

Planning, Design and Access Statement



Redevelopment of 401, Harlington Road, Hillingdon

Involving the demolition of the existing bungalow and outbuildings and the erection of a replacement building to accommodate six flats.

Contents		Page No.
1	Site and Surroundings	3
2	The Proposal	5
3	Relevant Planning History	7
4	Planning Policy	9
5	Considerations and Conclusion	22

1 Site and Surroundings

This application relates to a site on the east side of Harlington Road and is occupied by a detached bungalow. The area is predominantly residential in character with no overriding architectural style, with former Council housing interspersed with private built dwelling houses.

The typology of built form in the locality ranges from bungalows, chalet bungalows, two storey dwelling houses, detached, semi-detached, terraced dwellings and blocks of flats.

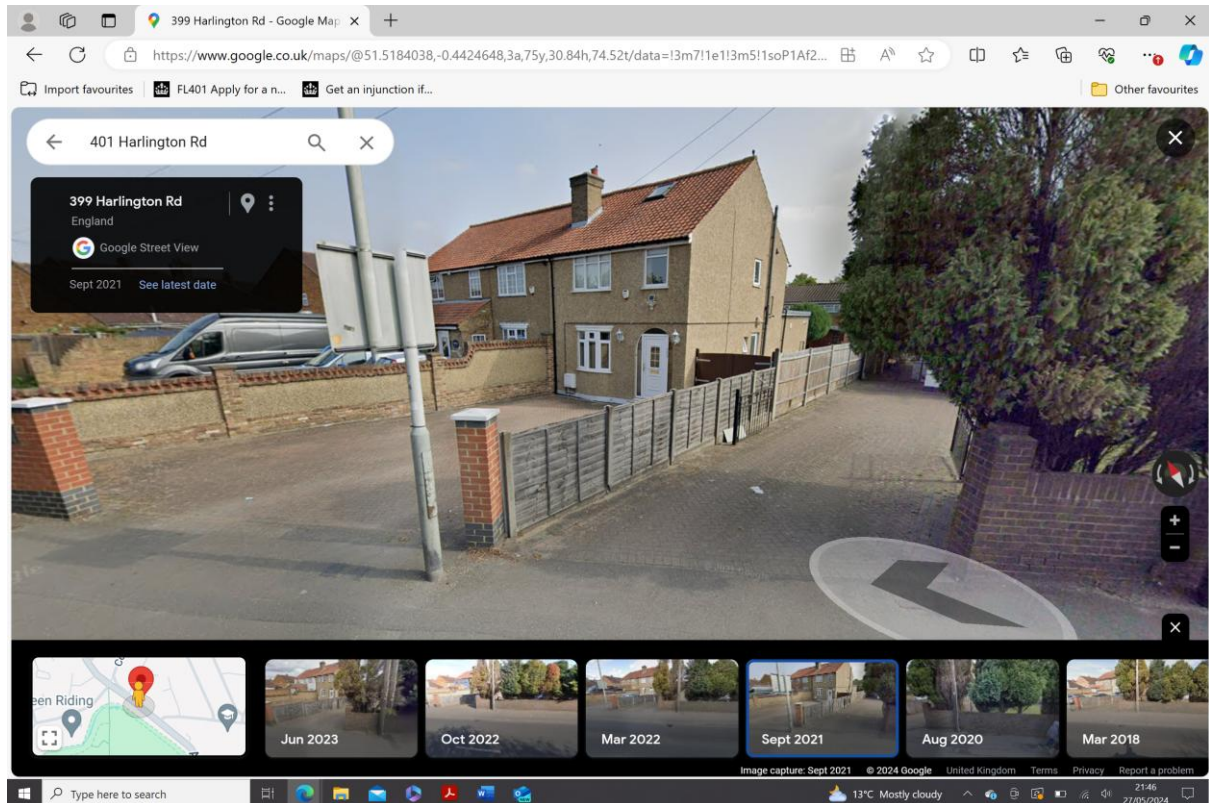
The application site is orientated on a west/east fronting onto Harlington Road located on a stretch of road between Judge Heath Lane to the south and Corwell Gardens to the north.

