



Mr Daustin
21 Clifton Avenue
Stanmore
HA7 2HR

Application Ref:
68002/APP/2020/3011

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:-

Description of development:

Part two storey, part single storey side/rear extension and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of the existing vehicular crossover

Location of development: 156 York Avenue Hayes

Date of application: 30 September 2020

Plan Numbers: See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

Head of Planning, Transportation and Regeneration

Date: 24 November 2020

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 68002/APP/2020/3011

SCHEDULE OF REASONS

- 1 . The proposed development, by reason of its size, scale, bulk, siting on this prominent corner plot and the lack of a set back at all levels from the main front wall, would result in the loss of a substantial proportion of an important undeveloped gap, characteristic to the area and this open spacious junction in particular, resulting in a cramped and unduly dominant appearance, and would be detrimental to the character, appearance and symmetry of the pair of semi-detached houses of which it forms a part and to the visual amenities of the street scene and the surrounding area. The proposal would therefore be detrimental to the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies 3.5 and 7.4 of the London Plan (March 2016).
- 2 . The proposed development, due to the excessive width of the proposed crossover that would be required to access the proposed parking spaces and its siting in relation to the adjacent bus stop would be detrimental to highway and pedestrian safety, contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).
- 3 . The proposed development fails to provide sufficient off street parking provision which meets the councils approved parking standards to service the proposed dwellings. The development would therefore lead to additional on street parking to the detriment of public and highway safety and is therefore contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

INFORMATIVES:

- 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 . 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies

SCHEDULE OF REASONS

DMH 4	Residential Conversions and Redevelopment
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 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

- 3 . 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 (2016). 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.
- 4 . 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 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. This is a resubmission of a previously refused scheme, where the Officers Report identified issues to be addressed, which were reflected in the reasons for refusal, allowing the opportunity to address those issues within this submission.
- 5 . 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

SCHEDULE OF REASONS

2012. For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref.No.: 68002/APP/2020/3011

SCHEDULE OF PLANS

156YA_P100 - received 22 Sep 0020

156YA_P200 - received 22 Sep 0020

Planning Statement - received 22 Sep 0020

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

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 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. ADVERTISEMENT 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 Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 156 YORK AVENUE HAYES

Development: Part two storey, part single storey side/rear extension and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of the existing vehicular crossover

LBH Ref Nos: **68002/APP/2020/3011**

Drawing Nos: 156YA_P100
156YA_P200
Planning Statement

Date Plans received : 30/09/2020

Date(s) of Amendment(s):

Date Application Valid: 30/09/2020

1. SUMMARY

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of the existing vehicular crossover.

The application follows a recently refused application which confirmed the principle was unacceptable. The current proposal is considered unacceptable in visual terms and unacceptable on highway and pedestrian safety grounds.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its size, scale, bulk, siting on this prominent corner plot and the lack of a set back at all levels from the main front wall, would result in the loss of a substantial proportion of an important undeveloped gap, characteristic to the area and this open spacious junction in particular, resulting in a cramped and unduly dominant appearance, and would be detrimental to the character, appearance and symmetry of the pair of semi-detached houses of which it forms a part and to the visual amenities of the street scene and the surrounding area. The proposal would therefore be detrimental to the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies 3.5 and 7.4 of the London Plan (March 2016).

2 NON2 Non Standard reason for refusal

The proposed development, due to the excessive width of the proposed crossover that would be required to access the proposed parking spaces and its siting in relation to the adjacent bus stop would be detrimental to highway and pedestrian safety, contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

3 NON2 Non Standard reason for refusal

The proposed development fails to provide sufficient off street parking provision which meets the councils approved parking standards to service the proposed dwellings. The development would therefore lead to additional on street parking to the detriment of public and highway safety and is therefore contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

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 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 4	Residential Conversions and Redevelopment
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 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 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 (2016). 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.

4 171 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 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. This is a resubmission of a previously refused scheme, where the Officers Report identified issues to be addressed, which were reflected in the reasons for refusal, allowing the opportunity to address those issues within this submission.

5 174 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 site comprises a semi-detached property on the Eastern side of York Avenue, adjacent to the junction with Judge Heath Lane, South of the site. The application property is prominently located within the street scene. This is a corner plot at the junction with Judge Heath Lane and its irregular pentagonal garden is larger than average in this residential area. The garden is bounded by a combination of cement-rendered walls and hedging. Much of the rear garden has been concreted over, according to the aerial photographs. The setting of the site benefits from off-site trees lining the rear boundary of St Jerome's Grove. There are no TPO's or Conservation Area designations affecting the site.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of the existing vehicular crossover.

