

# Planning & Design Statement

**Gurmeet Singh**

**No 14 Frays Avenue**

**UB7 7AF**

**Regulated by RTPi**

**December  
2024**

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## **Contents**

1. Introduction
2. Site and Surroundings
3. Planning History
4. The Proposal
5. Planning Policy
6. Planning Considerations
7. Conclusions

## **Appendices**

1. Delegated Report - Ref 53156/APP/2020/2990

## **1 INTRODUCTION**

- 1.1 This Planning and Design Statement has been prepared on behalf of Mr Gurmeet Singh in support of a full planning application for the demolition of the existing detached residential dwelling, attached garage and rear outbuildings (No 14 Frays Avenue, West Drayton UB7 7AF) followed by construction of a replacement dwelling (C3) with associated external alterations including a new vehicular access and boundary wall to the front elevation.
- 1.2 The development proposal has been carefully informed by an assessment of the visual character of the wider area and the Council's assessment of previous applications within the immediate locality (including the adjacent neighbouring property No 16 Frays Avenue) as examined at Section 3.
- 1.3 The Statement addresses the following matters:
- A description of the site and surroundings;
  - A review of the background and history of the site;
  - A summary of the development proposal;
  - An assessment of relevant planning policy;
  - An appraisal of the relevant planning and design issues; and
  - Conclusions.
- 1.4 The Statement should be read in conjunction with the following:
- Drawings package (prepared by Urban View)
- 1.5 The submissions conclude that the development proposal is fully acceptable and supportable in planning and design terms.

## 2 SITE AND SURROUNDINGS

- 2.1 The site comprises a detached two and a half dwellinghouse situated on a plot fronting onto the western side of Frays Avenue. There is an established building line visible within the immediate street scene fronting the roadside, although all neighbouring properties to the north and south extend further to the rear than No 14 Frays Avenue.
- 2.2 The southern side elevation of the property retains a separation distance of approximately 2 metres from the neighbouring boundary shared with No 16 Frays Avenue. The existing single storey garage extends up to the boundary shared with No 12 Frays Avenue to the north. The property is finished in render with a variable pitched and hipped roof form which reduces in scale/massing towards the northern boundary.
- 2.3 There is a spacious rear garden which extends to Frays River to the west. To the front of the property there is a gated driveway that provides off street parking for one car. Part of the rear garden has been block paved with a patio area closest to the rear elevation. Several single storey outbuildings incidental to the main dwelling are positioned along the shared northern boundary, whilst the remained of the rear garden is lawned with tree planting to the western rear boundary.
- 2.4 The existing dwelling is of a noticeably larger scale than neighbouring properties to the immediate north and south on the same side of Frays Avenue. However, there are multiple houses within the wider streetscene which are of similar large, detached two and a half storey design. In general terms, the scale, design and visual appearance of properties within the streetscene is diverse in nature.
- 2.5 The site falls within the boundary of the Garden City West Drayton Area of Special Local Character (ASLC), which comprises generally large detached houses and bungalows of a variety of styles and designs. The ASLC was originally designated for its green and open suburban setting. Please refer to the site images below.



**Image 1 – Extract of site location plan showing building line to Frays Avenue and additional rear massing of neighbouring properties**



**Image 2 – Streetview image of site from Frays Avenue facing south (with No 12 Frays Avenue visible in the foreground). This view demonstrates the scale of the existing dwelling compared to neighbouring properties.**



**Image 3 – Streetview image of site from Frays Avenue facing north (with No 16 Frays Avenue visible in the foreground). This view demonstrates how the roof height/massing reduces towards the northern boundary.**



**Image 4 – Streetview image facing northwards from Frays Avenue. This view provides a typical representation of the Frays Avenue streetscene, with large detached properties of varying design/scale retaining space between.**



**Image 5 – Streetview image of two detached dwellings which were approved in August 2020 at the site of the former detached bungalow at No 20 Frays Avenue, approximately 50 metres to the south of the site on the same side of Frays Avenue.**

### 3 PLANNING HISTORY

#### The Site

- 3.1 The site was previously subject to a historical application (Ref 38871/APP/2007/1701) which sought permission for a part single storey, part two storey side extension with pitched roof incorporating two rooflights and new front porch.
- 3.2 This application was refused by the Council in July 2007 on the following grounds:
1. The proposed part single/part two storey extension (by virtue of its overall size, scale and design attached to the existing two storey extension) would represent an incongruous and unsympathetic addition to the original house and from the streetscene generally. This would be detrimental to the visual amenities of this part of the Garden City West Drayton Area of Special Local Character.
  2. The proposal, by reason of its overall size and proximity to the side boundary, would result in a closing of the visually open gap between this and the neighbouring property (No 12 Frays Ave) giving rise to a cramped form of development which would be detrimental to this part of the Garden City West Drayton Area of Special Local Character.
- 3.3 It is important to note that this application displayed significant differences from the current proposal and did not include supporting information such as streetscene elevations. Furthermore, it was determined under a different policy framework and is not considered relevant to the determination of the current application.

#### Surrounding Area

- 3.4 In terms of the immediate surrounding area, there have been several applications and appeals approved for extensions to or redevelopment of existing detached dwellings within the ASLC. The most relevant recent examples are noted below.
- 3.5 Most recently, application **Ref 53156/APP/2020/2990** which proposed the demolition of No 16 Frays Avenue and replacement with a new larger dwellinghouse and associated external works including demolition of existing single garage to rear was approved by the Council on 4<sup>th</sup> December 2020.
- 3.6 This application was promoted by the same architect and consultant team. The replacement dwelling has since been constructed and makes a positive addition to the streetscene (as shown on the images at Section 2).
- 3.7 An application (**Ref 17012/APP/2020/368**) to demolish an existing bungalow at No 20 Frays Avenue and erect two 3-bed two storey dwellings with associated parking and amenity space in its place was approved on 17<sup>th</sup> August 2020.
- 3.8 These properties have now been completed as shown in Image 5.
- 3.9 Previously to this, an application to demolish an existing bungalow at No 45 Frays Avenue and replace it with a new two storey 4 bed detached dwelling (including rear dormer) was approved on 10<sup>th</sup> February 2017 (**Ref 24351/APP/2016/1304**). A subsequent appeal was also granted on 29<sup>th</sup>

September 2017 to remove an unnecessary height restriction that had been added by way of condition by Members of Planning Committee. This planning permission was renewed on 8<sup>th</sup> December 2023.

- 3.10 The above planning history demonstrates that the principle of redeveloping an existing detached residential dwelling within the ASLC for a larger property is acceptable, subject to the standard development management considerations of design, scale and impact upon the amenity of occupiers of neighbouring properties.