This part of the road in which the application site sits has a staggered building line with a pair of two storey semi-detached houses to the north, which given their scale, roof form and dormer addition are effectively 3 storey houses, sitting proud to the north and a pair of semi-detached chalet bungalows to the south.

Overall, within the wider area comprises properties of various ages, scale, and design, including different roof types and styles. Taking these factors together, the character of the surrounding area can be described as having a varied scale, form, and grain.

Access is from the classified A437 Harlington Road, maintaining the existing sightlines. Traffic naturally slows in the immediate vicinity of the site with the south bound bus stop, 30m to the north on the east side of the road, beyond which is the north bound bus stop on the opposite side of Harlington Road, a pedestrianised crossing that was installed as part of the Stockley Park project to provide safe access to the country park for residents on the east side of Harlington Road and beyond. Vehicles travelling south also slows with the acute turning into Corwell Gardens and Judge Heath Lane.

To the north the site is bounded by 399 Harlington Road a two storey dwelling house with accommodation over three levels facilitated by a steep gable pitch roof and roof lights; as detailed on the Google Streetview Photograph below:



To the south the site is bounded by no.403 Harlington Road, a chalet style bungalow with accommodation over two levels. To the west is Harlington Road footpath and vehicular highway, beyond which is Stockley Country Park and to the east by a 70/80s infill housing development St Jerome's Grove.

As noted above vehicular access is direct from Harlington Road, with the site's front boundary demarcated by a 0.8m high brick wall and a mix of vegetation – trees/scrub/bushes. The front amenity area comprises a mix of grass and hardsurfacing for the parking of cars. The rear garden is primarily grass, with boundary trees with outbuildings along the northern boundary.

The site is located in flood zone 1 and therefore has a low risk of flooding, it is not a non-designated/heritage asset or subject to any other form of designation, other than being in the developed area/settlement boundary of Hillingdon.

2 The Proposal

This application seeks planning permission for the demolition of the existing bungalow and the erection of a two-storey building comprising 6 flats.

The replacement building has very much been informed by the existing built form on the site and the surrounding built environment. It maintains the same orientation as the existing building being orientated on a west/east axis, with the same spatial layout, the front amenity area being used for car parking within a landscape setting and private amenity space being accommodated to the rear. The two ground floor units would benefit from enclosed private amenity space, which would also ensure internal privacy is maintained to these dwellings.

The siting of the replacement building would ensure the stepped building line remains, although it is not a characteristic of the wider street scene. The existing access would be utilised.

The ground floor units would be positioned around the centrally located entrance door and common access area serving the development.

Unit one being located on the left-hand side is proposed as a 2 bed, 4 persons dwelling with an internal floor area of 77m². The principal bedroom would have an en-suite and built in wardrobes, the smaller bedroom would also benefit from in-built storage space/wardrobes, the hub of the flat being located to the rear with an open plan kitchen/living/dining space overlooking its own private courtyard and a centralised bathroom area and an internal storage cupboard completes the accommodation.

Unit 2 would be a 3-bedroom family unit located on the right-hand side of the ground floor. It would benefit from 94m² internal floorspace and is intended to be a 3-bedroom, 4-person unit, with all bedrooms benefiting from in built wardrobes. Two bedrooms are located to the front of the building, with a central storage area, bathroom beyond which is the third bedroom. Following the pattern of the adjoining ground floor unit the hub of the kitchen, living and dining room area would be located to the rear of the flat overlooking its private space.

Unit 3 would sit above unit 1, being located on the first floor, with the stacking arrangement following the pattern of the ground floor unit, with bedrooms above one another and the open plan hub being the same. It is proposed as a 2 bed 4 person dwelling affording 70m² of internal floorspace. The principal bedroom benefiting from an en-suite and built in

wardrobes, bedroom 2 with in-built wardrobes, a centralised bathroom and storage space with its open plan hub served by a private terrace.

