

# MERCER PLANNING

Town Planning & Property Development Consultants

## PLANNING STATEMENT

**Site: 69a/b Colham Avenue, West Drayton, UB7 8EU.**

**Proposal: Construction of roof extensions to create a self contained flat with external staircase to side elevation.**

**February 2023**

**Planning Ref: 77879/APP/2023/529**

## **1. Introduction**

This Planning Statement has been prepared to support an application for full planning permission for the '*Construction of roof extensions to create a self-contained flat with external staircase to side elevation*' at 69a/b Colham Avenue, West Drayton, UB7 8EU.

## **2. The Application Site and its Surroundings**

The application site is a two storey detached building located on the western side of Colham Avenue. The building is of a simple design finished in brick with a tiled hip roof. The property is divided into two flats. The property benefits from a small garden to the front and to the rear is a shared amenity space for the two flats enclosed with 1.8m timber fencing.

The surrounding area is residential in character and the streetscene is characterised by two storey terraced, semi-detached and detached residential properties. To the north side and rear of the building is a former commercial unit, which has been converted into flats under the prior approval procedure. The parking area for the flats lies adjacent to the application building. The flatted development is set back within the site beyond the rear elevation of the application building.

The application site is located within the developed area as identified within the Hillingdon Local Plan: Part Two Saved Policies (November 2012).

## **3. The Proposal**

The application seeks full planning permission for the construction of roof extensions to create a self-contained flat within the extended roof space and an external staircase to the side elevation, which would provide access to the flat.

The proposal involves the raising of the ridge of the roof and the creation of gabled elevations to the front and rear and the addition of four small flat-topped dormer extensions to each of the side roof slopes. An external staircase would be installed to the side elevation providing access to the flat.

The application proposes a one bedroom two person flat, which accommodates one bedroom, lounge, kitchen area and bathroom and has an internal floor space of 55qm

Refuse and bicycle stores would be provided within the rear garden. The application proposes a car free development.

## **4. Relevant Planning History**

None

## 5. Planning Policy Context

Section 38(6) of the Planning & Compulsory Purchase Act 2004 states that all planning decisions are required to be made in accordance with the development plan for the area unless material considerations indicate otherwise. The application must therefore be considered within the context of the Statutory Development Plan for Hillingdon, which comprises:

- The National Planning Policy Framework (NPPF) (2021);
- The London Plan (2021);
- 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)
- The West London Waste Plan (2015)

The relevant planning policies applicable to this proposal are as follows:

### National Planning Framework (2021):

Government Guidance is contained in the NPPF, issued in 2021. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Promoting sustainable transport
- Achieving well designed places

### London Plan Policies (2021):

D14: Noise

D3: Optimising site capacity through the design-led approach

D4: Delivering good design

D5: Inclusive design

D6: Housing quality and standards

H1: Increasing housing supply

H10: Housing size mix

T4: Assessing and mitigating transport impacts

T5: Cycling

T6: Car parking

### London Plan Supplementary Planning Guidance (SPG):

London Housing SPG (March 2016)

National Technical Housing Standards, 2015.

Suburban Design Guide SPD Adopted April 2019

### Hillingdon Unitary Development Plan Saved Policies (September 2007)

## Part 1 Policies:

PT1.BE1 (2012) Built Environment

## Part 2 Policies:

DMH4: Residential Conversions and Redevelopment

DMH6: Garden and Backland Development

DMHB11: Design of New Development

DMHB12: Streets and Public Realm

DMHB14: Trees and Landscaping

DMHB16: Housing Standards

DMHB17: Residential Density

DMHB18: Private Outdoor Amenity Space

DMT1: Managing Transport Impacts

DMT2: Highways Impacts

DMT6: Vehicle Parking

## Supplementary Planning Documents

Residential Extensions, Hillingdon Design & Access Statement (HDAS) adopted December 2008.

