



PLANNING STATEMENT

TO ACCOMPANY:

Full Planning Application

BY:

Mr J Singh

TO:

London Borough of Hillingdon Council

FOR:

Alterations and extension to existing part single/part two storey side extension to create new end of terrace dwelling with associated amenity, parking and bin storage

AT:

Land adjacent to 123A Central Avenue, Hayes, UB3 2BS

June 2024

1.0 THE PROPOSAL

1.1 This application seeks planning consent for alterations and extensions to an existing part single/part two storey side extension to create new end of terrace dwelling with associated amenity, parking and bin storage on land adjacent to 123A Central Avenue, Hayes, UB3 2BS.

1.2 By way of background the following planning history is relevant to the site:

20352/APP/2021/1451: Demolition of existing attached garage and creation of new two bedroom attached dwelling with associated bin storage, cycle parking and private amenity space. Refused 17th June 2021.

APP/R5510/W/21/3278335: Appeal Allowed 19th November 2021.

20352/APP/2022/3690: Erection of single storey extension to rear (Application for a Certificate of Lawful Development for a Proposed Development). Approved 31st January 2023.

20352/APP/2023/454: Conversion of roof space to habitable use to include a rear dormer and 2 front roof lights (Application for a Certificate of Lawful Development for a Proposed Development). Approved 14th April 2023

20352/APP/2023/567: Proposed single storey side extension. Approved 26th April 2023.

20352/APP/2023/854: Erection of outbuilding in rear garden (Application for a Certificate of Lawful Development for a Proposed Development). Approved 12th May 2023

20352/APP/2023/1481: Erection of a first floor side extension. Approved 10th October 2023

1.3 The following statement will provide a description of the site, relevant planning policies before setting out the applicant's case for the proposed development which would accord with the criteria of the National Planning Policy Framework (2023), 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 on a corner plot to the northwestern side of Central Avenue and southern side of Orchard Road. The property is not within a conservation area although it is within the Central Avenue, Hayes, Area of Special Local Character.



Location plan excerpt of the application site and surrounding area

- 2.2 No. 123A comprises a new end of terrace dwelling which has been extended to the side with a part single/part two storey extension.



No. 123A Central Avenue

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, D3, D4, D5, D6, HC1 and T6 of the London Plan 2021, policies BE1 and HE1 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and policies DMHB5, DMHB11, DMHB12, DMT2 and DMT6 of the Hillingdon Local Plan: Part Two – Development Management Policies.

National Planning Policy Framework (NPPF) (2023)

- 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.

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, D3, D4, D5, D6 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 D3: Optimising site capacity through the design-led approach

- 3.10 Development should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4: Delivering good design

- 3.11 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 D5: Inclusive design

- 3.12 Development proposals should achieve the highest standards of accessible and inclusive design taking into account London's diverse population.

Policy D6: Housing quality and standards

- 3.13 Policy D6 provides criteria and guidance to enable housing development to attain a high standard of quality and design which are fit for purpose and that will meet the needs of Londoners without differentiating between tenures.

Policy D7: Accessible housing

- 3.14 Policy D7 provides criteria and guidance to enable housing development to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children.

Policy HC1: Heritage conservation and growth

- 3.15 Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

Policy T6: Car parking

- 3.16 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)

- 3.17 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. Policies BE1 and HE1 are considered relevant.

Policy BE1: Built Environment

- 3.18 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.

Policy HE1: Heritage

- 3.19 Policy HE1 sets out the council plan to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape.

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

- 3.20 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. Policies DMHB5, DMHB11, DMHB12, DMT2 and DMT6 are considered relevant to the proposal.

Policy DMHB 5: Areas of Special Local Character

- 3.21 Within Areas of Special Local Character, 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.

Policy DMHB 11: Design of New Development

- 3.22 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 DMHB 12: Streets and public realm

- 3.23 Development should be well integrated with the surrounding area and accessible. It should:
- i) improve legibility and promote routes and wayfinding between the development and local amenities;
 - ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;

- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

Policy DMT2: Highways Impacts

3.24 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

3.25 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 Paragraph 70 d) of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

“d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes;”

4.3 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”*.

