



PLANNING STATEMENT

TO ACCOMPANY:

Full Planning Application

BY:

Mr J Singh

TO:

London Borough of Hillingdon Council

FOR:

Construction of two storey attached dwelling on land at no. 84 East Road.

AT:

84 East Road, West Drayton, UB7 9HA

April 2024

1.0 THE PROPOSAL

- 1.1 This application seeks planning consent for the construction of a two-storey attached dwelling on land at no. 84 East Road in West Drayton
- 1.2 By way of background the following planning history is relevant to the site:

31005/APP/2020/3975: Erection of a two storey, 2-bed dwelling house with associated parking and amenity space. Refused 27th May 2021 for the following reasons:

1. *The proposal by reason of its siting in this prominent corner position, size, scale, bulk, width and proximity to the side boundary would result in the loss of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore represent an overdevelopment of the site to the detriment of the character, appearance and visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies D3, D4, D6 and D8 of the London Plan (2021).*
2. *The proposed dwelling, by virtue of its size, scale, bulk, width and design, including the hipped roof, would represent a discordant and incongruous addition which would fail to harmonise with the established character and appearance of development within the immediate locality to the detriment of the character, appearance and visual amenities of the street scene and the wider area. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies D3, D4, D6 and D8 of the London Plan (2021).*
3. *The proposal has not demonstrated a satisfactory policy-led approach to the provision of car and cycle parking that would result in sufficient off street parking/manoeuvring arrangements being provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to Hillingdon's Adopted Parking Standards as set out in*

Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

- 1.3 Appeal ref APP/R5510/W/21/3277296 was submitted and subsequently dismissed on 1st March 2022 on character impacts and inadequate car parking provision.
- 1.4 Taking into account the previous decisions the scheme has been duly amended and therefore, the following statement will provide a description of the site, relevant planning policies before setting out the applicant's case for the development which would accord with the criteria of the National Planning Policy Framework (2021), London Plan (2021), the Hillingdon Local Plan: Part 1 and Hillingdon Local Plan: Part 2.

2.0 SITE LOCATION AND PROPERTY

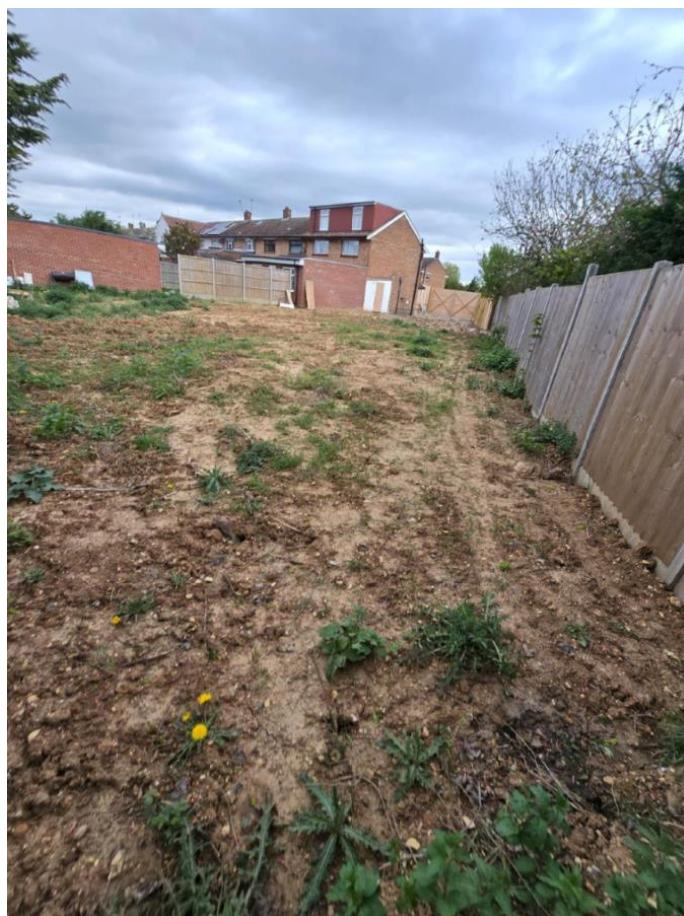
- 2.1 The application site is positioned to the southern side of East Road within a predominantly residential setting. The site is not within a conservation area or the curtilage of a listed building although it is within a Critical Drainage Area.



2.2 No. 84 comprises an end of terrace dwelling which is located on a bend in the road and as a result has a large wedged shaped rear garden. The garden has been subdivided to create a plot for the proposed new dwelling.



No. 84 East Road



Rear/side garden for proposed dwelling

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 and D4 of the London Plan 2021, policy BE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and policies DMHB11, DMHD2 and DMHD3 of the Hillingdon Local Plan: Part Two – Development Management Policies.

