

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐

CERTIFICATE OF LAWFULNESS

18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No.	Report of the Head of Development Management and Building Control	
Address:	31 MANOR ROAD HAYES	
Development:	Erection of 1no. new dwelling comprising of 2 bedrooms with associated parking, amenity space and new vehicular access on land adjacent to the existing dwelling and the erection of a part single storey, part double storey rear extension, followed by the demolition of existing conservatory, to existing property at 31 Manor Road.	
LBH Ref Nos:	954/APP/2024/97	
Drawing Nos:	Location Plan 101 102 103 104 Planning, Design and Access Statement, January 2024	
Date Plans received:	15-01-24	Date(s) of Amendments(s):
Date Application valid	15-01-24	

1. SUMMARY

The application proposes the erection of a two storey dwelling attached to the side elevation of No.31 Manor Road. The development would appear cramped and contrived and represents inappropriate garden development, which is considered to be unacceptable in principle. The development would be harmful to the character and appearance of the area and would result in substandard living conditions for future occupiers. The development would also prejudice highway safety and fail to provide adequate car and cycle parking to serve the new dwelling. For these reasons, the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Principle of development

The development would result in a harmful loss of garden land and the principle of intensifying the residential use involving the loss of existing private garden areas is considered to be unacceptable. The development is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the National Planning Policy Framework (2023).

2. NON2 Character and appearance

The development, by reason of its siting, size, scale, bulk, design, layout, site coverage would result in a cramped, contrived and visually incongruous form of development that would fail to harmonise with the existing context of the surrounding area. The development as proposed would be detrimental to the character, appearance and visual amenity of the site and surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Paragraphs 128d), 135b) and c) of the National Planning Policy Framework (2023).

3. NON2 Private amenity space

The development, by virtue of its failure to maintain an adequate provision of private external amenity space, would have a harmful effect on the living conditions of the occupants of the proposed new dwelling. The development is therefore contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Paragraph 135f) of the National Planning Policy Framework (2023).

4. NON2 Highway safety and parking

The development would fail to provide safe and acceptable vehicle access, car and cycle parking, which would increase parking stress, prejudice highway safety and fail to encourage sustainable modes of transport including cycling and walking. The development is therefore contrary to Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 115 and 116 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed,

the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a two storey, end of terrace dwelling house located to the North West side of Manor Road, Hayes. The brick and tile dwelling is set back from the road by a large area of hardstanding to provide space to park two cars within the curtilage of the site. To the rear of the property lies a garden area which acts as private amenity space for the occupiers of the dwelling. The property is set forward on the plot in comparison to neighbours, with a large gable end front elevation. The site has been extended by way of a single storey side extension and conservatory to the rear.

3.2 Proposed Scheme

The application proposes the erection of 1no. new dwelling comprising of 2 bedrooms with associated parking, amenity space and new vehicular access on land adjacent to the existing dwelling and the erection of a part single storey, part double storey rear extension, followed by the demolition of existing conservatory, to existing property at 31 Manor Road.

3.3 Relevant Planning History

954/APP/2023/1922 31 MANOR ROAD HAYES

Demotion of existing conservatory and erection of a part single storey, part two storey rear extension and a two storey side extension with a wraparound.

Decision: 25-08-2023 Approval

954/APP/2021/4277 31 MANOR ROAD HAYES

Demolition of existing single storey side extension and conservatory to facilitate part single storey and part two storey side and rear extensions.