4.4 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).

4.5 Criterion C of policy GG2 (Making best use of land) states to create successful sustainable mixed-use places and to make the best use of land, those involved in planning and development must (Our emphasis):

“proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”

4.6 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.

4.7 Supporting text at paragraph 4.2.4 of the London Plan states:

“4.2.4 Incremental intensification of existing residential areas within PTALs 3-6 or within 800m distance of a station or town centre boundary is expected to play an important role in contributing towards the housing targets for small sites set out in Table 4.2.

This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs."

- 4.8 The proposed dwelling would have a PTAL rating of 3 and would be just 350m from Hayes town centre boundary and thus, is in an ideal sustainable location for development in accordance with the criteria of London Plan policy H2.
- 4.9 The proposed development would make efficient use of land and buildings creating one additional 1-bedroom residential unit and would therefore, comply with Hillingdon Local Plan: Part Two policy DMH 2 (Housing mix) which states that the council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the council's latest information on housing need.
- 4.10 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.
- 4.11 Given the above information redeveloping the existing side extensions and land at no. 123A Central Avenue should be acceptable in principle subject to other material planning considerations.

5.0 DESIGN, CHARACTER AND IMPACT ON THE STREET SCENE

- 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 whilst policy HC1 (Heritage conservation and growth) requires

development to conserve the significance of heritage assets by being sympathetic to the assets' significance.

- 5.4 Local Plan policies DMHB 5 (Areas of special local character) and 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 site is located within the Central Avenue, Hayes, Area of Special Local Character and as a result the design of the proposal has been carefully considered to ensure that it would conserve the qualities of the locale.
- 5.6 No. 123A is a relatively new end of terrace dwelling having been granted permission at appeal under reference APP/R5510/W/21/3278335 on 19th November 2021.
- 5.7 Following construction of the approved dwelling, permission was granted for a single storey side extension under application ref 20352/APP/2023/567 on 26th April 2023 and then for a first floor side extension under application ref 20352/APP/2023/1481 on 10th October 2023. These permissions have since been implemented.
- 5.8 The existing part single/part two storey side extension at no. 123A measures approximately 3.9m wide x 6.475m deep, the first floor element is set 2.05m back from the front elevation and is 4.425m deep. The single storey element has a flat roof design and the first floor has a dual pitched roof with gable end.



Approved two-storey side extension

- 5.9 This new scheme proposes to subdivide the existing 330sqm site to create a proposed site area of 158.5sqm retaining 171.5sqm for the host building.
- 5.10 The proposed development would only result in only a modest increase in footprint of approximately 10.6sqm with an additional entrance porch of 2.25sqm over the existing part single/part two storey side extension resulting in a dwelling which would measure 6.797m wide x 6.5m deep and would follow the ridge and eaves lines, window pattern and position, front gable design and porch as characterised on the host terrace group.
- 5.11 The extensions would facilitate the construction of a new 1-bedroom/2-person, 2-storey dwelling with amenity area, off-street parking, bin and cycle storage. The proposed dwelling would be constructed from materials which match the host building including an external render finish, with roof tiles and grey UPVC windows.



Proposed new end of terrace dwelling

- 5.12 As described, within the street scene the proposed dwelling would replicate the form and appearance of the host terrace, however, the scheme has been sensitively designed creating a stepped flank in order to minimise its impact due to the corner site position.
- 5.13 Due to the modest increase in footprint and overall volume created by the proposed the development it would not significantly affect the character of the site and would still retain a suitable gap to the side boundary and the open character of this corner plot would be safeguarded.
- 5.14 Therefore, while the resultant gap would be marginally smaller it would be comparable to other gaps and developments in the area. As such, the scheme would be in keeping with the prevailing pattern of development and would retain a suitable level of openness at this corner plot when taking into account the existing situation.

