



PLANNING STATEMENT

TO ACCOMPANY:

Full Planning Application

BY:

Mr J Singh

TO:

London Borough of Hillingdon Council

FOR:

*Erection of a two storey 2-bed attached dwelling with new dropped kerb,
associated parking and amenity space*

AT:

20 East Road, West Drayton, UB7 9EZ

January 2025

1.0 THE PROPOSAL

1.1 This application seeks planning consent for the erection of a two-storey 2-bed attached dwelling, new dropped kerb, associated parking and amenity space on land at no. 20 East Road in West Drayton.

1.2 Planning history of the site comprises:

61508/APP/2024/2257: Conversion of roof space to habitable use to include a rear dormer and 3 front roof lights. Erection of a single storey rear extension. (Application for a Certificate of Lawful Development for a Proposed Development). Approved 9th October 2024.

1.3 To facilitate the development a pre-existing detached garage and shed have been demolished. The 307.4sqm site area would be subdivided to create a new plot of 147sqm. The proposed 2-bedroom/3-person dwelling would have a GIA of 72sqm.

1.4 The accommodation would comprise:

Ground floor – entrance hall, storage under stairs, WC, combined living room and kitchen.

First floor – 1x double bedroom, 1x single bedroom, built in storage cupboard, and a family bathroom.

1.5 The proposed dwelling would measure 6.275m wide x 7.182m deep and would have a shared access to the rear garden beneath the first floor. The new property would follow the eaves and ridge line of existing semi-detached pair and would have the same bow window at ground level with canopy overhanging the front door.

1.6 Casement window design, position and size would respect those on the host building and external materials would match.

1.7 Both existing and proposed dwellings would have two off-street parking spaces with an EV charging point to the front with space for bin storage and soft landscaping. Cycle storage would be provided in the rear garden. A new dropped kerb to the existing dwelling is proposed.

1.8 The existing dwelling would retain a rear garden of 65.199sqm whilst the new property would have a rear garden of 64.978sqm. A new 2m high boundary fence would subdivide the space.

1.9 Therefore, the following statement will provide a description of the site, relevant planning policies before setting out the applicant's case for the development which would accord with the criteria of the National Planning Policy Framework (2021), London Plan (2021), the Hillingdon Local Plan: Part 1 and Hillingdon Local Plan: Part 2.

2.0 SITE LOCATION AND PROPERTY

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



Aerial view of the application site and surrounding area

2.2 No. 20 comprises a semi-detached dwelling with large, underutilised utility area to the side of the property that recently contained a detached garage.



No. 20 East Road



Existing site of no. 20 East Road

3.0 RELEVANT PLANNING POLICY

3.1 The following paragraphs provide a brief summary of the relevant national, regional and local planning policies including the National Planning Policy Framework, policies D1 and D4 of the London Plan 2021, policy BE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and policies DMHB11, DMHD2 and DMHD3 of the Hillingdon Local Plan: Part Two – Development Management Policies.

National Planning Policy Framework (NPPF)

3.2 The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied. The following sections and paragraphs make reference to the parts of the NPPF which are directly relevant to this application.

Presumption in Favour of Sustainable Development

3.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

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

Decision-making

3.4 Paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way.

Delivering a sufficient supply of homes

3.5 Section 5 states "*To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.*"

Achieving well-designed places

3.6 Section 12 of the NPPF refers to design, with paragraph 131 describing how the Government attaches great importance to the design of the built environment, stating that "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*"

3.7 Paragraph 135 states that planning policies and decisions should ensure that developments:

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

The London Plan 2021

3.8 The council embraces the sentiments of the London Plan which sets a clear context for considering development needs at local level taking full account of the borough's character. Policies D1, D4 and T6 are considered relevant.

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

3.9 Understanding the existing character and context of individual areas is essential in determining how different places may best develop in the future.

Policy D4: Delivering good design

1.10 For residential development it is particularly important to scrutinise the qualitative aspects of the development design described in Policy D6 Housing quality and standards. The higher the density of a development the greater this scrutiny should be

of the proposed built form, massing, site layout, external spaces, internal design and ongoing management.

Policy T6: Car parking

3.11 Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

Hillingdon Local Plan: Part One – Strategic Policies (November 2012)

3.12 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and has an ambition for Hillingdon to be an attractive and sustainable borough. Policy BE1 is considered relevant.

Policy BE1: Built Environment

3.13 Policy BE1 states that the council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

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

3.14 The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16 January 2020. The new Local Plan Part 2 replaces the Local Plan Part 2 Saved UDP Policies (2012). Policies DMHB11, DMT2 and DMT6 are considered relevant to the proposal.