## **4 THE PROPOSAL**

- 4.1 The development proposal comprises the demolition of the existing detached residential dwelling, attached garage and rear outbuildings, followed by construction of a replacement dwelling of contemporary design with associated external alterations including a new vehicular access and boundary wall to front elevation.
- 4.2 The new dwelling will accommodate living/dining space and a double bedroom on the ground floor with four double bedrooms and a prayer room at upper floor level.
- 4.3 The accompanying drawings package and 3D model images help to clearly demonstrate how the proposed footprint and massing of the new dwelling compares with the existing property. In summary:
- The front projection of the new dwelling matches that of the host property and ensures that it harmonises with the established building line of other houses fronting Frays Avenue to the immediate north and south;
  - The proposed dwelling will maintain the two metre separation distance between the southern side elevation and boundary shared with No 16 Frays Ave. Furthermore, the proposed scheme will create a new separation distance of two metres to the shared northern boundary following the demolition of the existing garage. This helps to contribute to the sense of openness at the site, and
  - The new property will focus additional massing to the rear of the site where views are largely screened within the streetscene. The replacement dwelling will project approximately 6 metres further from the main rear elevation of the existing property at ground floor, and 9 metres at first floor. However, existing rear outbuildings along the northern boundary will be removed and the larger property will retain clear 45 degree views from all habitable room windows on immediate neighbouring properties to the north and south.
- 4.4 The scale and height of the new dwelling responds positively to the visual character of the existing property and neighbouring houses as they appear within the streetscene and the wider ASLC. As demonstrated on the enclosed elevation plans and model images, it will incorporate high quality external materials including new external brick and roof tiling together with coloured framed window detailing.
- 4.5 The approach to the design of the scheme has been informed by the Council's assessment of the other applications within the immediate surrounding area (most notably the replacement dwelling at No 16 Frays Avenue which was designed and promoted by the same architect and consultant team).
- 4.6 Fundamentally, it seeks to achieve additional residential floorspace at the site in a manner that respects the scale and visual appearance of the existing dwelling and streetscene, whilst presenting a carefully considered contemporary external design that makes a positive contribution to the immediate surrounding area and wider ASLC.
- 4.7 As demonstrated on the streetscene elevation plans included as part of the application and assessed in detail within Section 6, the proposed dwelling respects the character of the existing property by

reducing the scale and massing towards the shared northern boundary via the incorporation of a hipped roof design and the introduction of a new visual gap as referenced above.

- 4.8 The proposed roof adds visual interest to the new property and by incorporating a centralised crown element (although this will not be visible within the streetscene) gable features and pitches which slope away from the northern and southern neighbouring boundaries, thus reducing the massing of the new property within the plot.
- 4.9 Against this background, the development proposal represents a high quality, modern interpretation of the varied visual character and built form of the surrounding area.
- 4.10 The scheme has also been designed in a manner that ensures there will be no adverse overlooking or overbearing impacts upon any neighbouring properties. The only windows positioned within the first floor side elevations facing Nos 12 and 16 Frays Ave will be obscurely glazed.
- 4.11 New habitable room windows will be situated within the rear elevation at first floor level. This reflects the existing relationship with No 12 and 16 Frays Avenue which also have rear habitable room windows at upper floor level.
- 4.12 The eaves height of the new property will extend to just 40cm higher than the existing dwelling. Furthermore, given the 2 metre separation distances to each side of the new dwelling (and the rear massing ensuring that clear 45 degree views will be retained) there will be no unacceptable adverse overbearing impacts resulting from the new property.
- 4.13 As demonstrated on the enclosed layout plans, the scheme ensures that generous private rear amenity space will be retained which significantly exceeds the Council's target private amenity space standards. At ground floor level, provision can be made within the site for safe and secure cycle and refuse storage, as well as off road vehicle parking provision.



**Image 6 – Overhead 3D model view of proposed replacement dwelling and existing neighbouring properties to the north and south.**

## **5 PLANNING POLICY**

5.1 This section provides a review of relevant national and local planning policy and guidance.

### **NATIONAL POLICY**

5.2 The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

### **Making Effective Use of Land**

5.6 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

5.7 Paragraph 124 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.

5.8 Sub Section (e) of paragraph 124 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.

5.9 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- Local market conditions and viability;
- The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- The desirability of maintaining an area’s prevailing character and setting or of promoting regeneration and change; and
- The importance of securing well-designed, attractive and healthy places.

#### **Achieving Well Designed Places**

5.10 This chapter sets out at paragraph 135 that planning policies and decisions should aim 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 and appropriate landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

#### **Conserving and Enhancing the Historic Environment**

5.11 The NPPF builds upon the provision of the Planning (listed Buildings and Conservation Areas) Act 1990 and advises at Paragraph 209 that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application.

5.12 In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

#### **LONDON PLAN (2021)**

5.13 The London Plan sets the Mayor’s strategic development strategy for the capital up until 2046 and forms part of the development plan for Greater London.

5.14 Of particular relevance to the development proposal are the following policies.

- 5.15 **Policy D3 (Optimising Site Capacity Through the Design-led Approach)** states that 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.
- 5.16 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. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Borough's where appropriate.
- 5.17 **Policy D6 (Housing Quality and Standards)** requires development proposals to make the most efficient use of land and to be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site.
- 5.18 In these terms, particular consideration should be given to: the site context, its connectivity and accessibility by walking, cycling and public transport (including PTAL) and the capacity of surrounding infrastructure. 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. Private internal and external space should be in line with standards outlined within the plan.
- 5.19 **Policy H2 (Small Sites)** states that boroughs should proactively support well designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan making to:
- Significantly increase the contribution of small site to meeting London's housing needs;
  - Diversify the sources, locations, type and mix of housing supply;
  - Support small and medium housebuilders.

#### **LOCAL POLICY**

- 5.20 The When determining any planning application, the relevant authorities (in this case Hillingdon London Borough Council) are under a statutory obligation, as imposed by section 54a of the Town and Country Planning Act 1990, repeated in section 38(8) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.21 In this instance, the Development Plan consists of the Hillingdon Local Plan Part 1 Strategic Policies (adopted November 2012) and the Local Plan Part 2 Site Allocation and Development Management Policies (adopted January 2020).
- 5.22 The Site Allocation and Development Management Policies represents the key document containing the policies which are relevant to the determination of the application proposal. Accordingly, the following policies are considered relevant to the proposed development.

#### **Local Plan Part 2 Site Allocation and Development Management Policies (2020)**

- 5.23 **Policy DMHB5 (Areas of Special Local Character)** states that new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area. Extensions to dwellings should be subservient to, and

respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings. The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

5.24 **Policy DMHB11 (Design of New Development)** outlines that 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:

- Harmonising with the local context by taking into account the surrounding:
  - i. scale of development, considering the height, mass and bulk of adjacent structures;
  - ii. building plot sizes and widths, plot coverage and established street patterns;
  - iii. building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements such as degree of enclosure;
  - iv. architectural composition and quality of detailing;
  - v. local topography, views both from and to the site; and
  - vi. impact on neighbouring open spaces and their environment.
- Ensuring the use of high quality building materials and finishes;
- Ensuring that the internal design and layout of development maximises sustainability and is acceptable to different activities;
- Protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
- Landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

5.25 Furthermore, development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Development will also be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. 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.