- 5.15 When assessing the appeal for the existing property no. 123A the Inspector stated in their decision (Our emphasis):

- “18. The proposed property would adjoin the existing one, be of a similar footprint and scale, and follow the same building line. Therefore, it would retain the rhythm of development in the street. The scheme would largely replicate existing materials, design features and the architectural style predominant in the area including the projecting front gable, window arrangement and archway between properties.*
- 19. As such, the proposed development would not harm the character and appearance of the area including the ASLC. The scheme would accord with Policies BE1 and HE1 of the Part One Plan, Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Part Two Plan and Policies D1, D3, D4, D6 and HC1 of the London Plan 2021. These, in part, seek to ensure developments are appropriate to and respond to local characteristics, context and the surrounding area, including conserving non-designated heritage assets.*
- 20. It would also comply with the Framework where it seeks to conserve heritage assets in a manner that is appropriate to their significance and that proposals should be sympathetic to local character.”*

- 5.16 Taking the above assessment into account, it is clear that the current proposal would improve the character and the existing site replacing the existing side extensions with a new dwelling which would easily assimilate within the site, also conserving the character and appearance of the area including the ASLC.

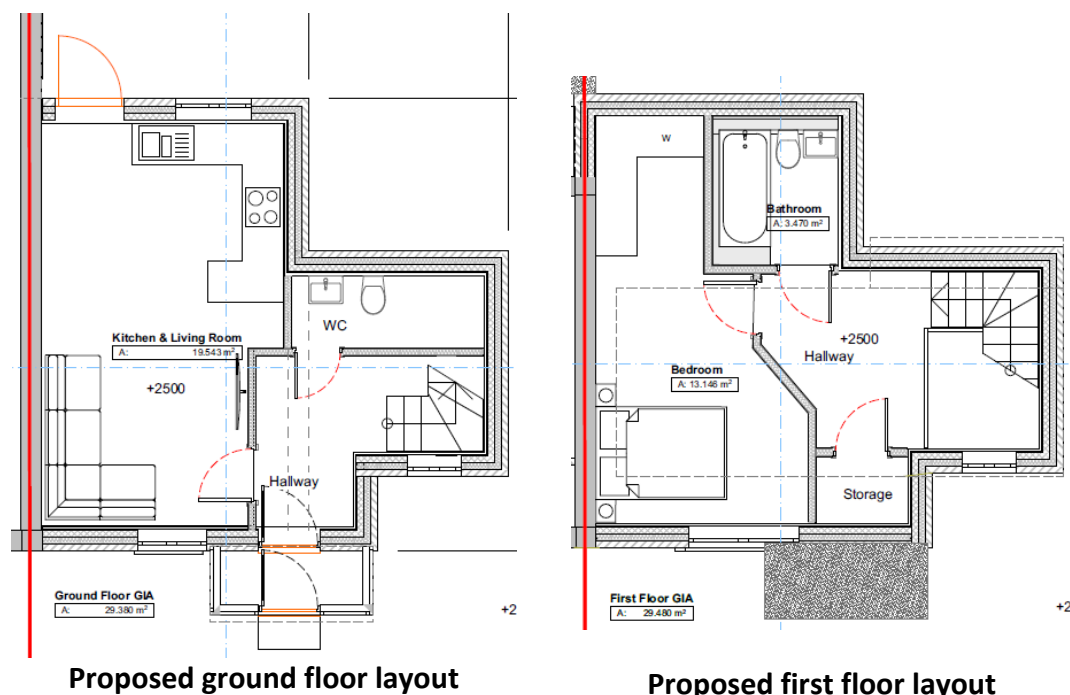


Proposed new end of terrace dwelling

- 5.17 In summary, this proposal would harmonise with local context and therefore would also comply with the aims of the NPPF, London Plan and Policies BE1 and HE1 of the Part One Plan, Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Part Two Plan.

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 1-bedroom/2-person dwelling with a GIA of 58.14sqm. The layout comprises entrance porch and hallway with aligned doors to provide suitable access, a ground floor WC and a combined living/dining kitchen to the ground floor; 1x double bedroom, a storage cupboard and bathroom to the first floor.