Policy DMHB 11: Design of New Development

3.15 All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy DMT2: Highways Impacts

3.16 Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT6: Vehicle Parking

3.17 Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

4.0 PRINCIPLE OF THE DEVELOPMENT IN LAND USE TERMS

4.1 The National Planning Policy Framework (NPPF) identifies the overarching need for new housing and set out ways in which this can be achieved.

4.2 Section 11 of the NPPF has regard to 'Making effective use of land' and states that "*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*".

4.3 The London Plan currently has a target set for the delivery of 1,083 housing completions per annum in the Hillingdon borough of which 295 should be net housing completions on small sites (below 0.25 hectares in size).

4.4 Policy H2 (Small sites) states that boroughs should also pro-actively support well-designed new homes on small sites and for London to deliver more of the housing it needs, small sites below 0.25 hectares in size must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority.

4.5 The proposed construction of one new dwellinghouse would therefore, support the aims of the NPPF and London Plan which seek to make efficient use of underutilised land and buildings.

4.6 Policy DMH6 states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

4.7 Submitted with this application is a Biodiversity Net Gain Report which sets out recommendations relating to the site.

4.8 In this instance the proposed dwelling would be positioned in place of a detached garage which occupied the area to the side of the property. The proposal would maintain local character

4.9 Given the above information, redeveloping the underutilised utility area to the side of no. 20 East Road should be acceptable in principle subject to other material planning considerations.

5.0 IMPACT ON CHARACTER AND APPEARANCE

5.1 Paragraph 131 of the NPPF states that "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*"

5.2 Paragraph 135 of the NPPF (2023) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

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

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

5.5 The scheme proposes to subdivide the site and construct a new attached dwelling to the eastern side of no. 20 East Road. The proposed dwelling would be set marginally away from the side boundary and would measure 6.275m wide x 7.182m deep including a shared access to the rear garden beneath the first floor.

5.6 The new property would have a gabled, dual pitch roof following the front and rear building lines, eaves and ridge height of the existing semi-detached pair.

5.7 The pattern of window openings would respect the casement design, position and size of windows in the existing property. In addition, the new dwelling would have the same bow window at ground level with flat canopy overhanging the front door. All external materials would match the host building which comprises facing brickwork and interlocking roof tiles.

5.8 The front curtilage would provide off-street parking, bin storage and have planted borders. The rear gardens would have a mix of hard and soft landscaping with sufficient space for cycle storage.

5.9 The following renders illustrate that the development would have a positive impact on the street scene, enhancing the overall aesthetic and cohesiveness of the area.



Proposed 3d models

5.10 The area is characterised by a mix of semi-detached and short terrace rows of two storey dwellings. Consequently, the resultant short terrace row would not appear out of character.

5.11 The proposal promises to significantly enhance the character, appearance, and visual appeal of both the application site and the broader street scene. This thoughtfully designed dwelling is poised to be a high-quality, fitting addition that seamlessly integrates with its surroundings.

5.12 Therefore, the new dwelling has been meticulously designed to blend harmoniously with the existing architectural style of the area. Its sympathetic design respects the traditional elements of the locale, ensuring that it not only fits in but also elevates the overall aesthetic appeal facilitating the removal of an existing detached garage.

5.13 With careful attention to detail, the proposal incorporates high-quality materials and finishes that will undoubtedly enhance the visual appeal of the site. The use of existing design principles ensures that the dwelling remains timeless and attractive, adding a fresh yet harmonious element to the street scene.

5.14 The property already maintains an established relationship with the side boundary. Due to the layout of the neighbouring property, no. 22, a gap between the flank elevations of the existing and proposed dwelling will be preserved, effectively breaking up the mass of the built form and ensuring compatibility with the existing street scene, preventing the development from appearing overly dense or cramped. This careful consideration maintains the openness and spacious feel of the area, which is a key characteristic of the local streetscape.

5.15 By ensuring that the new dwelling fits within the established patterns and rhythms of the street, the proposal enhances the cohesiveness of the area. The design takes into account the scale, height, and bulk of surrounding buildings, ensuring that the new development complements rather than disrupts the existing urban fabric.

