



London Borough of Hillingdon, Planning & Community Services, 3N Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW
Tel: 01895 250230 Web: www.hillingdon.gov.uk

Application for Planning Permission. Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website.
If you require any further clarification, please contact the Authority's planning department.

1. Applicant Name, Address and Contact Details

Title:	Mr	First name:	Tarlochan	Surname:	Sahota		
Company name							
Street address:	34			Country Code	National Number	Extension Number	
	Masfield avenue			Telephone number:			
	UB1 2ND			Mobile number:			
Town/City	Southall			Fax number:			
County:	Middlesex			Email address:			
Country:	United Kingdom						
Postcode:	UB1 2ND						
Are you an agent acting on behalf of the applicant?				☐ Yes	☒ No		

2. Agent Name, Address and Contact Details

No Agent details were submitted for this application

3. Description of the Proposal

Please describe the proposed development including any change of use:

Has the building, work or change of use already started? ☐ Yes ☒ No

4. Site Address Details

Full postal address of the site (including full postcode where available)

House:	63	Suffix:	
House name:			
Street address:	Station Road		
Town/City:	Hayes		
County:	Hillingdon		
Postcode:	UB3 4BG		

Description of location or a grid reference
(must be completed if postcode is not known):

Easting:	509824
Northing:	179657

Description:

5. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? ☐ Yes ☒ No

6. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway?

☐ Yes☒ No

Is a new or altered pedestrian access proposed to or from the public highway?

☐ Yes☒ No

Are there any new public roads to be provided within the site?

☐ Yes☒ No

Are there any new public rights of way to be provided within or adjacent to the site?

☐ Yes☒ No

Do the proposals require any diversions/extinguishments and/or creation of rights of way?

☐ Yes☒ No

7. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste?

☒ Yes☐ No

If Yes, please provide details:

covered/gated,ventilated Bin area for 7 no. eurobins 1100 litres

Have arrangements been made for the separate storage and collection of recyclable waste?

☒ Yes☐ No

If Yes, please provide details:

within bin area

8. Authority Employee/Member

With respect to the Authority, I am:

(a) a member of staff

(b) an elected member

(c) related to a member of staff

(d) related to an elected member

Do any of these statements apply to you?

☐ Yes☒ No

9. Materials

Please state what materials (including type, colour and name) are to be used externally (if applicable):

Walls - description:

Description of *existing* materials and finishes:

brick

Description of *proposed* materials and finishes:

brick

Roof - description:

Description of *existing* materials and finishes:

Slates/tiles

Description of *proposed* materials and finishes:

slate/tiles to match

Windows - description:

Description of *existing* materials and finishes:

PVC double glazed

Description of *proposed* materials and finishes:

PVC double glazed

Doors - description:

Description of *existing* materials and finishes:

Timber

Description of *proposed* materials and finishes:

timber

Boundary treatments - description:

Description of *existing* materials and finishes:

Brick walls

Description of *proposed* materials and finishes:

Brick walls

Vehicle access and hard standing - description:

Description of *existing* materials and finishes:

asphalt

Description of *proposed* materials and finishes:

brick pavours

Are you supplying additional information on submitted plan(s)/drawing(s)/design and access statement?

☒ Yes☐ No

If Yes, please state references for the plan(s)/drawing(s)/design and access statement:

proposed Plans and elevations

Ref: 04: 6060 Planning Portal Reference:

10. Vehicle Parking

Please provide information on the existing and proposed number of on-site parking spaces:

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	2	0	-2
Light goods vehicles/public carrier vehicles	0	0	0
Motorcycles	0	0	0
Disability spaces	0	0	0
Cycle spaces	0	6	+6
Other (e.g. Bus)	0	0	0
Short description of Other			

11. Foul Sewage

Please state how foul sewage is to be disposed of:

Mains sewer ☒ Package treatment plant ☐ Unknown ☐
Septic tank ☐ Cess pit ☐
Other

Are you proposing to connect to the existing drainage system? ☒ Yes ☐ No ☐ Unknown

If Yes, please include the details of the existing system on the application drawings and state references for the plan(s)/drawing(s):

Ground floor plan proposed

12. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.) ☐ Yes ☒ No

If Yes, you will need to submit an appropriate flood risk assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? ☐ Yes ☒ No

Will the proposal increase the flood risk elsewhere? ☐ Yes ☒ No

How will surface water be disposed of?

