

Design and Access Statement

10 Oakwood Road, Pinner, HA5 3UE

Prepared by EH for London Interiors Ltd

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Proposal:

Demolition of existing 2 bedroom detached bungalow and proposed erection of a two-storey purpose built flat development to include 1 x 2-bed 4-person, 1 x 2-bed 3-person and 2 x 1-bed 2-person self-contained flats with associated parking, cycle storage, refuse storage and private amenity.

1. Introduction

1.1 This statement accompanies a full revised planning application for the demolition of existing 2 bedroom detached bungalow and proposed erection of a two-storey purpose built flat development to include 1 x 2-bed 4-person, 1 x 2-bed 3-person and 2 x 1-bed 2-person self-contained flats with associated parking, cycle storage, refuse storage and private amenity.

1.2 This proposal is a revised scheme from a previous refusal, ref: 36748/APP/2022/2188. The revised proposal has taken into consideration the refusal reasons as set out in both the decision notice and delegated report. The proposal has been reduced in scale in reflection of the refused application.

1.3 The London Plan 2021 provides updated requirements for new housing developments. Policy GG1 requires new buildings and spaces to enhance or reinforce the inclusivity of neighbourhoods and be adaptable to meet the flexible community requirements. The provision of flats to an area predominantly consisting of detached and semi-detached family homes would assist in the provision of inclusivity for those who are unable to afford a large family home or require a smaller size of accommodation.

1.4 The proposal seeks to create a new residential property in-line with Policy H10 of the London Plan (2021), which would deliver a range of tenures, optimise the housing potential of the site as well as reducing the pressure on the conversion and subdivision of existing stock. The provision of four flats in a purpose-built development will aid in reducing the pressure of conversion of existing family dwellings within the area as well as providing a mixture to include 1- and 3-bedroom units.

1.5 The London Plan (2021) also requires that London Boroughs should aim to meet housing targets for new homes set out in Table 4.1. Hillingdon specifically has a target of 10,830 new homes within the borough within the next 10 years. 2,950 of the targets of new homes should be created on small sites as stated within table 4.2 of the London Plan (2021). Policy H2 requires boroughs to proactively support well-designed new homes to increase the contribution of small sites. The proposal has been designed on a small site, which is currently underutilised. The proposed development is in a primarily residential area and will assist in the diversification of the housing mix within this particular street scene.

1.6 Hillingdon Council's Local Plan and Development Management policies (Adopted Version 2020) require new developments to achieve a high standard of design and layout and should protect or enhance the character and appearance of the street scene. The proposal has been designed to retain the existing set in from the left hand boundary and have appropriate setbacks from the right hand boundaries, to protect the neighbouring properties' outlook and privacy and has been designed sympathetically in terms of scale to retain the character and appearance of the existing street scene.

1.7 The proposed development has been designed following Hillingdon's Design and Accessibility Statement (HDAS) Supplementary Planning Document Residential Layouts (2006), in which the proposal respects and enhances the character and pattern of development as well as connecting and integrating well within its setting.

1.8 The proposal will create four flats in total which would include 2 no 1 Bed, 1 no 2 Bed and 1 no 3 Bed self-contained units, and associated facilities including parking, cycle storage and refuse storage have been integrated into the design and are provided on-site. To the site, there has been an enhanced level of greenness including soft landscaping and permeable landscaping, trees, hedges, and planting areas.

2. Location

2.1 The subject property is located in Pinner Green, near Northwood Hills. The property is located on the corner of Oakwood Road and Ashley Close, which are both predominantly residential streetscapes.

2.2 Ashley Close is a short T Junction Road, with single storey bungalows on either side. Oakwood Road is longer road with two – three storey semi detached properties on the south and blocks of two – three storey block and semi – detached properties on the north of Oakwood Road

2.3 The property is sited in a prime location within the catchment area of nearby schools including Northwood School, Pollywogs Montessori, and Harlyn Primary School. 2.4 There are also nearby public open spaces including Pinner Hill Golf Club, Montesole Playing Fields and Hogs Back Open space. 2.5 The property is located in a PTAL (public transport accessibility level) rating 2, which is considered low on the scale for accessibility, however, the property is 0.5 miles walk away from Northwood Hills Station (underground) and within a short walk and the main bus route on Pinner Road.