5.26 **Policy DMHB15 (Planning for Safer Places)** states that the Council require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access

Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- Providing entrances in visible, safe and accessible locations;
- Maximising natural surveillance;
- Ensuring adequate defensible space is provided;
- Providing clear delineations between public and private spaces; and
- Providing appropriate lighting and CCTV.

5.27 **Policy DMHB16 (Housing Standards)** requires all housing development to have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development should meet or exceed the most up to date internal space standards.

5.28 **Policy DMHB18 (Private Outdoor Amenity Space)** outlines that all new residential development will be required to provide good quality, usable private outdoor amenity space in accordance with the matrix identified in the Local Plan Part 2. Furthermore, any ground floor unit that is non-street facing should have a defensible space not less than 3 metres in depth in front of any window to a bedroom or habitable room.

5.29 For new developments within Areas of Special Local Character, the provision of private open space will be required to enhance the street scene and the character of the buildings on the site. The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

5.30 **Policy DMT 6 (Vehicle Parking)** states that all development must comply with the parking standards outlined in the Local Plan Part 2 to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity.

#### **SUMMARY**

5.31 Assessment of the above policies confirms that the principle of development is considered acceptable provided that the replacement property has an acceptable visual impact upon the streetscene and wider ALSC and does not result in any unacceptable adverse impact upon the amenity of neighbours.

## **6 PLANNING CONSIDERATIONS**

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

### **Principle of Development**

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites.
- 6.3 The site is an existing house located within an established residential area. As such, the principle of extending or redeveloping the property to create a larger detached dwelling is acceptable if there will be no adverse impact upon the amenity of the occupiers of any neighbouring properties or upon the visual character of the local area or streetscene (or wider ASLC).
- 6.4 This is demonstrated by the Council's approval of several similar developments at nearby sites within the ASLC under the same policy framework, most notably at the adjacent site No 16 Frays Avenue in December 2020 as referred to within Section 3.

### **Design**

- 6.5 The carefully considered approach to design is outlined in Section 4 and the plans/visuals that are included within the application submission.
- 6.6 The site falls within the boundary of the Garden City West Drayton Area of Special Local Character (ASLC), which comprises generally large detached houses and bungalows of a variety of styles and designs. The ASLC was designated for its green and open suburban setting.
- 6.7 Policy DMHB5 relates to development within Areas of Special Local Character and requires all new proposals to reflect the character of the area and its original layout. Any alterations should respect the established scale, building lines, height, design and materials of the area.
- 6.8 Policy DMHB11 requires new development to incorporate principles of good design to the highest standards including harmonising with the street scene with specific reference to the scale of proposed development, and relative height, mass and bulk of adjacent structures. Furthermore, high quality materials and finishes should be included to aid the architectural composition and quality of detailing.
- 6.9 The approval granted for the demolition and rebuild of No 16 Frays Avenue (cross referred to above and within Section 3) was designed by the same architect and consultant team. The replacement dwelling has since been constructed and makes a positive addition to the streetscene (as shown on the images at Section 2).
- 6.10 Accordingly, the design rationale has been informed by the successful approach applied at the adjoining site.
- 6.11 The accompanying drawings package and 3D model images help to clearly demonstrate how the proposed footprint and massing of the new dwelling compares with the existing property. In summary:

- The front projection of the new dwelling matches that of the host property and ensures that it harmonises with the established building line of other houses fronting Frays Avenue to the immediate north and south;
- The proposed dwelling will maintain the two metre separation distance between the southern side elevation and boundary shared with No 16 Frays Ave. Furthermore, the revised scheme will create a new separation distance of two metres to the shared northern boundary following the demolition of the existing garage. This helps to contribute to the sense of openness at the site and contributes in a positive manner to the character of the wider ASLC, and
- The new property will focus additional massing to the rear of the site where views are largely screened within the streetscene. The replacement dwelling will project approximately 6 metres further from the main rear elevation of the existing property at ground floor, and 9 metres at first floor. However, existing rear outbuildings along the northern boundary will be removed and the larger property will retain clear 45 degree views from all habitable room windows on immediate neighbouring properties to the north and south.

6.12 The scale and height of the new dwelling responds positively to the visual character of the existing property and neighbouring houses as they appear within the streetscene and the wider ALSC. As demonstrated on the enclosed elevation plans and model images, it will incorporate high quality external materials including new external brick and roof tiling together with coloured framed window detailing.

6.13 In determining the application at No 16 Frays Avenue for approval, the Conservation Officer conformed within the delegated report (attached at **Appendix 1**) that:

*“the simple design aesthetic would sympathetically relate to the character of the area”.*

6.14 Essentially, the proposal for No 14 Frays Avenue adopts a similar design rationale and seeks to achieve additional residential floorspace at the site in a manner that respects the scale and visual appearance of the existing dwelling and streetscene (as shown on the comparison elevation plans that form part of the submission package), whilst presenting a carefully considered contemporary external design that makes a positive contribution to the immediate surrounding area and wider ASLC.

6.15 As demonstrated on the streetscene elevation plans included as part of the application and assessed in detail within Section 6, the proposed dwelling respects the character of the existing property by reducing the scale and massing towards the shared northern boundary via the incorporation of a hipped roof design and the introduction of a new visual gap to the northern boundary as referenced above. This will enable the site to make an enhanced contribution to the character of the wider ASLC, which seeks to retain a sense of openness between houses.

6.16 The proposed fenestration will harmonise with the neighbouring properties either side (as shown on the streetscene plan and model images) and the applicant is happy to accept a condition requiring the submission of all external materials (including guttering and downpipes) for the agreement of the Council prior to any works commencing in the same manner as for No 16 Frays Avenue.

6.17 The proposed roof adds visual interest to the new property and by incorporating a centralised crown element (although this will not be visible within the streetscene) gable features, subservient contemporary dormers and pitches which slope away from the northern and southern neighbouring boundaries, thus reducing the massing of the new property within the plot.

6.18 Again, this approach has been informed by the successful application at No 16. In determining for approval, the Council confirmed within the delegated report that:

*“It is noted that the proposal includes a large crown roof which is normally resisted as it is not an established feature within the area. However, the Conservation Officer considers that on balance the ridge detail and sunken nature of the crown element would reduce its appearance when viewed at street level, providing the perception of a traditional, fully pitched roof form.”*

6.19 Against this background, the development proposal represents a high quality, modern interpretation of the varied visual character and built form of the surrounding area. It thereby accords with design guidance set out within the NPPF and adopted local policy, specifically Policies DMHB5 and DMHB11 of the Site Allocation and Development Management Policies Document.

#### **Impact Upon Neighbouring Properties**

6.20 The scheme has also been designed in a manner that ensures there will be no adverse overlooking or overbearing impacts upon any neighbouring properties. The only windows positioned within the first floor side elevations facing Nos 12 and 16 Frays Ave will be obscurely glazed.

6.21 New habitable room windows will be situated within the rear elevation at first floor level, which reflects the existing relationship with No 12 and 16 Frays Avenue which also has rear habitable room windows at upper floor level. Accordingly, there will be no harmful overlooking impact.

