

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: 59 ST MARY'S ROAD HAYES

Development: Division of site to construct new 2-bedroom dwelling

LBH Ref Nos: 42412/APP/2024/70

Drawing Nos: 03
 01
 02
 04
 05

Date Plans received: 11-01-24

Date(s) of Amendments(s):

Date Application valid 11-01-24

1. SUMMARY

The application seeks planning permission for the erection of a 2 bedroom dwelling to the side of the existing property.

The application follows the refusal of planning application ref 42412/APP/2023/2723 which was refused on the grounds of being a cramped and incongruous form of development, the provision of inadequate living accommodation which failed to meet accessible standards and failure to provide off-street parking for the new dwelling.

Whilst the revised proposal does resolve the parking and accessible standards reasons for refusal and proposes design changes to the dwelling, the proposal is still considered to cause harm to the character and appearance of the area. It would result in a cramped and contrived addition to the host dwelling and is not in keeping with the surrounding area or streetscene. Taking into consideration these points the proposed development is considered to be unacceptable.

A detailed assessment of the applications acceptability is set out below.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Cramped and contrived form

Due to its close proximity to the site boundary, narrow frontage and inconsistent building width, the proposed development would form a cramped and contrived form of development, which would contrast with the designs of neighbouring terraces and unbalance their existing visual symmetry to

the detriment of their appearance. The overly cramped nature of the site and harm caused to the appearance of the terrace would cause harm to the visual amenities of the area and street scene. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies D3, D4 and D6 of the London Plan (2021) and the paragraph 130 of the NPPF (2021).

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. 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. I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021).

DMHB 11 Design of New Development

DMEI 10	Water Management, Efficiency and Quality
DMHB 12	Streets and Public Realm
DMEI 12	Development of Land Affected by Contamination
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the south side of St Mary's Road. The development site comprises a two storey end of terrace dwelling which has been finished in brick, tiling and render. The property is set back from the road and has off road parking, as well as a front and rear garden including an outbuilding recently approved under 42412/APP/2023/2451.

The surrounding area is residential and is characterised by two storey, detached, semi detached and terraced properties finished in a variety of materials. Properties have off road parking and are set back from the road.

The site is located in the Archaeological Protection Area and is upon potentially contaminated land. It has a Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a 2 bedroom dwelling to the side of the existing property.

3.3 Relevant Planning History

ENF/653/23

Unauthorised erection of an outbuilding

Decision: No Further
Action(P)

42412/APP/2023/2723 59 ST MARY'S ROAD HAYES

Erection of a 2 bedroom dwelling to the side of the existing property.

Decision: 13-11-2023 Refusal

42412/APP/2023/2451 59 ST MARY'S ROAD HAYES

Erection of an outbuilding to rear garden

Decision: 14-09-2023 Approval

42412/APP/2017/2064 59 ST MARY'S ROAD HAYES

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3.7 metres, and for which the height of the eaves would be 3 metres

Decision: 17-07-2017 Prior Approval
N/Req

42412/APP/2017/1977 59 ST MARY'S ROAD HAYES

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3.7 metres, and for which the height of the eaves would be 3 metres

Decision: 14-06-2017 Withdrawn (P)

42412/APP/2017/1343 59 ST MARY'S ROAD HAYES

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3.7 metres, and for which the height of the eaves would be 3 metres

Decision: 19-05-2017 Refusal

42412/88/1976 59 ST MARY'S ROAD HAYES

Erection of a two storey side extension to form a garage and a granny flat.

Decision: 01-11-1988 Approval

Comment on Planning History

The sites planning history is listed in section 3.3 of this report.

A previous application which was of a similar proposal was refused under REF: 42412/APP/2023/2723. Reasons for refusal included:

- Cramped and contrived form

Due to its close proximity to the site boundary, narrow frontage and inconsistent building width and window proportions, the proposed development would form a cramped and contrived form of development, which would contrast with the designs of neighbouring terraces and unbalance their existing visual symmetry to the detriment of their appearance. The overly cramped nature of the site and harm caused to the appearance of the terrace would cause harm to the visual amenities of the area and street scene. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies D3, D4 and D6 of the London Plan (2021) and the paragraph 130 of the NPPF (2021).

- Accessibility issues

The new dwelling would fail to meet the requirements for a M4(2) accessible and adaptable dwelling as set out in Approved Document M to the Building Regulations (2015 edition), contrary to Policy D7 of the London Plan (2021).

- highway issues

The proposed development would fail to provide off street car parking for residents of 59 St Mary's Road and the new dwelling and in the absence of adequate, usable and functional parking spaces, the proposal would likely result in roadside parking which would hinder vehicle movements in the area leading to traffic build up to the detriment of the highways network, whilst simultaneously creating a more hazardous environment for pedestrians and vehicle users. The proposal is therefore contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as Policies T6 and T4 of the London Plan (2021) and paragraphs 111 and 112 (c) of the NPPF (2021).

