

Policy

National Planning Policy Framework (2026)

- Policies DP3(1) and DP3(2)(g) require development to respond positively to its context, integrate with and enhance its surroundings, and create visually attractive, distinctive and characterful places with a strong sense of place and pride.
- Policies DP3(1) and DP3(5) support innovation and change where appropriate and give substantial weight to outstanding or innovative designs, provided they remain consistent with the overall form and layout of their surroundings.

London Plan 2021

- Policy D3 (Optimising Site Capacity through the Design-Led Approach) requires development to respond to context, capacity and character through design rather than applying a numerical approach.
- Policy D4 (Delivering Good Design) requires development to be of high architectural quality, respond positively to local character, and be appropriately scaled.
- Policy HC1 (Heritage Conservation and Growth) supports development which conserves heritage assets while allowing for high-quality contemporary design.

Hillingdon Local Plan Part 2 Development Management Policies (Adopted 2020)

- Local Plan Policy BE1 - enhancing the quality of the built environment and contributing to the local area through appropriate layout, form, scale and materials. Schemes should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of

- suburban areas.
- Local Plan Policy DMHB 11 - all development, including extensions, alterations and new buildings will be required to be designed to the highest standards
- Local Plan Policy DMEI 6 - new development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area with landscaping.

Analysis

Demolition and Design Approach

The proposal seeks to replace an existing vacant, single-storey structure of limited architectural merit with a high-quality contemporary dwelling. The existing building makes little positive contribution to the character and appearance of the area, reading as an incidental outbuilding rather than an integral part of the established residential streetscape. Its replacement presents an opportunity to enhance the quality of the built environment, in accordance with Policies BE1 and DMHB 11 of the Hillingdon Local Plan, which require development to respond positively to its context through appropriate design, layout, scale and materials.

The proposal adopts a contemporary architectural approach while drawing upon the prevailing characteristics of the surrounding inter-war suburban context. It therefore responds positively to Policies DP3(1) and DP3(2)(g) of the NPPF (2026) and Policies D3 and D4 of the London Plan, which encourage development that is sympathetic to local character while supporting high-quality and innovative design.

Layout

The proposed layout follows the established building line and reflects the footprint and pattern of the adjoining residential development. The site’s capacity is optimised through a rear extension positioned largely over the existing rear hardstanding, thereby making efficient use of previously developed land.

The dwelling would adjoin areas occupied by single-storey garages, which retain a degree of openness and visual separation on either side of the development. This spacing ensures that the proposal would not appear cramped or overdeveloped and allows it to integrate comfortably within the established pattern of development.

This relationship was acknowledged within the Council’s pre-application feedback, which confirmed that:

“A degree of visual separation would remain between blocks of residential development due to the presence of an existing block of lock up garages adjacent to the site.”

This provides further support for the proposed layout and confirms that the development would retain an appropriate degree of separation between the surrounding residential buildings (Ref. 79928/PRC/2026/34).

Scale, Massing and Roof Form

The surrounding streetscape is characterised predominantly by two-storey semi-detached dwellings with simple pitched roof forms. By contrast, the existing single-storey structure appears as an outlier, reading neither as a dwelling nor as a traditional domestic garage that forms part of the established architectural composition.

Planning Considerations

Scale and Massing

The proposed dwelling establishes a more coherent relationship with the surrounding townscape by aligning with the two-storey scale of the adjoining semi-detached pair to the north. Its principal form has been designed to continue the established rhythm of residential development while remaining visually subordinate to the prominent corner property at No. 73 St Peter’s Road.

The massing of the rear extension has been carefully moderated. At first-floor level, the extension is set back above the existing rear hardstanding, creating a staggered building form. This arrangement reduces the perceived bulk of the development and establishes a clear distinction between the principal two-storey dwelling and its subordinate rear projection.

The principal pitched roof continues the established roof form of the adjoining semi-detached dwelling, while a secondary gable addresses the rear garden. Together, these elements reinforce the domestic character of the proposal and allow the dwelling to integrate comfortably within the established streetscene.