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

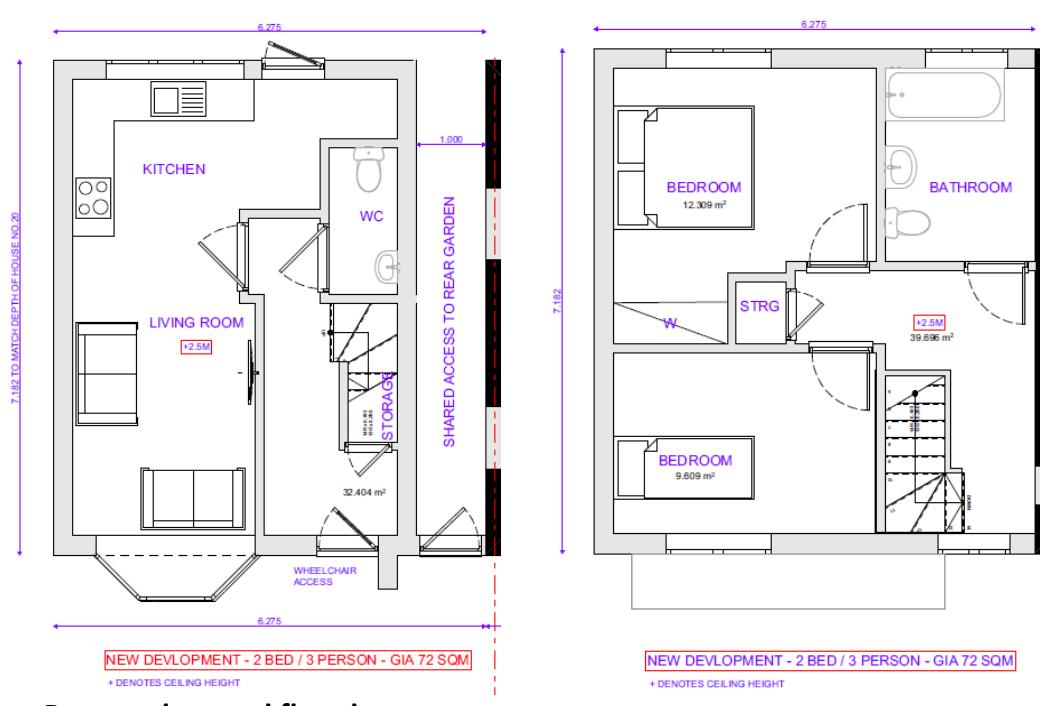
5.17 In summary, the proposed development would comply with the aims of the NPPF, London Plan policies D1 and D4, Hillingdon Local Plan: Part One policy BE1 and Local Plan Part: Two policy DMHB 11 which collectively seek high quality development that harmonises with local context.

6.0 **QUALITY OF ACCOMMODATION**

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

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

6.3 The scheme would result in the creation of a two-bedroom/3-person dwelling with a GIA of 72sqm. The layout comprises entrance hallway with storage under stairs, WC, combined living room and kitchen to the ground floor with direct access to the rear garden; 1x double bedroom, 1x single bedroom, storage cupboard and family bathroom to the first floor.



6.4 The dwelling would exceed the minimum internal space standards set out in Table 3.1 of the London Plan and Table 5.1 of the Hillingdon Local Plan which set out a minimum GIA of 70sqm for a 2-bed/3-person dwelling.