3.3 Relevant Planning History

68002/APP/2017/1878 156 York Avenue Hayes

Installation of ancillary static caravan and decking to rear (Part Retrospective)

Decision: 27-09-2017 Refused

68002/APP/2020/1740 156 York Avenue Hayes

Part two storey, part single storey side/rear extension, porch to front and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of existing crossover

Decision: 26-08-2020 Refused

68002/PRC/2019/217 156 York Avenue Hayes

Erection of detached 2 bed house at the rear of the site and attached two-bed house with associated parking, amenity areas and bin store areas.

Decision: 11-02-2020 OBJ

Comment on Planning History

68002/APP/2020/1740 - Part two storey, part single storey side/rear extension, porch to front and conversion of dwelling into 1 x 2-bed and 1 x 3-bed self contained dwellings with associated parking and amenity space and widening of existing crossover was refused for the following reasons:

1. The proposed development, by reason of its size, scale, bulk, siting on this prominent corner plot and the lack of a set back at all levels from the front main wall, would result in the loss of a substantial proportion of an important undeveloped gap, characteristic to the area and this open spacious junction in particular, resulting in a cramped and unduly dominant appearance, and would be detrimental to the character, appearance and symmetry of the pair of semi-detached houses of which it forms a part and to the visual amenities of the street scene and the surrounding area. The proposal would therefore be detrimental to the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies 3.5 and 7.4 of the London Plan (March 2016).

2. The proposed development, due to the excessive width of the proposed crossover that would be required to access the proposed parking spaces and its siting in relation to the adjacent bus stop would be detrimental to highway and pedestrian safety, contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Officer note. The scheme differs from that recently refused in that the rearwards projection has been reduced and the front porches have been removed.

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

11 neighbouring properties were consulted by letter dated 1.10.20. No response received.

Access Officer - This proposal has been reviewed against the requirements of London Plan policy 3.8(c) which should not be applied to the conversion of an existing dwelling. Conclusion: no objections raised from an accessibility perspective.

Landscape Officer:

This site is occupied by a two-storey semi-detached house at the junction of Judge Heath Lane. The corner plot benefits from an exceptionally large back garden, with an irregular shape, whose side boundary fronts onto Judge Heath Lane. There are no TPO's or Conservation Area designations affecting the site.

COMMENT: The site has been the subject of several applications, including 2020/1740, which was refused. The current proposal shows three new parking spaces perpendicular to Judge Heath Lane. The parking spaces along this frontage continue to necessitate reversing into the road and appear to conflict with a local bus stop and a parking layby, which is presumed to be intended as a safe drop-off point for school children attending Wood End Park Academy, across the road. Please seek comments from the Highway specialists? The proposed layout fails to clarify how the front and back gardens will be divided/designated for use by the two properties and the parking arrangement appears to compromise the accessibility and use of the amenity space, together with satisfactory bin and bike storage?

RECOMMENDATION: If you are minded to approve this application, a landscape layout, with hard and soft details, should be conditioned to ensure that the amenity spaces are accessible and attractive to users while accommodating the practical requirements of parking, bike and bin storage. RES9 (parts 1, 2 and 5).

Highways: No response received, but consideration is given to recent comments in respect of the refused scheme.

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 4 Residential Conversions and Redevelopment

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 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP 3.3 (2016) Increasing housing supply

LPP 3.4 (2015) Optimising housing potential

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8 (2016) Housing Choice

LPP 7.4 (2016) Local character

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

In addition:

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.

Despite the scale of the side/rear extensions to form a new dwelling and extension to the existing dwelling, the proposal is not considered to give rise to an unacceptable loss of amenity to occupants of the adjoining property at number 154 York Avenue by way of loss of light, outlook or privacy.

7.2 Impact on Street Scene

The NPPF (2012) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area".

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.

York Avenue, Judge Heath Lane and the surrounding roads are generally characterised by two storey dwellings in semi-detached pairs. Rendered blockwork forms the predominant building materials. Whilst a number of dwellings have been extended in the wider area, the overall impression is of a well-preserved suburban context with all dwellings retaining much of their original character and proportions.

It is considered that this open space character gives several properties in the immediate locality, including the application dwelling, the appearance of significant spaciousness within their plots and makes a positive visual contribution to the appearance of the street scenes. The open space character and visual gaps also help to clearly define the semi-detached contexts of several junction/corner properties in the immediate locality. The corner plot positioning of the application dwelling is such that it is visually prominent on both street scenes.