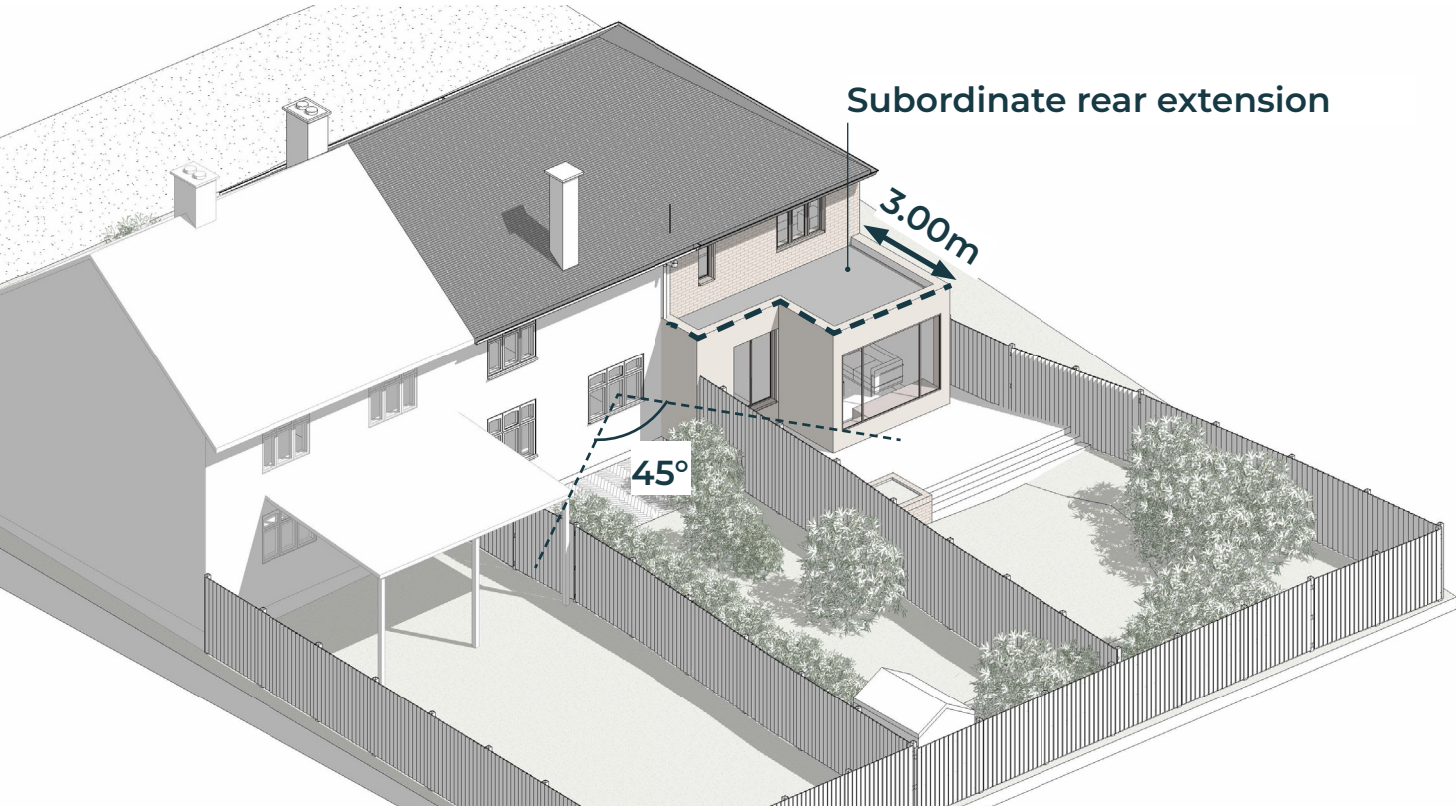
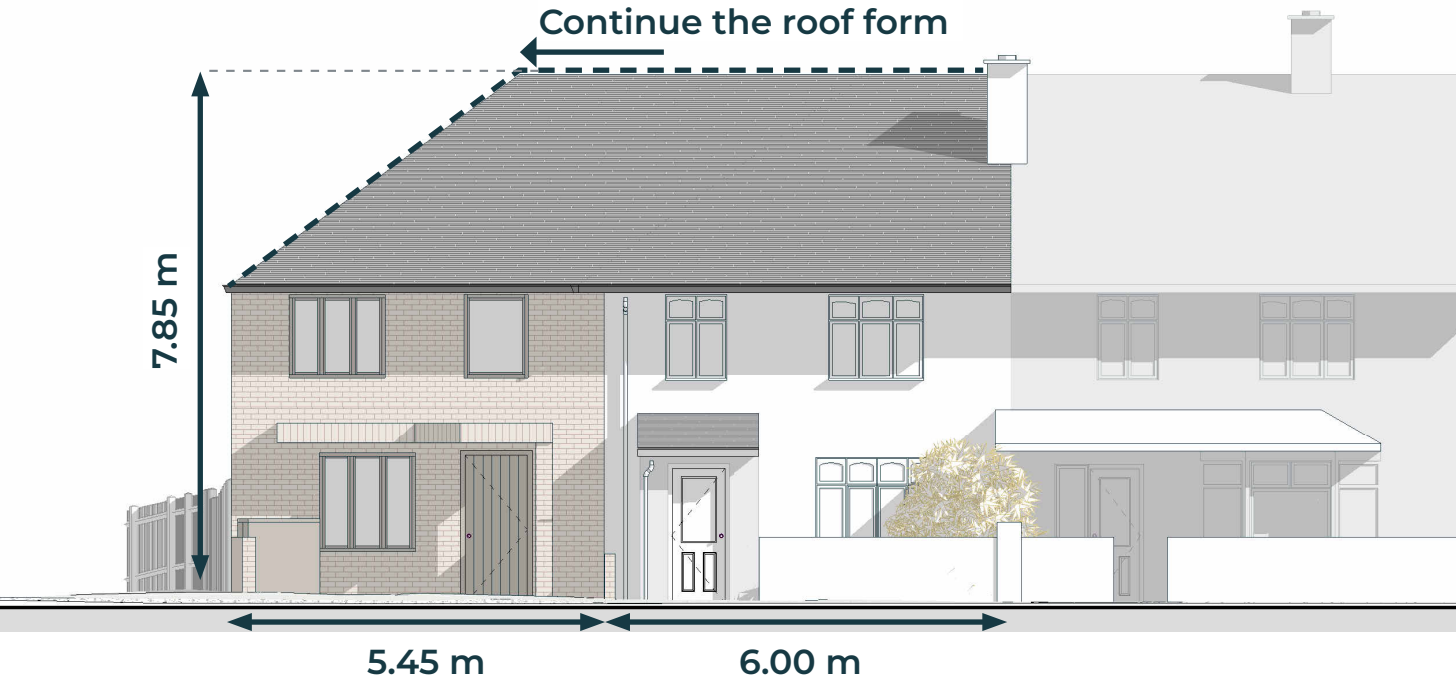
The Council’s pre-application feedback recommended a reduction in the height of the rear extension. This option was subsequently tested but would have compromised the internal quality of the accommodation by reducing the proposed floor-to-ceiling height, which is currently 2.5 metres. The height has therefore been retained to ensure an appropriate standard of internal living environment.