2.6 Oakwood Road and Ashley Close has no specific Article 4 directives, are not within a conservation area and have no listed buildings within the immediate vicinity.

2.7 No 10 Oakwood Road is currently the only bungalow on the street, all other properties are two – three storey dwellings, therefore the proposed is designed to match the neighbouring street scene and have a similar character on a wide street setting with wide pedestrian pavements and front forecourts with space to park two. More car parking spaces are allocated to the rear of the site accessed by Ashley Close, where there currently is a dropped kerb.

2.8 The properties on Oakwood Road have similar character and styling. The properties are a mix of materials, either rendered in a white or cream stucco render or pebbledash or in facing brick finish. Some Front boundaries have a low brick wall, and others have a full width dropped kerb. There is very little forecourt greenery as most of the forecourts are either brick paved or concrete.

2.9 The existing property is a single storey bungalow which is currently used as a single dwelling. The property has a high-pitched roof with dormers facing Oakwood Road, Ashley Close and the rear garden. The front forecourt is in brick pavers with a strip of hedging on the left-hand side. The property is constructed in a red/brown brick below window cills and then white render with grey roof tiles.

2.10 To the boundary with Ashley Close is a high timber fencing with trellis.

2.11 The site is within an urban settlement where there is a principle for urban redevelopment, specifically the intensification and provision of additional residential dwellings in accordance with Hillingdon Local Plan policies SO7 and SO19, as well as London Plan policies H1, H2, H9 and H10.

3. Refusal reasons and revised scheme

3.1 This proposal is a revised scheme following a refused application, ref: 36748/APP/2022/2188.

3.2 The refusal reasons were as follows;

- 1. The proposed development by reason of its siting, scale, massing and design would result in a oversized, incongruous and harmfully dominant form of development. Consequently, the proposed development would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. Additionally, the proposed car park to the rear of the site would form an isolated and uncharacteristic addition to the street scene, causing further harm to its visual amenities. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1 and D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).*
- 2. Due to its depth, scale, siting and design, the proposed development would be overbearing and would lead to a harmful sense of enclosure, loss of outlook from and loss of light and privacy to No. 12 Oakwood Road, thus significantly harming the residential amenity enjoyed by the occupiers of this neighbouring property. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the National Planning Policy Framework (2021).*
- 3. The proposed development would fail to provide private external amenity space of sufficient size and quality for the proposed homes resulting in substandard living conditions for prospective residents contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the National Planning Policy Framework (2021).*
- 4. The proposed ground floor flats (Flat 1 and Flat 2) would fail to provide a satisfactory internal living environment for their future occupiers by virtue of*

the proximity of the proposed front bedroom windows to the proposed parking/access court and an absence of detail of satisfactory provision of defensible space. Consequently these bedrooms would lack an appropriate degree of privacy and would be subject to noise and disturbance from the comings and goings taking place within the parking/access court, contrary to Policy DMHB 15 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), London Plan (2021) Policy D6 and the National Planning Policy Framework (2021).

3.3 The proposal has been revisited and significantly reduced the building scale with appropriate setbacks at first floor level to reduce its overall mass and bulk of the proposed structure. The building is proposed to have a more rearward projection to the adjacent property, 12 Oakwood Road, however, at first floor level projects no further than 2.6m and complies with the 45-degree rule of thumb, as per policy DMHD1 of Hillingdon Local Plan Part 2, 2020. There also has been alterations to the height of the proposed building, with reducing the height so that the building sits lower than its adjacent neighbour, 12 Oakwood Road.

3.4 Further alterations to the rear have been undertaken to the proposed “car park”, which has been reduced to two parking spaces of a similar scale to that of the neighbouring front forecourts. The proposed changes to the proposed parking at the rear of the property retains the scale of the street scene without becoming overbearing or detrimental to the character of the local area.

3.5 Additional alterations have been taken to the rear garden space, where each flat has been prescribed its own private amenity spaces. There is also a communal alley, bike storage and parking. Further to this, the incorporation of a number of trees of different sizes to the rear garden spaces creates visual barriers between the property and the property sited to the rear of the property, 1 Ashley Close.

3.6 Internally, the proposed layouts have been revised to become closer in layout to the new London Plan Housing Design Standards LPG. All rooms are vertically stacked to allow for ease of mechanical fittings, as well as all rooms having access to appropriate daylight/sunlight, outlook and privacy.