☐ Sustainable drainage system ☒ Main sewer ☐ Pond/lake
☐ Soakaway ☐ Existing watercourse

13. Biodiversity and Geological Conservation

To assist in answering the following questions refer to the guidance notes for further information on when there is a reasonable likelihood that any important biodiversity or geological conservation features may be present or nearby and whether they are likely to be affected by your proposals.

Having referred to the guidance notes, is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, OR on land adjacent to or near the application site:

- a) Protected and priority species ☐ Yes, on the development site ☐ Yes, on land adjacent to or near the proposed development ☒ No
- b) Designated sites, important habitats or other biodiversity features ☐ Yes, on the development site ☐ Yes, on land adjacent to or near the proposed development ☒ No
- c) Features of geological conservation importance ☐ Yes, on the development site ☐ Yes, on land adjacent to or near the proposed development ☒ No

14. Existing Use

Please describe the current use of the site:

Ground floor-2 no. retail units(shops) with 2 bedroom flat above

Is the site currently vacant? ☐ Yes ☒ No

Does the proposal involve any of the following?

If yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated? ☐ Yes ☒ No

15. Trees and Hedges

Are there trees or hedges on the proposed development site? ☐ Yes ☒ No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character? ☐ Yes ☒ No

If Yes to either or both of the above, you may need to provide a full Tree Survey, at the discretion of your local planning authority. If a Tree Survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

16. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or waste? ☐ Yes ☒ No

17. Residential Units

Does your proposal include the gain or loss of residential units? ☒ Yes ☐ No

Market Housing - Proposed

	Number of bedrooms				
	1	2	3	4+	Unknown
Houses					
Flats/Maisonettes		3			
Live-Work units					
Cluster flats					
Sheltered housing					
Bedsit/Studios					
Unknown					

Proposed Market Housing Total 3

Market Housing - Existing

	Number of bedrooms				
	1	2	3	4+	Unknown
Houses					
Flats/Maisonettes		1			
Live-Work units					
Cluster flats					
Sheltered housing					
Bedsit/Studios					
Unknown					

Existing Market Housing Total 1

Overall Residential Unit Totals

Total proposed residential units	3
Total existing residential units	1

18. All Types of Development: Non-residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace? ☒ Yes ☐ No

Use class/type of use		Existing gross internal floorspace (square metres)	Gross internal floorspace to be lost by change of use or demolition (square metres)	Total gross new internal floorspace proposed (including changes of use) (square metres)	Net additional gross internal floorspace following development (square metres)
A1	Shops Net Tradable Area	120.0	0.0	22.0	22.0
A2	Financial and professional services	0.0	0.0	0.0	0.0
A3	Restaurants and cafes	0.0	0.0	0.0	0.0
A4	Drinking establishments	0.0	0.0	0.0	0.0
A5	Hot food takeaways	0.0	0.0	0.0	0.0
B1 (a)	Office (other than A2)	0.0	0.0	0.0	0.0
B1 (b)	Research and development	0.0	0.0	0.0	0.0
B1 (c)	Light industrial	0.0	0.0	0.0	0.0
B2	General industrial	0.0	0.0	0.0	0.0
B8	Storage or distribution	0.0	0.0	0.0	0.0
C1	Hotels and halls of residence	0.0	0.0	0.0	0.0
C2	Residential institutions	0.0	0.0	0.0	0.0
D1	Non-residential institutions	0.0	0.0	0.0	0.0
D2	Assembly and leisure	0.0	0.0	0.0	0.0
Other	Please Specify	0.0	0.0	0.0	0.0
Total		120.0	0.0	22.0	22.0

18. All Types of Development: Non-residential Floorspace (continued)

For hotels, residential institutions and hostels, please additionally indicate the loss or gain of rooms:

Use Class	Types of use	Existing rooms to be lost by change of use or demolition	Total rooms proposed (including changes of use)	Net additional rooms

19. Employment

If known, please complete the following information regarding employees:

	Full-time	Part-time	Equivalent number of full-time
Existing employees	2	0	0
Proposed employees	4	2	5

20. Hours of Opening

If known, please state the hours of opening (e.g. 15:30) for each non-residential use proposed:

Use	Monday to Friday		Saturday		Sunday and Bank Holidays		Not Known
	Start Time	End Time	Start Time	End Time	Start Time	End Time	
A1							☒

21. Site Area

What is the site area?

