
PLANNING, DESIGN AND ACCESS STATEMENT

PROPOSED ERECTION OF AN ANNEXE AT NUMBER 189
GROSVENOR AVENUE, HAYES, MIDDLESEX UB4 8NW.

17 SEPTEMBER 2023

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1.0 THE APPLICATION SITE AND ITS LOCATION

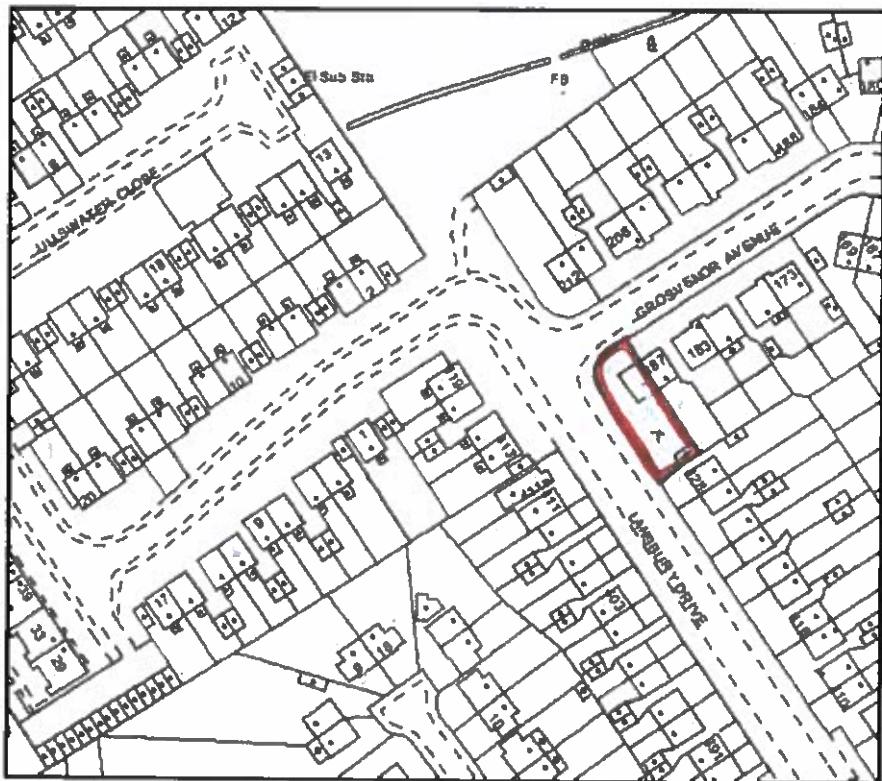


Figure 1: Site Location Plan

1.1 The application site comprises a semi-detached property situated to the southeast junction of Grosvenor Avenue and Lansbury Drive in Hillingdon. To the rear of the site is an outbuilding used for domestic storage. The wider context of the site is predominantly residential in character. (Figure 2)