## **6. Planning Considerations**

The main planning issues in relation to this case are:

- Design considerations and impact on the character and appearance of the area;
- Impact on residential amenity;
- Amenities created for future occupiers/ Residential living conditions; and
- Highway Safety and Parking Issues.

### **6.1 Design Considerations and Impact on the Character of the Area**

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect 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. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposal involves the raising of the existing roof of the building with gables to the front and rear and pitched roof slopes to the sides. Flat-topped dormer roof extensions would be incorporated into the side roof slopes. External finishes would match the existing. Access to the flat is proposed via an external staircase, which extends along the side

elevation from ground to roof level.

The proposed extensions integrate satisfactorily with the host building and would not harm its appearance. Colham Avenue is characterised by detached, semi-detached and terrace properties all of different sizes, styles and design. The application site is also located adjacent to a flatted development in a converted commercial unit. The proposal would not have a detrimental impact on the visual amenities of the site or the character and appearance of the street scene.

In view of the above the Applicant considers the proposal is acceptable in terms of its design and appearance and the proposal would have a positive impact on the visual amenities of the street scene and the character and appearance of the area. The proposal thus accords with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and Policies DMHB 11 and DMHB 12 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (2020).

## **6.2 Amenities created for future occupiers/ Residential living conditions**

Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. Policy D6 of the London Plan (2021) states - Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

The application proposes a one bedroom two person dwelling with an internal floor area of 55sqm and would comply with internal dimensions required by the Nationally Described Space Standards and the London Plan. The proposal provides a spacious internal layout and the flat would enjoy good levels of light, ventilation and outlook.

Communal amenity space to be provided to the rear of the building.

In view of the above the Applicant considers that the development would provide a high quality development with adequate amenities, which would provide a high standard of accommodation for future occupiers. As such the proposal complies with the Council's adopted planning policies in this regard.

## **6.3 Impact on Residential Amenity**

Policy DMHB 11 seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The supporting text for this policy states that 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.

The application site is located a considerable distance from the properties to the rear and

the flatted development to the north of the site. The proposal would not result in an overbearing impact, loss of light or be visually intrusive to the adjacent and surrounding properties.

Whilst it is acknowledged that windows are proposed within the side roof slopes the windows would overlook the roofs of the adjacent semis and the car park and access to the flats to the north of the site. As such the proposal would not result in a loss of privacy to the adjacent properties.

The proposed development would not, therefore result, in an unneighbourly form of development and would thus comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### **6.4 Highway Safety and Parking Issues**

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The proposed scheme is a car free development given the proposal is for one/ two occupiers, young professionals or students with low car ownership levels.

The site has a PTAL value of 3 (moderate) however is in close proximity of bus stops and West Drayton railway and underground stations. Given the sustainable location of the site and the low levels of car ownership of the proposed occupiers the Applicant submits that the site is suitable for a car free development.

The application proposes cycle storage for the flat. This provision would comply with the Councils adopted parking standards. The site is located within a controlled parking zone and thus on street parking can be controlled by the restriction of parking permits.

The proposal would not impact on existing parking conditions at the site and given the accessibility of the site and its sustainable location would not be detrimental to existing highway conditions in the vicinity. The proposal would thus comply with the Councils adopted policies in this regard.

## **7. Conclusion**

For the reasons detailed above, the Applicant contends that the principle of development is acceptable. The proposed development is acceptable in design terms and respects the overall characteristics of the area, provides a good residential environment for the future occupiers and would not have a detrimental impact on the amenities of surrounding occupiers or on local highway and parking conditions. The proposal represents an acceptable form of development that complies with the policies of the Development Plan for Hillingdon

Accordingly the Applicant requests that planning permission is granted subject to any conditions deemed reasonable and necessary.

**M. MERCER BSc MA MRTPI**

**MERCER PLANNING LTD.**



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Castle Hill House  
12 Castle Hill  
Windsor

Michaela Mercer BSc MA MRTPI

07904 362 576  
info@mercplan.co.uk  
mercplan.co.uk