Decision: 17-01-2022 Refusal **Appeal:** 31-10-22 Allowed

954/APP/2020/430 31 MANOR ROAD HAYES

Part two storey, part single storey side/rear extension involving demolition of existing side extension and conservatory

Decision: 02-04-2020 Refusal **Appeal:** 25-11-20 Dismissed

954/APP/2019/2813 31 MANOR ROAD HAYES

Two storey side/rear extension involving demolition of existing side extension and conservatory

Decision: 17-10-2019 Refusal

954/F/96/0240 31 MANOR ROAD HAYES

Erection of a rear conservatory and retention of a rear canopy (part retrospective application)

Decision: 05-07-1996 Approval

954/E/91/1415 31 MANOR ROAD HAYES

Erection of a single storey side extension (retrospective application)

Decision: 15-11-1991 Approval

954/B/88/0988 31 MANOR ROAD HAYES

Erection of part single, part 2-storey side extension porch & balcony

Decision: 26-07-1988 Refusal

Comment on Planning History

The relevant planning history is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

PUBLIC CONSULTATION:

14 neighbours were consulted by letter dated 19-01-24. 1 letter of objection was received citing concerns regarding road safety, garden size, parking, drainage, planning history.

OFFICER COMMENTS:

Highway safety and parking are discussed in sections 7.3 and 7.4 of this report. Drainage and private amenity space provision are discussed in section 7.5. The planning history is noted.

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 15	Planning for Safer Places
DMEI 9	Management of Flood Risk
LPP D1	(2021) London's form, character and capacity for growth
DMT 2	Highways Impacts
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
LPP D8	(2021) Public realm
DMEI 10	Water Management, Efficiency and Quality
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
DMT 5	Pedestrians and Cyclists
LPP T6	(2021) Car parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D7	(2021) Accessible housing
LPP D11	(2021) Safety, security and resilience to emergency
LPP T5	(2021) Cycling
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs

In addition: Development Plan:

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

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 London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

RESIDENTIAL AMENITY:

Policy D3 of the London Plan (2021) states Part D7) that development proposals should deliver appropriate outlook, privacy and amenity.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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 proposed ground floor extension to the host dwelling would measure 3.6 metres deep, which is in accordance with the prescribed depth limits recommended in Policy DMHD 1 of the Local Plan Part (2020). The single storey extension would be set under a flat roof with a parapet measuring 2.75metres in height, which is considered to be acceptable. It would be sited away from the shared boundary and adjacent to the neighbours rear extension. As such the single storey element would not be harmful on neighbouring amenity.

At first floor, the proposed rear extension would be set in from the side boundary by approximately 3 metres and the plans depict that the 45 degree splay line would not be infringed upon at first floor level. Due to the sufficient separation distance at first floor from the shared side boundary with No. 29 Manor Road, the proposed development would not result in any undue impact on neighbour amenity with regards to loss of light, outlook and enclosure.

The first floor rear extension to the host dwelling has a side facing window that would overlook the single storey rear extension of the neighbour at No.29. The elevations are annotated for this window to be opaque and non-opening. If the application were recommended for approval, a condition would have been recommended to obscure glaze and fix shut this window in the interests of preserving neighbouring residential amenity. The bedroom would retain a rear aspect window that would provide suitable outlook and daylight provision.

The separation distance to the dwelling to the northwest No.32 Rectory Road would be sufficient to not result in any undue harm to the amenity of the neighbour.

The ground floor windows would serve as secondary windows to the kitchen and living room. These would face onto closed boarded fencing. The first floor side facing windows in the new dwelling would serve a study and landing however they face the road, and act as secondary windows, so can be conditioned to be obscure glazed without impacting on the quality of accommodation provided to future occupiers.

Had the application been recommended for approval, further conditions could be reasonably added in the interests of preserving neighbouring amenity to restrict any further new window openings and to restrict the use of the flat roof over the single storey rear extension as a roof terrace.

The porch to the host dwelling would not breach the 45degree line of sight measured from the main front aspect living room window in the new dwelling. Adequate outlook and daylight provision would therefore be provided.

The private amenity spaces serving the host dwelling and the proposed dwelling would be visible from the first floor rear windows of both properties and the neighbours, however any views would be within a normal range for the residential site context.