Whilst the effect of the proposal would be noticeable on York Avenue where the proposal would imbalance the pair of semi-detached properties, the proposed extension would be clearly visible from along Judge Heath Lane where properties have a strong building line. Furthermore, the net effect of the scheme would be to encroach on the open character of the junction at this point and imbalance views from along Judge Heath Lane. This would be to the detriment of the open character of the area.

The application property is a semi-detached two storey dwelling on a corner plot. Due to its siting at an approximate 45 degree angle to York Avenue and Judge Heath Lane, its garden wraps around both the side and rear elevations, providing a sense of spaciousness that only appears to benefit those dwellings which turn the corners in a similar fashion. The garden area is enclosed by a wall and a substantial hedge which screens some views of the side elevation, although upper parts of the dwelling and its roof are visible.

The proposal would increase the rearward projection of the dwelling by some 2 metres and an additional 4.4 metres of width would also be added to the side with the same rearward projection. The front wall of the side extension would be set back from the existing front building line of the main house by 1 metre at first floor level, but would project forward of the front wall at ground floor level. The ridgeline of the hipped roof would be set down from the highest part of the existing ridgeline.

Whilst the set down from the ridge height would accord with the requirements of LPP2 Policy DMHD 1, the width of the extension would exceed half of the width of the original dwellinghouse and the lack of a set back from the front building line at ground floor level are contrary to the requirements of the same. When combined with the substantial length of the rearward projection, the width of the extension would appear excessive in relation to the host dwelling. Due to its overall scale, bulk and massing, the proposal would overwhelm the host dwelling, rather than appear subordinate to it. It would also undermine the pleasant overall impression of symmetry currently presented by the dwelling along with its adjoining neighbour, No 154 York Avenue.

The front, side and rear elevations are all prominent elements in the street scene. Along with the with views attainable immediately outside of the site and in longer views, the largely featureless side elevation, which would extend to some 10 metres in length and 2 storeys in height (for

8m), would form an unrelenting and visually incongruous element of the street scene.

Thus, the proposed development, by reason of its size, scale, bulk, siting on this prominent corner plot and the lack of a set back at all levels from the front main wall, would result in the loss of a substantial proportion of an important undeveloped gap, characteristic to the area and this open spacious junction in particular, resulting in a cramped and unduly dominant appearance, and would be detrimental to the character, appearance and symmetry of the pair of semi-detached houses of which it forms a part and to the visual amenities of the street scene and the surrounding area. The proposal would therefore be detrimental to the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies 3.5 and 7.4 of the London Plan (March 2016).

7.3 Traffic Impact/Pedestrian Safety

See below

7.4 Carparking & Layout

Policy DMT 2: Highways Impacts 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 pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has 'poor' access to public transport with a PTAL rating of 2. On this basis, it is considered that an emphasis will be placed on

the private car.

When considering the quantum of development against the London Borough of Hillingdon car parking standards it is required that this scheme provides a total of 4 car parking spaces. The submitted plans indicate that 3 parking spaces would be provided which would necessitate the widening of the existing crossover.

The proposed parking layout is substandard in that it fails to provide 4 spaces. Given the very nature of the proposals, this scheme will undoubtedly generate an increase in traffic movements to and from the site. This, in addition to being located directly adjacent to the bus stop is expected to result in instances which would place road users in vulnerable situations. Particularly in the event where vehicles travelling eastbound would attempt to overtake a stationary bus in turn meeting vehicles exiting the site access. The crossover would also conflict with the adjacent bus stop markings. As such, due to the excessive width of the proposed crossover that would be required to access the proposed parking spaces, and its siting in relation to the adjacent bus stop, the proposal would make inadequate provision for pedestrian refuge and would therefore prejudice the safety of pedestrians and vehicles using the highway. As a result it would be contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan - Part Two (2020).

7.5 Urban Design, Access and Security Considerations

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. A two bedroom (3p) house is required to provide 70 square metres which the proposal complies with (71m²).

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. A two bedroom dwelling is required to provide 60 square metres which the proposal complies with.

7.6 Other Issues

Principle of Development.

The NPPF (2019) at paragraph 70, advises that LPAs 'should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'

The London Plan (2016) provides guidance on how applications for development on garden land should be treated within the London Region. The thrust of the guidance is that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.