Importantly, the pre-application officer nevertheless acknowledged that:

“Given [the rear extension’s] back position and its limited scale, this element is not considered to be significantly harmful.”

Accordingly, while the rear extension has not been reduced

in height, its recessed position, limited scale and subordinate relationship with the principal building ensure that it would not appear unduly prominent or cause material harm to the character and appearance of the area (Ref. 79928/PRC/2026/34).



Planning Considerations

Scale and Massing

Materials and Architectural Detailing

The proposed material palette has been selected to reflect the prevailing character of St Peter’s Road while introducing a considered contemporary architectural expression. Brick would form the principal elevation material, complemented by alluminium framed windows and black metalwork used for the gutters and entrance canopy detailing.

The Council's pre-application feedback confirmed that, subject to the use of matching or sympathetic materials, the development would not cause harm to the character and appearance of the neighbouring property (Ref. 79928/PRC/2026/34).

Further visual interest would be introduced through carefully considered brick detailing, including vertically laid brickwork framing the windows, the rear bay window and integrated landscape planters. These elements provide subtle depth and articulation to the elevations without appearing overly elaborate, while reinforcing the domestic and suburban character of the proposal.

The development would therefore respond positively to Policies BE1 and DMHB 11 of the Hillingdon Local Plan by delivering a high-quality and contextually appropriate design that complements the surrounding built environment.