Unit 4 is to the right of flat 3 and sits above flat 2, it is a 2 bed 4-person unit with 73m² internal floorspace, the two bedrooms are located to the front consistent with the ground floor dwelling. The principal bedroom affording an en-suite and built in wardrobe, the second bedroom with its built-in wardrobe, centrally located bathroom and storage area and a large open plan hub with its kitchen, living and dining area flowing into its external terrace amenity area.

Flats 5 and 6 located on the second floor are 1 bed 1 person dwellings with 42 and 43m² of internal floorspace, both with bathrooms, benefitting from internal storage and private terraces.

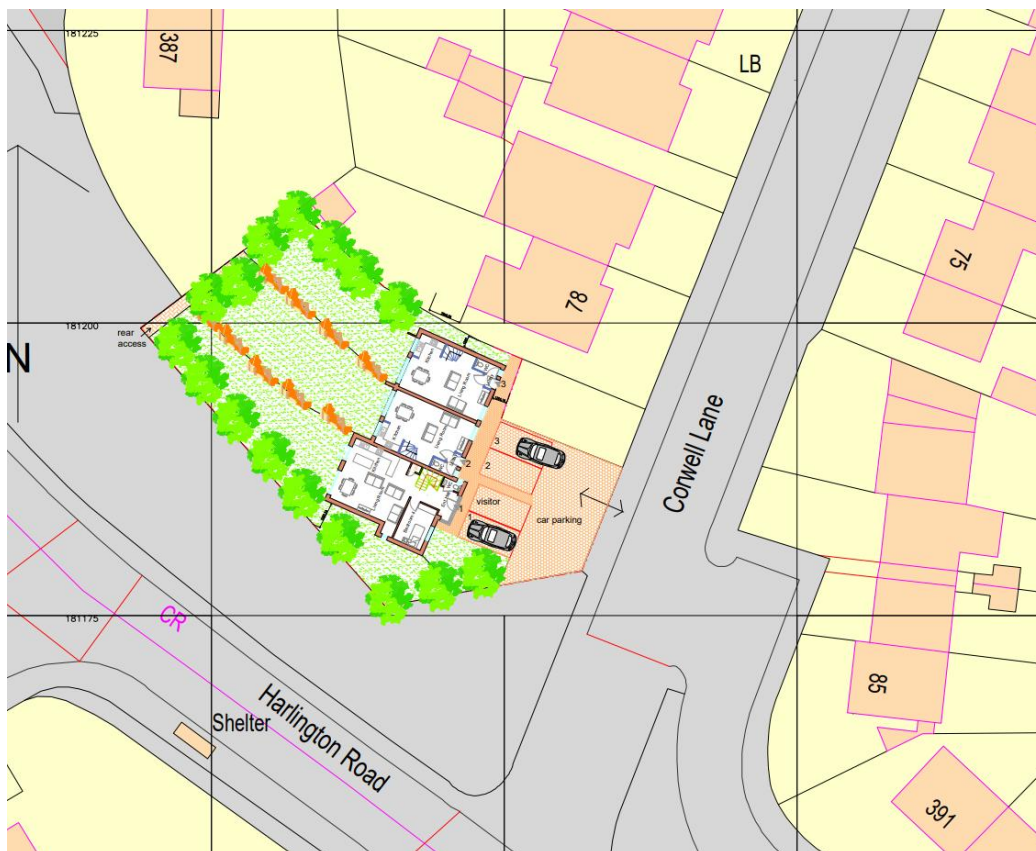
3 Relevant Planning History

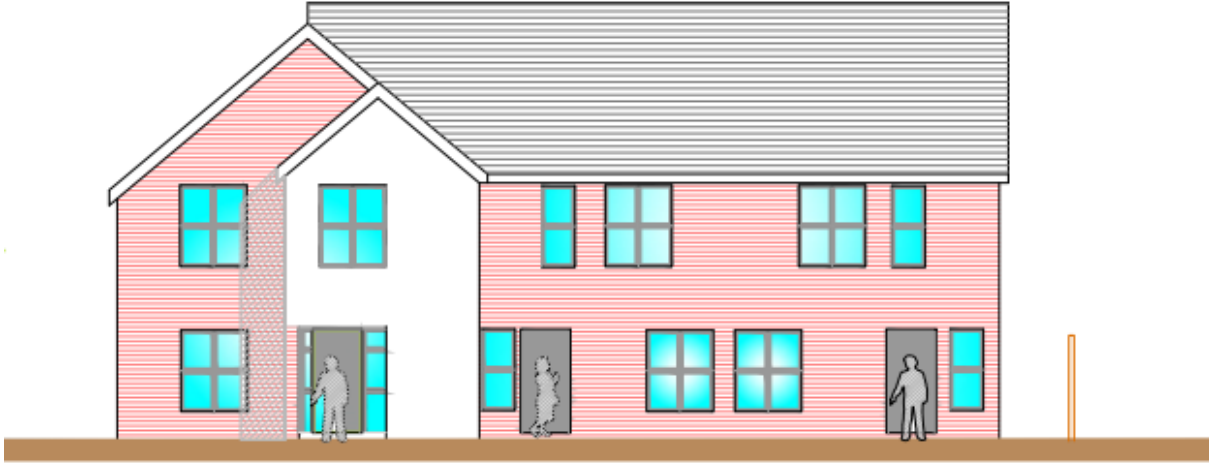
30488/81/0902 – planning permission was granted for domestic extensions to the property on 24-06-81.

30488/A/88/0213 – planning permission was granted for alterations to existing vehicular crossover on 22 March 1988.

No details are available on the Council's public register for either of these applications.

Nearby and more recently planning permission was granted at 389 Harlington Road Hillingdon - Outline planning application for erection of 3 x dwellings, following the demolition of existing bungalow and associated landscaping and parking (all matters reserved) was granted on 6 September 2022. Referenced 55857/APP/2022/275. Illustrated below:





4 Planning Policy

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

Defining an area's character to understand its capacity for growth

A Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Area assessments should cover the elements listed below:

- 1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics)
- 2) housing types and tenure
- 3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)
- 4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity
- 5) air quality and noise levels
- 6) open space networks, green infrastructure, and water bodies
- 7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character)
- 8) topography and hydrology
- 9) land availability
- 10) existing and emerging Development Plan designations
- 11) land uses