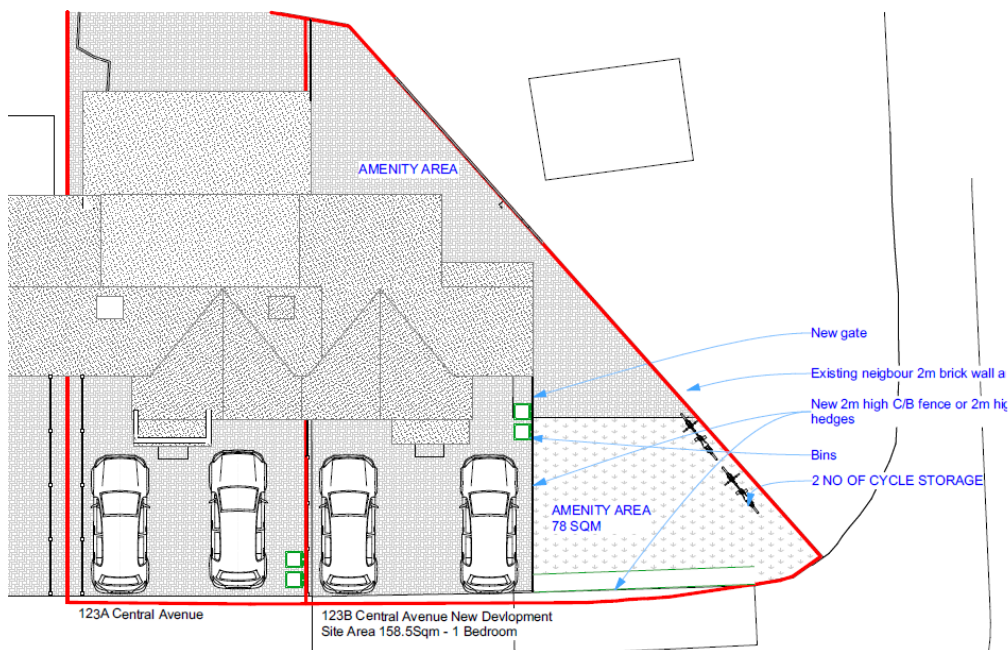
- 6.4 The layout of the entrance and the ground floor WC would comply with London Plan policies D5 (Inclusive design) and D7 (Accessible housing) which seek to provide high standards of accessible and inclusive design.
- 6.5 The dwelling would meet the minimum internal space standards set out in Table 3.1 of the London Plan and Table 5.1 of the Hillingdon Local Plan.

- 6.6 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 suitable shape to provide future occupiers with convenient and spacious accommodation.
- 6.7 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

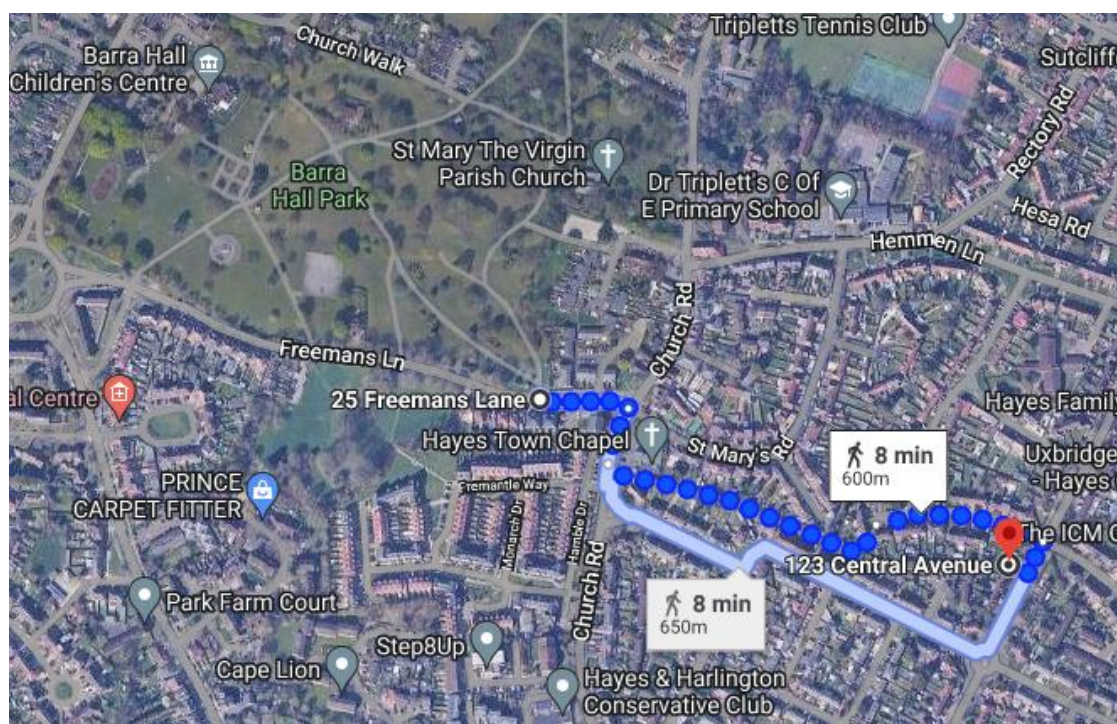
- 6.8 The host 3-bedroom dwelling would retain a rear garden of 46sqm whilst the new dwelling would benefit from a private outdoor amenity space of 78sqm.



