

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, Building Control, Sport & Green Spaces**

Address 20 SNOWDON CRESCENT HAYES

Development: Conversion of existing dwelling to form 1 x 3 bed and 1 x 1 bed dwellings with associated parking and amenity space (Resubmission)

LBH Ref Nos: **68467/APP/2013/2063**

Drawing Nos: Design and Access Statement
 Site Location Plan
 Block Plan
 Existing Ground Floor Plan
 Existing First Floor Plan
 Existing Elevations
 Proposed Floor Plans and Elevations

Date Plans received : 22/07/2013

Date(s) of Amendment(s):

Date Application Valid: 22/07/2013

1. SUMMARY

The application seeks planning permission for the conversion of the existing dwelling to form 1 three bed house and 1 one bed house with associated parking and amenity space. Whilst the proposal is considered not to have a detrimental impact upon the character and appearance of the street scene or residential amenity, the proposal would result in a loss of highway and pedestrian safety as a result of intensification of the use of a substandard access/private driveway. Therefore, the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The application fails to demonstrate that access could be provided to parking spaces proposed to the rear of the site, in addition, the location of the two proposed parking spaces to the rear of the site would result in the intensification of use of the existing sub-standard access from Bourne Road and as kerbside parking is permitted along the adjacent highway, visibility along Bourne Road would be obstructed by parked cars when entering and existing the access, to the detriment of highway and pedestrian safety. As such the proposal would be contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.5	(2011) Quality and design of housing developments
LPP 5.3	(2011) Sustainable design and construction

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 saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the southern side of Snowdon Crescent within the Developed Area as identified within the Hillingdon Local Plan Part Two - Saved UDP Policies.

The application property comprises an end of terrace property which has been recently extended by way of a two storey side/rear extension. There is space within the frontage

for 2 cars to be parked off street. The western side boundary line of the site is bordered by an alleyway which provides pedestrian access between Snowdon Crescent and Bourne Avenue.

To the rear of the application site is a garden area which provides private outdoor amenity space for the occupiers of the extended dwelling.

3.2 Proposed Scheme

The application seeks planning permission for the conversion of the existing dwelling to form 1 three bed house and 1 one bed house with associated parking and amenity space. The alterations to the building externally would involve the insertion of a front door and the insertion of an obscure glazed window in the side elevation at ground floor level to serve a WC. Four off street parking spaces are proposed to be sited within the site, two at the front and two to the rear which would be accessed from a private driveway serving garages of properties in Bourne Avenue. The proposed new 1 bed dwelling would have a private garden area of 160m² and the retained dwelling would have a private rear garden area of 80m². The internal floor area of the proposed 2 bed dwelling would be 70m².

3.3 Relevant Planning History

68467/APP/2012/800 20 Snowdon Crescent Hayes

Two storey side/rear extension and single storey rear extension

Decision: 15-06-2012 Approved

68467/APP/2013/557 20 Snowdon Crescent Hayes

Conversion of existing dwelling to form 1 x 3 bed and 1 x 2 bed dwellings with associated parking and amenity space.

Decision: 03-06-2013 Refused

Comment on Planning History

68467/APP/2012/800 - was granted for a two storey side/rear extension and single storey rear extension in June 2012.

application 68467/APP/2013/557 was refused for the conversion of the existing dwelling to form 1 x 3 bed and 1 x 2 bed dwelling with associated parking and amenity space in March 2013 for the following reasons:-

1.The internal floor area for the proposed two bedroom dwelling is below the minimum required for a two-bedroom two storey dwelling. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 and Table 3.3 of the London Plan (2011).

2. The location of the proposed parking spaces would result in the intensification of use of the existing sub-standard access from Bourne Road and as kerbside parking is permitted along the adjacent highway, visibility along Bourne Road would be obstructed by parked cars when entering and existing the access, to the detriment of highway and pedestrian safety. As such the proposal would be contrary to Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consultation

Highways Officer:

The development proposals are to convert the existing dwelling within the site to provide two separate dwellings. As part of the proposals, 2 car parking spaces will be provided to serve each dwelling, with one parking space located at the front and another at the rear. Access to the proposed car parking spaces located at the rear, will be provided via a private drive connecting to Bourne Avenue and to the front, directly from Snowdon Crescent.

When undertaking assessment of the development it is noted that the PTAL index within the area is 1b, which is classified as very poor. Therefore, the maximum car parking provision of 2 parking spaces per dwelling is considered acceptable.

However, it is noted that vehicle access to the car parking spaces located at the rear of each dwelling, will be provided via narrow (approximately 2.4m) private drive. Consequently two vehicles will not be able to pass side by side when accessing/egressing the site, which will require vehicles to queue along the adjacent highway. In addition, it is noted that the private drive also serves a number of garages at the rear of properties along Bourne Avenue. As a result, it is considered that the development would intensify the existing substandard access to the detriment of highway safety.