The Mayor's Housing Supplementary Planning Guidance, March 2016 also provides further guidance on the interpretation of existing policies within the London Plan as

regards garden development. Paragraph 1.2.44 advises: that when considering proposals which involve the loss of gardens, regard should be taken of the degree to which gardens contribute to a communities' sense of place and quality of life (Policy 3.5), especially in outer London where gardens are often a key component of an area's character (Policies 2.6 and 2.7). The contribution gardens make towards biodiversity also needs to be considered (Policies 7.18 and 7.19) as does their role in mitigating flood risk (Policies 5.12 and 5.13). Gardens can also address the effects of climate change (Policies 5.9 - 5.11).

London Plan Policy 3.5 A states that 'Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens where this can be locally justified.' This locally sensitive approach reflects paragraph 53 of the NPPF. Where planning permission is required, boroughs are advised to consider proposals for development in gardens in the light of local circumstances, taking into account the value gardens have in addressing the range of strategic policy objectives, particularly in terms of:

- defining local context and character including local social, physical, cultural (Policy 7.4, 3.5);
- providing safe, secure and sustainable environments and play spaces for children (Policy 3.6);
- supporting biodiversity, protecting London's trees, 'green corridors and networks' (Policies 7.19, 7.21);
- flood risk management and sustainable drainage (Policies 5.12 and 5.13)
- mitigating the effects of climate change including the 'heat island' effect and urban greening (Policies 5.1, 5.9, 5.10); and
- enhancing the distinct character of suburban London (Policy 2.6).

The Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties. Specifically, the policy advises that development should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase flood risk

Policy DMH 6: Garden and Backland Development states that there is a presumption against the loss of back 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) rear garden land which contributes either individually or as part of a larger swathe of green space to the amenity of residents or provides wildlife habitats must be retained;
- ii) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided; iii) 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;
- iv) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- v) features such as trees, shrubs and wildlife habitat, which are important to character, appearance or wildlife must be retained or re-provided.

Thus whilst taking into account site circumstances, there has been a general strengthening of the presumption against residential development within rear gardens at national, strategic and local level and the principle of the development is considered unacceptable in this case given the discussion above.

Accessibility

This proposal has been reviewed against the requirements of London Plan policy 3.8(c) which should not be applied to the conversion of an existing dwelling. Conclusion: no objections raised from an accessibility perspective.

CIL

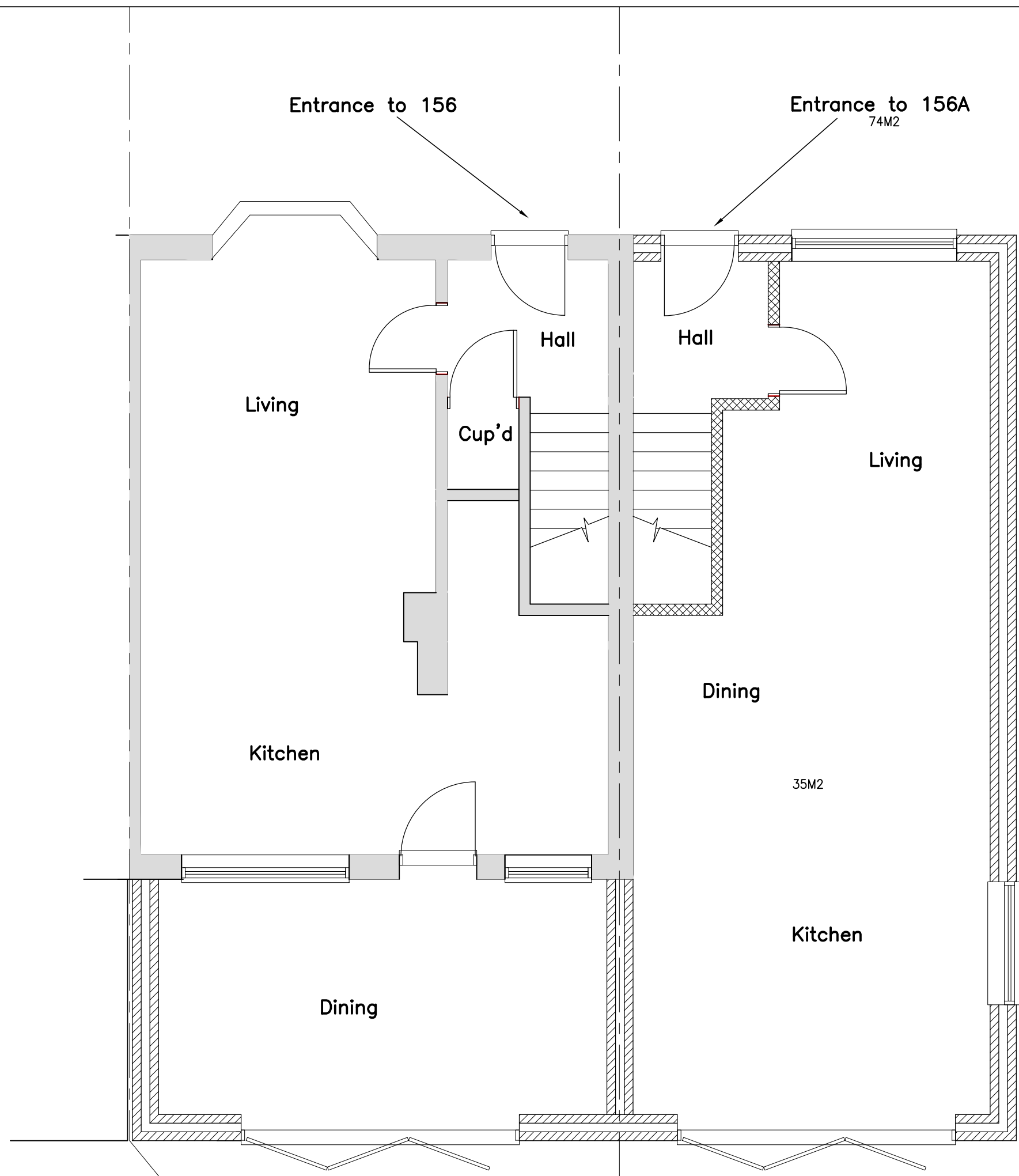
The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