220

sq.metres

22. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

retail use

Is the proposal for a waste management development?

Yes

☒

 No

23. Hazardous Substances

Is any hazardous waste involved in the proposal?

Yes

☒

 No

24. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☒

 Yes

No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? (Please select only one)

The agent

☒

 The applicant Other person

25. Certificates (Certificate A)

Certificate of Ownership - Certificate A
Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of any part of the land to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding (*"agricultural holding" has the meaning given by reference to the definition of "agricultural tenant" in section 65(8) of the Act*).

Title:

Mr

 First name:

Tarlochan

 Surname:

Sahota

Person role:

Applicant

 Declaration date:

07/03/2015

☒

 Declaration made

26. Declaration

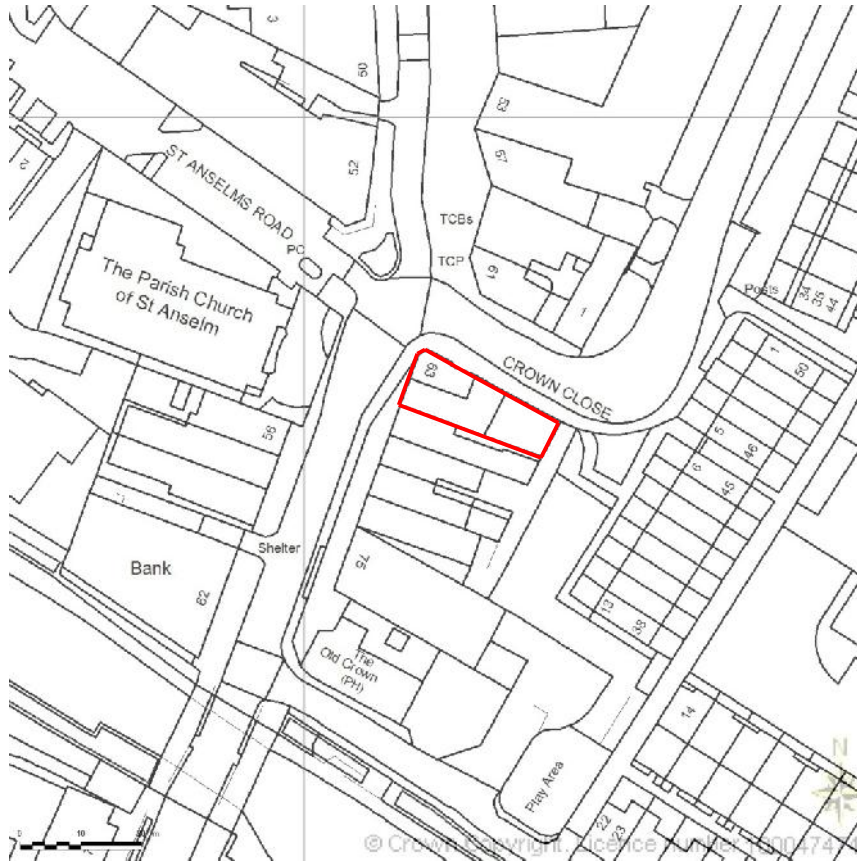
I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

☒

 Date

07/03/2015

**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 509822, 179648**



**Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
07/03/2015 14:50**

**NOS. 63 & 65 STATION RD HAYES UB3
4BG-SITE PLAN scale1:1250@A4**

REVISION	DESCRIPTION	DATE	CHECKED BY
ASH DESIGN ASSOCIATES 141 LEMAN ST. LONDON E1 8EY			
PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT			
MR SAHOTA			
PROJECT ADDRESS			
NOS. 63/65 STATION RD UB3 4BG			
SCALE 1:200@A3	DATE 20TH DEC 2014	DRAWN BY OAA	ISSUE
STAGE -PLANNING		CHECKED BY OAA	
DRAWING No. EXI/BLK/200/02/ST63/14		PROJECT NO. 63STAT/EXT/DEC14	
DRAWING TITLE EXISTING BLOCK PLAN			