Accessibility and highway issues have been overcome in this new application, however the proposal still results in a cramped and contrived development.

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

EXTERNAL CONSULTEE COMMENTS

12 neighbours were notified on 17/01/2024. No objections was received against the proposal.

INTERNAL CONSULTEE COMMENTS

Access Officer:

This proposal for the erection of a two-bedroom dwelling, following the subdivision of land, has been reviewed with reference to London Plan Policy D7.

The entrance lobby arrangement is too small to meet the above policy requirements. The front door provides a clear opening width of circa 750 mm requiring a 90 turn to enter the living room. The short passageway between the front door and living room door should be increased from 800 mm to no less than 1050 mm.

There is sufficient space for this minor amendment to be achieved without affecting the footprint size, so no concerns are raised subject to the following conditions attached to any approval:

Prior to any works on site 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 dwellings 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.

Highways Officer:

Site Description

The application site is located on St Mary's Road, a residential road within a 20mph zone with vehicle speeds restricted by the introduction of vertical traffic calming. St Mary's Road is subject to waiting restrictions for goods vehicles and coaches between Midnight-8am and 6.30pm-Midnight but allows pavement parking

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole suggesting that there would be few opportunities for trips to be made to and from the application site by modes other than the private car which fails to concur with National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport and The Mayor's Transport Strategy which aims to encourage people to walk, cycle and travel by public transport.

Access and Parking

The application proposes to extend the existing dwelling to provide an attached two-bedroom dwelling. Drawing AH 735 05 Rev A titled Proposed Site Plan shows the layout of the site which provides vehicular access and parking for the proposed dwelling which removes vehicular access and parking for the existing dwelling which would be car free.

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 Standards allows The published London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires two-bedroom dwellings in Outer London PTAL 2-3 to have a maximum 0.75no. car parking spaces and three-bedroom dwellings to have up to 1no. car parking space.

Drawing AH 735 05 Rev A titled Proposed Site Plan shows 1no. parking space for the proposed dwelling which would concur with the London Plan. The proposal would provide a car free development for the existing dwelling which would also concur with the London Plan which states that car-free development should be the starting point for all development proposals.

Electric Vehicle Charging Points (EVCP's)

The published London Plan (2021) requires that an EVCP is provided for each dwelling. A suitable condition should be applied to secure provision and retention of 1no. active 7Kw EVCP each for the existing and proposed dwellings

Cycle Parking

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires dwellings with two bedrooms to have a minimum of 2no. cycle parking spaces which should be located close to the front door of the dwelling to concur with the London Cycling Design Standards

(LCDS) 8.5.3 Residential Cycle Parking. Drawing AH 735 05 Rev A titled Proposed Site Plan shows a cycle store on the forecourt of the proposed dwelling which would be acceptable, but should be conditioned for retention.

Recommendation

The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application subject to the following condition:

Condition

Prior to the commencement of construction works, details of 1no. 7Kw active EVCP shall be submitted to and approved in writing by the LPA. The works shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

REASON: To be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking.

Prior to the occupation of the proposed dwelling a scheme for the parking of 2no. bicycles as shown on Drawing AH 735 05 Rev A titled Proposed Site Plan shall be fully implemented and thereafter retained for this purpose.

REASON: To be in accordance with the published London Plan 2021 Policy T5 Cycling

Contamination Officer: No objection but advised to apply a condition relating to land contamination.

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:

DMHB 11	Design of New Development
DMEI 10	Water Management, Efficiency and Quality
DMHB 12	Streets and Public Realm
DMEI 12	Development of Land Affected by Contamination
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts

DMT 6	Vehicle Parking
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places

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) (2021) 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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and

sunlight of adjacent properties and open space.

The ground floor windows of the proposed dwelling would face the sites boundary treatments and the main road where they would cause no loss of privacy to neighbours. The first floor windows would face the street and the rear garden of the site, as well as neighbours gardens. At present, all properties within the terrace provide views into each others gardens as such the overlooking caused from the development would not be harmful or out of keeping with the sites existing situation. The development would cause no harm to neighbouring amenities.

The development would not dissect a line drawn at 45 degrees from the habitable room windows of any neighbouring property. The dwelling is therefore unlikely to cause any loss of light to neighbours. Furthermore, the new dwelling would not extend beyond the front or rear elevation of No.59 St Mary's Road. The new dwelling would therefore cause no loss of outlook to its nearest neighbour.

Due to the height, design and position of the new dwelling it would cause no harm to the amenities of 1 Longmead Road, 102 Church Road or the nearby Church.

If approved conditions would be added restricting the insertion of first floor side elevation windows to protect the amenities of neighbours.

Taking into consideration these points the dwelling is not considered to cause harm to the amenities of neighbouring dwellings.

7.2 Impact on Street Scene

Paragraph 126 of the NPPF (2021) seeks the creation of high quality, beautiful and sustainable buildings. Parts b) and c) of paragraph 130 of the NPPF (2021) states that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment.