8. Reference Documents

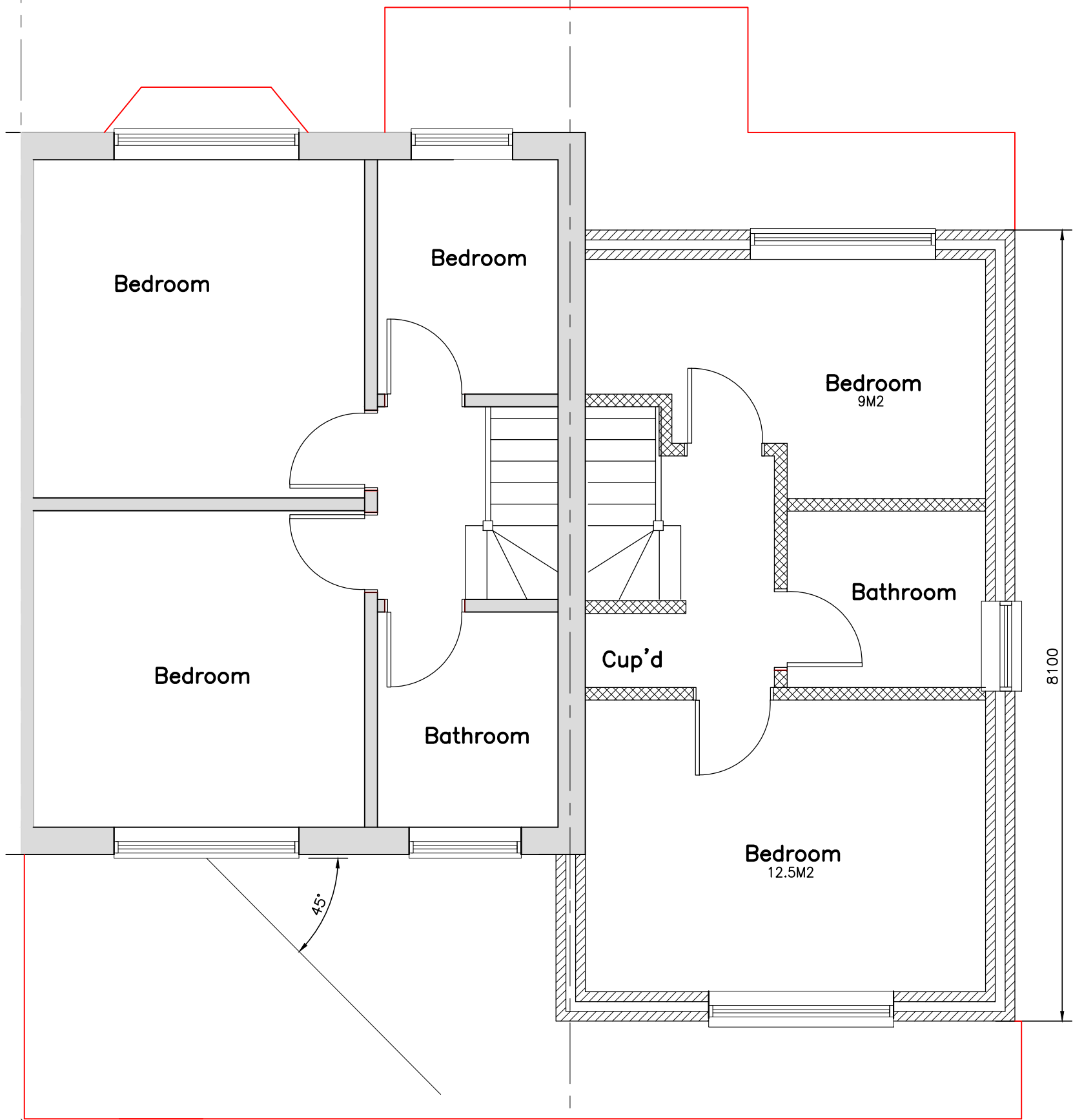
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Nicola Taplin