National Planning Policy Framework (NPPF)

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.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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, D4 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 D4: Delivering good design

3.10 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 T6: Car parking

3.11 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)

3.12 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. Policy BE1 is considered relevant.

Policy BE1: Built Environment

3.13 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.

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

3.14 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. The new Local Plan Part 2 replaces the Local Plan Part 2 Saved UDP Policies (2012). Policies DMHB11, DMT2 and DMT6 are considered relevant to the proposal.

Policy DMHB 11: Design of New Development

3.15 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 DMT2: Highways Impacts

3.16 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

3.17 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) identifies the overarching need for new housing and set out ways in which this can be achieved.
- 4.2 Section 11 of the NPPF has regard to 'Making effective use of land' and states that "*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*".
- 4.3 The London Plan currently has a target set for the delivery of 1,083 housing completions per annum in the Hillingdon borough of which 295 should be net housing completions on small sites (below 0.25 hectares in size).
- 4.4 Policy H2 (Small sites) states that boroughs should also pro-actively support well-designed new homes on small sites and for London to deliver more of the housing it needs, small sites below 0.25 hectares in size must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority.
- 4.5 The proposed construction of one new dwellinghouse would therefore, support the aims of the NPPF and London Plan which seek to make efficient use of underutilised land and buildings.
- 4.6 Given the above information redeveloping the underutilised area to the side of no. 84 East Road should be acceptable in principle subject to other material planning considerations.

5.0 IMPACT ON CHARACTER AND APPEARANCE

- 5.1 Paragraph 131 of the NPPF 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).

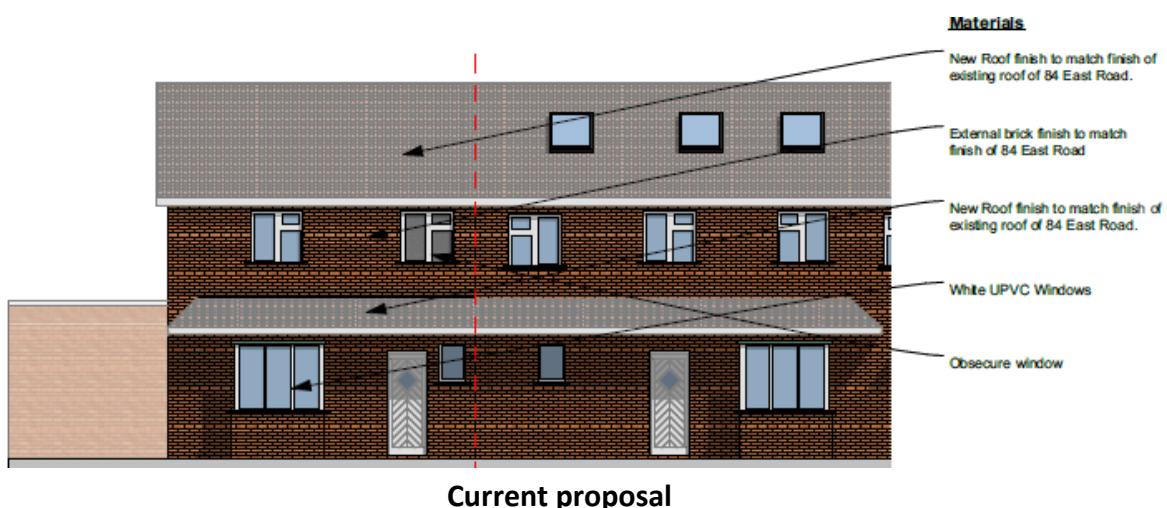
5.3 London Plan policies D1 (London's form, character and capacity for growth) and D4 (Delivering good design) expect development to understand the existing character and context of an area.

5.4 Local Plan policy DMHB 11 (Design of new development) seeks to ensure that development harmonises with local context taking into account the surrounding scale of development, building lines, height, design and materials of the area.

5.5 Taking into account the planning history of the site relating to the construction of a two-storey, 2-bed dwelling house on land adjacent to no. 84 East Road by the previous owner; the current scheme has taken onboard the concerns raised in relation to the hipped roof form which the council considered would be out of keeping with the established character. Thus, the current proposal with a gable end roof form which would follow the existing ridge height would be an acceptable addition to the site, street scene and wider area.



Refused scheme application ref 31005/APP/2020/3975



Current proposal

5.6 The council also previously raised concerns regarding the closure of the gap to the side boundary. In this instance due to the site's position on a bend in the road there is a relatively large gap between the host property and no. 86.



Existing gap between nos. 86 and the application site

5.7 As shown in the following 3D renders a reasonable gap would be retained between the neighbouring sites that would not be detrimental to the character of the area.



