

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: 79 FAIRHOLME CRESCENT HAYES

Development: Erection of a single storey extension to the side/rear and conversion to a self-contained studio for a wheelchair user.

LBH Ref Nos: 53556/APP/2025/1948

Drawing Nos: 644-PROP-03A
 644-PROP-04A
 PP-14164654v1
 644-EXT-00
 DESIGN & ACCESS STATEMENT

Date Plans received: 21-07-25 **Date(s) of Amendments(s):**

Date Application valid 21-07-25

1. SUMMARY

The application seeks planning permission for the erection of a single storey extension to the side/rear and conversion to a self-contained studio for a wheelchair user. Officers note that the studio would not be annexed to the house, but would be a separate C3 dwellinghouse.

The proposed development by reason of its size, scale, bulk, proximity to the side boundary and subdivision of the plot, would give rise to a cramped incongruous form of development on the site which would represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) Policies D1 and D4 of the London Plan (2021) and the NPPF (2024).

The applicant has failed to provide an acceptable quantity of car and cycle parking and has the potential to lead to undue on-street parking displacement to the detriment of parking capacity and safety on the local public highway, contrary to Paragraph 112 of the NPPF 2024; Policies T2, T4 and T5 of the London Plan 2021 and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 Development Management Policies.

The application is recommended for refusal for these reasons.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The proposed development by reason of its size, scale, bulk, proximity to the side boundary and subdivision of the plot, would give rise to a cramped incongruous form of development on the site which would represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) Policies D1 and D4 of the London Plan (2021) and the NPPF (2024).

2. NON2 Non Standard reason for refusal

The applicant has failed to provide an acceptable quantity of car and cycle parking and has the potential to lead to undue on-street parking displacement to the detriment of parking capacity and safety on the local public highway, contrary to Paragraph 112 of the NPPF 2024; Policies T2, T4 and T5 of the London Plan 2021 and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 Development Management Policies.

INFORMATIVES

1. 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application property comprises a two storey semi detached dwelling located on the south western side of Fairholme Crescent in Hayes. The property is constructed from brick and render under a plain tiled hipped roof. The area is characterised by pairs of similar two storey semi-detached houses, some of which have been extended to the side.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a single storey extension to the side/rear and conversion to a self-contained studio for a wheelchair user. Officers note that the studio would not be annexed to the house, but is instead proposed as a separate C3 dwellinghouse.

3.3 Relevant Planning History

53556/APP/2022/1860 79 FAIRHOLME CRESCENT HAYES

Erection of two storey extension to the side and rear.

Decision: 24-08-2022 Approval

53556/APP/2021/2242 79 FAIRHOLME CRESCENT HAYES

Part single storey, part two storey rear extension

Decision: 28-07-2021 Approval

53556/APP/2021/393 79 FAIRHOLME CRESCENT HAYES

Part two storey, part single storey rear extension

Decision: 26-03-2021 Approval

53556/98/2347 79 FAIRHOLME CRESCENT HAYES

Erection of a single storey side and rear extension and front porch

Decision: 28-01-1999 Approval

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

Highways

The Highway Authority (HA) has reviewed the submitted application for the erection of a single-storey side extension and its conversion into a self-contained studio intended for a wheelchair user. As such, the HA views the proposed development as ancillary to the existing residential dwelling at 79 Fairholme Crescent, Hayes.

The previously approved two-storey extension (Ref: 53556/APP/2022/1860) formed part of the main dwelling and is therefore not directly comparable to the current proposal, which seeks to create a self-contained studio unit specifically designed for a wheelchair user. The nature, use, and layout of the current application introduce distinct considerations in terms of access, parking, and ancillary use.

Therefore, the HA requires the proposed studio must remain ancillary to the main dwelling and not be used as a separate residential unit.

Given the site-specific conditions and the parking requirement for an annex is marginal, the HA has reviewed the application and is satisfied that the proposal is not expected to exacerbate existing congestion or create parking stress or raise any highway safety concerns.

However, the submitted plans indicate a car parking space directly in front of the proposed studio entrance. This arrangement is not acceptable. In accordance with inclusive design and pedestrian safety standards, all pedestrian paths and entrances must be kept clear of obstruction. A minimum clearance of 1 metre must be maintained in front of all entrances to ensure safe and unhindered access, particularly in emergency situations. This is especially critical given the studio is designed for a wheelchair user.

Additionally, the existing dropped kerb fronting the proposed extension is now redundant. The applicant will be responsible for the cost of reinstating this section of the footway. Details of this reinstatement must be submitted to and approved by the LPA prior to commencement of development.

Officer note: The applicant has advised that the unit is proposed as an independent C3 property and the Highways Officer has subsequently revised comments to advise that the unit will need to meet the London Plan Standards in terms of Parking.

Access Officer - This proposal which would result in the creation of a new dwelling has been reviewed with reference to London Plan Policy D7. No accessibility 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. The measures implemented as approved shall be retained thereafter. 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 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.