Grey and Brown Mix Brick



Slate Roof



Timber door



Bronze-coloured aluminium



Black metal canopy windows

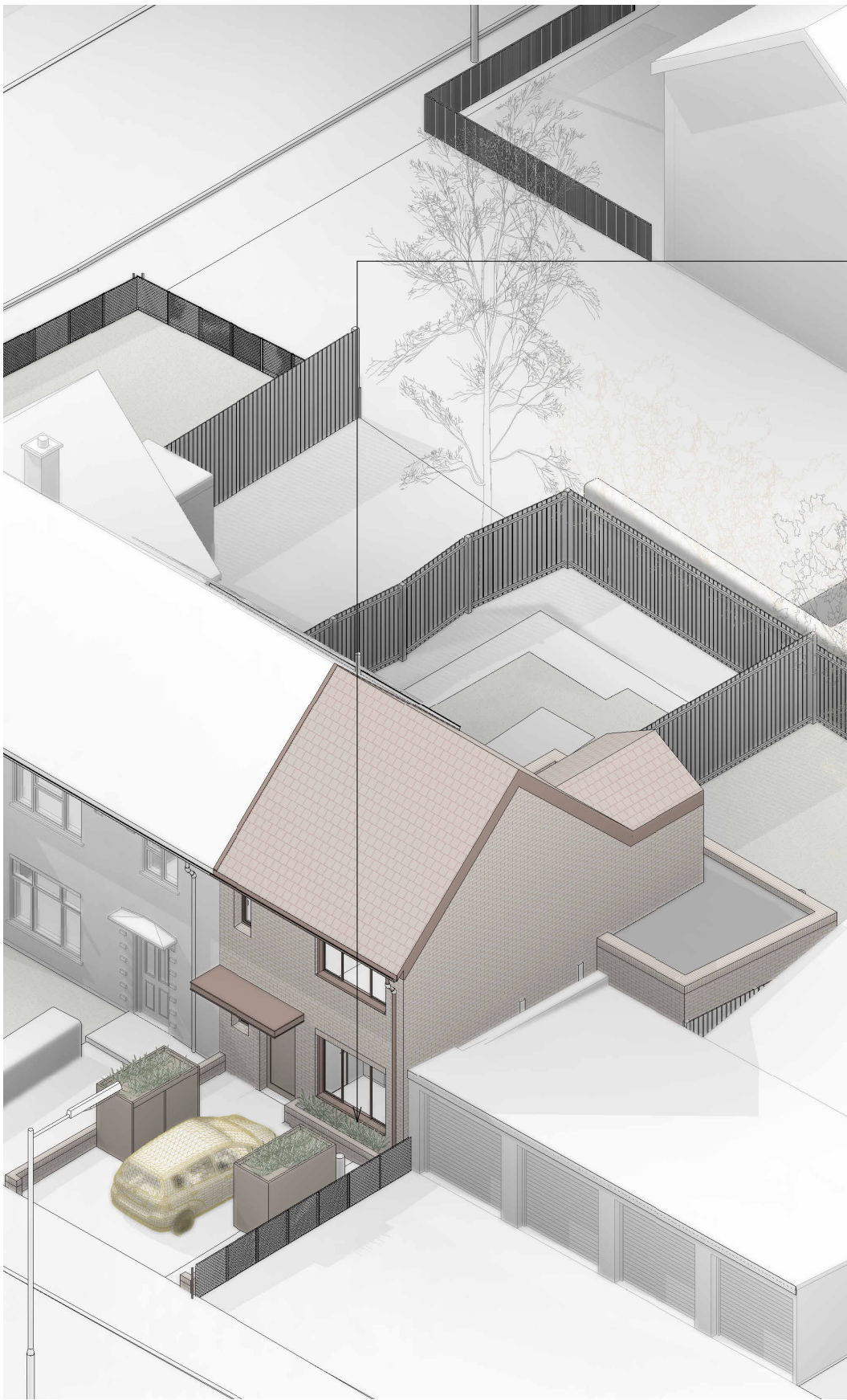
Planning Considerations

Scale and Massing

Landscaping

The proposed landscaping forms an integral part of the overall design approach and would help to soften and integrate the development within its surroundings. New planting would be provided within both the front and rear gardens, reinforcing the established green and suburban character of the area.

The landscaping proposals are detailed within the accompanying site plans and would enhance the appearance of the development when viewed from the surrounding streets and neighbouring properties. The proposal therefore accords with Policy DMEI 6 of the Hillingdon Local Plan by ensuring that the development is appropriately integrated into its setting through a considered landscape treatment.



Policy

National Planning Policy Framework (2026)

- Policy P3(2)(a) - Healthy Living Conditions for occupiers

Technical housing standards - nationally described space standards (2015)

- The minimum space standard for a three-bedroom, four person two-storey dwelling is 84 sq.m.

London Plan (2021)

- Policy D6 - adequately sized rooms with comfortable and functional layouts which are fit for purpose (in terms of daylight / sunlight levels and dual aspect units). All new residential development to meet or exceed the Nationally Described Space Standards (NDSS).
- Developments must ensure well-designed internal layouts, minimum internal floor-to-ceiling heights of 2.5m for at least 75% of the GIA, and provision of dual aspect units where possible to promote comfort, daylight and ventilation.
- Table 3.1 of the Plan sets out the minimum space requirements for dwellings based on occupancy.
- Policy D7 - requires that all new dwellings meet the Building Regulations M4(2) standard for accessible and adaptable homes, ensuring they are usable by a wide range of people, including those with mobility limitations. Policy D7 also sets out that 10% of new dwellings should meet M4(3) (wheelchair user dwellings), where feasible. However, the supporting text to Policy D7 acknowledges that flexibility may be applied for

small-scale infill developments, including:
-Buildings of four storeys or fewer where lift access is impractical,
-Stacked maisonettes or flats above garages,
-Small, constrained sites where step-free access cannot be fully delivered.

- Policy D13 - places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.

Hillingdon Local Plan Part 2 Development Management Policies (Adopted 2020)

- Local Plan Policy DMHB 16 - all housing development should have an adequate provision of internal space
- Local Plan Policy DMHB 17 - all new residential development should take account of the Residential Density Matrix contained in Table 5.3. Developments will be expected to meet habitable rooms standards.
- Local Plan Policy DMHB 18 - all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space for 2 and 3 bedroom units must be 60 sq.m.

Analysis

Internal Quality

The proposed three-bedroom dwelling would provide approximately 84.82 sq.m of internal floorspace, exceeding the minimum standard of 74 sq.m required for a three-bedroom, four-person, two-storey dwelling under Policy D6 of the London Plan. It would therefore provide a comfortable and functional internal layout suitable for family occupation.

The arrangement provides appropriately proportioned bedrooms and living areas, together with adequate circulation, storage and supporting facilities. The principal living space would also benefit from a direct relationship with the rear garden, enhancing the functionality and overall quality of the accommodation.

In accordance with Policy D6, a minimum floor-to-ceiling height of 2.5 metres would be achieved across at least 75% of the dwelling's gross internal area. This would improve occupants' sense of space, support daylight penetration and ventilation, and contribute to a comfortable internal environment.

The dwelling would be dual aspect, with windows positioned across more than one elevation. This would provide good levels of natural light, outlook and cross-ventilation throughout the accommodation. The proposal would therefore deliver a high-quality and healthy living environment in accordance with London Plan Policy D6 and paragraph Policies DP3(2)(a) and P3(2)(a)-(b) of the NPPF (2026).

External Amenity Space

The proposed dwelling would benefit from approximately 60 sq.m of private rear garden. This exceeds the minimum external amenity-space requirement for a three-bedroom dwelling established by Policy DMHB 18 of the Hillingdon Local Plan.

A dedicated patio would be provided immediately adjacent to the principal living space, creating a direct and functional connection between the internal and external areas. Beyond the patio, the remainder of the garden would provide an attractive and usable landscaped space suitable for recreation, relaxation and family activities.