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context, delivering buildings and spaces that positively respond to local distinctiveness

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - 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. v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The development site is located on the south side of St Mary's Road. The development site comprises a two storey end of terrace dwelling which has been finished in brick, tiling and render. The property is set back from the road and has off road parking, as well as a front and rear garden.

The surrounding area is residential and is characterised by two storey, detached, semi detached and terraced properties finished in a variety of materials. Properties have off road parking and are set back from the road.

The proposed dwelling would be 8m high, 4.5m wide and 11.1m deep. The dwelling would have a hipped roof, set down from the main dwellings hipped roof and would be finished in render. The front elevation would be set in by 1m from the front elevation of the host dwelling.

Due to its narrow width and height, the proposed property would appear elongated and contrived contrasting with the neighbouring terraced properties which are all wider and of similar width. The dwelling would therefore look out of character amongst neighbouring terraced properties. Due to its narrowness and close proximity to the sites western boundary, the site and new dwelling would appear cramped when viewed from the street.

Taking into consideration the above, it is considered that due to its uncharacteristic design, close proximity to boundaries of the site, size, and site coverage, the proposed dwelling would cause harm to the character and appearance of the terrace (in which it is sited), the streetscene and surrounding area. The development would result in a cramped overdevelopment of the site, which would be of detriment to the areas visual amenities.

It should also be noted that the development site is located near to a locally listed building (Fountain House Hotel and the Hayes Village Conservation Area. Due to its household nature (essentially a oversized two storey side extension), the proposed works would cause no harm to the setting or significance of those heritage assets.

7.3 Traffic Impact/Pedestrian Safety

See below

7.4 Carparking & Layout

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: '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 pedestrians 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 DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) 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, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 London Plan (2021) sets out more up to date guidance for parking requirements and the requirements for this site have been assessed below.

The submitted plans indicate that the existing dwelling is afforded a garage and driveway space which would be lost due to the development of this new dwelling. However, the proposed plan shows 1no. parking space for the proposed dwelling which would concur with the London Plan. The proposal would provide a car free development for the existing dwelling which would also concur with the London Plan which states that car-free development should be the starting point for all development proposals.

Cycle storage has also been provided at the front garden driveway of the new dwelling.

Had the application been recommended for approval, conditions would be added to ensure appropriate levels of cycle storage and ev charging points were provided for residents of the new dwelling.

Overall it is considered that the proposed development poses no highways concerns.

7.5 Urban Design, Access and Security Considerations

ACCESSIBILITY

Policy D7 of the London Plan states:

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) 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'
- 2) 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'.

As mentioned by the Borough's Access Officer, the development fails to meet the accessibility standards set out in Policy D7 of the London Plan. However, it has been mentioned that this can be overcome through amendments and conditions. This were not sought as other reasons still made this application refusable.

INTERNAL LIVING ACCOMMODATION

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

Policy D6 of the London Plan (2021) advises that 2 bed, 3 person properties set over two storeys should provide future residents with 70sqm of internal amenity space. 74.51sqm of internal amenity space would be provided. As such sufficient internal amenity space would be provided for future residents.

EXTERNAL LIVING ACCOMMODATION

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. 60sqm of amenity space is required for 2-3 bedroom dwellings, Both properties would have sufficient private external amenity space. 114sqm would be provided for the existing dwelling and 80sqm for the new dwelling.

It should be noted that the outbuilding approved under 42412/APP/2023/2451 is 40m² and would be sited in the garden of 59 St Mary's road. With the outbuilding the 114sqm garden would be reduced to 74m². This amount of garden space still exceeds the 60m² required for 3 bed dwellings and is therefore considered to be acceptable.

7.6 Other Issues

PRINCIPLE OF THE RESIDENTIAL DEVELOPMENT

The site is located within an established residential area.

The National Planning Policy Framework has a requirement to encourage the effective use of land.

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a contribution to housing supply.

There is no objection to additional residential development in the area subject to compliance with other relevant planning considerations.

DRAINAGE

Policy SI 13 of the London Plan (2021) states that 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. Policy DMEI 10 of the Local Plan states that developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated. Subject to a Sustainable Drainage Strategy (SuDS) scheme as a post development condition, there are no immediate concerns with the scheme on drainage grounds. A full drainage scheme could be secured via condition.

LANDSCAPING

Policy DMHB 14 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.

In the event of an approvable scheme, landscaping conditions would be imposed to ensure that the site contributes positively to the character and appearance of the area and the greenery is added to and retained on the site.

CONTAMINATION

Due to the household nature of the proposed works (essentially a large two storey side extension). The proposed development would have no adverse impact on contaminated land. Excavation works associated with household development are limited.

ARCHAEOLOGY

Due to the limited scale and nature of the proposed development, the proposal poses no archeological concerns as mentioned by Historic England.

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

8. Reference 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)

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