Proposed layout

5.8 The previously refused dwelling measured 7m wide whereas in this case the proposed dwelling would measure just 6m wide thus, increasing the gap to the shared boundary with no. 86. In addition, by reason of the design of the proposed dwelling and the

wedge-shaped nature of the plot the gap to the side boundary increases to the rear ensuring the open characteristics of the site are not unacceptably reduced.



Proposed 3D render

- 5.9 To the rear the new dwelling would be extended with a single storey extension which would further mitigate any impacts on openness and enable views between the properties through to dwellings on Cherry Lane.
- 5.10 Therefore, although the resultant gap would be smaller than existing, it would be comparable to other gaps in the area. As such, the scheme would not appear at odds with the prevailing pattern of development and would retain an adequate openness between dwellings.
- 5.11 The proposed dwelling would retain the rhythm of development in the street and would largely replicate the existing materials, design features and architectural style predominant in the area. As a result, when viewed from the street scene the development would preserve the visual amenities of the locality and respond positively to local context.



Proposed 3D render

5.12 Taking the above information into consideration the proposed development would incorporate the principles of good design harmonising with local context and ensuring a high quality finish.

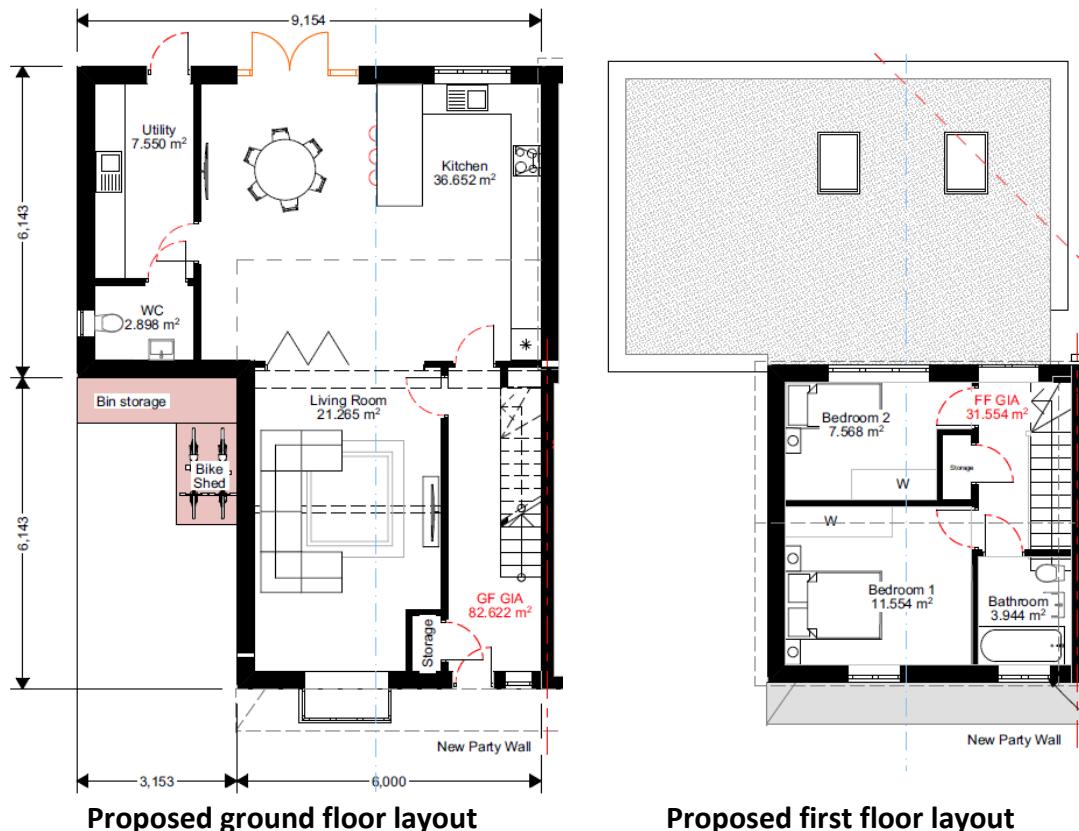
5.13 In summary, the proposed development would comply with the aims of the NPPF, London Plan policies D1 and D4, Hillingdon Local Plan: Part One policy BE1 and Local Plan Part: Two policy DMHB 11 which collectively seek high quality development that harmonises with local context.

6.0 QUALITY OF ACCOMMODATION

6.1 London Plan policy D6 (Housing quality and standards) requires housing development to be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose.

6.2 Local Plan policy DMHB 16 (Housing standards) accords with the requirements of London Plan policy D6 requiring development to meet or exceed the most up to date internal space standards.