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
DMEI 12	Development of Land Affected by Contamination
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D14	(2021) Noise
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

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) (2024) 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 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 DMHB 11 seeks to ensure that development proposals do not adversely impact the amenity, daylight, and sunlight of adjacent properties and open space.

Policy DMH 6 of the Local Plan states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. Acceptability is dependent on the development preserving the amenity of surrounding residential dwellings, the provision of acceptable access and car parking, the appropriateness of the design and the retention of trees and habitats present on site.

Given the degree of separation between the proposed dwelling and adjacent number 77 Fairholme Crescent, the proposal is not considered to result in an undue loss of light, outlook or privacy to the occupants of this property. The proposed dwelling would project beyond the rear elevation of the host dwelling at Number 79 Fairholme Crescent by approximately 1.8m. Given the limited projection, the proposal is not considered to result in an unacceptable loss of light or outlook to rear facing windows.

The proposal would accord with the objectives of Policies D3 and D6 of The London Plan (2021) and Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) in this respect.

7.2 Impact on Street Scene

Paragraph 135 of the National Planning Policy Framework (2024) 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 D1 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 D4 of the London Plan states developments 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.

The Hillingdon Local Plan: Part One Strategic Policy BE1 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 DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

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 required that there is no unacceptable loss of outlook to neighbouring occupiers.

With regard to side extensions Policy DMHD1 requires:

- i) side extensions should not exceed half the width of the original property;
- ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;
- iii) garages should reflect the size guidelines set out in Appendix C Parking standards; iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;

Officers note that planning permission was previously granted for a more sizeable extension to this property to the side. However this extension would have appeared as an extension to the original dwelling rather than a separate dwellinghouse which is currently proposed. There are a number of single storey side extensions within the immediate vicinity which form part of the established character of the area (notably at adjacent number 77 and opposite at Number 110 Fairholme Crescent. The bulk and massing of the proposed single storey extension would not be at odds with development within the area. However the proposals are instead introducing a distinctly new dwelling, which attaches to the existing property, effectively forming a terrace of three properties, which is fundamentally at odds with the character of the area, which consists of semi-detached pairs of two-storey dwellings. The property would require its separate parking area, separate residential curtilage and associated domestic paraphernalia and this in itself would be out of keeping with the pattern and layout of development within the area and the established urban grain. The additional dwelling would read as an alien and incongruous form of development, which would result in harm to the character of the street scene and area as a whole.

As such, the proposed development by reason of its size, scale, bulk, proximity to the side boundary and subdivision of the plot, would give rise to a cramped and incongruous form of development on the site which would represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) Policies D1 and D4 of the London Plan (2021) and the NPPF (2024).

7.3 Traffic Impact/Pedestrian Safety

See below

7.4 Carparking & Layout

Policy T2 of The London Plan (2021) states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Policy T4 The London Plan (2021) states that 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 development proposals should not increase road danger.

Policy T6 of The London Plan (2021) states that the maximum car parking standards set out in Policy T6 .1 to Policy T6 .5 should be applied to development proposals.

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.

Policy DMT 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that 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.

The application proposes a car free development. The submitted plans indicate the provision of 1 parking space to the frontage to serve the host dwelling. No parking is indicated for the host dwelling The site lies in an area with a PTAL score of 1(b).

Given the site has a very poor PTAL rating of 1b, validating the relative isolation of the site from public transport services which gives rise to a higher dependency on the ownership and use of private motor transport. The proposal is substandard in terms of parking provision in that the proposal would require the provision of 1 car parking space to be provided for the occupants of the studio and 2 spaces would be required for the host dwelling. the submitted plans indicate a car parking space directly in front of the proposed studio entrance. This arrangement is not acceptable. In accordance with inclusive design and pedestrian safety standards, all pedestrian paths and entrances must be kept clear of obstruction. The under provision of parking would likely result in the displacement of vehicles and accumulation of parking within Fairholme Crescent and other surrounding streets, which are not subject of parking restrictions. This would present an obstruction to road users and the safe movement of vehicles.

The applicant has failed to provide an acceptable quantity of car and cycle parking and has the potential to lead to undue on-street parking displacement to the detriment of parking capacity and safety on the local public highway, contrary to Paragraph 112 of the NPPF 2024; Policies T2, T4 and T5 of the London Plan 2021 and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 Development Management Policies.

7.5 Urban Design, Access and Security Considerations

Quality of Living Accommodation:

Policy D6 of the London Plan (2021) states that housing development should have a high-quality design and provide adequately sized rooms. Table 3.1 of the London Plan (2021) requires one-

person single-storey dwellings to have at least 37 square metres of gross internal floor area.

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.

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.

In this case, the submitted floor plan indicates an internal floor area of 37.6 square metres, which would meet the space standards set out above for a studio flat.

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. The submitted plans indicate that a private amenity space of 44m² would be provided which would meet the Minimum standard.

Access:

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

Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council's Access Officer has advised that no accessibility concerns are raised subject to conditions.

7.6 Other Issues

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)
NPPF (2024)

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