Furthermore, as kerbside parking is permitted along the adjacent highway, visibility along Bourne Road would be obstructed by parked cars when entering and existing the access.

Therefore, an objection is raised to the development, as the proposals would be contrary to Policy AM 7 and AM14, of Part 2 of the adopted Hillingdon Local Plan.

6. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 5.3	(2011) Sustainable design and construction

In addition:

7. MAIN PLANNING ISSUES

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

It is considered that the conversion of the existing property into 1 three bed unit and 1 one bed unit would have minimal impact upon the occupants of nearby properties. The proposal does not include any increase in floor area of the building and the alterations to the fenestration would not create any adverse overlooking issues. As such the proposal would be in compliance with Policies BE19, BE21 and BE24 of the Hillingdon Local Plan Part 2.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

The proposal would not result in significant external alterations. The proposed alterations relate to the replacement of the front window with a door and the insertion of a ground floor obscure glazed WC window in the side elevation. It is considered that the alterations to the external appearance of the existing building would be in keeping with the host building and would not detract from the character and appearance of the site and locality. As such the proposal is considered to comply with Policy BE1 of the the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.3 Traffic Impact / Pedestrian Safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Council will consider whether traffic generated by proposed developments is acceptable in terms of its impact on the surrounding road network and whether it would be prejudicial to highway and pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments will only be permitted where it accords with the Council's adopted parking standards as set out in Annex 1.

The application site is located in an area where PTAL index is 1b, which is classified as very poor. Therefore, the maximum car parking provision of 2 parking spaces per dwelling is considered acceptable.

The Highways Officer maintains an objection to the this revised application. The vehicle access to the proposed car parking spaces located at the rear of each dwelling, will be provided via narrow (approximately 2.4m) private drive. Consequently two vehicles will not be able to pass side by side when accessing/egressing the site, which will require vehicles to queue along the adjacent highway. In addition, it is noted that the private drive also serves a number of garages at the rear of properties along Bourne Avenue. As a result, it is considered that the development would intensify the existing substandard access to the detriment of highway safety.

Furthermore, as kerbside parking is permitted along the adjacent highway, visibility along Bourne Road would be obstructed by parked cars when entering and existing the access.

As such the location of the two proposed parking spaces to the rear of the site would result in the intensification of use of the existing sub-standard access from Bourne Road and as kerbside parking is permitted along the adjacent highway, visibility along Bourne Road would be obstructed by parked cars when entering and existing the access, to the detriment of highway and pedestrian safety. As such the proposal would be contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Furthermore, concern would be raised that access to the parking spaces to the rear would be by way of a private driveway. The driveway falls outside of the red line of the site and the applicant has submitted no details with regards to right of access to this driveway. Therefore, it is considered that the spaces could not be maintained for the lifetime of the development.

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

The internal size, layout and other requirements for new residential accommodation necessary to ensure that the future occupants of the flats have a suitable living standard and level of amenities are set out in the Hillingdon Design And Accessibility Statement - Residential Layouts (July 2006). This adopted Supplementary Planning Document states the minimum accepted size of a one bedroom house as 50 square metres. There should be adequate daylight and sunlight available to the development but no direct overlooking of adjoining properties measured within an angle of 45 degrees taken from the centre of any window and at a distance of less than 21 metres from the nearest other habitable room or kitchen windows. The proposal complies with the advice set out in HDAS Residential Layouts.

The size requirements within the HDAS have been superceded by the London Plan 2011 which requires a 2 bedroom 4 person house to have a minimum internal floor area of 83m².

The revised application shows the first floor to provide a single bedroom with dressing room and en-suite bathroom, although it is noted that the property could easily accommodate a second bedroom by the installation of a small internal partition including a door. However, as submitted the proposal complies with Policy 3.5 of the London Plan (2011) and Policy BE19 of the Hillingdon Local Plan, 2012, (Part 2).

7.6 Other Issues

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires the retention of landscape features of merit and new landscaping and planting where possible. The application indicates that there will be no change to the front

garden, which is hard paved with the existing boundary hedge retained along the west boundary and that 2 off-street parking bays are proposed along the southern boundary of the rear garden, with the retention of existing trees. The proposal is considered to comply with Policy BE38 of the Local Plan.

There are not more than six habitable rooms within the proposed development. Therefore there is no requirement for a financial contribution towards the provision of additional educational facilities in the Borough, in accordance with UDP Saved Policy R17.

8. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).

Hillingdon Local Plan Part 2.

The London Plan (July 2011).

Supplementary Planning Document 'Accessible Hillingdon'.

National Planning Policy Framework.

Contact Officer: Nicola Taplin

Telephone No: 01895 250230