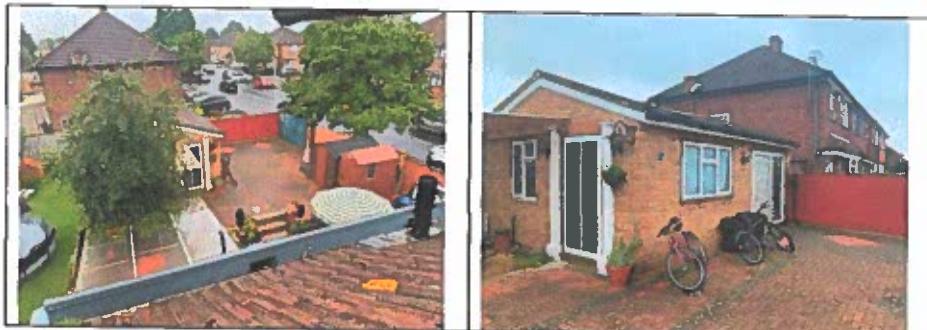




Figure 2: Application site and the surrounding area

2.0 THE PLANNING APPLICATION

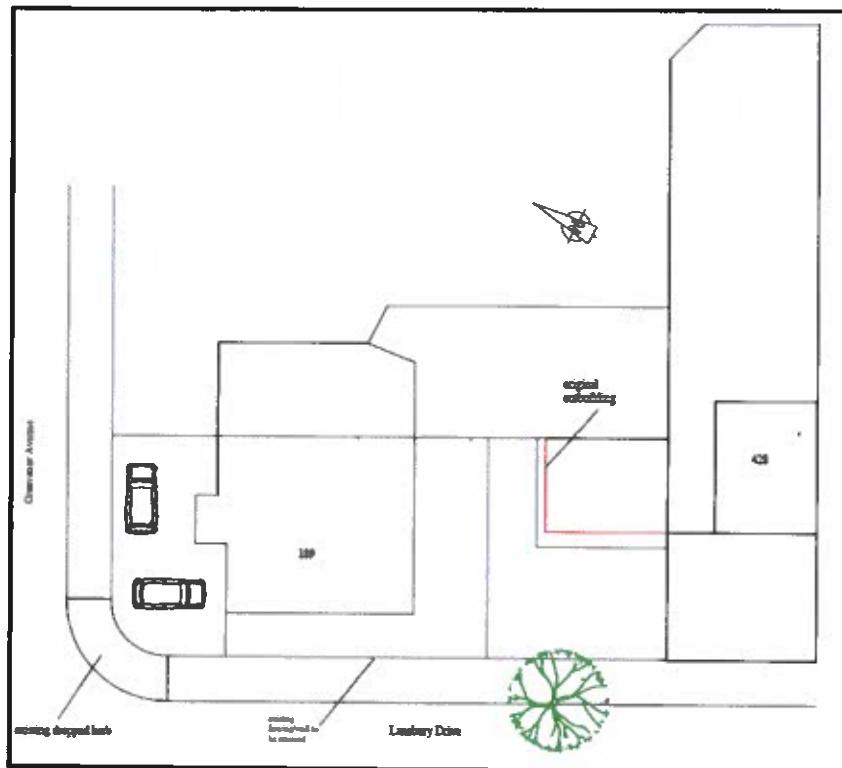


Figure 3: Proposed Site Plan

- 2.1 The application seeks planning permission for the erection of an annexe following the demolition of an existing outbuilding in the rear garden of Number 189 Grosvenor Avenue.
- 2.2 The annexe would be one and half storeys in height and would mostly sit in the footprint of the existing outbuilding.
- 2.3 The annexe would comprise one bedroom, a home office and bathroom accommodated on the first floor and a kitchenette and gym situated at ground floor level.

3.0 RELEVANT PLANNING HISTORY

3.1 66935/APP/2010/798: Proposed erection of erection of a detached two bedroom dwelling on land to the rear of 189 Grosvenor Avenue.
Appeal dismissed on 08.02.2011.

4.0 RELEVANT PLANNING POLICIES AND SUPPLEMENTARY GUIDANCE

4.1 National Planning Policy Framework (NPPF) (20 JULY 2021)

4.2 The following chapters of the NPPF are considered directly relevant to the determination of the current application:

- 2: Achieving sustainable development
- 4: Decision making
- 9: Promoting sustainable transport
- 11: Making effective use of land
- 12: Achieving well-designed places

4.3 The development plan comprises the Hillingdon Local Plan Part 2 – Development Management Policies (HLPP2) (January 2020).

b) Relevant Development Management Policies:

- DMHB 11: Design of New Development
- DMHB 12: Streets and Public Realm
- DMHB 18: Private Outdoor Amenity Space
- DMT 2: Highways Impacts
- DMT 6: Vehicle Parking

4.4 Supplementary Planning Documents

4.5 LONDON PLAN (March 2021)

Policy D3: Optimising site capacity through the design-led approach

Policy D6: Housing quality and standards

Policy T4: Car parking

Policy T6: Residential parking

5.0 PLANNING CONSIDERATIONS

5.1 The main issues in this application relate to the following matters:

- **Whether the provision of an annexe is acceptable in principle**
- **Impact of the development on the character and appearance of the street scene**
- **Impact on the residential amenity of the existing and future occupiers**
- **Impact on parking and highway safety**

5.2 Principle of the development

5.3 Policy DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies seeks to resist proposals for outbuildings that are considered to "be capable of independent occupation from the main dwelling and which effectively constitute a separate dwelling in a position where such a dwelling would not be accepted".

5.4 The proposal is for the erection of an annexe that would provide ancillary accommodation for the Applicant's extended family. Whilst occupying a slightly larger footprint than the existing outbuilding, the annexe would

evidentially appear smaller than the main dwelling and share utility connections, garden space and have a shared boundary with it. The proposed development would therefore be ancillary to the host dwelling. Access to the annexe and use of the outdoor amenity area would remain as at present and meals would be shared with the rest of the family in the host dwelling.

5.5 Whilst the annexe would appear self-contained, relevant case law¹, clarifies that even if the accommodation provided facilities for independent day-to-day living, it would not necessarily become a separate planning unit from the main dwelling.