3.7 It is considered that the changes which have been made to this scheme have mitigated the original refusal reasons and have created a more appropriately scaled and designed scheme and does not cause detriment to the established streetscene.



4. Use

4.1 The existing property is residential property

4.2 The proposed property will be a new-build purpose-built flatted development comprising four flats with associated facilities under Use Class C3, residential.

4.3 The site is currently underutilised and is considered a small site. The property is in a predominantly residential area with very few flat conversions and purpose-built flats. The proposal will assist with reducing pressure on the conversion and subdivision of the existing stock in line with Policy H10 of the London Plan 2021.

5. Amount

5.1 The existing site is approximately 0.05 h.a with the property having a footprint of approximately 143 sqm

5.2 The existing property has a GIA of approximately 181 sqm.

5.3 The proposed new building will have a footprint of 182 sqm and a GIA of 294 sqm, with 165 sqm at the ground floor level and 129 sqm to the first floor.

5.4 The proposed building would comprise four self-contained units including 1 x 2-bed 4-person, 1 x 2-bed 3-person and 2 x 1-bed 2-person flats.

5.5 The proposed building would have a front elevation in-line with the neighbouring property to retain the pattern of development on the street scene. The existing set back from the boundary on the left-hand side will be retained. There will be a setback from the boundary at Ashley close of minimum 1m at the closest point to the boundary.

5.6 The proposed depth at ground floor level would be 15.2m, which extends 5.6m rearwards of the existing neighbours rearmost wall. At first floor level the total depth of the proposed building would be 12.3m, extending no further than 2.6m rearwards of the rearmost wall of the adjacent property. The proposal has been designed to be within the 45-degree rule of thumb to protect the adjacent neighbours right to light.

5.7 The proposal will ensure that the entire area of each flat has a ceiling height of 2.5m or more, in compliance with the London Plan (2021) Policy D6 for Housing Standards, which requires each flat to have at least 75% of the floorspace to have a height of no less than 2.5m.

5.8 Each proposed flat has been designed to meet or exceed the minimum space standards as set out in the London Plan 2021, the Technical Housing Guidance and the newly adopted London Plan Housing Design Guidance LPG(2023).

5.9 Single bedrooms have a minimum width of 2.15m, with double bedrooms being at least 2.75m in width as per Policy D6. The dwelling sizes and spaces are also in line with Hillingdon's Design and Accessibility Statement (HDAS) SPD Residential

Layouts (2006). There are four tables below, Table 1.1 to Table 1.4 illustrating the space schedule for each flat including GIA and sqm showing how each space either meets or exceeds the minimum spatial requirements.

Flat 1 (2-bed 4-person)	Proposed (sqm)	London Plan Requirement	Difference
GIA	75.3	70	+5.3
Kitchen/ Dining/living	28	27	+1
Bedroom 01	12.5	12	+0.5
Bedroom 02	12.1	12	+0.1
Bathroom	5.2	4.4	+0.8
Storage + Utility	2.3 + 1.8 4.1	2.5	+1.6
Private Amenity	31.5	7	+24.5

Table 1.1 - Space Schedule Flat 1

Flat 2 (2-bed 3-person)	Proposed (sqm)	London Plan Requirement	Difference
GIA	71	61	+10
Kitchen/ Dining/living	26	25	+1
Bedroom 01	14.2	12	+2.2
Bedroom 02	9.9	8	+1.9
Bathroom	5.2	4.4	+0.8
Storage + Utility	2.7 + 1.8 4.5	2	+2.5
Private Amenity	28	6	+22

Table 1.2 - Space Schedule Flat 2

Flat 3 (1-bed 2-person)	Proposed (sqm)	London Plan Requirement	Difference
GIA	58	50	+8
Kitchen/ Dining/living	27	23	+4
Bedroom	15.6	12	+3.6
Bathroom	5.2	4.4	+0.8
Storage + Utility	1.2+1 2.2	1.5	+0.7
Private Amenity	26.5	5	+21.5

Table 1.3 - Space Schedule Flat 3

Flat 4 (1-bed 2-person)	Proposed (sqm)	London Plan Requirement	Difference
GIA	53	50	+0.3
Kitchen/ Dining/living	23	23	-
Bedroom	15.4	12	+3.4
Bathroom	4.8	4.4	+0.4
Storage + Utility	1.9+2.3 4.2	1.5	+2.7
Private Amenity	35.5	5	+30.5