6.22 The eaves height of the new property will extend to just 40 cm higher than the existing dwelling. Furthermore, given the 2 metre separation distances to each side of the new dwelling (and the rear massing ensuring that clear 45 degree views will be retained) there will be no unacceptable adverse overbearing or sunlight/daylight impacts resulting from the new property.

6.23 Although it is acknowledged that additional rear massing is proposed when compared to the existing property, neighbouring dwellings already extend further to the rear than the site. Furthermore, this reflects the approach confirmed as acceptable by the Council in approving the application at No 16 Frays Avenue. The delegated report for the application confirms that:

*“Although the proposal is deeper than that which is normally considered acceptable, the area displays a wide variety of dwellings of varied designs and depths and in the absence of other harm, such as an overbearing impact, loss of daylight and sunlight or material loss of privacy, a refusal on the depth of the building alone could not be sustained at appeal”.*

6.24 As such, the scheme complies with Policy DMHB5 and DMHB11.

**Residential Living Standards**

- 6.25 The development proposal has been carefully designed to ensure that a generous private, rear garden will be retained for new residents which significantly exceed the Council's private amenity space targets.
- 6.26 All internal rooms will exceed targets set out within the National Space Standards and provision will be made within the site for vehicle parking, secure cycle accommodation and refuse storage.
- 6.27 The development therefore complies with Policy DMHB18 and DMHB16.

**Biodiversity Net Gain**

- 6.28 As explained on the planning application forms, the proposed development accords with the definition of self build (set out within the Self-build and Custom Housebuilding Act 2015) which states:

In this Act "self-build and custom housebuilding" means the building or completion by —

- a. individuals,
- b. associations of individuals, or
- c. persons working with or for individuals or associations of individuals,

of houses to be occupied as homes by those individuals.

- 6.29 Given that No 14 Frays Avenue will be designed and constructed as a self build project, and subsequently occupied by the applicant and his family, the self build exemption applies to the proposed development and there is no requirement to submit a Biodiversity Net Gain Assessment in this instance in accordance with the regulations.
- 6.30 This is irrespective of the fact that the proposed development will impact upon less than 25 sqm 25 square metres of on-site habitat and/or 5 metres of on-site linear habitats such as hedgerows.
- 6.31 In reality, the proposed development will provide an opportunity for biodiversity net gain due to the increase in soft landscaping at the site following the removal of the garage and rear outbuildings.

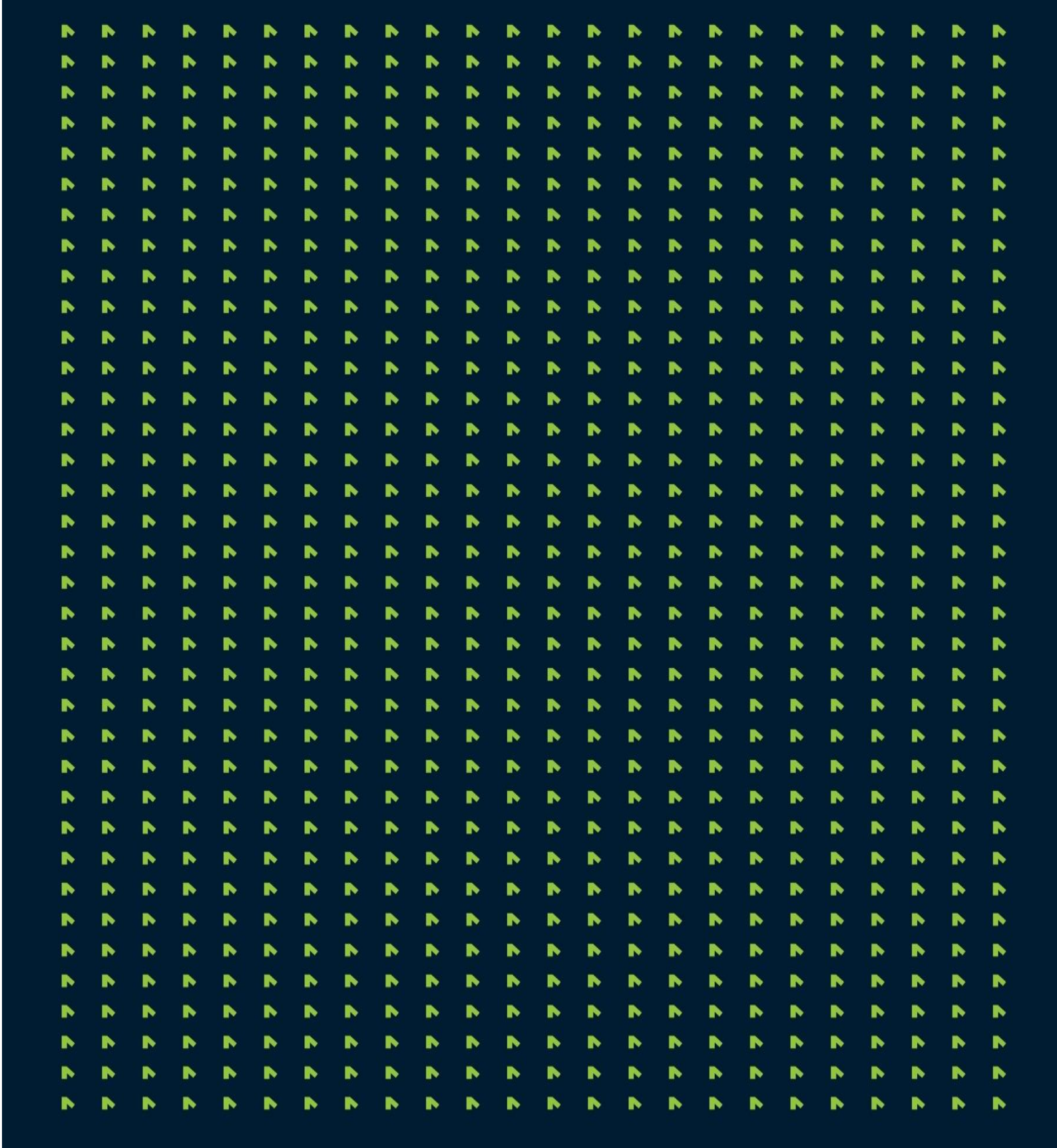
## **7 CONCLUSIONS**

7.1 It is concluded that the scheme is in accordance with the NPPF and the Council's adopted Local Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The principle of redeveloping an existing detached residential property has been demonstrated by the Council's approval of several similar developments at nearby sites within the ASLC under the same policy framework, most notably at the adjacent site No 16 Frays Avenue in December 2020;
- The approach to the design of the scheme has been carefully considered and informed by the assessment of the previous approved application at No 16 Frays Avenue;
- The proposed dwelling will incorporate a simple contemporary design with high quality external materials and detailing that will enable the development to respond positively to the visual character of the streetscene and wider ASLC;
- The scale and height of the proposed dwelling has been carefully designed to assimilate within the streetscene;
- The application also enables the creation of a new distinct separation distance between the site and No 12 Frays Avenue via the removal of the existing garage which will enhance the appearance of the site and positively contribute to one of the key positive characteristics of the ASLC (namely the sense of openness between houses);
- There will have no adverse impact upon the amenity of the occupiers of any neighbouring properties by way of overlooking, overbearing or overshadowing, and
- The scheme has been designed to provide a suitably high quality living environment for new and existing residents by ensuring appropriate levels of privacy, dual outlook and a design which exceeds all internal space standards.