Subject to the conditions mentioned in the above, it is considered that the development would not result in any harm to the amenity of neighbours or existing and future occupiers. The development therefore accords with Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

7.2 Impact on Street Scene

CHARACTER AND APPEARANCE OF THE AREA:

Paragraph 135 of the National Planning Policy Framework (2023) states. Planning policies and decisions should ensure that developments: 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.

Policy D3 of the London Plan (2021) states that: Development proposals should: D1) 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 BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) 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 DMH 6 (Garden and Backland Development) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

With regards to rear extensions, Policy DMHD 1 states:

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported.

The subject property is at the end of a terrace of four houses on a corner site, built as a book-end to match the end-terrace dwelling at the other end and thus set forward of the two middle properties.

It is noted that planning permission has recently been granted for the erection of a very similar extension to the host dwelling. It is now proposed to adjust and separate the layout of the approved extension between the host dwelling and a proposed new separate dwelling to the side of the host property at No.31.

The development would see the removal of the existing single storey side extension and the rear conservatory. The proposed part two storey part single storey rear extension to the host dwelling would extend a depth of 3.6metres at ground floor level with the first floor level being 2.6metres in depth and 2.57metres in width with a 1metre set back from the flat roof edge. The extension would be set under a flat roof on the ground floor and a hipped roof over the first floor element. The extension to the host dwelling is considered to be proportionate in scale and would be finished in matching exterior materials, which is positive.

The proposed new dwelling would comprise an end-of-terrace dwelling with a width of 3.76metres and a length of 11.4metres. It would be setback1.85metres behind the principle elevation of No.31 (including the porch). A side gap of 68.5cm would be provided to the boundary abutting Addison Way. The height to the eaves and the ridge height would match that of the host dwelling at No.31. The ridge would be set lower on the rear section.

The new dwelling would take the appearance of a two storey side/rear extension to the host dwelling at No.31 with a new front door squeezed into the principle elevation. The width of the two

new plots would be significantly narrower than the majority of the plot sizes on Manor Road, in particular those of the neighbouring terraced dwellings at Nos. 25-31 of which the host dwelling is the end of terrace, and those of the terraced dwellings opposite at Nos. 24-32.

The new dwelling would appear cramped and contrived on the end of this row of terraces and would appear visually incongruous with the established street pattern and is therefore considered to be harmful to the character and appearance of the area.

Whilst it is noted that there are recent planning permissions for a two storey side/rear extension to No.31, this does not provide any fallback position or precedent for a new dwelling in this location.

For the above reasons, the principle of intensifying the residential use of the site in the form proposed would therefore have a detrimental impact on the visual amenity, character and appearance of the site and surrounding area.

The development is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Paragraph 135b) and c) of the National Planning Policy Framework (2023).

7.3 Traffic Impact/Pedestrian Safety

HIGHWAY SAFETY:

Paragraph 115 of the NPPF (2023) 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.

Paragraph 116c) of the NPPF (2023) continues by stating -. Within this context, applications for development should:
create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

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.

The Highway Authority have reviewed the application and provide a recommendation for refusal. The following comments are provided:

Site Description:

The application site is located on Manor Road, a narrow residential road with a 30mph speed limit and no parking or waiting restrictions at the junction with Addison Way which is also a residential road with a 30mph speed limit.

The application site is located in an area with a PTAL ranking of 3 indicating that the proposal would be located in an area with moderate access to public transport which would require residents of the proposed development to make most trips to and from the application site in a private motor car which fails to concur with the Mayor's Transport Strategy which aims to encourage people to walk, cycle and use public transport as an alternative.

Access:

The application proposes to provide a two-bedroom dwelling attached dwelling to 31 Manor Road with vehicular access to the proposed dwelling being gained from a proposed vehicle crossover from Manor Road, however, the crossover would be within the radius to the bellmouth of the junction of Manor Road with Addison Road which would be detrimental to highway safety and would not concur with London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (DVFC) 2022 3.4 Safety Considerations which requires that vehicle crossovers must not be within 5m of an existing road junction, measured from the nearest part of the crossover to the extended kerb line of the joining road.