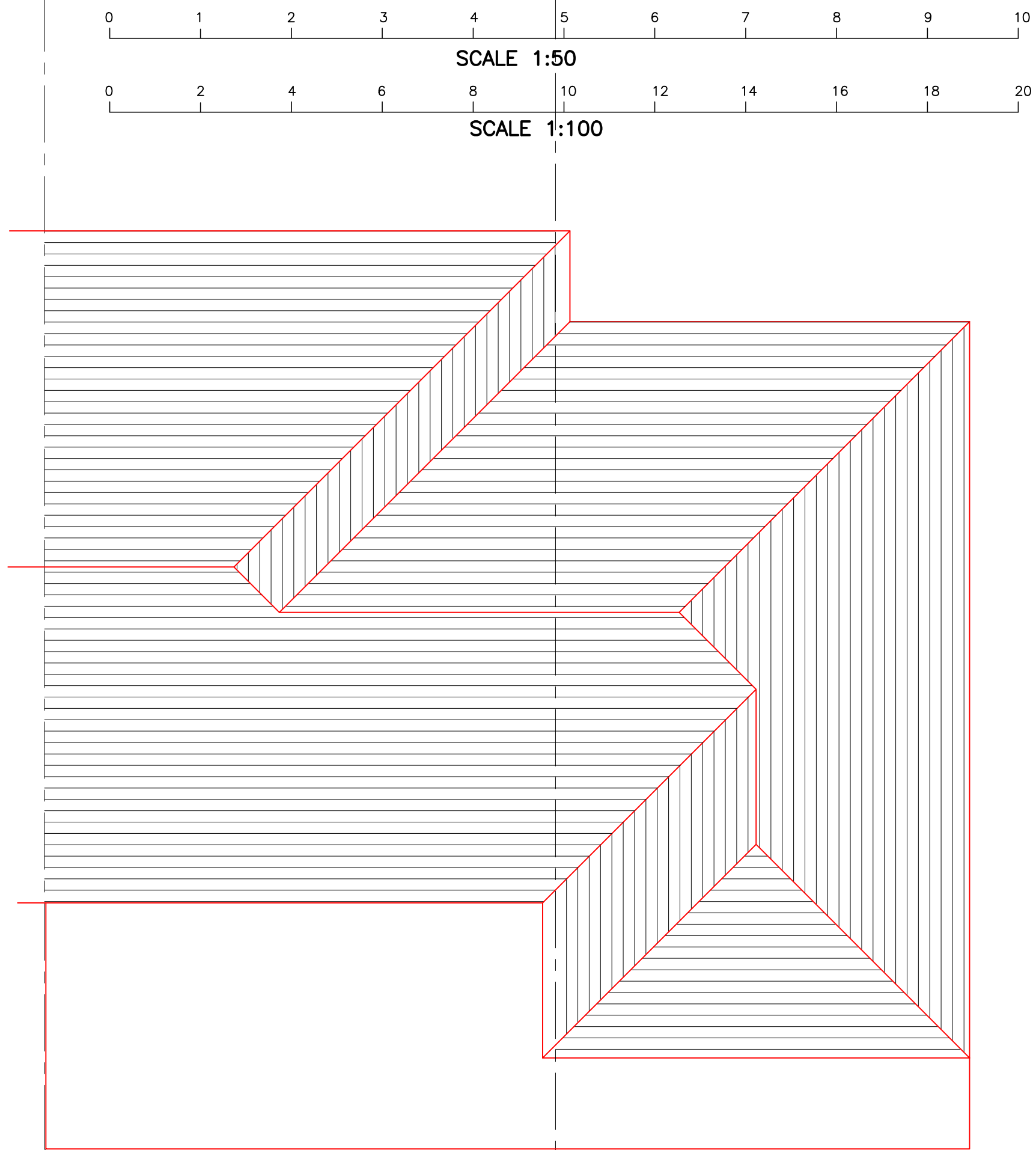
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