7.2 In light of the above, the proposed scheme has been demonstrated to comply with all relevant planning policies (most notably the NPPF, emerging London Plan and Policy DMH6, DMHB5, DMHB11, DMHB15, DMHB16, DMHB17, DMHB18, DME18 and DMT6 of the adopted Local Plan) and should therefore be considered acceptable.

7.3 The proposed works should therefore be considered acceptable.



# Appendix 1



## DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers  
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

### APPROVAL RECOMMENDED: GENERAL

Select Option

- |  |                          |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | <input type="checkbox"/> |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds                | <input type="checkbox"/> |
| 3. There is no Committee resolution for the enforcement action   | <input type="checkbox"/> |
| 4. There is no effect on listed buildings or their settings  | <input type="checkbox"/> |
| 5. The site is not in the Green Belt (but see 11 below)  | <input type="checkbox"/> |

### REFUSAL RECOMMENDED: GENERAL

- |  |                          |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | <input type="checkbox"/> |
| 7. No petition of 20 or more signatures has been received          | <input type="checkbox"/> |
| 8. Application has not been supported independently by a person/s  | <input type="checkbox"/> |
| 9. The site is not in Green Belt (but see 11 below)                | <input type="checkbox"/> |

### RESIDENTIAL DEVELOPMENT

- |  |                          |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | <input type="checkbox"/> |
| 11. Householder application in the Green Belt  | <input type="checkbox"/> |

### COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- |  |                          |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | <input type="checkbox"/> |
| 13. Refusal of change of use from retail class A1 to any other use   | <input type="checkbox"/> |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.  | <input type="checkbox"/> |

### CERTIFICATE OF LAWFULNESS

- |   |                          |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | <input type="checkbox"/> |
| 16. Certificate of Lawfulness (for existing use or Development) | <input type="checkbox"/> |
| 17. Certificate of Appropriate Alternative Development          | <input type="checkbox"/> |

### CERTIFICATE OF LAWFULNESS

- |   |                          |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings)   | <input type="checkbox"/> |
| 19. PRIOR APPROVAL APPLICATION  | <input type="checkbox"/> |
| 20. OUT-OF-BOROUGH OBSERVATIONS   | <input type="checkbox"/> |
| 21. CIRCULAR 18/84 APPLICATION  | <input type="checkbox"/> |
| 22. CORPSEWOOD COVENANT APPLICATION   | <input type="checkbox"/> |
| 23. APPROVAL OF DETAILS   | <input type="checkbox"/> |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | <input type="checkbox"/> |
| 25. WORKS TO TREES  | <input type="checkbox"/> |
| 26. OTHER (please specify)  | <input type="checkbox"/> |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

**Case Officer**

**Signature:**

**Date:**

**A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.**

**Team Manager:**

**Signature:**

**Date:**

**The decision notice for this application can be issued.**

**Director / Member of Senior Management Team:**

**Signature:**

**Date:**

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

**Item No.**                      **Report of the Head of Planning, Transportation and Regeneration**

**Address**                      16 FRAYS AVENUE WEST DRAYTON

**Development:**              Demolition of existing bungalow and replacement with a new dwellinghouse and associated external works including demolition of existing single garage to rear

**LBH Ref Nos:**              **53156/APP/2020/2990**

**Drawing Nos:**              2057-P-02 (Proposed Ground Floor Plan)  
                                      2057-P-02 (Proposed First Floor Plan)  
                                      2057-P-02 (Proposed Roof Plan)  
                                      2057-P-01  
                                      2057-P-02 (Proposed Site Plan, Floor Plans and Front Elevation)  
                                      Planning and Design Statement  
                                      2057-P-05  
                                      2057-P-03  
                                      2057-P-07

**Date Plans received :**    18/09/2020

**Date(s) of Amendment(s):**

**Date Application Valid:** 18/09/2020

## 1. **SUMMARY**

The application seeks planning permission for the demolition of the existing property and the construction of a replacement 1.5 storey dwellinghouse.

The proposed development, by reason of its design, scale, siting, form, proportions and footprint, is not considered to have a detrimental impact on the character and appearance of the Frays Avenue street scene and surrounding West Drayton Garden City Area of Special Local Character. It is considered that the proposed development would not have an unacceptable adverse impact on the residential amenities of adjacent occupiers or on general highway/pedestrian safety. The proposal is therefore recommended for approval.

## 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

**1**              RES3              Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990

**2**              RES4              Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2057-P-02 (Proposed Site Plan, Floor Plans and Front Elevation), 2057-P-02 (Proposed Ground Floor Plan), 2057-P-02 (Proposed First Floor Plan), 2057-P-02 (Proposed Roof Plan), 2057-P-03, 2057-P-05 and 2057-P-07 and shall thereafter be retained/maintained for as long as the development remains in existence.

## REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2016).

### **3** RES7 Materials (Submission)

Prior to commencement of development (other than demolition), samples and product information including manufacturer details, colour, finish and texture of all external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be made available on site for inspection including a sample panel of the brickwork. Works shall be carried out in accordance to the approved details.

## REASON

To ensure that the development presents a satisfactory appearance and to safeguard the character and appearance of the ASLC in accordance with Policy DMHB 1, DMHB 5 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **4** RES9 Landscaping (car parking & refuse/cycle storage)

Prior to above ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

#### 1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### 2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Hard Surfacing Materials

2.e External Lighting

#### 3. Schedule for Implementation

#### 4. Other

4.a Existing and proposed functional services above and below ground

4.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and 5.17 of the London Plan (2015).

### **5** RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 14

Frays Avenue.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**6 RES13 Obscure Glazing**

The windows facing 14 Frays Avenue shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan Part 2 (2020).

**7 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garages, sheds or other outbuildings, nor extension or roof alteration to the dwellinghouse shall be erected without the grant of further specific permission from the Local Planning Authority.

**REASON**

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020)

**8 NONSC External Windows and Doors**

Prior to installation, product information including manufacturer details, colour, finish and texture of all external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a sample of the proposed glass. Works shall be carried out in accordance to the approved details.

**REASON**

To ensure that the development presents a satisfactory appearance and to safeguard the character and appearance of the ASLC in accordance with Policy DMHB 1, DMHB 5 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

**9 NONSC Rainwater Goods**

Prior to installation, product information including manufacturer details, colour, finish and texture of all rainwater goods, including guttering, downpipes and hopper heads shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance to the approved details.