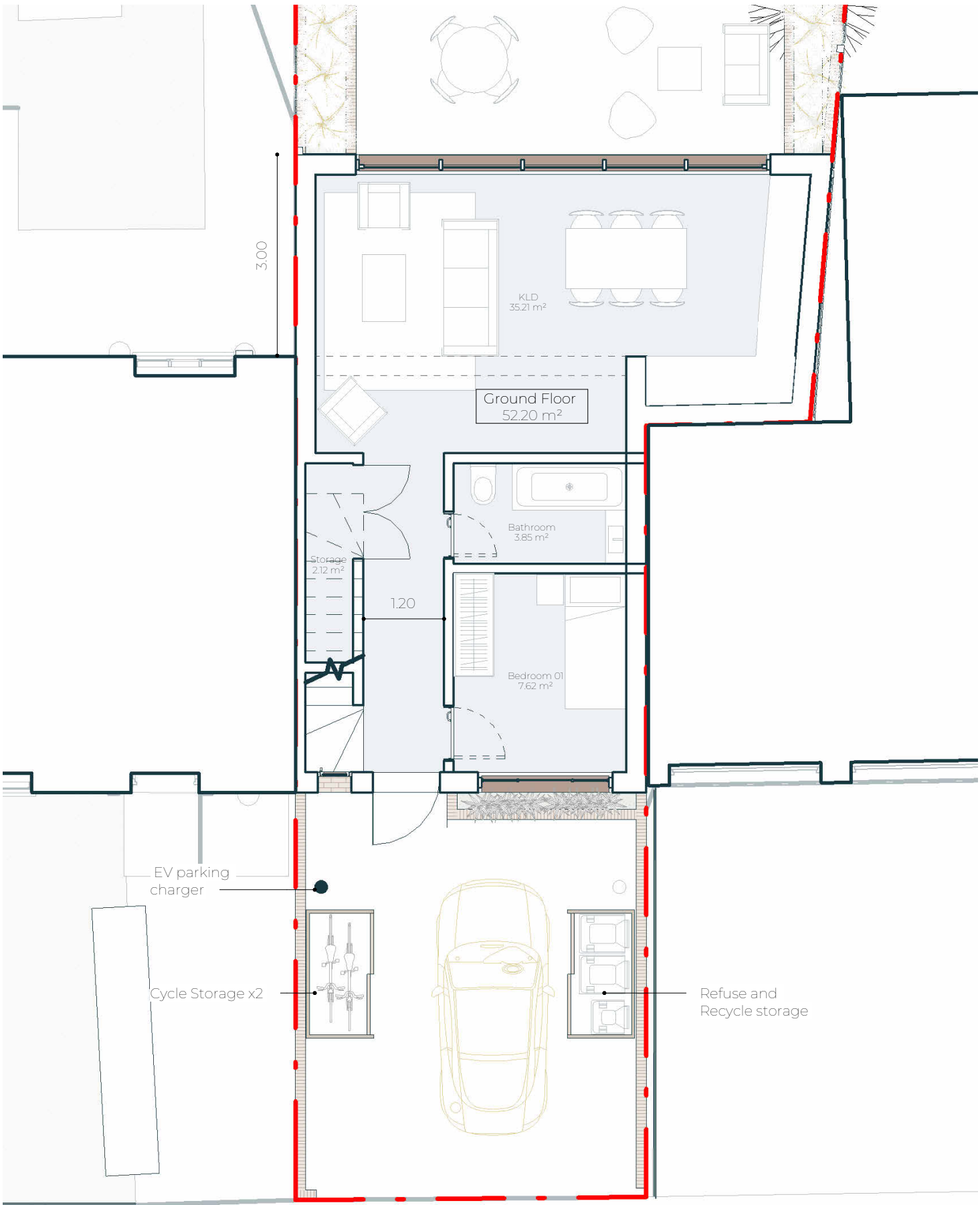
The amount, arrangement and accessibility of the proposed garden would therefore provide a high standard of private amenity space and contribute positively to the overall quality of the residential environment.