Proposed amenity area for new 1-bedroom dwelling

- 6.9 Whilst the retained garden area would marginally fall below the minimum standards no. 123A benefits from an outbuilding in the rear garden which has a footprint of 21.45sqm thus, providing a combined area of 67.45sqm which exceeds the amenity space standards for a 3-bedroom dwelling.

- 6.10 The proposed garden for the new dwelling would be positioned to the front, side and rear of the property. Tall boundary hedges or a new fence would be planted to ensure that the space to the front/side is private. Therefore, notwithstanding that some of the amenity space is located to the front and side of the new dwelling, the area would be afforded a sufficient level of privacy by the proposed boundary treatment comprising a new hedge or close boarded fence to a height of 2m.
- 6.11 In addition, the site is just 600m from the nearest public open space Barra Hall Park. Barra Hall Park is a 20-acre formal park with ornamental lawns, recreational grass areas and features a children's playground, multi-use games area and outdoor gym which complement the outdoor amenity space provided at the site.



Proximity to Barra Hall Park

- 6.12 In summary, the proposed development would meet with the aims of London Plan policy D6 and Local Plan Part Two policies DMHB 16 and DMHB 18 which collectively seek development to provide high quality accommodation.

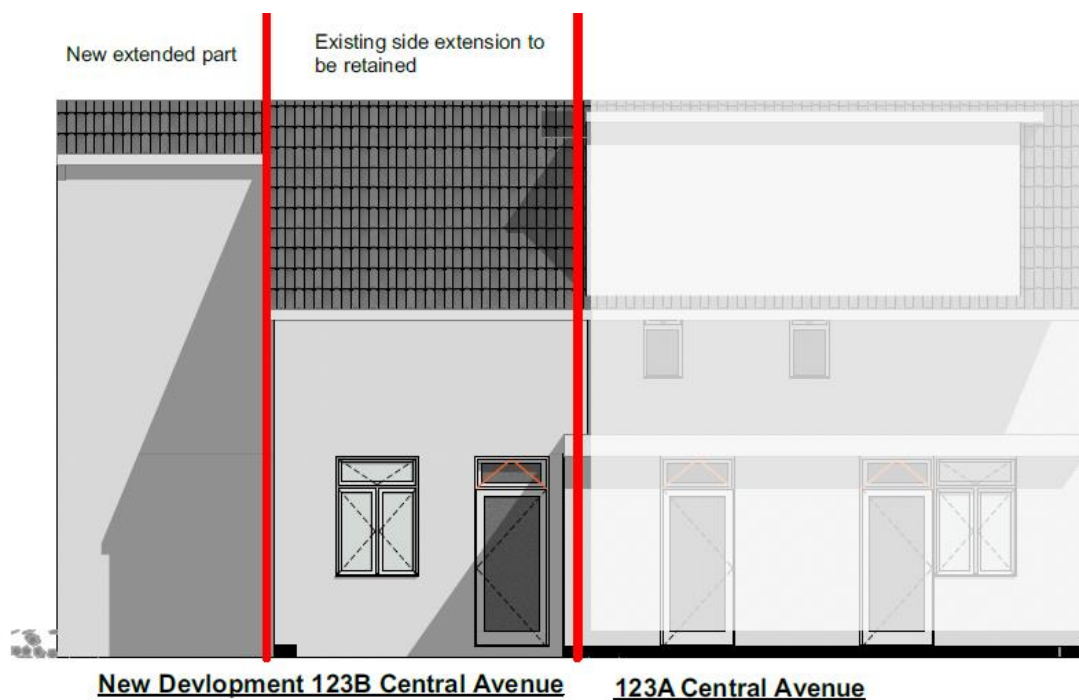
7.0 IMPACT ON RESIDENTIAL AMENITY

- 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 scheme has been sensitively designed to ensure that it would not result in any detrimental impacts on the living conditions at neighbouring properties. In this case, the amenities of host building no. 123A Central Avenue and no. 59 Orchard Road were taken into consideration.

No. 123A Central Avenue

- 7.5 The proposed development would not materially affect the living conditions at no. 123A by virtue of the proposed dwelling's design and position to the northern side of the existing property.
