

London Borough of Hillingdon
Unitary Development Plan
(adopted 1998)
Saved Policies
27th September 2007



HILLINGDON
LONDON



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INTRODUCTION TO SAVED POLICIES

The 2004 Planning and Compulsory Purchase Act introduced a new development plan regime including Local Development Frameworks. A three year phase-in period was allowed during which time old style local plan policies would remain in force unless they were replaced by new measures. Hillingdon has been at the forefront of the production of its Local Development Framework. However in 2006, following the Lichfield and Staffordshire planning inquiries and changing requirements, it became evident to Government that the target for the replacement of existing plans was not going to be met nationally. As a result in August 2006 the Secretary of State issued a direction to save policies. Each of Hillingdon's Unitary Development Plan policies was subjected to six tests identified in Planning Policy Statement 12: Local Development Frameworks (2004). Following Member approval in March 2007 a request to save the remaining policies was submitted to the Government Office for London for further scrutiny.

A direction was issued on 24 September 2007 by the Government Office for London confirming Hillingdon's request to 'Save' key local policies and to delete obsolete or rarely used policies. This was effective from the 27 September 2007.

How to use the Saved Policies

In this 'Saved Policies' version of Hillingdon's Unitary Development Plan much of the document remains the same as the 1998 adopted version. However deleted policies and supporting text have been struck through. Where appropriate text has been added in boxes indicating where specific issues are addressed by national guidance or through the London Plan (2004). Maps have been relabelled but the boundaries and content is the same as the 1998 original.

Following an early revision to Hillingdon's car parking standards and planning inquiry in 2002 and more recent changes originating from the London Plan, the original standards have been replaced. The Interim Parking Standards are located in Appendix 1.

Design of New Development

5.15 Although it is not possible to define rules of design or specify policies which, if followed, will inevitably produce attractive buildings, there is a need to establish a context within which good design can flourish in order to reconcile the interests of developers with those of other people and bodies affected by development. This section of the Plan indicates the general design considerations which the Local Planning Authority will take into account when determining planning applications for new development or when preparing schemes for environmental improvement. It will seek to ensure that all new development complements or improves the character and appearance of the area in which it is proposed and will look for buildings composed of design elements which stimulate and sustain visual interest. It will promote building forms and townscape elements which combine to create and define well proportioned and attractive external spaces which are put to a positive public or private use. The Local Planning Authority's Supplementary Planning Guidance and Design Guides provide more detailed guidance for residential development. In addition the Local Planning Authority in assessing proposals will take into account the requirements of the Home Energy Conservation Act (1995) and the Council's resultant Home Energy Strategy. The Local Planning Authority has also published policies and planning briefs covering specific areas where major developments are proposed or where particular design issues have been identified. As part of the implementation of the Plan it will, where appropriate, prepare further guidance or put forward positive proposals to conserve, enhance or improve the environment following the policies within this section.

BE13 DEVELOPMENT WILL NOT BE PERMITTED IF THE LAYOUT AND APPEARANCE FAIL TO HARMONISE WITH THE EXISTING STREET SCENE OR OTHER FEATURES OF THE AREA WHICH THE LOCAL PLANNING AUTHORITY CONSIDERS IT DESIRABLE TO RETAIN OR ENHANCE.

BE14 PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF SITES IN ISOLATION IF THE DESIGN FAILS TO SAFEGUARD THE SATISFACTORY RE-DEVELOPMENT OF ADJOINING SITES WHICH HAVE DEVELOPMENT POTENTIAL.

BE15 PROPOSALS FOR ALTERATIONS AND EXTENSIONS TO EXISTING BUILDINGS WILL BE PERMITTED WHERE THEY HARMONISE WITH THE SCALE, FORM, ARCHITECTURAL COMPOSITION AND PROPORTIONS OF THE ORIGINAL BUILDING.

5.16 In applying these policies the Local Planning Authority will seek to ensure that where appropriate streetscape features such as lighting, seats, walls, railings, paving and kerbing which contribute to the townscape qualities of the area are retained or provided. It will also seek to retain urban spaces, open areas, views and landmarks and use opportunities as they arise to reveal such features to public view. Other policies in this Plan require the provision of amenity space and landscaping, and pedestrian, parking, servicing and other facilities. The Local Planning Authority will seek to ensure that such facilities are so laid out and designed that they form an attractive setting for new development. It will normally permit developments which meet adopted planning and highway standards or which are capable of satisfactory extension to adjoining land likely to be developed.

5.17 Many of the houses built in the mid-1930's in the Gledwood Estate north of the Uxbridge Road, Hayes are of a distinctive cubist style. However, problems of maintenance, including leaking roofs and damp walls have increased in recent years leading to representations by residents for consideration to be given to the construction of pitched roofs to the properties. The need to provide such roofs for maintenance reasons is accepted. A uniform design should be adopted for such proposals in order that an architecturally harmonious street scene is achieved which is also acceptable in practical terms. Supplementary planning guidance has been prepared for this area.