Table 1.4 - Space Schedule Flat 4

Table 2 Recommended standards relating to floor space

Recommended floor space standards						
House Type	5 BED	4 BED	3 BED	2 BED	1 BED	STUDIO/BEDSIT
3 storey house	108m ²	103m ²	-	-	-	-
2-storey house or bungalow	101m ²	92m ²	81m ²	63m ²	50m ²	-
Maisonette	101m ²	90m ²	79m ²	63m ²	50m ²	-
Flat	94.6m ²	87 m ²	77m ²	63m ²	50m ²	33m ²

**Table 1.2 - Space schedule as per Hillingdon (HDAS) SPD Residential Layout 2006
Clause: 4.6**

Shared amenity space for flats & maisonettes:	
Studio & 1 bed bedroom flat	20m ² per flat
2 bed bedroom flat	25m ² per flat
3+ bedroom flat	30m ² per flat

**Table 1.3 - Space schedule as per Hillingdon (HDAS) SPD Residential Layout 2006
Clause: 4.17**

6. Layout

6.1 The existing building is a single storey residential bungalow with a pitched roof and is in line with the front elevation of 12 Oakwood Road. The building extends further than the rear elevation of 12 Oakwood Road, which creates existing shading to the neighbouring garden due to its depth and its pitched roof.

6.2 The proposed building will be deeper in length and wider than the existing building and it will have one additional floor. The proposed building's elevation would be set in line with the front elevation of 10 Oakwood Road to respect the existing pattern of development.

6.3 The proposed building will retain the existing set back from the left hand side and have a minimum of 1 m set back from the closest point at the right hand side boundary with Ashley Close.

6.4 The proposed building has its main entrance from Oakwood Road. The proposed main entrance to Oakwood Road would be more secure and safe for those travelling home via bus or walking. The proposed fencing to the side elevation retains the character of the existing side access through the use of similar materials and scale.

6.5 To the front boundary, a short wall is proposed. Within the forecourt is proposed greenery and planting to create a barrier between the building and the proposed parking. There is also proposed greenery in the form of trees, planting and shrubs to all boundaries including the front forecourt. To the rear of the site will be private amenities for all flats with additional trees planted to the rear to reduce overall noise impact and create a visual barrier between 10 Oakwood Road and 1 Ashley Close.

6.6 The proposed internal layout of the property has been designed to meet or exceed minimum standards. Bathrooms and Kitchens have been designed to be stacked above each other to provide ease of fittings and reduce the locations of services such as water feeds and SVPs (Soil vent pipes).

6.7 The proposed entrance to Oakland Road leads into the communal entrance hall which provides access to flats 1 and 2, with a staircase leading to the first-floor

landing. Postboxes are proposed within the entrance hall, with one to each flat. On the first floor, the landing provides access to flats 3 and 4.

6.8 Flat 1 is accessed to the left from the main entrance at ground floor level. Internally, the entrance leads onto a hallway which provides access to all rooms and contains a storage room and utility room. To the front of the property is an open-plan kitchen/living/dining room, bathroom centrally and two double rooms to the rear overlooking the rear private garden.

6.9 Flat 2 is accessed from the right of the main entrance at ground floor level. Upon entering is a hallway leading to all rooms and contains separate storage and utility rooms. The combined kitchen/living/dining room is located to the front of the property, with the bathroom located centrally. There is one single and one double bedroom located to the rear overlooking its private amenity.

6.10 Flat 3 is accessed from the first-floor level to the left of the staircase. There is a small entrance hall that gives access to the main living space and bedroom with a small utility room located within the hall. The kitchen/living/dining room is located to the front, with the bathroom and storage being accessed in the bedroom.

6.11 Flat 4 is accessed from the right of the staircase at first floor level. Upon entering is a hallway leading to the main living space and bedroom with a small utility room located to the hallway. There is one bedroom to the rear which has direct access to the storage and bathroom.

6.12 Each flat has been designed to have a dual aspect with at least two windows to each aspect to provide appropriate levels of internal lighting.

6.13 The design proposed private amenities to all flats. The existing established character of the street scene does not include balconies or terraces. It is considered that as the street scene does not have balconies, these features would not respect the character and pattern of the existing street scene and thus have not been incorporated.