**REASON**

To ensure that the development presents a satisfactory appearance and to safeguard the character and appearance of the ASLC in accordance with Policy DMHB 1, DMHB 5 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

**10 NONSC Non Standard Condition**

The rooflights hereby approved shall be conservation roof lights set completely flush with the roof line.

## REASON

To ensure that the development presents a satisfactory appearance and to safeguard the character and appearance of the ASLC in accordance with Policy DMHB 1, DMHB 5 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

## INFORMATIVES

### 1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

### 2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMHB 1	Heritage Assets
DMHB 5	Areas of Special Local Character
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 2	Outbuildings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

### 3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

**4**            I2            Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

**5**            I5            Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

**6**            I6            Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**7**            I15            Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**8**            I23                      Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**9**            I23A                      Re-instatement of a Vehicle Access.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**10**           I47                      Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

**11**           I70                      LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

**12**           I73                      Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingsdon.gov.uk](mailto:planning@hillingsdon.gov.uk). The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of

Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: [www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site comprises a detached bungalow situated on the North West side of Frays Avenue with its principle elevation facing to the East. The site backs onto Frays River and forms a highly prominent corner plot at the junction with Lawn Avenue. The property is brick built with a hipped roof and is located in the South East corner of the plot in close proximity to the boundaries and main roads of both Frays Avenue and in particular, Lawn Avenue. To the front of the property is an area of soft landscaping with a section of hardstanding providing one off-street parking space. To the rear is a patio section with a dropped kerb and access from Lawn Avenue and further to the rear is a single storey garage again with a dropped kerb and access from Lawn Avenue. The remaining area is soft landscaped and mainly laid to lawn which backs onto the river at the end of the garden.

Frays Avenue is a cul-de-sac that terminates at the River Colne to the South West. Frays River runs along the rear/west boundary of the property and connects with the River Colne to the South. The surrounding street scene is predominantly residential in character. There is a mix of properties within the locality however the neighbouring properties to the South on this application side of the road are bungalows, with a number of the single storey buildings having dormer windows and living accommodation in the roof space. The majority of properties have off-street parking however some on-street parking is present. There are well established building lines within the street scene, particularly on the opposite, North East side of the road. On the application side of the road the building line is set with the application site running to the North whilst most of the properties to the South are generally set further back. This is certainly evident with no.18 Frays Avenue.

The adjacent property to the immediate North no.14 Frays Avenue is a two storey dwelling which has been extended; and the adjacent property to the South, no.18 Frays Avenue, is also a bungalow which has been recently extended to provide additional living area in the roof space.

The site lies within the Garden City, West Drayton Area of Special Local Character (ASLC), as identified in the Hillingdon Local Plan - Part One Strategic Policies (November 2012). Frays River, outside but adjoining the site, is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

#### **3.2 Proposed Scheme**

This application seeks planning permission for the demolition of existing bungalow and replacement with a new dwellinghouse and associated external works including demolition of existing single garage to rear.

### 3.3 Relevant Planning History

53156/APP/2018/207      16 Frays Avenue West Drayton

Two storey, 3-bed detached dwelling with habitable roofspace, associated parking and amenity space involving the demolition of the existing bungalow

**Decision:** 13-03-2018      Refused

53156/APP/2018/4298      16 Frays Avenue West Drayton

Single storey rear extension

**Decision:** 04-02-2019      Approved

53156/APP/2019/1392      16 Frays Avenue West Drayton

Erection of two storey, 3-bed, detached dwelling, involving demolition of existing bungalow and garage

**Decision:** 03-07-2019      Refused                      **Appeal:** 20-03-2020      Dismissed

53156/APP/2019/3166      16 Frays Avenue West Drayton

Erection of a two storey 4-bed dwelling with associated parking and amenity space, involving demolition of existing dwelling and erection of double garage.

**Decision:** 03-12-2019      Refused

53156/APP/2020/1393      16 Frays Avenue West Drayton

Two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling

**Decision:** 01-07-2020      Refused

53156/APP/2020/702      16 Frays Avenue West Drayton

Two storey, 5 bed detached dwelling, single storey detached garage, cycle store, parking and amenity space involving demolition of existing dwelling

**Decision:** 23-04-2020      Refused

#### **Comment on Planning History**

There is extensive planning history relating to this site. The most relevant has been referenced above.

Under planning ref: 53156/APP/2020/1393 (07-07-20) planning permission was refused for a two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling for the following reason:

The proposed development, by reason of its overall size, scale, bulk and design, would result in a large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton, Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.8 of the London Plan and the NPPF.

Following the receipt of the decision, the applicant engaged in pre-application advice with Planning and Conservation Officers to overcome the reasons for refusal. The current proposal follows pre-application discussions. It provides a new dwellinghouse that is a

comprehensively designed. Its massing, scale, bulk and design varies significantly from the previously refused scheme. The proposal is discussed in more detail within the main body of the report.

#### **4. Advertisement and Site Notice**

**4.1** Advertisement Expiry Date:- Not applicable

**4.2** Site Notice Expiry Date:- Not applicable

#### **5. Comments on Public Consult**

The application was consulted on between 01-10-20 and 22-10-20. 1 objection was received against the application which is summarised below:

- The development plan indicates that the proposed building is to be extended at the back and the side of the current dwelling indicating that the development extension will go far beyond our property (Number 14) at the rear. It is dominating and fails to respect the pattern of development within the neighbouring roads.
- A second floor is suggested at the rear whereas our dwelling has only a single storey nearer to No 16 keeping it well away from the fence, respecting its privacy.
- The planning application drawing shows the building proposal going far beyond the permitted build.
- The existing property is a bungalow and were the property to consist of a single storey rear extension that matches the depth of our property then we would have no issue with any such application.
- The proposed two storey depth extends beyond the single storey depth of our property which would make it overbearing.
- The plans show that the lighting impact from one of the rooms at the back of the house.
- The drawings contained in the report are completely inaccurate and the proposal would result in the loss of light.
- The building will be a huge eyesore out of that window and block light.
- The building is set further back from the neighbouring building line.
- The proposal would result in the loss of privacy.
- Concerned about the proximity of the building to the neighbouring property.
- Concerned about construction impact.
- The proposal would be detrimental to the Garden City Estate look and feel, on wildlife or surrounding neighbours.

Officer Comment: The objections are addressed within the main body of the report.

1 Comment was received from the West Drayton Conservation Panel.

The current proposals are far less bad than any of the previous applications for this site. In comparison with the large and ugly rebuilding of the bungalow at 18 Frays Avenue that was recently approved, so setting an unfortunate precedent, it is relatively pleasant. Although we normally do not like houses with large crown roofs, this one has been designed to give the impression from all sides that the roof being viewed is topped by a standard ridge. It is not clear exactly which windows on the north side of the building (facing 14 Frays Avenue) have obscured glazing to avoid issues of overlooking, but the proposed high fences should provide an adequate screen on this boundary, though are less welcome on the frontage to Frays Avenue and the eastern part of the frontage onto Lawn Avenue. If this application is approved we expect a condition to be imposed that removes all permitted development rights so any future extensions or outbuildings will

require full planning permission.