5.18 — The Local Planning Authority believes that land within and surrounding Heathrow Airport has major potential for environmental improvement and for new buildings of imaginative or innovative design. Since the Bath Road is the major vantage point of the Airport in the area, and a gateway to Hillingdon and London, the Local Planning Authority has adopted supplementary planning guidance (April 1995) on the "A4 Heathrow Corridor Environmental Enhancement Scheme". This includes a design guide for new development along Bath Road, areas which could benefit from landscaping, e.g. screen planting around parking sites, and stresses that all proposed development should include comprehensive landscaping schemes as an integral part of the overall design. The policy that follows is intended to promote buildings whose exterior designs are explicitly intended to sustain visual interest and to prevent the further construction of buildings of designs which contribute little or nothing to the identity and appearance of Bath Road. Irrespective of the design merits of a proposed building however, planning permission will not be granted if it is likely to interfere with the safe and efficient operation of Heathrow Airport.

BE16 — NEW DEVELOPMENT ON THE NORTHERN FRONTAGE TO THE A4 (BATH ROAD) FRONTAGE WILL NORMALLY BE PERMITTED IF:

- (i) — WHEREVER PRACTICABLE A VARIETY OF HIGH QUALITY BUILDING MATERIALS ARE USED AS EXTERNAL FINISH;**
- (ii) — BUILDINGS, ASSOCIATED ACCESS ROADS AND CAR PARKING ARE SET BACK FROM THE BATH ROAD FRONTAGE TO LEAVE SUFFICIENT DEPTH FOR COMPREHENSIVE LANDSCAPING AND GROUND CONTOURING; AND**
- (iii) — EXTENSIVE AND INTENSIVE PLANTING IS USED AS A MEANS OF ENCLOSURE ON BOUNDARIES WITH THE GREEN BELT.**

London Plan Policies 4B.1 (Design principles for a compact city), 4A.6 (Improving air quality) and Policy 4A.9 (Providing for renewable energy) and their supporting text to be used and 'Saved' UDP Policies BE13, 14 and 15 (instead of Policy BE16).

BE17 — THE DESIGN AND LAYOUT OF NEW DEVELOPMENT AT HEATHROW AIRPORT WILL BE ACCEPTABLE IF:-

- (i) — THE LAYOUT OF THE DEVELOPMENT AND ITS APPEARANCE BY VIRTUE OF SCALE, FORM, PROPORTIONS, TYPE AND COLOUR OF MATERIALS AND OTHER DESIGN FEATURES CONTRIBUTE TO AND IMPROVE THE APPEARANCE OF THE AIRPORT. THE EXTENT TO WHICH THE DEVELOPMENT WILL BE VISIBLE FROM AREAS TO WHICH THE GENERAL PUBLIC HAS ACCESS SUCH AS THE NORTHSIDE A4/BATH ROAD WILL BE TAKEN INTO ACCOUNT; AND**
- (ii) — SUFFICIENT LAND HAS BEEN RESERVED FOR ADDITIONAL PLANTING AND LANDSCAPING.**

London Plan Policies 4B.1 (Design principles for a compact city), 4A.6 (Improving air quality) and Policy 4A.9 (Providing for renewable energy) and 'Saved' UDP Policies BE13, 14 and 15 and their supporting text to be used (instead of Policy BE17).

5.19 — More detailed design guidance and general advice on the interpretation of these policies is contained in the document 'A4 Heathrow Corridor Environmental Enhancement Scheme', available from the Local Planning Authority as supplementary planning guidance.

Security and Safety in Design

5.20 Buildings with windows overlooking footways and other public spaces and whose street frontage contains no hidden recesses, contribute to security and perceived security of pedestrians and other footway users. The security implications of building layout and design are of concern to all, but especially to women, ethnic minorities, children and elderly people, and the Local Planning Authority will take these into account in assessing development proposals in line with the provisions of Circular 5/94. At the same time, it will seek to ensure that schemes are designed to be safe; for example, windows and doors opening directly onto pedestrian routes should be designed in such a way that they are not likely to cause injury to passers by. The Local Planning Authority has prepared further advice on crime prevention through environmental design in its Supplementary Planning Guidance on Design Guides.

5.21 The design of public spaces affects the incidence of street crime. The shape given to footways and other spaces used by pedestrians can affect how much of such space can be observed and so informally supervised from surrounding buildings, and determines sightlines from other parts of the footway and carriageway. The Local Planning Authority will take these issues into account where appropriate in accordance with Policy BE18.

BE18 THE DESIGN OF DEVELOPMENTS WITH FOOTWAY FRONTAGES, OVERLOOKING BUS STOPS OR OTHER TRANSPORT INTERCHANGES, OR FACING OPEN SPACE, SHOULD TAKE ACCOUNT OF THE NEED TO ENSURE THAT WINDOWS OVERLOOK PEDESTRIAN SPACES AND AVOID THE CREATION OF HIDDEN RECESSES ADJACENT TO SUCH SPACES, SUCH THAT PEDESTRIAN SECURITY IS ENHANCED AND EFFECTIVE POLICING IS NOT PREJUDICED. THE DESIGN SHOULD ALSO ENSURE THAT PEDESTRIAN SAFETY IS NOT ENDANGERED.