6.3 The scheme would result in the creation of a two-bedroom/3-person dwelling with a GIA of 114.116m². The layout comprises entrance hallway with storage, living room, combined kitchen/diner, utility room and WC to the ground floor; 1x double bedroom, 1x single bedroom, storage cupboard and family bathroom to the first floor.



6.4 The dwelling would exceed the minimum internal space standards set out in Table 3.1 of the London Plan and Table 5.1 of the Hillingdon Local Plan.

6.5 The proposed dwelling by reason of its dual aspect and open plan layout to the ground floor would benefit from good levels of natural daylight and a suitable outlook. The proposed layout is efficient, and the rooms are of a regular shape to provide future occupiers with spacious accommodation.

6.6 Regarding private outdoor amenity space Local Plan policy DMHB 18 states that all new residential development will be required to provide good quality and useable private outdoor amenity space. Amenity space should be in accordance with the standards set out in Table 5.3.

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 The host 3-bedroom dwelling would retain a rear garden of 130m² whilst the new dwelling would benefit from a private outdoor amenity space in excess of 350m² which would adequately exceed the requirements of policy DMHB 18. Furthermore, by reason of the orientation of the garden relative to the trajectory of the sun the gardens would also receive a reasonable amount of sunlight.

6.8 In summary, the proposed development would comply with the aims of London Plan policy D6 and Local Plan Part Two policies DMHB 16 and DMHB 18 which collectively seek development to provide high quality accommodation.

7.0 IMPACT ON RESIDENTIAL AMENITY

7.1 Paragraph 135 f) of the NPPF states that planning policies and decisions should ensure that developments 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.

7.2 London Plan policy D3 (Optimising site capacity through the design-led approach) requires development to deliver appropriate outlook, privacy and amenity.

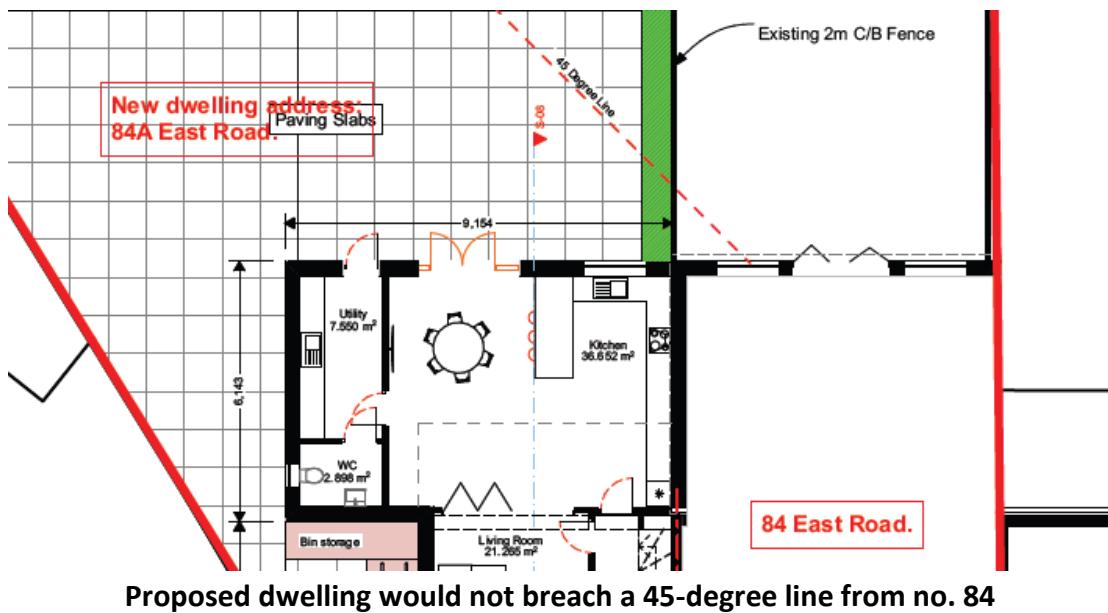
7.3 Local Plan policy DMHB 11 (Design of new development) states that new residential development should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

7.4 The proposed scheme has been sensitively designed to ensure that it would not result in any detrimental impacts on the living conditions at neighbouring properties. In this case, the site shares common boundaries with no. 82 to the west of the host dwelling, no. 86 to the east and nos. 81, 83, 85 and 87 Cherry Lane to the south.

7.5 By reason of the separation distances available the proposed development would not impact on those dwellings to the rear of the site on Cherry Lane. The proposal by reason of its design would also not impact on the residential amenities of no. 82 East Road.

7.6 Regarding the host property, this has been extended at the rear with a single storey extension and rear roof dormer. As a consequence of the single storey rear extension at no. 84 the proposed single storey element of the design would not result in any overbearing impacts, loss of outlook, daylight or sunlight.