Officer comment: The suggested conditions have been incorporated into the decision.

## INTERNAL CONSULTEE COMMENTS

### Conservation Officer

The existing site comprises of a mid-20th century bungalow, prominently positioned on a corner site within the Garden City, West Drayton ASLC.

The bungalow is L-shaped in plan form and is characterised by its red brick exterior and hipped tiled roof form. The building is typical of the area with many other bungalows built within the Garden City in a similar manner, such as No.20 Frays Avenue. This low-rise, modest form of development is an important characteristic of the area. It also allows for views down Lawn Avenue across the Fray's River from Frays Avenue and vice versa. The area generally comprises of a mix of single storey and two storey, detached and semi-detached dwellings.

The existing site backs onto the Fray's River and benefits from two exposed elevations due to its corner location. The boundary along Lawn Avenue is defined by a red brick wall with two vehicle access gates.

Previous schemes to redevelop this site have been refused. The Agent requested informal advice outside the formal planning or pre-application process. Brief advice had been given in relation to an amended scheme however it was made clear that the proposal must address previous comments stated.

As per previous comments in relation to the previously submitted planning applications, the loss of the existing bungalow would further erode the character of the ASLC. The existing bungalow relates to the original development of the Garden City and the typology of buildings built within the development. Robust justification and potential for enhancement to the area and street scene would be fundamental in considering the redevelopment of the site.

The plans submitted are rendered images, whilst useful to understand the material appearance of the proposed development, it does obscure the technical details of the plans. It would be useful to also include black and white technical drawings.

The proposed building would appear contemporary in appearance. However, the simple design aesthetic would sympathetically relate to the existing bungalow and character of the area. From the submitted information it appears to respect the low-rise character of the site. The main concerns would be the inclusion of the large crown element as it is not an established feature within the area. However, on balance the ridge detail and sunken nature of the crown element would reduce its appearance when viewed at ground level, providing the perception of a traditional, fully pitched roof form.

The flush appearance to the gable end would positively contribute to the simplicity of the building, with the verge roof tiles in line with the brick work, creating a thin roof line detail to the gable ends. This would be a commendable design element. However, it would need to be ascertained that no soffit detail is proposed to be added to the gable ends at a later date. The inclusion of a soffit would significantly alter the aesthetically clean appearance of the gables.

Whilst in this instance the contemporary approach could be considered an enhancement, it is important that the materiality of the building is of a significant high quality and this

would need to be demonstrated from the outset. Information would be required in relation to roofing materials, brickwork, roof lights and external windows and doors including proposed glass (colour). This can be covered by way of a pre-commencement condition if not provided upfront. Samples of the materials to be used, including a sample brick work panel made up on site would be required. Details submitted would need to include product details and manufacturer information. Roof lights would need to be conservation roof lights set completely flush with the roof line.

The proposed guttering and downpipes would appear to sensitively camouflage into the proposed brickwork. This would be a commendable approach however further details, by way of a condition, would be required to ensure the quality of the design is implemented in reality.

The existing garage to the rear of the site is an isolated, oddly placed structure in close proximity to the Fray's River. Its demolition is strongly supported as it would take the opportunity to enhance the appearance of the site within the ASLC and adjacent river environment.

Whilst some harm would result from the loss of the original property it is recognised from the proposed design there is an opportunity for enhancement. It is important to note section 12 of the NPPF notes the importance of achieving well-design developments which are sympathetic to the surrounding environment maintaining a sense of place. In accordance with paragraph 197 of the NPPF, as part of the assessment of a formal application, the decision maker would need to make a balanced decision in terms of harm caused to the non-designated heritage asset.

In order to safeguard the design quality of the development and its positive contribution to the ASLC, it is recommended that some permitted development rights area restricted on this site.

Conclusion: Acceptable subject to the inclusion of recommended conditions.

Highways Officer

The development is in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. The Highway Authority is satisfied that the proposed development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress. However the Highway Authority notes that the proposed vehicular access into the property would be widened encroaching into an existing marked out parking bay that forms part of the WD3 Parking Management Scheme.

Widening the access is only acceptable if the applicant funds in full the cost of moving this parking bay c2meters to the south to accommodate the widened access. The cost associated with this - traffic order making, lining, relocation of a road sign would be c £2,500. Furthermore the Highway Authority note that the vehicle access from Lawn Avenue to rear of the property would be closed.

The Highway Authority require the applicant to fund in full the reinstatement of the kerbs and footway to tie in with the existing following the closure of this access. Subject to the above there are no highway objections to this proposal.

Trees and Landscaping Officer

This site is occupied by a detached bungalow with outbuildings located in a spacious

corner plot at the junction with Lawn Avenue. The rear garden backs on to the River Frays. There are no trees of merit within the site and no TPO's or Conservation Area designations affecting it.

COMMENT: No trees or other landscape features of merit will be affected by the proposal to replace the bungalow with a two-storey house. If you are minded to approve the application, landscape enhancements will be required to comply with policies DMHB 11, DMHB 14, DMEI 8.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 5 and 6).

## **6. Local Plan Designation and London Plan**

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 5	Areas of Special Local Character
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 2	Outbuildings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

In addition: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)  
The Local Plan: Part 2 - Development Management Policies (2020)  
The Local Plan: Part 2 - Site Allocations and Designations (2020)  
West London Waste Plan (2015)  
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

#### Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

#### Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

## 7. MAIN PLANNING ISSUES

## **7.1 Impact on the amenities of the occupiers of neighbouring residential properties**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The applicant has provided a plan with a 45 degree lines from the nearest windows on the neighbouring property (No 14). It demonstrates that there is a marginal encroachment. However, this is limited to the smaller recessed rear elevation adjacent to the shared boundary which contains two windows. It is therefore considered that the proposal would not result in an unacceptable loss of light to the habitable rooms of the neighbouring property.

The new dwelling will project further to the rear of the existing bungalow at ground floor level by a distance of approximately 3.7m, it will be set 1.9m from the shared boundary. It is also set noticeably lower than the previously refused application and as such, it will have less of a visual impact and will not result in harmful overshadowing on the neighbouring property.

The design of the roof incorporates low set eaves at first floor which minimises the massing of the new property. Given that the height of the eaves which extends to just 0.9m taller than the existing 2.1m fence positioned on the shared northern boundary (as well as maintaining a separation distance of 1.9m), the proposal would not result in an unacceptable adverse overbearing impact.

Although the proposal is deeper than that which is normally considered acceptable, the area displays a wide variety of dwellings of varied designs and depths and in the absence of other harm, such as an overbearing impact, loss of daylight and sunlight or material loss of privacy, a refusal on the depth of the building alone could not be sustained at

appeal.

A condition has been added to ensure the windows at first floor level overlooking No. 14 Frays Avenue are obscure glazed to mitigate against overlooking and the loss of privacy. Overall, it is not considered that this proposal would result in harm to the amenities of the neighbouring property.