The proposed vehicle crossover to the application site would require vehicles to reverse out into the junction which would be detrimental to highway safety, particularly that of pedestrians and would raise an objection on highway safety grounds as the proposal would fail to concur with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts and London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Policy DMT 1: Managing Transport Impacts and Policy DMT 2: Highways Impacts.

7.4 Carparking & Layout

PARKING:

Policy T2 Part A of the London Plan (2021) states - Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Policy T4 Parts E and F of the London Plan (2021) states - E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated; and, F) Development proposals should not increase road danger.

Policy DMT 5 Part A of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

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.

Car Parking:

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Table 10.3 - Maximum Residential Parking Standard allows three-bedroom dwellings located in an area with a PTAL ranking of 3 to have up to 1no. parking spaces and two-bedroom dwellings to have up to 0.75no. spaces.

Drawing 104 titled Proposed Site Plan shows that the existing dwelling at 31 Manor Road would have 2no. parking spaces which exceeds the maximum standard and that the proposed two-bedroom dwelling would have 1no. space which would be accessed from the radius bellmouth of the junction of Manor Road with Addison Road requiring vehicles to reverse out into the junction

which would be detrimental to highway safety and would raise an objection on highway safety grounds and a recommendation for refusal.

Electric Vehicle Charging Points (EVCPs):

The published London Plan (2021) requires that 1no. 7Kw active EVCP is provided for the proposed parking. A suitable condition should be applied to any approval to provide and retain 1no. active 7Kw EVCP.

Cycle Parking:

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two and three-bedroom dwellings to have a minimum of 2no. cycle parking spaces.

Drawing 104 titled Proposed Site Plan shows 2no. cycle parking spaces which is an acceptable level of cycle parking, however, the location of the cycle store is not acceptable. The London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners.

Access between the dwelling, the cycle store and the adopted highway should be provided and should be surfaced in a bound material.

Recommendation:

There are highway objections to this proposal and therefore the Highway Authority would offer a refusal on the failure to provide acceptable vehicle access, car and cycle parking which fails to concur with:

- The published London Plan (2021) Policy T2 Healthy Streets, Policy T4 Assessing and Mitigating Transport Impacts and Policy T5 Cycling
- London Borough of Hillingdon Local Plan Part 2 - Development Management Policies: Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highways Impacts, Policy DMT 5: Pedestrians and Cyclists and Policy DMT 6: Vehicle Parking
- London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (DVFC) 2022 3.4 Safety Considerations

7.5 Urban Design, Access and Security Considerations

ACCESS:

Policy D5 of the London Plan (2021) sets out that proposals should achieve the highest standards of accessible and inclusive design.

Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, all residential development should include at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council's access officer has reviewed the application and does not raise an objection subject to conditions. The following comments are provided:

This proposal for the erection of a two-storey two-bed dwelling, and extension to the existing dwelling, has been reviewed with reference to London Plan Policy D7. No accessibility concerns are raised in regard to the extension proposed to the existing house. The following Conditions however should be attached to any approval of the new dwelling:

Prior to any works on the new dwelling above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The new dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

Subject to the above conditions, the development would therefore accord with Policies D5 and D7 of the London Plan (2021).

DRAINAGE:

Policy SI 13 Part B of the London Plan (2021) states - Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
- 2) rainwater infiltration to ground at or close to source
- 3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

Policy DMEI 10 Part F) of the Hillingdon Local Plan: Part 2 (2020) states - Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system.

A Sustainable Water Management scheme would be required in accordance with Policy DMEI 10 Part F) of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 Part B of the London Plan (2021).

LANDSCAPING:

Policy G5 of the London Plan (2021) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) 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.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

If the application were recommended for approval, details would have been secured of a full landscaping scheme.

PRIVATE AMENITY SPACE:

Paragraph 135f) of the National Planning Policy Framework (2023) states - Planning decisions should ensure the 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.

Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires all new residential development to provide good quality and useable private amenity space. In accordance with Table 5.3 houses with two to three bedrooms are required to have at least 60 square metres of private outdoor amenity space.

The host dwelling would be a 3bedroom dwelling and the new dwelling would comprise 2bedrooms.

The host dwelling would retain a private amenity space measuring 70sq.metres. The amount of private amenity space retained for the host dwelling would be policy compliant.

However the amount of private amenity space provided for the new dwelling would not be policy compliant. Whilst the annotation on the proposed site plan (drg. no. 104) suggests a 60sq.metre private amenity space for the new dwelling, it actually measures 50sq.metres. This represents a significant shortfall and would be detrimental to the living conditions of future occupiers.

The limited rear garden area which would be provided to the proposed new dwelling would be insufficient to meet the needs of future occupiers and would undermine the general outdoor space that occupants could reasonably expect with a property of this size and type. As a result, it is considered that the proposal would result in poor living conditions for the future occupants residing at the site. The lack of private amenity space is also indicative of overdevelopment of the site.

In light of the above, it is considered that the proposal would have a harmful effect on the living conditions of the occupants of the host property, in terms of the provision of private external

amenity space. The proposal therefore fails to comply with Policies DMHD 1, DMHB 16 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135f) of the NPPF (2023).

RESIDENTIAL LIVING CONDITIONS:

Policy D3 of the London Plan (2021) states that developments deliver appropriate outlook, privacy and amenity and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. 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. Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

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

The floorplans denote the host dwelling comprising two double bedrooms and a single bedroom for occupancy by 5 people. The proposed new dwelling is a 2bedroom dwelling compromising a double bedroom and a single bedroom for occupancy by 3 people.

In accordance with Policy D6 of The London Plan (2021) a three bedroom (5 person) two storey dwelling is required to have a Gross internal floor area of at least 93sq.metres. A two bedroom (3 person) two storey dwelling is required to have a Gross internal floor area of at least 70sq.metres.

The host dwelling would have a GIA of 111sq.metres which meets the policy requirement. The new dwelling would have a GIA of 74sq.metres which also meets the policy requirement.

The double bedrooms measure in excess of 11.5square metres and the single bedrooms exceed 7.5sq.metres, therefore meeting the London Plan minimum requirement for bedspace sizes.

It is considered that the primary living accommodation would maintain an adequate outlook and source of natural light, resulting in satisfactory living accommodation for existing and future occupiers.

The development therefore accords with the Housing quality and standards of Policy D6 of London Plan (2021) and Policy DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020).

SECURED BY DESIGN:

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

Any grant of planning permission would have been subject to a secure by design condition to achieve appropriate accreditation.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) 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 DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - 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.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - 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.

Manor Road and the surrounding roads are characterised by mainly terraced dwellings which are set well back from the highway thus resulting in a sense of spaciousness to the front, side and rear. Whilst some of the properties have been extended there is nonetheless a prevailing uniformity of space between and around the properties and in the main most of the buildings follow a common building line. These positive attributes add distinctive character to the locality.

The application site represents a very prominent corner plot. The front and side of the property can be easily viewed from Manor Road and Addison Way. The subdivision of the side and rear garden area of No. 31 to accommodate the proposed dwelling and associated garden and parking area, would erode the spaciousness of the site harming the character of the area by introducing a more cramped site layout.

Garden land is expressly protected by Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and there are no material considerations to justify such a stark departure from policy in this case, particularly given the other concerns raised in principle.

It should be noted that the Council is currently able to demonstrate a five-year supply of deliverable housing sites. As such, the "tilted balance" as set out in Paragraph 11d) of the NPPF (2023) is not engaged.

The principle of development is considered to be unacceptable. The development therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the National Planning Policy Framework (2023).

8. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

London Plan (2021)

National Planning Policy Framework (2023)

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