- 7.6 The design has not included any first-floor rear facing windows and as a result the new dwelling would not give rise to an increase in overlooking or loss of privacy for occupants of the host dwelling.



Proposed rear elevation

- 7.7 Although the scheme proposes a new 1-bedroom dwellinghouse on the land to the side, its scale would not result in a significant increase in comings and goings associated with the site and therefore, it would not create unacceptable noise or disturbance.

No. 59 Orchard Road

- 7.8 No. 59 is a semi-detached dwelling which is positioned on a corner plot to the northwestern side of the application site.
- 7.9 The proposed development has been carefully designed to mitigate impacts of the development. In comparison to the existing two storey side extension the proposal would increase the width of the property by just 2.913m, however, this is set back from the rear elevation by 2.218m and set back from the front elevation by 1.089m creating a narrow projection of just 3.293m deep.



Existing front elevation



Proposed front elevation

- 7.10 When assessing application 20352/APP/2023/1481 for the 'Erection of a first floor side extension' the delegated officer's report states:

"The proposal seeks to include one window at front elevation serving the proposed bedroom. The proposed window would not look onto to the rear garden or habitable rooms at No. 59 Orchard Road, as such, there is no concern regarding overlooking or loss of privacy for the adjacent neighbour. The outlook to 122 Central Avenue is not too dissimilar to the

existing outlook from the first floor level and would not be atypical within a residential setting. Furthermore, the distance between the proposed extension and the adjacent neighbour is considered sufficient in offsetting any oppressive or overbearing effects, nor would it result in any significant loss of light."

- 7.11 In this instance, whilst the height of the existing two storey extension would be marginally increased by 0.5m to match the ridge of the host terrace and an additional two storey side element would be constructed, by reason of its position relative to no. 59 Orchard Road the development would not be harmful.