## **7.2 Impact on Street Scene**

Paragraph 197 of the NPPF (2019) requires Local Planning Authorities to take into account the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) expects development proposals to avoid harm to the historic environment. Policy DMHB 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires the replacement of buildings to positively contribute to the character and local importance of Areas of Special Local Character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design.

The existing site comprises of a mid-20th century bungalow, prominently positioned on a corner site within the Garden City, West Drayton ASLC. The bungalow is L-shaped in plan form and is characterised by its red brick exterior and hipped tiled roof form. The building is typical of the area with many other bungalows built within the Garden City in a similar manner, such as No.20 Frays Avenue. This low-rise, modest form of development is an important characteristic of the area. It also allows for views down Lawn Avenue across the Fray's River from Frays Avenue and vice versa. The area generally comprises of a mix of single storey and two storey, detached and semi-detached dwellings.

The existing site backs onto the Fray's River and benefits from two exposed elevations due to its corner location. The boundary along Lawn Avenue is defined by a red brick wall with two vehicle access gates.

The proposal seeks to erect a 1.5 storey building following the demolition of the existing dwellinghouse. The proposed building would feature a building with a contemporary appearance. The Conservation Officer considers the proposal that the simple design aesthetic would sympathetically relate to the existing bungalow and character of the area. Based on the submitted information it appears to respect the low-rise character of the site.

It is noted that the proposal includes a large crown roof which is normally resisted as it is not an established feature within the area. However, the Conservation Officer considers that on balance the ridge detail and sunken nature of the crown element would reduce its appearance when viewed at street level, providing the perception of a traditional, fully pitched roof form.

The flush appearance to the gable end would positively contribute to the simplicity of the building, with the verge roof tiles in line with the brick work, creating a thin roof line detail to the gable ends which is a commendable design element. However, it would need to be ascertained that no soffit detail is proposed to be added to the gable ends at a later date. The inclusion of a soffit would significantly alter the aesthetically clean appearance of the gables. A condition is included to this effect.

Whilst in this particular case, the contemporary approach is considered an enhancement, it is important that the external materials of the building is of a high quality and this would need to be demonstrated from the outset. Information would be required in relation to roofing materials, brickwork, roof lights and external windows and doors including proposed glass (colour). As such, a pre-commencement condition (other than demolition) is included which requires samples of the materials (including a sample brick work panel made up on site), product details and manufacturer information to be provided. The Conservation Officer has also requested that the proposed roof lights are conservation roof lights set completely flush with the roof line, a condition is included to the effect.

The proposed guttering and downpipes appear to sensitively camouflage into the proposed brickwork. This would be a commendable however further details are required by way of a condition to ensure the quality of the design is implemented in reality.

The existing garage to the rear of the site is an isolated, oddly placed structure in close proximity to the Fray's River. Its demolition is strongly supported as it would take the opportunity to enhance the appearance of the site within the ASLC and adjacent river environment.

Whilst the Conservation Officer has identified some harm would result from the loss of the original property, the Conservation Officer also recognises the proposed design is an opportunity for enhancement. In accordance with paragraph 197 of the NPPF, as part of the assessment of a formal application, the decision maker would need to make a balanced decision in terms of harm caused to the non-designated heritage asset. In this case, the proposal is a positive enhancement, subject to details being secured by way of a condition.

It is noted that there is some hardstanding off Lawn Avenue and which separates to some extent the house from the garden. This application is an opportunity to enhance the setting of the property and enhance landscaping to the rear so the property contributes positively to the area. A landscaping condition and a condition requiring details of boundary treatments has thus been included.

In order to safeguard the design quality of the development and its positive contribution to the ASLC, it is recommended that some permitted development rights area restricted on this site.

Given the above considerations, the proposed dwelling would not appear dominating, incongruous, obtrusive or cramped within the plot or its setting to an unacceptable degree. As has been mentioned above, on Frays Avenue, there are several examples of similarly re-developed dwellinghouses that occupy similar plot widths and have similar sizes, scales and proportions. The proposed dwelling would therefore not appear out of character with the scale and massing of the prevailing development in the street scene and wider area.

In terms of the design and detailing of the proposed development and with regard to the objections about design and appearance under previous applications. This application has sought to address the concerns through a comprehensive scheme and on this basis is

considered to overcome previous reasons for refusal.

### **7.3 Traffic Impact/Pedestrian Safety**

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Policies DMT 1 and DMT 2 of the Local Plan: Part 2 Development Management Policies (2020) and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

### **7.4 Carparking & Layout**

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards.

The proposal includes forecourt car parking which meets the car parking standards specified within the Local Plan. It is noted that the access to the hardstanding area off Lawn Road is to be removed as part of this proposal is strongly supported. An informative has been added advising the applicant in respect of the alteration/removal of the existing dropped kerb arrangements.

### **7.5 Urban Design, Access and Security Considerations**

#### **PRIVATE AMENITY SPACE**

The London Plan seeks to ensure that all housing developments are to the highest quality, both internally and externally, and in relation to their context. It sets out minimum internal floor spaces required for residential developments in order to ensure that there is an adequate level of amenity for existing and future occupants.

However, on 25 March 2015 through a written ministerial statement, the government introduced new technical housing standards in England and detailed how these would be applied through planning policy. The system comprises of new additional 'optional' building regulations on water and access, and national space standards for new homes (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A three storey 6 bedroom (12 person) dwelling is required to provide an internal floor area of 129 sq.m which the proposal complies with and significantly exceeds. Furthermore the habitable rooms would enjoy a satisfactory outlook in accordance with the requirements of Policy 3.5 of the London Plan (2016).

The size of the amenity space at over 550 sq.m would easily meet London Plan and Council standards. It is considered that all the proposed habitable rooms would maintain an adequate outlook and source of natural light, therefore complying with Policies 3.5 and 5.3 of the London Plan (2015).

Overall, it is concluded that the development will provide a very high standard of living accommodation for its future occupants.

## **7.6 Other Issues**

### **Trees and Landscaping**

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has commented on this application noting there are no trees of merit within the site and no TPO's or Conservation Area designations affecting it.

No trees or other landscape features of merit will be affected by the proposal to replace the bungalow with a 1.5-storey house. Landscape enhancements will be required to comply with policies DMHB11, DMHB14, DMEI8 of the Local Plan and have duly been included within the draft decision.

### **COMMUNITY INFRASTRUCTURE LEVY**

The application is subject to Community Infrastructure Levy. The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £65 per sq metre.

### **CONCLUSION**

The proposed development, by reason of its acceptable design, scale, siting, form, proportions and footprint, is not considered to have a detrimental impact on the character and appearance of the Frays Avenue street scene and surrounding West Drayton Garden City Area of Special Local Character.

It is considered that the proposed development would not have an unacceptable adverse impact on the residential amenities of adjacent occupiers, and general highway/pedestrian safety.

For the reasons outlined within this report, the proposal is, on balance, recommended for approval.

## **8. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
Hillingdon Local Plan: Policies Map (2020)  
London Plan (2016)  
London Plan Intend to Publish (2019)  
National Planning Policy Framework (2019)

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