Residential Amenity

5.22 Residential development is the major land use in the Borough and the careful design of new development is important to its overall character. Most new development is likely to be in the form of infilling or extensions where compatibility with existing development is a particularly important consideration. Oversized and badly located additions may detract from the general street scene, and there must be adequate space between old and new buildings to avoid spoiling the amenity and privacy of adjoining houses. It is an objective of Strategic Planning Guidance to sustain and improve the amenity of residential districts (SPG, para.10) and the Local Planning Authority wishes to ensure that the cumulative effects of development do not damage the character and amenity of established residential areas. It will therefore regard the scale and character of new development in relation to existing development as a material consideration in determining planning applications. Policies on density of residential development are set out in Chapter 7, and further guidance on design of residential development is set out in the Local Planning Authority's supplementary planning guidance on Design Guides.

BE19 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT NEW DEVELOPMENT WITHIN RESIDENTIAL AREAS COMPLEMENTS OR IMPROVES THE AMENITY AND CHARACTER OF THE AREA.

5.23 Ensuring adequate sunlight and daylight reaches both habitable rooms (including kitchens) and external private amenity space is an important principle of housing design which affects the enjoyment of occupants' living conditions. The Local Planning Authority will pay full regard to the effects of a proposal, whether it be for a new building or extensions of an existing one, on the sunlight and daylight reaching neighbouring properties, and will have regard to the recommendations of "Site Layout Planning for Daylight and Sunlight" (Building Research Establishment, 1991). Some proposals of substantial width, height and depth, particularly when built close to a party boundary, may not cause loss of amenity by reason of daylight or sunlight but may be overdominant in relation to the adjoining property and/or its private amenity space. This can result in a depressing outlook detracting from residential amenity.

BE20 BUILDINGS SHOULD BE LAID OUT SO THAT ADEQUATE DAYLIGHT AND SUNLIGHT CAN PENETRATE INTO AND BETWEEN THEM AND THE AMENITIES OF EXISTING HOUSES ARE SAFEGUARDED.

BE21 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW BUILDINGS OR EXTENSIONS WHICH BY REASON OF THEIR SITING, BULK AND PROXIMITY, WOULD RESULT IN A SIGNIFICANT LOSS OF RESIDENTIAL AMENITY.

BE22 RESIDENTIAL EXTENSIONS AND BUILDINGS OF TWO OR MORE STOREYS IN HEIGHT SHOULD BE SET BACK A MINIMUM OF 1 METRE (1.5 METRE IN THE COPSEWOOD AND GATE HILL FARM ESTATES, NORTHWOOD AND THE DRIVE, ICKENHAM) FROM THE SIDE BOUNDARY OF THE PROPERTY FOR THE FULL HEIGHT OF THE BUILDING.

5.24 This policy applies to new dwellings as well as to extensions. Proposals to add a second storey to pre-existing single storey extensions will also be assessed against this policy and will therefore normally be unacceptable if the single storey extension is within 1 metre of the boundary. This policy serves to protect the character and appearance of streets in the Borough preserving the visually open gaps between properties and preventing dwellings from coalescing visually to form a terraced appearance, uncharacteristic of the surrounding area.

5.25 In areas where properties are set in spacious plots with significant gaps, a greater distance will be necessary to maintain a visual separation harmonious with the character of the area e.g. Copsewood and Gatehill Estates in Northwood and The Drive in Ickenham.

5.26 It is not considered that single storey side extensions normally produce a terracing effect as they are considerably less dominant visually. Hence, a proposal to construct a single storey side extension up to a side boundary may be acceptable. However, a problem arises when it is proposed to construct a first floor extension over. The resulting development even when set in 1 metre often appears unbalanced or cramped, or unacceptably closes the visually open gap between properties. This is particularly noticeable if the dwellings form part of a closely developed road frontage.

5.27 The Council's Supplementary Planning Guidance on the design of house extensions elaborates on how the policies BE20, BE21 and BE22 will be applied.

5.28 New buildings, extensions and changes of use, both residential and non-residential, may result in increased levels of disturbance. Proposals involving increased noise, smell, traffic generation and intensification of an existing use can have a detrimental effect on existing residential amenity due to their proximity to nearby properties and the Local Planning Authority will apply Policy OE1 where appropriate.

5.29 Amenity space is important for the operation of basic household functions and recreation and all residential developments should therefore provide adequate external amenity space for residents, taking account of the guidelines set out in the Local Planning Authority's Supplementary Planning Guidance on design guides. It is important that extensions to existing residential properties should also take account of the guidelines so as to maintain the quality of the Borough's housing stock.