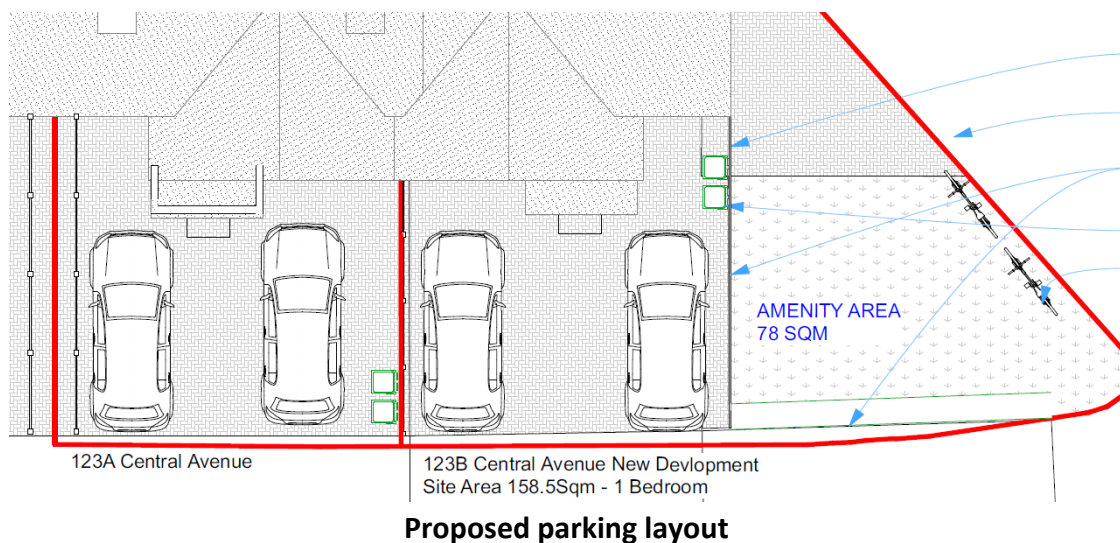
Existing relationship

- 7.12 The proposed offsetting of the extension from the side boundary in combination with the layout and position of no. 59 Orchard Road would ensure the development did not appear overbearing.
- 7.13 In addition, whilst the new two storey side element would be visible in oblique views from the neighbour's rear windows the development would not result in an unacceptable loss of outlook or reduce sunlight.
- 7.14 To corroborate these facts the applicant has commissioned an Impact Assessment from Sunlight Assessments UK to support the proposal. The report concludes that nos. 123A Central Avenue and 59 Orchard Road would not experience a noticeable reduction of daylight and sunlight as set out in the BRE guidelines.
- 7.15 The design does not propose any first floor side or rear windows and therefore, the proposal would not introduce any new overlooking that could be considered to reduce the privacy in the rear amenity space or habitable room windows of no. 59.

- 7.16 Furthermore, the proposed 1-bedroom/2-person dwelling would not result in an unacceptable increase in noise and disturbance at the site from additional comings and goings.
- 7.17 In summary, considering 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.
- 8.3 Table 1 sets out that dwellings with curtilage should provide 2 car parking spaces whilst 1 and 2 bed units should provide 1 cycle storage space and 3+ bed units should allocate 2 cycle storage spaces.
- 8.4 The host property would retain 2 car parking spaces to the front of the dwelling. No. 123A has a side access to the rear garden and as such, can provide secure cycle storage to the rear of the property.
- 8.5 The proposed dwelling can also provide 2 car parking spaces to the front with cycle storage available in the front/side garden.



- 8.6 Regarding bin storage, the scheme would provide sufficient storage which can be positioned within the private amenity spaces and just moved into the positions shown on the proposed site plan on collection days 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 1031-01_Rev 01 Rev 07 1:1250/500/100 @ A3
- Proposed site plan 1037-11 Rev 07 1:100 @ A3
- Existing and proposed ground floor plan 1037-12 Rev 08 1:50/100 @ A2
- Existing and proposed first floor plan 1037-13 Rev 08 1:50/100 @ A2
- Proposed roof plan 1037-14 1::50 @ A3
- Existing and proposed roof plan 1037-15 Rev 08 1:50/100 @ A2
- Existing and proposed roof plan 1037-14A 1:50/100 @ A2
- 3d Model 1037-15A
- Existing elevations 1037-30 Rev 07 1:100 @ A3
- Proposed elevations 1037-35 Rev 07 1:100 @ A3
- Impact Assessment Sunlight Assessments UK
- Flood Risk Assessment Flume consulting engineers

10.0 CONCLUSIONS

- 10.1 The proposed development would result in the creation of one new residential dwellinghouse that has been designed to respect the detailing, scale, height and massing of the host building, wider terrace group and the Area of Special Local Character.

- 10.2 The scheme would have a positive impact on the site improving the existing character of the host terrace group and street scene.
- 10.3 The resulting dwelling would provide suitable accommodation that meets the council's standards both internally and externally without detrimentally impacting on the residential amenities of the host property or neighbouring dwellings.
- 10.4 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.

12th June 2024