Accessible and Adaptable Dwellings

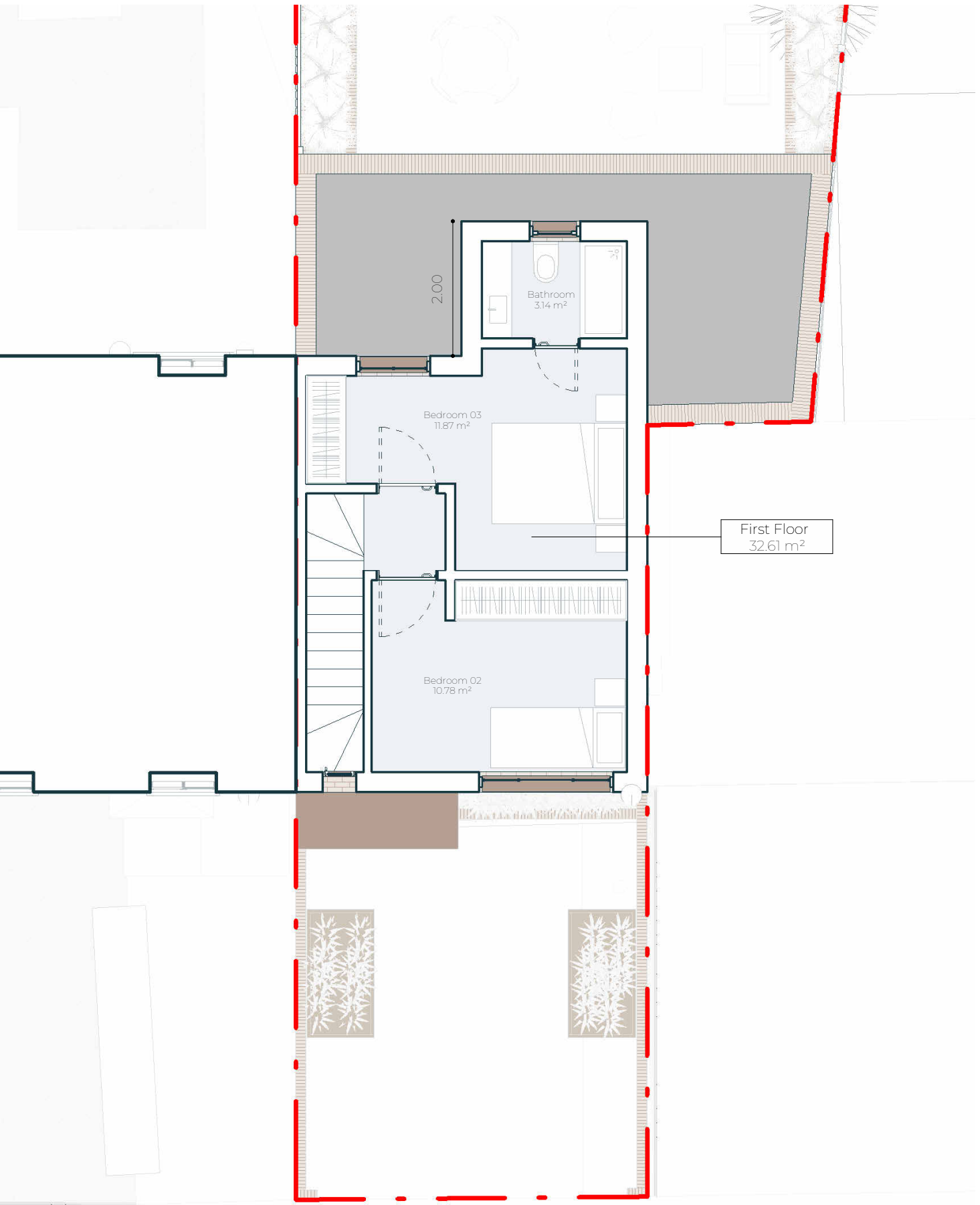
Policy D7 of the London Plan requires at least 90% of new-build dwellings to meet Building Regulation requirement M4(2) for accessible and adaptable dwellings. The proposed dwelling has been designed to respond to these principles as far as practicable; however, full M4(2) compliance cannot be achieved due to the physical and level constraints affecting this small infill site.

The inability to achieve full compliance arises from the particular characteristics of the site rather than the internal size or general quality of the dwelling. Nevertheless, the internal arrangement has been designed to provide comfortable circulation and a practical layout, with accessibility incorporated wherever reasonably possible.

Given that the proposal comprises a single dwelling on a constrained site, this limited departure should be considered proportionately and weighed against the wider benefits of replacing an underused structure with a high-quality family-sized home. The dwelling would exceed the applicable internal space standard and provide generous private amenity space, good natural light, ventilation and outlook. Taken as a whole, it would provide a high-quality residential environment for future occupants.



Proposed Ground Floor Plan



Proposed First Floor Plan

Policy

National Planning Policy Framework (2026)

- Policy P3(2)(b) requires development proposals to create liveable places that support healthy communities, provide healthy and acceptable living conditions for occupiers and users, and avoid unacceptable effects on neighbouring residents and occupiers, including impacts relating to daylight, sunlight, noise and other forms of pollution.

London Plan (2021)

- Policy D3 (Optimising Site Capacity through the Design-Led Approach) requires development to respond to local context and protect amenity.
- Policy D6 (Housing Quality and Standards) requires development to provide adequate levels of privacy, outlook and daylight.

Hillingdon Local Plan Part 2 Development Management Policies (Adopted 2020)

- Policy DMHB 11 - proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- Explanatory Text - paragraph 5.38 - a minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking.

Analysis

The relationship between the proposed dwelling and surrounding residential properties has been carefully considered throughout the

design process and subsequently refined through pre-application discussions with Hillingdon Council. The Council’s pre-application assessment confirmed that the development would have an acceptable impact on neighbouring amenity in principle, subject to the detailed design considerations incorporated into the submitted scheme.

Particular regard has been given to the relationship with No. 77 St Peter’s Road, as the property most directly affected by the proposed development. The siting, scale and massing of the dwelling have been carefully controlled to maintain an appropriate degree of separation and to avoid an unduly dominant or oppressive relationship. The principal two-storey element follows the established pattern of development, while the rearward massing has been moderated to reduce its visual presence when experienced from neighbouring properties and gardens.