- 12) views and landmarks.

Planning for growth

B In preparing Development Plans, boroughs should plan to meet borough-wide growth requirements, including their overall housing targets, by:

- 1) using the findings of area assessments (as required in Part A) to identify suitable locations for growth, and the potential scale of that growth (e.g. opportunities for extensive, moderate or limited growth) consistent with the spatial approach set out in this Plan; and

2) assessing the capacity of existing and planned physical, environmental and social infrastructure to support the required level of growth and, where necessary, improvements to infrastructure capacity should be planned in infrastructure delivery plans or programmes to support growth; and

3) following the design-led approach (set out in Policy D3 Optimising site capacity through the design-led approach) to establish optimised site capacities for site allocations. Boroughs are encouraged to set out acceptable building heights, scale, massing and indicative layouts for allocated sites, and, where appropriate, the amount of floorspace that should be provided for different land uses.

Policy D3 Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D Development proposals should:

Form and layout

- 1) 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 proportion
- 2) encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
- 3) be street-based with clearly defined public and private environments
- 4) facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience

- 5) achieve safe, secure and inclusive environments
- 6) provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
- 7) deliver appropriate outlook, privacy and amenity
- 8) provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
- 9) help prevent or mitigate the impacts of noise and poor air quality
- 10) achieve indoor and outdoor environments that are comfortable and inviting for people to use

Quality and character

- 11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well

13) aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy

14) provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

E Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.