7.7 The submitted plans include a 45-degree line in order to demonstrate that the proposal has been designed to minimise the impacts on the neighbour.



7.8 Whilst the scheme would introduce additional windows at first floor level which in this instance comprises just one bedroom window within the rear elevation, the scale of the development would not result in a level of overlooking or loss of privacy that could be considered harmful.

7.9 Regarding no. 86, this property is orientated away from the application site, as shown in the following 3D render. As a result, the development would not result in an unacceptable sense of enclosure or overbearing impacts on the occupiers of no. 86.

7.10 In addition, the new dwelling does not propose any first-floor side elevation windows and therefore, the development would not create impacts from overlooking or a loss of privacy.



Proposed relationship with neighbouring properties

7.11 Furthermore, the proposed 2-bedroom/3-person dwelling would not result in an unacceptable increase in noise and disturbance at the site from additional comings and goings.

7.12 In summary, taking into account the above points the proposed development would comply with the aims of the NPPF, London Plan policy D3 and Local Plan: Part Two policy DMHB 11 which collectively seek to preserve a high standard of amenity for neighbours of development.

8.0 HIGHWAY IMPLICATIONS

8.1 Paragraph 115 of the NPPF states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.

8.2 Hillingdon Local Plan Part Two policies DMT 5 (Pedestrians and Cyclists) and DMT 6 (Vehicle Parking) set out that development proposal must comply with the parking standards outlined in Appendix C Table 1.

8.3 Table 1 sets out that dwellings with curtilage should provide 2 car parking spaces and 2 cycle storage spaces per dwelling.

8.4 Taking into account the reasons for the refusal of the previous application at the site the current proposal has rearranged the parking spaces so that the second space at the host property is not parallel to the carriageway. This layout now ensures each vehicle can access the site independently.

8.5 The host property has also since constructed a vehicle crossing to the front of no. 84 and therefore, each dwelling would have its own individual access points to two off-road parking spaces.