6.14 It is considered that the proposal has been designed to mitigate its impact on neighbouring properties as well as being proportionate in scale to its immediate surroundings and therefore is an appropriate addition to the street scene.

7. Scale

7.1 The proposal has been designed in reflection of the character and the Hillingdon Design and Accessibility Statement (HDAS) SPD Residential layouts (2016)

7.2 The existing building is single storey with a pitched roof, hipped frontage and its maximum ridge height is lower than the neighbouring property.

7.3 The site is a corner plot with two primary elevations, one to Oakwood Road and one to Ashley Close. The plot is currently underutilised and is an ideal site to provide additional smaller residential units which would reduce the overall pressure for conversions on the immediate vicinity in line with London Plan policies H2 and H10. The creation of smaller units would vary the scale of tenure within the street and would aid in the delivery of a mixed and balanced community.

7.4 The proposed building has been designed to reflect and complement the scale and character of the existing street scene. The proposed building would have a lower eave and ridge height to that of the neighbouring property as well as having its primary elevation fronting Oakwood Road. This is in line with the established building lines and street pattern.

7.5 The proposed roof form will be hipped to continue the pattern of development with a gable end to the rear with a mix of materials.

7.6 The use of materials assists in the visual scale of the property. The use of white render and brick features would produce a contemporary appearance without appearing out of character. The introduction of grey roofing creates a smaller visual impact and brings in a contemporary approach with the panelling to the front entrance gable.

7.7 The proposal has taken into consideration the 45-degree rule. It is considered that as the proposed building is set back from the boundary, that the ground-floor level can be extended rearwards at the rear. The proposal has ensured that the proposed development retains the natural lighting to the neighbouring properties and a supplementary Daylight and Sunlight impact assessment has been undertaken.

7.8 The proposed intensification of this site is considered to be in line with Policies H1 and H2 of the London Plan 2021. The proposed scale of development on this small site can contribute to the council meeting its ten-year housing target as well as its target for small sites. The proposal diversifies the types of housing in the local vicinity as well as optimising the housing potential of the site and reducing the pressure on the conversion of existing family dwellings in line with Policy H10 of the London Plan.

7.9 The proposal seeks to create four on-site parking spaces to include two to the front and two to the rear as per the London Plan and Hillingdon's SPD 2016. The provision of cycle storage promotes healthier modes of transport as well as prevents further parking and traffic congestion by providing these on-site.

7.10 The provision of planting and trees will reduce noise impact from trains to the Jubilee Line at the rear as well as reduce the overall scale of the development by creating green barriers, softening the scale of the proposed building.

7.11 It is considered that the overall scale, width, depth, height and features of the proposal is reflective of the proportion of the pattern of development. The proposed building is proportionate and reflective of the scale of the immediate street scene.

8. Landscaping

8.1 The existing property mainly has hard landscaping and a small grassed area to the front forecourt/side elevation and some trees to the rear boundary.

8.2 The proposal includes the removal of most of the landscaping and replacing with more soft landscaping, replacing the hard landscaping with permeable paving. The use of trees in different locations within the rear gardens create an active screen between the proposal and 1 Ashley Close.

8.3 The proposed front forecourt would be paved in a fully permeable material, with planting around the edges of the elevations, to provide adequate soft landscaping.

8.4 Parking is proposed to have two spaces to the front accessed via the existing dropped kerb to Oakwood Road and two spaces to the rear accessed via the existing dropped kerb to Ashley Close. There would be secure refuse storage to the right side of the property between the boundary and the property which can be accessed from Ashley Close and from the front forecourt.

8.5 Areas of planting to the front forecourt would be located beneath the front windows, which will create separation between the parking/access and the primary windows for the living spaces.

8.6 To the rear of the property would be private gardens subdivided by a high hedging and timber fencing. Along the side boundaries and rear boundary and within the private amenities, trees are proposed.

8.7 The proposed communal garden will be mainly grassed with some small planting around the trees, as well as have some permeable slabs. The cycle storage is also provided within the communal garden. The cycle storage is proposed to be within a timber shed with a total of eight cycle spaces, which is designed as per Local London plan and Hillingdon's SPD document.

9. Appearance

9.1 The existing building is not proportionate or visually similar in material, design and orientation to the surrounding streetscape of Oakwood Road. The existing building is a single storey constructed in a red/brown brick with white render to the top with a tile pitched roof. There is a low brick wall to the front, with a high timber fence panel to the right boundary with trellis. There are a small number of trees to the rear. The front garden is paved with a strip of soft landscaping / hedges to the left side boundary.

