the original host house, aligning with Policy DMHB 11 (Design).

3. Impact on Neighbouring Amenity

Policy DMHD 1 (A - ii & v) states that extensions must achieve a satisfactory relationship with adjacent properties, preventing overbearing impacts or unacceptable loss of light and privacy.

- **The Adjoining Neighbour Impact:** The rear portion of the extension, at its compliant 3.6-metre depth, respects a flawless 45-degree line of sight from the nearest ground-floor habitable windows of the attached semi-detached neighbour. Given its single-storey nature and low 3.0-metre flat roof height, it ensures zero loss of daylight, sunlight, overshadowing, or visual outlook to the neighbouring occupier.
- **Privacy Controls:** No side-facing clear windows are proposed that would look onto any private residential gardens. The side elevation features only high-level obscure glazing where functional light is required, maintaining complete visual privacy for all surrounding occupiers.

4. Private Amenity Space and Highways

- **Garden Retention:** In accordance with Policy DMHB 18 (Private Outdoor Amenity Space Standards), the property retains a highly functional rear garden area that comfortably exceeds the minimum space requirements for a multi-bedroom family dwelling, despite the 3.6-metre rear projection.
- **Highways & Parking:** The application preserves space for two dedicated off-street vehicular parking spaces and includes a proposed crossover that safely services the site without removing essential on-street capacity, adhering strictly to Policy DMT 6 (Vehicle Parking).

5. Conclusion

The proposal represents a carefully considered, policy-compliant home optimization. By capping the rear depth at a standard 3.6 metres and deliberately pulling the side extension 1.3 metres away from the highway boundary line, the design leaves the open nature of the T-junction street scene entirely unaffected. The proposal satisfies all relevant criteria of Policy DMHD 1 and we respectfully request that the application is approved without delay.