D4 Delivering good design

Design analysis and development certainty

A Masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and place-making based on the requirements set out in Part B of Policy D3 Optimising site capacity through the design-led approach.

B Where appropriate, visual, environmental and movement modelling/assessments should be undertaken to analyse potential design options for an area, site or development proposal. These models, particularly 3D virtual reality and other interactive digital models, should, where possible, be used to inform plan-making and decision-taking, and to engage Londoners in the planning process.

Design scrutiny

C Design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan.

D The design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising the analytical tools set out in Part B, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the

design review process to assess and inform design options early in the planning process. Development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made, or demonstrate that they have undergone a local borough process of design scrutiny, based on the principles set out in Part E if they: 1) include a residential component that exceeds 350 units per hectare; or

2) propose a building defined as a tall building by the borough (see [Policy D9 Tall buildings](#)), or that is more than 30m in height where there is no local definition of a tall building

E The format of design reviews for any development should be agreed with the borough and comply with the Mayor's guidance on review principles, process and management, ensuring that:

- 1) design reviews are carried out transparently by independent experts in relevant disciplines
- 2) design review comments are mindful of the wider policy context and focus on interpreting policy for the specific scheme
- 3) where a scheme is reviewed more than once, subsequent design reviews reference and build on the recommendations of previous design reviews
- 4) design review recommendations are appropriately recorded and communicated to officers and decision makers
- 5) schemes show how they have considered and addressed the design review recommendations
- 6) planning decisions demonstrate how design review has been addressed.

Maintaining design quality

F The design quality of development should be retained through to completion by:

- 1) ensuring maximum detail appropriate for the design stage is provided to avoid the need for later design amendments and to ensure scheme quality is not adversely affected by later decisions on construction, materials, landscaping details or minor alterations to layout or form of the development

- 2) ensuring the wording of the planning permission, and associated conditions and legal agreement, provide clarity regarding the quality of design
- 3) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter
- 4) local planning authorities considering conditioning the ongoing involvement of the original design team to monitor the design quality of a development through to completion.

Policy D6 Housing quality and standards

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 and meet the needs of Londoners without differentiating between tenures.

Qualitative aspects of a development are key to ensuring successful sustainable housing. [Table 3.2](#) sets out key qualitative aspects which should be addressed in the design of housing developments.

Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in [Policy D3 Optimising site capacity through the design-led approach](#) than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

Private internal space

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in [Table 3.1](#).
- 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide
- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
- 6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

Private outside space

- 9) Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in [Table 3.1](#)

G The Mayor will produce guidance on the implementation of this policy for all housing tenures.

Policy H10 Housing size mix

Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

- 1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
- 2) the requirement to deliver mixed and inclusive neighbourhoods
- 3) the need to deliver a range of unit types at different price points across London
- 4) the mix of uses in the scheme
- 5) the range of tenures in the scheme
- 6) the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- 7) the aim to optimise housing potential on sites
- 8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
- 9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

B For low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:

- 1) evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households
- 2) other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation
- 3) the impact of welfare reform
- 4) the cost of delivering larger units and the availability of grant

Hillingdon Local Plan Part One Strategic Policies

Policy BE1: Built Environment

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. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;
3. Be designed to include "Lifetime Homes" principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives;
4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);
5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;
6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;
7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of

living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape.

Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

Hillingdon Local Plan Part Two Development Management Policies

Policy DMHB 11: Design of New Development

A) 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.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development

potential. In the case of proposals for major development⁵ sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Policy DMHB 12: Streets and Public Realm

A) 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.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

Policy DMH 2: Housing Mix

The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

Policy DMT 5: Pedestrians and Cyclists

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: Vehicle Parking

A) 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.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

5 Considerations and Conclusion

The proposed redevelopment of the site achieves an effective and efficient use of a developed site whilst complementing the built environment, achieving a sustainable development, whilst positively adding to the housing mix within Hillingdon and addressing local housing needs.