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

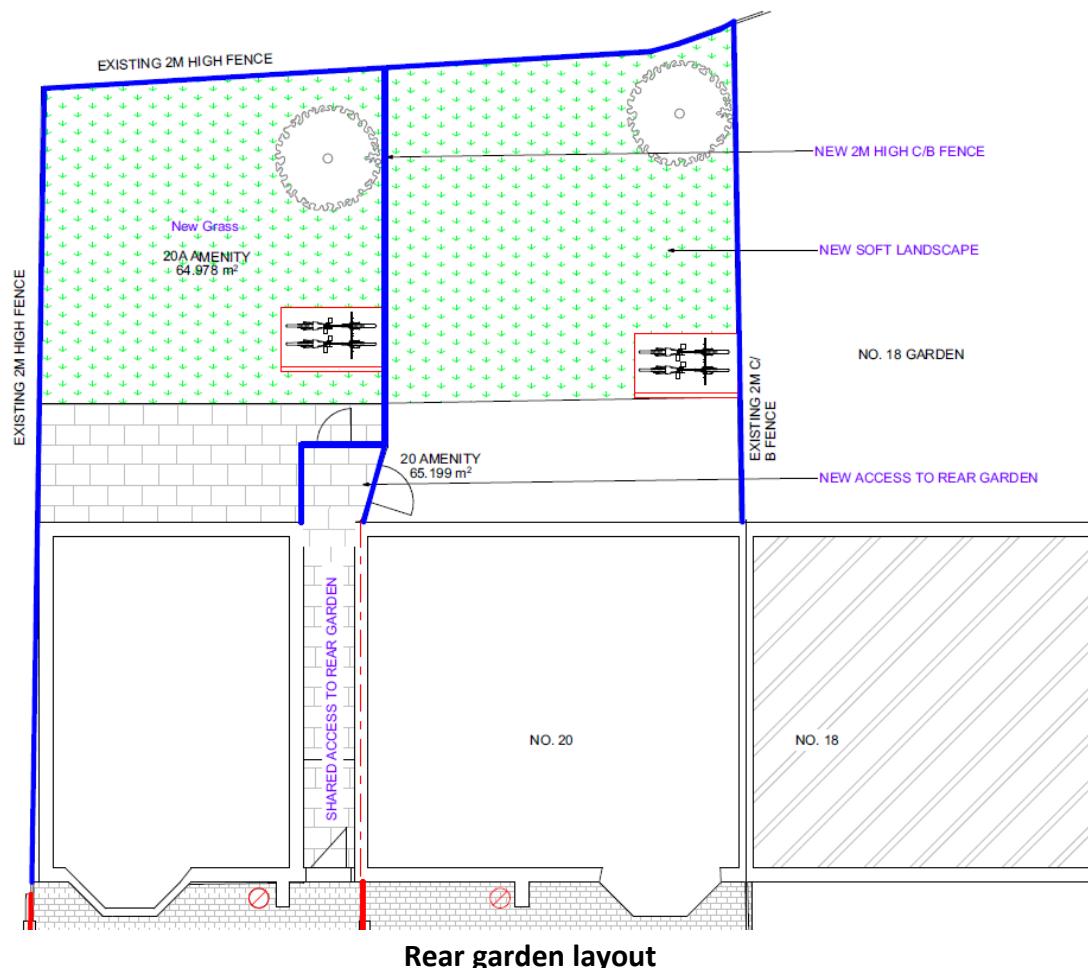
6.6 Regarding private outdoor amenity space Local Plan policy DMHB 18 states that all new residential development will be required to provide good quality and useable private outdoor amenity space. Amenity space should be in accordance with the standards set out in Table 5.3.

Table 5.3: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

6.7 The host dwelling would retain a rear garden of 61.564sqm whilst the new dwelling would benefit from a private outdoor amenity space of 61.239sqm which would adequately meet the requirements of policy DMHB 18. Furthermore, by reason of the orientation of the garden relative to the trajectory of the sun the gardens would also receive a reasonable amount of sunlight.

6.8 Access to the rear garden for both the new and existing property would be provided via a passageway between the properties.



6.9 Government requires that developers should avoid or reduce any negative impact on biodiversity. The must delivery at least 10% BNG, as measured by the statutory biodiversity metric. Three ways a developer can achieve BNG are:

1. They can create biodiversity on-site (within the red line boundary of a development site).
2. If developers cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and off-site. Developers can either make off-site biodiversity gains on their own land outside the development site, or buy off-site biodiversity units on the market.
3. If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort. The government will use the revenue to invest in habitat creation in England.

6.10 Local Plan policy DEMI 7 (Biodiversity Protection and Enhancement) states "*The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.*"

6.11 Policy DMHB 14 (Trees and landscaping) sets out that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

6.12 The existing site has large areas of hard landscaping. The scheme proposed here would remove the existing paving slabs and hardstanding to the rear of the site to enable an increase in biodiversity through a program of soft landscaping. Therefore, although the proposal would increase the built form on the site it would also improve biodiversity. Furthermore, the application includes a Biodiversity Net Gain Report.

6.13 In summary, the proposed development would comply with the aims of London Plan policy D6 and Local Plan Part Two policies DMHB 14, DMHB 16 and DMHB 18 which collectively seek development to provide high quality accommodation without impacting upon biodiversity.