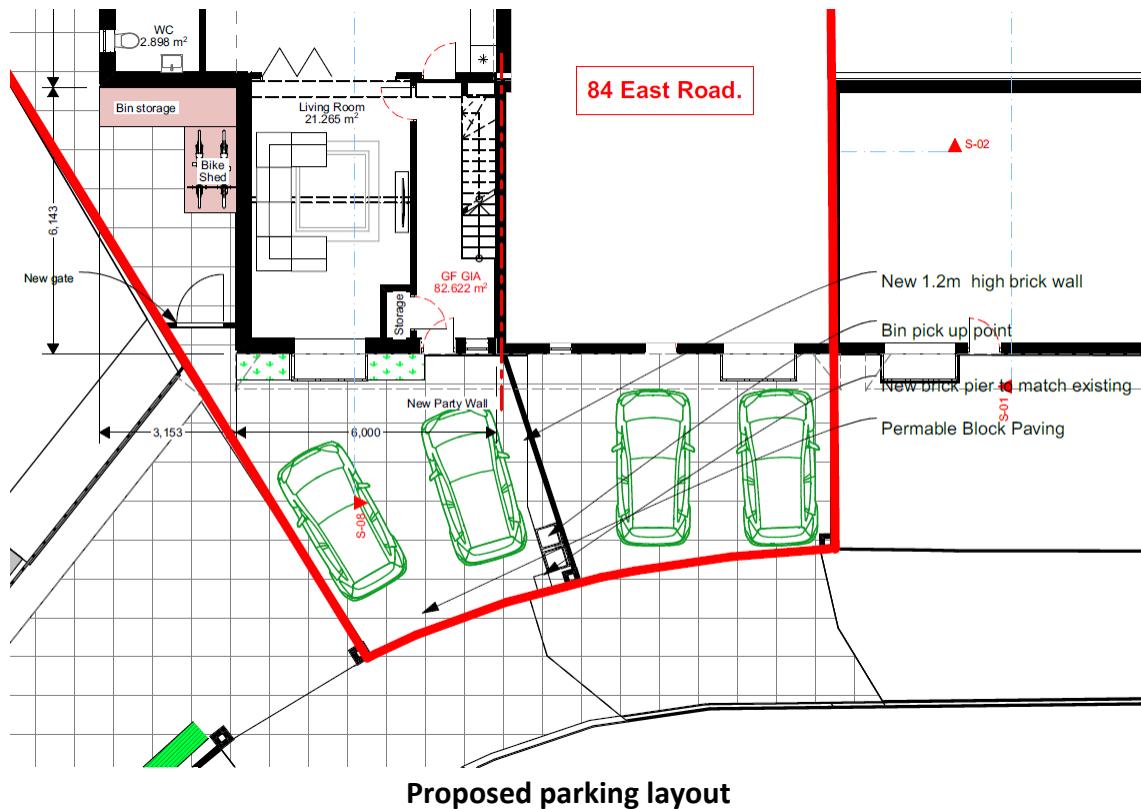


New crossover to the front of no. 84 East Road



Existing crossover for new dwelling and new crossover for no. 84 East Road

8.6 In addition, both dwellings now have two off-road parking spaces which can be accessed independently.



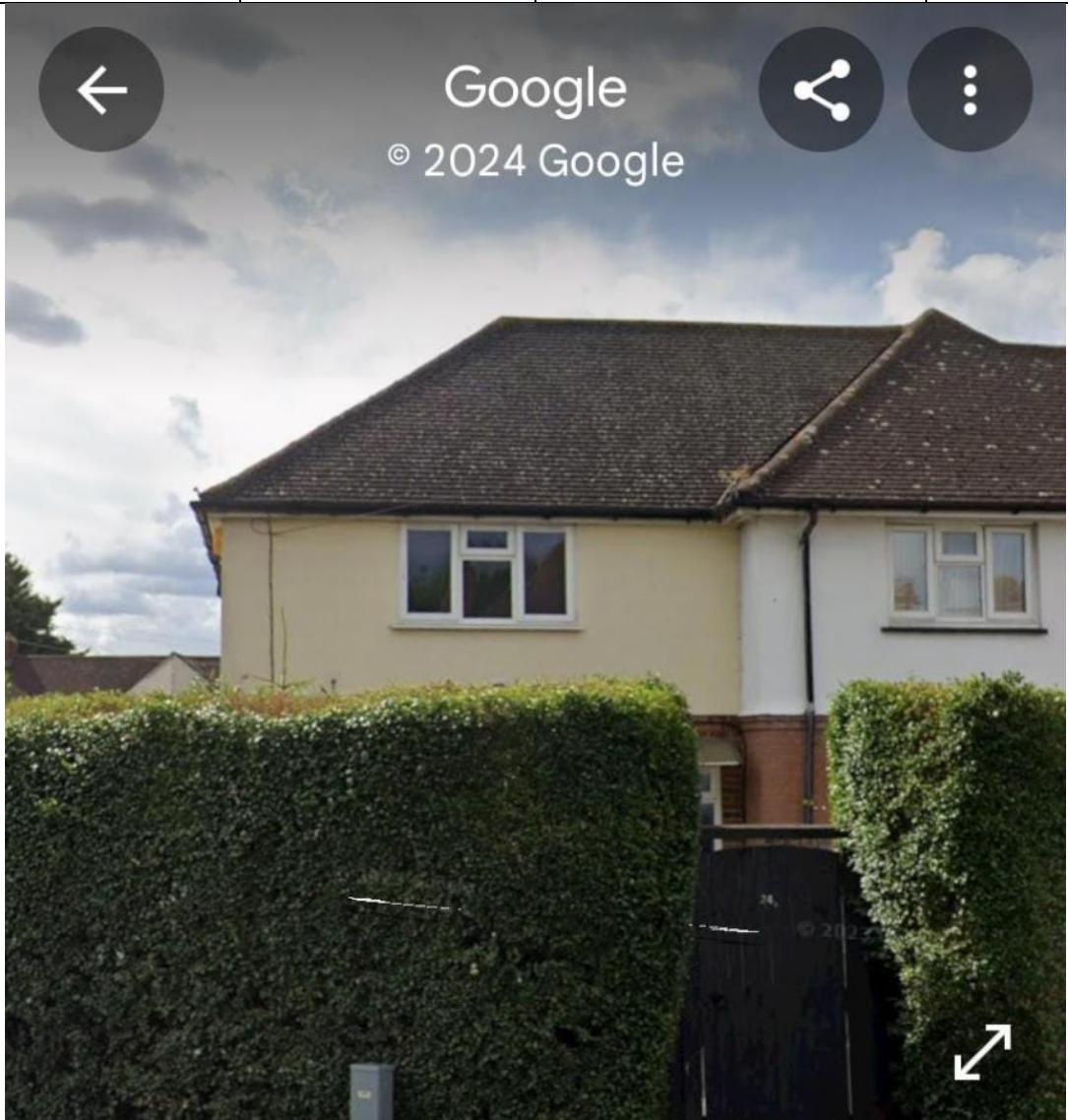
- 8.7 The boundary treatments would be of a low height to ensure adequate visibility is available to safeguard pedestrians and other highway users.
- 8.8 To further support the application a Parking Survey has been completed which confirmed that there is sufficient free car parking spaces on the highway to accommodate any overflow from the application site.
- 8.9 Regarding cycle and bin storage the proposed dwelling would provide sufficient storage which would be placed to the side of the property behind a side gate thus preserving the visual amenity of the street scene.
- 8.10 Consequently, through the provision of adequate on-site parking facilities the development would not result in a detrimental impact on parking provision or create hazards to highway safety.
- 8.11 In summary, the development would not conflict with the aims of the NPPF or Local Plan Part Two policies DMT 5 and DMT 6.