The external appearance reflects that of a dwelling house with only one point of entrance, via the centrally sited front door. The materials used in this stretch of Harlington Road is dominated by white render, with the exception of the immediate neighbour at 399 which exhibits a more traditional pebble dash rendered appearance. The applicant is quite happy to follow the local theme or a mix of brick and render. Notwithstanding there is no objection to a condition to secure the submission of the palette of materials to be used in the external appearance and finishes of the new building.

The replacement building has been deliberately, primarily sited on the existing footprint of the incumbent property, being sited over 1m from each side boundary with the proposed front building line corresponding to the rear building line of 399 and the rear building line sensitive to the front building line of 403. This, juxtaposition together with its proposed

orientation ensures there's no adverse impact on the amenities of neighbouring properties in terms of loss of privacy, sunlight, daylight or overdominance.

There is one habitable room window in the side elevation at ground floor level, however there would be no overlooking as a 2m high boundary wall/fence would be provided for the lifetime of the development. Furthermore, this elevation is adjacent to the front amenity area of 403 Harlington Road which is not private given it is visible from the public and private realm. The other two windows in the side elevation at ground floor level, serve bathrooms, and would be glazed with obscure glass, with similar boundary treatment, thereby ensuring there is no issue of privacy for existing or future occupiers. Similarly at first floor level the bathroom windows will be obscurely glazed and whilst they would not give rise to a loss of privacy, a condition could be added to ensure the windows are only openable at top vent level 1.8m about the internal floor level. The studio flats within the roofspace afford a flexible open plan internal living space with unit 5 benefitting from floor to ceiling windows in the rear elevation, the use of rooflights and secondary fenestration in the subordinate dormer windows. Unit 6 also benefits from full length windows in both the front and rear elevations with a covered front balcony/terrace. Again the side windows could be obscurely glazed and top vent opening as suggested for the other side windows, without adversely impacting upon the amenities of the future occupiers of these open plan apartments.

Moreover, the proposal ensures the continuance of the rhythm of the built form in this stretch of Harlington Road, with its staggered building lines, whilst allowing for the retention of the existing soft landscaped boundary treatment.

The principal elevations, namely the front (preceding page) and rear (below) afford the main sources for outlook and daylight, with the rear elevation primarily consisting of floor to ceiling fenestration.



The development would provide a good level of amenities for existing (neighbours) and future occupiers. All of the dwellings accord with the national/London Plan space standards and benefit from a good outlook and natural daylight, the internal layout and stacking arrangements minimise the possibility of noise nuisance vertically and horizontally, notwithstanding the fact that attenuation measures would be provided in accordance with building control standards.

The ground floor units would benefit from dedicated private amenity space, ensuring privacy to the internal living environment, this could be achieved via close board fencing, evergreen hedgerows, or a combination of both. This is expected to be secured via a condition requiring the submission of details as part of a landscaping (soft and hard) scheme that would also bring with it biodiversity net gains. Communal amenity space would be available to the occupiers of the other flats, as well as the ground floor occupiers. The amenity space will be increased following the demolition of the existing outbuildings.

1 car parking space per flat is provided with vehicles being able to access and egress the site in forward gear. The spaces will be provided with the infrastructure to be capable of being adapted for electric charging. It is noted that the Local Plan text was required to be amended by the Inspector:

"Hillingdon's parking standards are in general conformity with the LP. However, there are some variations in relation to employment sites and London Borough of Hillingdon Local Plan: Part 2, Inspector's Report 22 October 2019 14 residential uses which take into account its location as an outer London Borough. Therefore, to ensure the policy is effective, it is necessary to amend the explanatory text of policy DMT 6 Vehicle Parking to establish that the standards contained within Appendix C Table 1, are maximum levels and do not imply any minimum level (MM28)."

following tension between the Mayor's office and Hillingdon over the car parking standards:

This resulted in 8.30 being formally amended to read:

"Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level."

Secure cycle storage will be provided in accordance with the Council's adopted standards, as will the required refuse and recycle space.

The proposed development of the site represents a wholly sustainable form of development, which is policy compliant.