7.0 IMPACT ON RESIDENTIAL AMENITY

7.1 Paragraph 135 f) of the NPPF states that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which

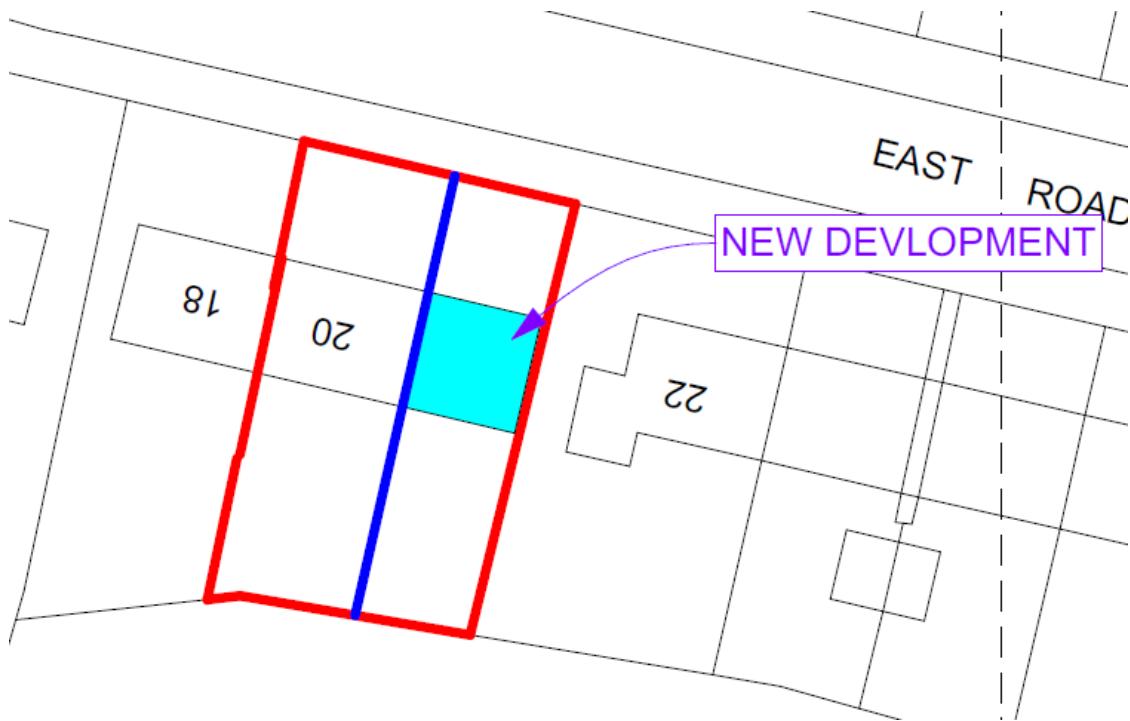
promote health and well-being, with a high standard of amenity for existing and future users.

- 7.2 London Plan policy D3 (Optimising site capacity through the design-led approach) requires development to deliver appropriate outlook, privacy and amenity.
- 7.3 Local Plan policy DMHB 11 (Design of new development) states that new residential development should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.4 The proposed dwelling would follow the front and rear building lines of the host semi-detached pair. No. 22 which forms an end of terrace property adjacent to the site is positioned closer to East Road than the application property.



Application site and neighbouring properties

7.5 However, although there is a marginal difference in building lines along East Road the construction of a new dwelling of this size and scale in this location would not result in any harmful effects on the living conditions of neighbours at nos. 18, 20 and 22.



Proposed block plan

7.6 The proposed dwelling would not breach the 45-degree rule and whilst it would be visible from the rear garden of no. 22 it would not result in a loss of outlook or appear overbearing, and it would not reduce sunlight and daylight levels within the habitable room windows or rear garden.

7.7 It is noted that no. 22 has a first floor flank elevation window, however, this serves a bathroom and therefore, the proposal would not affect outlook from the window.

7.8 Additionally, the proposed dwelling would not have any flank elevation windows and as a result the development would not unreasonably affect the privacy of neighbouring occupiers.