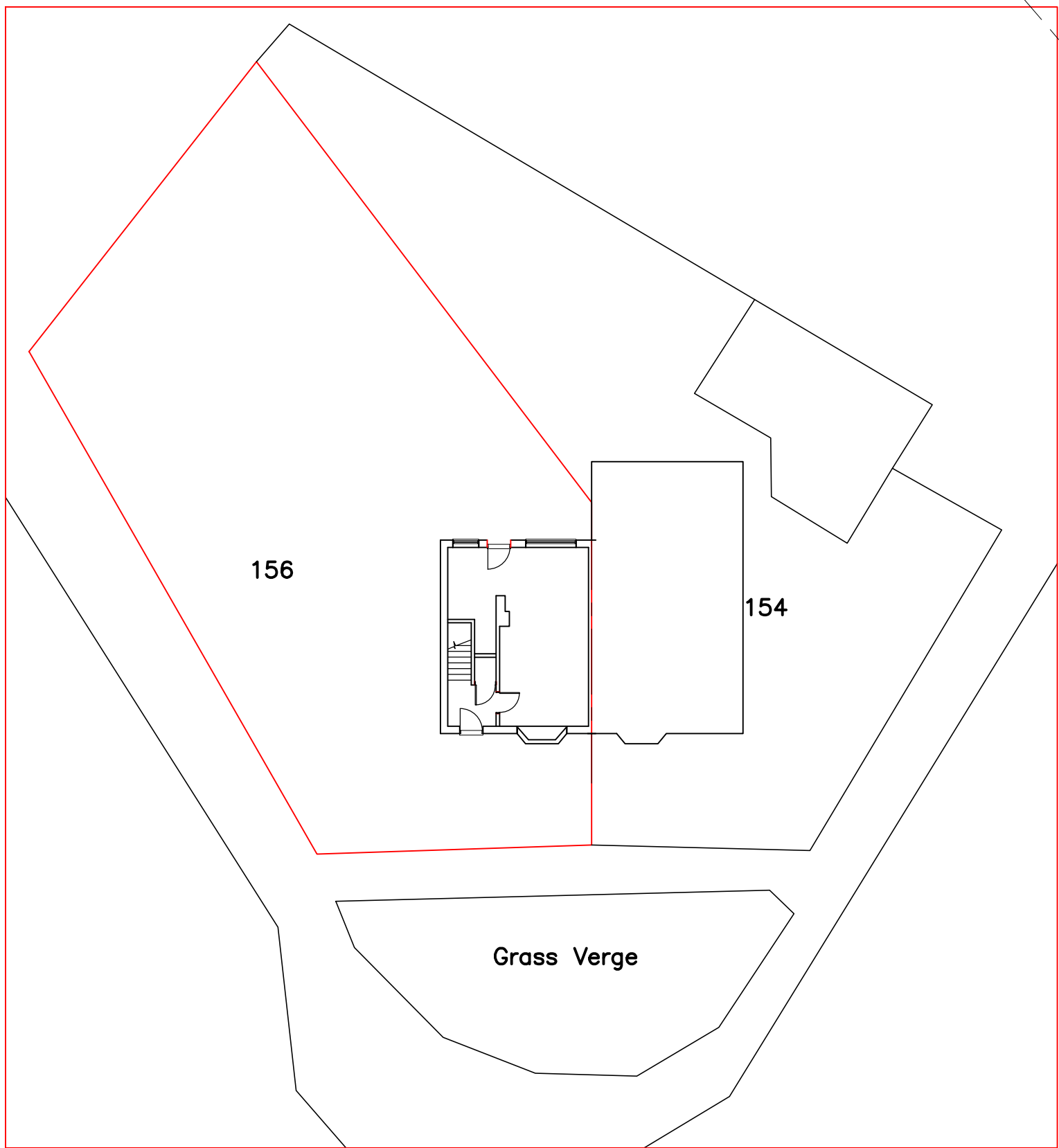
PROPOSED GROUND FLOOR PLAN