9.2 The proposed building is designed to be contemporary in style but also reflect on the character, materials, form, scale and appearance of the local architecture.

9.3 Oakland Road has a variety of material usage on the elevations, however the proposed scheme has mainly white rendered sections and will also have brick quoin features. Brick quoin features are proposed to both the front and rear elevations. The proposed roof would be hipped in a grey colour or similar in slate and there will also be cladding to the front entrance gable.

9.4 To the front forecourt is proposed to be semi-permeable paving which will have two parking spaces, refuse storage to the side on the right and several small areas of planting. The proposal seeks to create a small area to the front which would include trees, shrubs and planting. The boundary to the front is proposed to have the low brick wall retained.

9.5 The elevation facing Ashley Close (right side elevation) is proposed to have two car parking spaces, as well as access to a secure cycle storage within a communal alley.

9.6 The overall design and appearance of the proposal has been created to complement the existing streetscape by using some familiar features including roof typology, windows and material usage to create a contemporary flatted development that not only is of high architectural quality but is contextually designed to match the urban grain and pattern of development as per Hillingdon's Residential Layouts Guidance SPD1 (2006).

10. Access

10.1 The existing property is accessed from Oakland Road via a dropped kerb and front forecourt. The main entrance to the building is via Oakland Road. There is also a dropped kerb existing to access the rear garden via Ashley Close.

10.2 The proposed main entrance to the property will be from Oakland Road. This will create an active frontage for the occupants of the proposed flats and creates a sense of security and privacy.

10.3 The main vehicular access is proposed to the front forecourt with two spaces as well as two accessed via Ashley Close to the right side rear. For the front the hard surfacing will be removed and replaced with permeable paving, green areas and trees. Appendix 1 Table 6 of the DMP 2016 highlights that less than 1 space is required for every 1-2 bed unit and 1.5 spaces are provided for 3-bed units.

10.4 The refuse storage is also proposed to the front forecourt. Refuse storage would be located in a timber shed which would contain a total of five 1100l refuse receptacles including general waste and recycling. There is a designated area for the existing refuse store to the right side of the property between the property and the boundary.

10.5 The proposed cycle storage is proposed within the rear communal access. A total of eight bicycles could be stored within the secure, overlooked and covered cycle storage shed. The ratio of the cycles are as per the London Plan 2021.

10.6 The proposed access to the front of the property integrates with the existing public pavement. There are also proposed two side accesses for residents to access the refuse storage location, cycle storage location as well as parking to the rear.

11. Conclusion

11.1 The proposal is a revised application for the demolition of the existing residential bungalow, and to erect a two-storey structure with the creation of four flats in total with associated amenity, refuse storage, cycle storage and on-site parking.

11.2 The revised proposal has been designed to mitigate the refusal reasons set out in the decision notice of the previously refused planning application. This has been achieved through alterations to the scheme to reduce the overall massing, scale, bulk, appearance and layout.

11.3 The proposal has been designed to be of high architectural value to the street scene by reflecting the area's character in a contemporary style. The proposal achieves a high standard of design and layout which protects and enhances the appearance of the street and property, in line with the policies outlines in Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document Residential Layouts 2006 and London Plan minimum standards Table 3.1 (2021) and the London Housing Design Guide 2010.

11.4 Hillingdon Residential Layouts specifies the criteria for new residential developments. It is considered that as the proposal responds to the local existing context and character in appearance, creates an active frontage, respects the existing scale of the street scene, follows the pattern and rhythm of the street, uses familiar materials and provides positive solutions to natural light, parking, privacy amenity and refuse storage, that the proposal has been designed to be of high quality, layout and creates a positive addition to the street scene.

11.5 It is considered that the proposal is of high standard of design and layout and is an enhancement to the existing street scene in terms of providing additional homes, housing choice, utilising an underdeveloped site and enhancing the appearance of the existing street views, including Oakwood Road and Ashley Close.

11.6 It is considered that this revised proposal complies with the relevant planning policy, including the London Plan 2021, London Plan Housing Design Guide LPG 2023, Hillingdon Local Plan Part 1 2012, and Hillingdon Local Plan Part 2 2020,, therefore, should receive planning permission approval.