9.0 FURTHER MATERIAL CONSIDERATIONS

9.1 To support the application details are put forward relating to other development within the locale comprising:

Application Ref	Address	Proposal	Decision
66568/APP/2011/1407	LAND FORMING PART OF 1 BLACKTHORN AVENUE WEST DRAYTON	Erection of a two storey, two-bedroom, end terrace dwelling with associated parking and amenity space with installation of 2 vehicular crossovers to front and alterations to side.	Approval
			
		1 Blackthorn Avenue	
75858/APP/2021/1797	13 BEECH CLOSE WEST DRAYTON UB7 9LQ	Part two storey, part single storey side and rear extension	Approval
			
13 Beech Close			

38054/A/86/0091	33 EAST AVENUE HAYES	Householder development - residential extension(P)	Approval
			
33 East Avenue			
44622/APP/2022/704	98 THORNTON AVENUE WEST DRAYTON	Erection of a double storey side and rear extension and associated works.	Approval
44622/APP/2018/2798	98 THORNTON AVENUE WEST DRAYTON	Part two storey, part single storey, side/rear extension	Approval
			
98 Thornton Avenue			

63700/APP/2009/2440	LAND ADJACENT TO 24 BELL AVENUE WEST DRAYTON	Details in compliance with conditions 12 (Disabled Access), 14 (Eco Homes Accreditation) and 15 (Sight Lines Vehicular Access) of planning permission ref: 63700/APP/2007/3098 dated 13/12/2007 (Erection of a two-storey, two bedroom attached dwelling house with two frontage parking spaces)	Approval
63700/APP/2007/3098	LAND ADJACENT TO 24 BELL AVENUE WEST DRAYTON	ERECTION OF A TWO STOREY, TWO - BEDROOM ATTACHED DWELLINGHOUSE WITH 2 FRONTAGE PARKING SPACES.	Approval
 <p>24 Bell Avenue</p>			

33504/APP/2017/2234	103 SIPSON ROAD WEST DRAYTON	Two storey side extension and part single, part two storey rear extension	Approval
			
		103 Sipson Way	
71999/APP/2016/3754	99 SIPSON ROAD WEST DRAYTON UB7 9DJ	Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 3 front rooflights.	Approval
71999/APP/2016/2361	99 SIPSON ROAD WEST DRAYTON UB7 9DJ	Conversion of roof space to habitable use to include a rear dormer and 3 front rooflights (Application for a Certificate of Lawful Development for a Proposed Development)	Approval
			
99 Sipson Road			

20485/APP/2019/628	7 CHERRY LANE WEST DRAYTON	Single storey side/rear extension and part single, part two storey rear extension and conversion of dwelling into 2 x 1-bed self contained flats with associated amenity space	Approval
			
		7 Cherry Lane	
APP/2023/2315	8 KEATS WAY WEST DRAYTON MIDDX UB7 9DR	Erection of a single storey rear extension following demolition of existing conservatory.	Approval
75146/APP/2023/1243	36 COLERIDGE WAY WEST DRAYTON UB7 9HR	Erection of a three storey 2-bedroom end-of-terrace dwelling with associated parking and amenity space.	Approval
72105/APP/2021/1534	LAND ADJOINING 1/3 BOTWELL CRESCENT HAYES UB3 2BD	Erection of a two storey building to create a 4-bedroom dwelling house with accommodation in the loft, associated parking and amenity space.	Approval



1 Botwell Crescent

<u>72001/APP/2016/2377</u>	89, AND LAND FORMING PART OF 89 CHERRY LANE WEST DRAYTON UB7 9HD	Minor alterations to existing house, including demolition of single-storey side extension; erection of new two-storey 4 bedroom detached house with rear dormer; formation of new vehicular crossovers; parking; and associated works.	Approval
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89 Cherry Lane

<u>72945/APP/2020/2890</u>	106 PORTERS WAY WEST DRAYTON UB7 9AD	Details pursuant to condition 4 (Sound installation) of planning permission Ref: 72945/APP/2019/430 dated	Approval
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		13/2/2020 (Two storey side/rear extension, single storey rear extension and single storey front extension to allow conversion into 2 x studio flats and 1 x 1-bed self contained flat, with associated parking and amenity space)	
<u>72945/APP/2019/430</u>	106 PORTERS WAY WEST DRAYTON UB7 9AD	Two storey side/rear extension, single storey rear extension and single storey front extension to allow conversion into 2 x studio flats and 1 x 1-bed self contained flat, with associated parking and amenity space	Approval
<u>72945/APP/2018/378</u>	106 PORTERS WAY WEST DRAYTON UB7 9AD	Single storey rear extension and porch to front (Application for a Certificate of Lawful Development for a Proposed Development)	Approval
<u>72945/APP/2017/2090</u>	106 PORTERS WAY WEST DRAYTON UB7 9AD	Two storey side extension	Approval