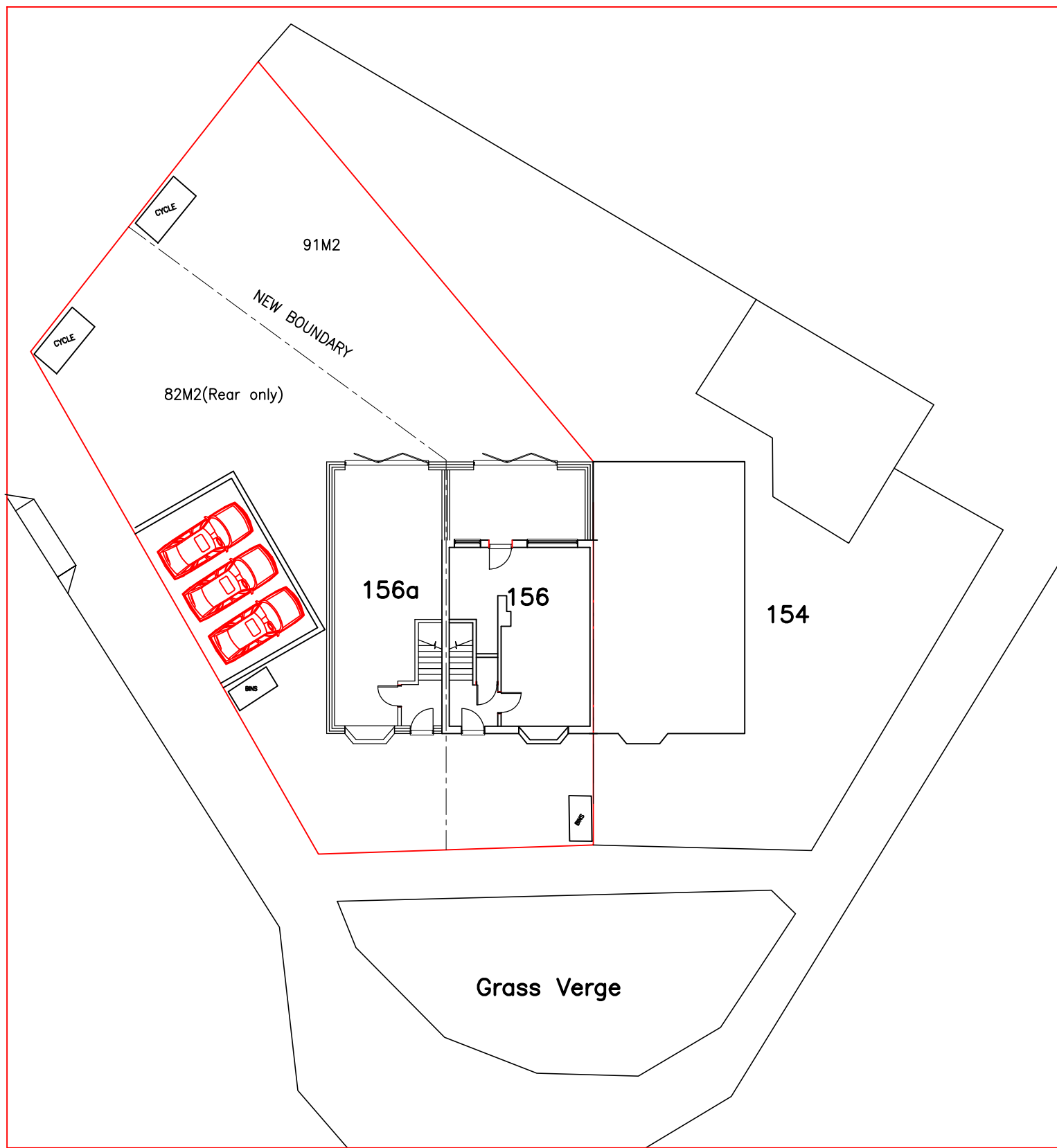
PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



EXISTING BLOCK PLAN
1:200



PROPOSED BLOCK PLAN
1:200

Rev	Description	Date
KDA Designs Ltd. Architectural & Structural Services 156 YORK AVENUE MIDDLESEX UB3 2TR kevin@kdadesigns.co.uk This drawing is property of Mr Kevin O'Keefe. The information is contained in copyright and is not to be copied or used without prior permission.		
Project: PROPOSED 2 STOREY SIDE & REAR EXTENSIONS TO FACILITATE ACCOMMODATION OF NEW DWELLING		
156 YORK AVENUE, HAYES, MIDDLESEX, UB3 2TR		
Drawing EXISTING FLOOR PLANS, EXISTING AND PROPOSED ELEVATIONS		
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Scale A1@1:50		Date SEPT 2020
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