As confirmed within the Council’s pre-application advice (Ref. 79928/PRC/2026/34), the single-storey rear projection, by virtue of its limited depth and modest height, would not result in an unacceptable loss of daylight, sunlight or outlook, nor would it create an overbearing impact. The Council also concluded that the projection would not infringe the 45-degree line when measured from the nearest habitable-room window. This demonstrates that the proposal would retain an appropriate spatial relationship with the adjoining dwelling and would not materially affect the occupants’ enjoyment of their home or garden.

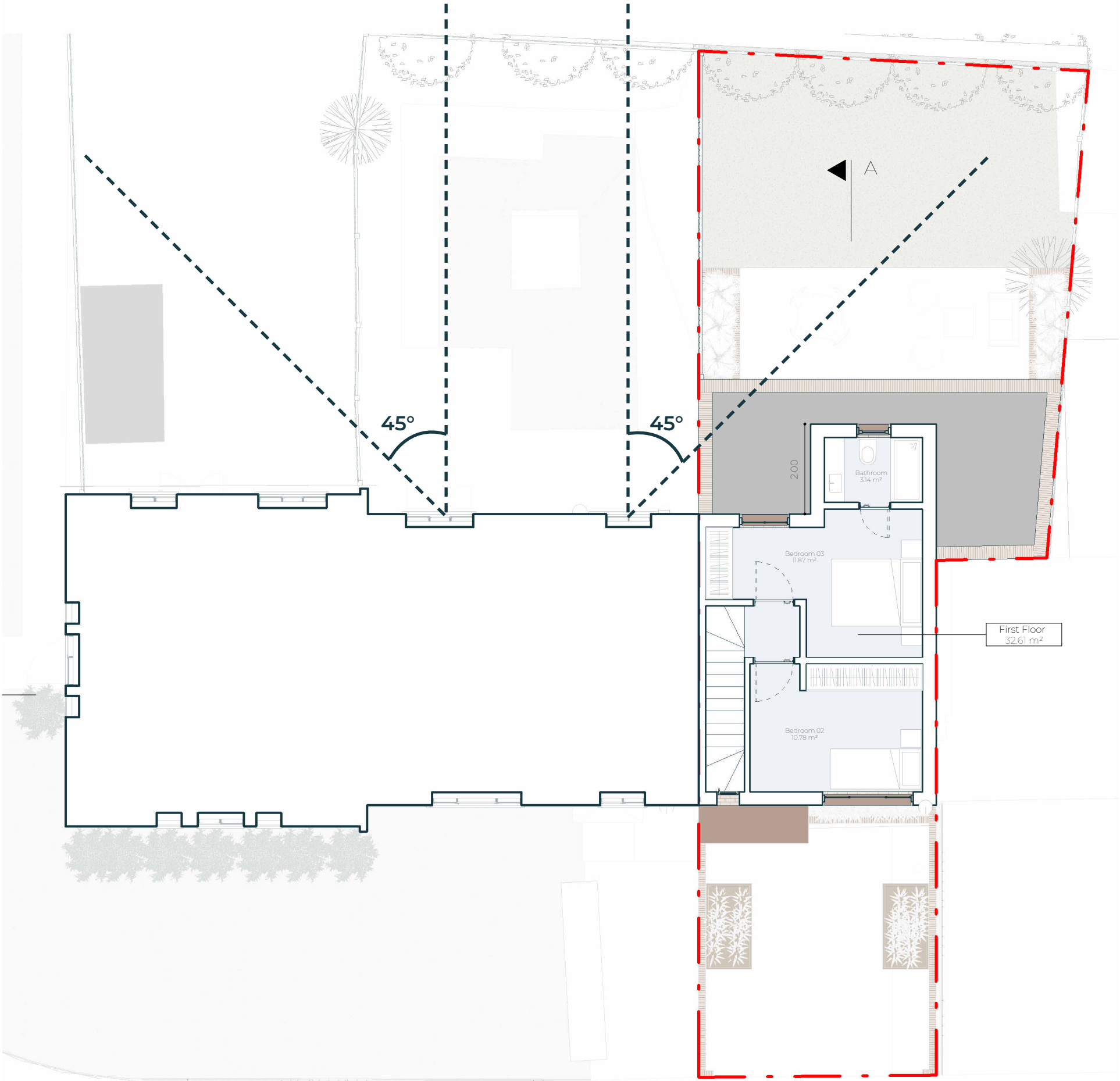
The proposal has also been carefully designed to safeguard the privacy of neighbouring occupiers. No side-facing windows are proposed towards No. 79 St Peter’s Road, thereby preventing direct overlooking or any material perception of overlooking in that direction. The Council’s pre-application advice consequently identified no concerns regarding the effect of the proposal on the privacy of that property.

Some oblique views towards the rear gardens of Nos. 71 and 73 St Peter’s Road may be available from the proposed dwelling. However, such views would be limited and would be comparable to the mutual overlooking commonly experienced between dwellings within an established suburban residential area. They would not provide unusually direct or intrusive views towards neighbouring habitable-room windows or the most private areas immediately adjoining those properties.

The proposed first-floor rear bathroom window could, if considered necessary, be secured by condition as obscure glazed and non-opening below an appropriate height. This would prevent overlooking while continuing to provide natural light and ventilation to the room. The remaining rear-facing bedroom window would have a conventional relationship with surrounding gardens, consistent with the established pattern of residential development along St Peter’s Road. Its inclusion would not therefore result in any material loss of privacy.