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

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

8.0 HIGHWAY IMPLICATIONS

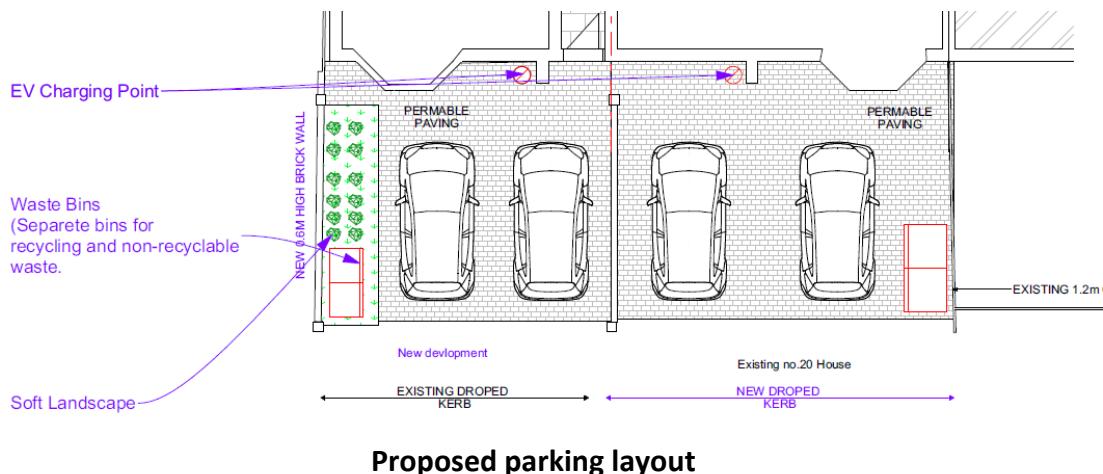
8.1 Paragraph 115 of the NPPF states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.

8.2 Hillingdon Local Plan Part Two policies DMT 5 (Pedestrians and Cyclists) and DMT 6 (Vehicle Parking) set out that development proposal must comply with the parking standards outlined in Appendix C Table 1. The council may agree to vary these requirements when:

- i) *the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii) *a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

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

8.4 In this case, both dwellings would have 2-car parking spaces. EV charging points would be installed on both plots and there would be cycle storage to 2 cycles.



8.5 To access the parking to the front of the existing dwelling a new dropped kerb is proposed. Although this would remove one on-street parking space it would create more off-street parking thus compensating for the loss.

8.6 Regarding bin storage this would be placed to the side of the property behind a side gate thus preserving the visual amenity of the street scene.

8.7 Consequently, through the provision of adequate on-site parking facilities the development would not result in a detrimental impact on parking provision or create hazards to highway safety.

8.8 In summary, the development would not conflict with the aims of the NPPF or Local Plan Part Two policies DMT 5 and DMT 6.

9.0 PLAN AND DOCUMENT LIST

- Location plan 1054-01.2 Rev 05 1:1250 @ A3
- Block plan 1054-01.3 Rev 05 1:500 @ A3
- Existing site plan 1054-01.4 Rev 05 1:100 @ A3
- Demolition site plan 1054-01.5 Rev 05 1:100 @ A3
- Proposed site plan 1054-01.6 Rev 05 1:100 @ A3
- Boundary treatment 1054-01.8 Rev 05 1:100/50 @ A3
- Existing plans 1054-01.9 Rev 05 1:100/200 @ A3
- Proposed ground floor plan 1054-01.10 Rev 05 1:50 @ A3
- Proposed first floor plan 1054-01.11 Rev 05 1:50 @ A3
- Proposed roof plan 1054-01.12 Rev 05 1:50 @ A3
- Existing elevations 1054-01.13 Rev 05 1:100 @ A3
- Proposed elevations 1054-01.14 Rev 05 1:100 @ A3
- Front elevation 1054-01.15 Rev 05 1:100 @ A3
- 3D Front 1054-01.16 Rev 05 @ A3
- 3D Rear 1054-01.17 Rev 05 @ A3
- 3D Plans 1054-01.18 Rev 05 1:200 @ A3
- Bin enclosure details
- Boundary details
- Cycle storage specs
- E Charger Data Sheet EVWC2T
- External Lighting Specs
- External Wall Light Data Sheet
- Glass Brochure
- Landscape Specifications
- Management and Maintenance Plan
- Obscure Window Details
- UPVC double glaze window details

- Renders
- Biodiversity Net Gain Report
- Biodiversity Net Gain Plan
- Biodiversity Net Gain Metric Calculation
- Site photographs

10.0 CONCLUSIONS

- 10.1 The proposed development adheres with the sentiments of the NPPF by making effective use of land in meeting the need for homes while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 10.2 The utility land to the side of the existing property would be repurposed to create a high quality dwelling that would complement the prevailing pattern of development which comprises a mix of semi-detached and terrace rows. The property would be a complementary addition to the street scene that would preserve its character.
- 10.3 The proposed dwelling would provide a high standard of amenity for future occupiers whilst safeguarding the amenity of neighbours.
- 10.4 Additionally, the scheme would also provide adequate car parking, bin and cycle storage.
- 10.5 The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and that applications should be considered in the context of the presumption in favour of sustainable development. The proposed erection of a two storey, two-bedroom dwellinghouse with associated parking and amenity space would conform with national, regional and local planning policy and, for the above reasons, it is politely requested that the application is approved.

27th January 2025