5.6 Should the application succeed, a condition could be attached to the permission to prevent the occupation of the annexe as an independent dwelling. If a material change of use were considered to have occurred in the future through the creation of a separate dwelling, an application for planning permission to regularise the development would be required. Should such an application be refused, the LPA would need to consider the expediency of taking remedial action through the enforcement process.

5.7 National advice at Paragraph 55 makes it clear that 'Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations....' In the event that the LPA considers that the proposal conflicts with LP Policy DMHD 2 in respect of the capability of the outbuilding being occupied as an independent dwelling, the Appellant considers that this could be controlled by an appropriately worded condition per the following example:

¹ Uttlesford DC v SSE & White [1992]

The development hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 189 Grosvenor Avenue, Hayes, Middlesex UB4 8NW.

5.8 This approach was considered appropriate by a Planning Inspector in allowing an appeal at 76 Long Lane, Hillingdon, Uxbridge UB10 0EQ². The Planning Practice Guidance (PPG) advises that previous decisions are capable of being material considerations. It is therefore considered that this appeal decision is a material planning consideration given the similarities of the cases.

5.9 Impact on the character and appearance of the street scene

5.10 Policy DMHB 11 of the DMP and LP Policy D3 both require development to integrate with local character taking into account the height of adjacent structures and building and roof lines. Policy DMHB 12 of the DMP deals with the impact of development on the public realm.

5.11 The proposed development would replace an existing outbuilding in the same position albeit, occupying a slightly larger footprint and projecting marginally by circa 0.9 metre forward of the building line with Number 428 Lansbury Drive and hence retain a separation distance with the boundary adjacent the road of approximately 6 metres. Furthermore, it would not project beyond the flank elevation of the host dwelling. Though taller than the existing outbuilding, the annexe would be seen as a subservient building in relation to the adjoining dwellings on either side of it. A mature tree partially screens the site from public views along Lansbury Drive. Should permission be granted, it would be possible to secure the external finish of the annexe via a planning

² Appendix 1: 76 Long Lane, Hillingdon, Uxbridge UB10 0EQ

condition to ensure that the building is in keeping with the neighbouring properties.

5.12 Taking these factors into consideration, it is considered that the proposed development would not be harmful to the character and appearance of the area and hence, would not conflict with Policies DMHB 11 and 12 of the DMP and LP Policy D3.

5.13 Impact on residential amenity

5.14 The proposed development would be at the rear of the application site although visible from Lansbury Drive, and whilst taller than the existing outbuilding, it would not lead to any significant increase in overshadowing or reduction in daylight to neighbouring gardens or houses. It would not appear overbearing when viewed from neighbouring properties to the extent that it would harm occupant's living conditions.

5.15 The proposed annexe would surpass the minimum required standard for internal floorspace set out in the Nationally Described Space Standards which informed the space standards in the London Plan, and Policy DMHB 16 of the DMP. Furthermore when combined with access to facilities in the main house, it is considered that the functional needs of the future occupiers of the annexe would be capable of being met.

5.16 Regarding outdoor amenity space, the existing garden would be shared with the occupiers of the host dwelling thus complying with Policy DMHB 18 of the DMP which sets size standards for private outdoor amenity space for residential properties based on bedroom numbers.

5.17 Overall, the proposed development would not have an adverse impact on the living conditions of future occupiers of the proposed annexe regarding

outlook and privacy, and to the host dwelling regarding privacy, and would therefore not conflict with Policy DMHB11 of the DMP, Policy D3 of the LP and the SPG which require development to incorporate principles of good design and deliver appropriate outlook, privacy, and amenity.

5.18 **Impact on parking and highway safety**

5.19 The existing property benefits from two parking spaces at the front which would meet the car parking requirements for a 3 or more bedroom house set out in policy DMT 6 and Appendix C Table 1 of the DMP. As such, the proposed development would have no impact on highways safety and would accord with policy DMT 2 of the DMP which requires that development proposals should not reduce the safety of road users and residents.

6.0 **CONCLUSIONS**

6.1 The proposed development is not contrary to the Council's adopted local plan policies which seek to ensure that new developments complement and improve the character and amenity of the area and harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. It is submitted that the proposed dwelling would be in keeping with the existing developments in the vicinity of the application site.

6.2 The development proposal would not cause any demonstrable harm to the character and appearance of the locality and would not have an adverse effect on residential amenities hence conforming with national and local plan policies.

6.3 The proposal represents the effective use of land as required by NPPF Chapter 11.

- 6.4 The proposal constitutes sustainable development and hence, the NPPF advises that there should be a presumption in favour of such developments.
- 6.5 In light of the foregoing the LPA is requested to grant planning permission for the proposed development.