The proposal would also avoid any harmful increase in noise or disturbance. The development comprises a single family dwelling within an established residential area, and its occupation would generate a level and pattern of activity consistent with surrounding properties. Domestic movements, use of the garden and associated comings and goings would not be materially different from those ordinarily expected within the locality and would not adversely affect neighbouring living conditions.

Overall, the proposal has been designed to preserve an appropriate standard of amenity for all surrounding occupiers. This conclusion is consistent with the Council’s pre-application assessment, which found the development acceptable in neighbouring-amenity terms. The proposal would therefore comply with Policy DMHB 11 of the Hillingdon Local Plan, with no unacceptable effects arising in relation to daylight and sunlight, outlook, privacy, noise, disturbance or overbearing impact.



Policy

National Planning Policy Framework (2026)

- Policy TR6(4) states that development proposals should be refused if they would have a severe adverse impact on the transport network - including capacity, congestion and cumulative impacts - or an unacceptable impact on highway safety, taking account of proposed mitigation and wider network improvements.

London Plan 2021

- Policy T6 (Car Parking) promotes car-free development in locations with good public transport accessibility.
- Policy T5 (Cycling) requires the provision of secure and convenient cycle parking in accordance with minimum standards.

Hillingdon Local Plan Part 2 Development Management Policies (Adopted 2020)

- Local Plan Policy DMT 1 - development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- Local Plan Policy DMT 6 - 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.

Analysis

Transport Connections

The application site has a Public Transport Accessibility Level of 1a, reflecting its relatively low level of accessibility to the wider public transport network. Nevertheless, the site is not isolated and benefits from access to local bus services, including Routes 222 and U5. These provide connections to Uxbridge and West Drayton stations, from which future occupants can access the Metropolitan and Elizabeth lines respectively.

These services provide connections to surrounding town centres, employment opportunities and Central London. Walking and cycling would also represent realistic options for shorter local journeys. While the site’s PTAL rating is acknowledged, future occupants would therefore have access to a range of travel choices in addition to the private car.

The proposal comprises only one additional dwelling and would consequently generate a limited number of additional journeys. Its transport effects must therefore be assessed proportionately, having regard to the modest scale of the development and its location within an established residential area.

Car Parking

The proposal provides one off-street parking space for the dwelling. This represents an appropriate level of provision for a family-sized home in this location, balancing the site’s relatively low PTAL rating against the need to avoid excessive car parking and encourage more sustainable travel choices.

The parking space would be conveniently positioned within the site and provided with an electric-vehicle charging point, supporting

the transition towards lower-emission transport. The arrangement would therefore respond positively to Policies DMT 1 and DMT 6 of the Hillingdon Local Plan and the relevant parking and electric-vehicle requirements of the London Plan.

The application is also supported by a Parking Stress Survey, which considers the availability of on-street parking within the surrounding highway network. The survey demonstrates that sufficient capacity exists to accommodate any occasional overspill demand associated with the proposed dwelling without resulting in unacceptable parking stress or obstruction.

This is consistent with the Council’s pre-application advice (Ref. 79928/PRC/2026/34), which acknowledged that the surrounding streets are unrestricted and that neighbouring properties generally benefit from generous off-street parking provision. These characteristics reduce existing demand for on-street spaces and support the conclusion that the development would not materially increase parking pressure within the surrounding area. A more detailed assessment is provided within the accompanying Transport Technical Note and Parking Stress Survey.

Cycle Parking

Secure and covered cycle parking would be provided within a dedicated store in the rear garden. The store would accommodate two bicycles, meeting the requirements of Policy T5 of the London Plan for the proposed dwelling.

The cycle store would be accessible to the occupants of the dwelling while remaining secure and appropriately integrated into the site layout. Its provision would make cycling a practical option for local journeys and connections to nearby public transport

services, thereby encouraging active and sustainable travel.

Refuse and Recycling

The proposed layout incorporates dedicated external storage for refuse and recycling. The store would accommodate two refuse and recycling containers together with a separate food-waste caddy, allowing waste to be securely stored between collections without detracting from the appearance of the property or obstructing pedestrian and vehicle access.

The storage area would be accessible to future occupants and would allow the containers to be moved to the appropriate collection point on the relevant collection day. The proposed arrangement would therefore provide a practical and suitably screened waste-management solution proportionate to the needs of a single dwelling.

Highway Safety and Transport Effects

The development would utilise the established local highway network and would generate only a modest number of additional vehicle movements. The proposed access and parking arrangements would enable vehicles to enter, park and leave the site safely, without creating an obstruction or materially interfering with the operation of the surrounding highway.

The proposal provides an appropriate balance of off-street parking, electric-vehicle charging, cycle storage and access to public transport. The supporting transport evidence also demonstrates that any occasional overspill parking could be accommodated within the surrounding streets.

Accordingly, the proposal would not give rise to an unacceptable impact on highway safety or result in severe residual cumulative effects on the road network. It would therefore accord with Policies

DMT 1 and DMT 6 of the Hillingdon Local Plan, Policies T5 and T6 of the London Plan and Policy TR6(4) of the NPPF (2026).