106 Potters Way

<u>78413/APP/2023/3384</u>	57 KEATS WAY WEST DRAYTON UB7 9DU	Conversion of the existing house to 2 flats. Erection of single storey and partial first floor rear extensions and conversion of garage into a habitable space.	Approval
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18551/APP/2013/1042	9 KEATS WAY WEST DRAYTON	Two storey, 2-bed attached dwelling with associated parking and amenity space and extension to vehicular crossover to side involving demolition of existing summerhouse to side and detached garage to rear	Approval
12380/APP/2012/3038	50 KEATS WAY WEST DRAYTON	Two storey, 1-bedroom, attached dwelling with associated parking and amenity space and single storey rear extension and porch to front to existing dwelling involving alterations to existing vehicular crossover to side and demolition of existing detached garage and porch.	Approval



50 Keats Way

67627/APP/2011/425	LAND FORMING PART OF 8 AND 8 KEATS WAY WEST DRAYTON	Erection of 1 x 2 bed two storey end terrace dwelling with habitable roof space, associated parking and amenity space, single storey rear extension to existing dwelling with 2 x rooflights involving demolition of existing conservatory, 2 detached single storey outbuildings and car port,	Approval
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		detached car port to rear and part fencing around the border.	
		8 Keats Way	
<u>60607/APP/2009/2163</u>	LAND FORMING PART OF 55 AND 55 KEATS WAY WEST DRAYTON MIDDLESEX UB7 9DU	Two storey two-bedroom semi-detached dwelling and single storey rear extension with 2 rooflights to existing dwelling, detached garage to rear and enlargement of existing crossover.	Approval
		55 Keats Way	

<u>36913/APP/2011/2940</u>	1 OAK AVENUE ICKENHAM	Conversion of roof space to habitable use to include a rear dormer, 2 x front rooflight and conversion of roof from hip to gable end with a new gable end window and alterations to chimneys (Application for a Certificate of Lawful Development for a Proposed Development)	Approval
<u>36913/APP/2009/13</u>	1 OAK AVENUE ICKENHAM	Single storey side extension with 2 rooflights, involving the demolition of an existing side garage and workshop (Application for a Certificate of Lawfulness in respect of a proposed use or development).	Approval
 <p>1 Oak Avenue</p>			

9.2 The above examples of extensions within the locale should add weight in favour of the application proposal.

10.0 PLAN AND DOCUMENT LIST

- Location plan 1031-01_Rev 05 Rev 05 1:1250 @ A3
- Existing & proposed block plan 1031-02_Rev05 Rev 05 1:1250 @ A3
- Existing site ground floor plan 1031-08_Rev04 Rev 04 1:200 @ A3
- Proposed site ground floor plan 1031-11_Rev05 Rev 05 1:200 @ A3
- Existing & proposed ground floor plan 1031-12_Rev05 Rev 05 1:50, 100, 500 @ A3
- Existing & proposed first floor plan 1031-13_Rev 05 Rev 05 1:50, 100, 500 @ A3
- Existing & proposed roof plan 1031-14_Rev 05 Rev 05 1:50, 100, 500 @ A3
- Existing elevations 1031-30_Rev 04 Rev 04 1:100 @ A3
- Proposed elevations 1031-35_Rev 04 Rev 04 1:100 @ A3
- 3D renders
- Flood Risk Assessment
- Vehicular Crossing Quotation
- Parking Survey Report

11.0 CONCLUSIONS

- 11.1 The proposed development would result in the creation of one new residential dwellinghouse that has been designed to respect the detailing, scale, height and massing of the host building.
- 11.2 The resulting dwelling would provide spacious accommodation that exceeds the council's standards both internally and externally without detrimentally impacting on the residential amenities of the host property or neighbouring dwellings.
- 11.3 The scheme would also provide adequate car parking, bin and cycle storage.
- 11.4 Given the above points it is stated that the benefits of the proposed development would significantly outweigh any perceived adverse impacts and, as a consequence the development has overcome the previous reasons for refusal set out under application ref 31005/APP/2020/3975.
- 11.5 The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and that applications should be considered in the context of the presumption in favour of sustainable development. The proposed erection of a two storey, two-bedroom dwellinghouse with associated parking and amenity space would conform with national, regional and local planning

policy and, for the above reasons, it is politely requested that the application is approved.

25th April 2024