STATION RD

CROWN CLOSE

EXIST PARKING

OPEN YARD

PLAYGROUND

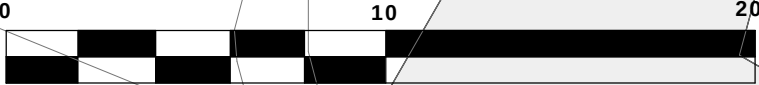
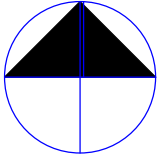
FLATS

SHOP

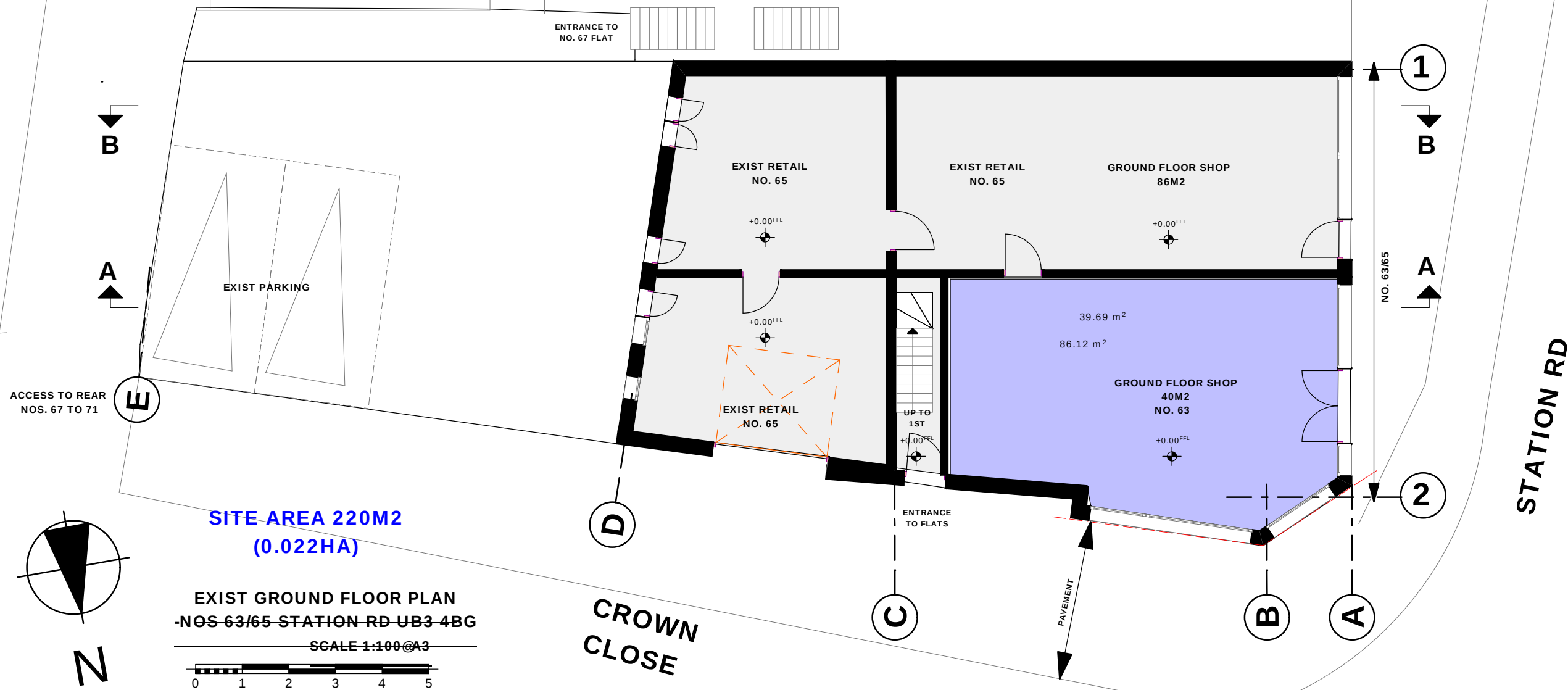
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NOS. 63/65 STATION RD UB3 4GB

SCALE 1:200@A3

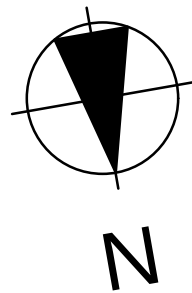
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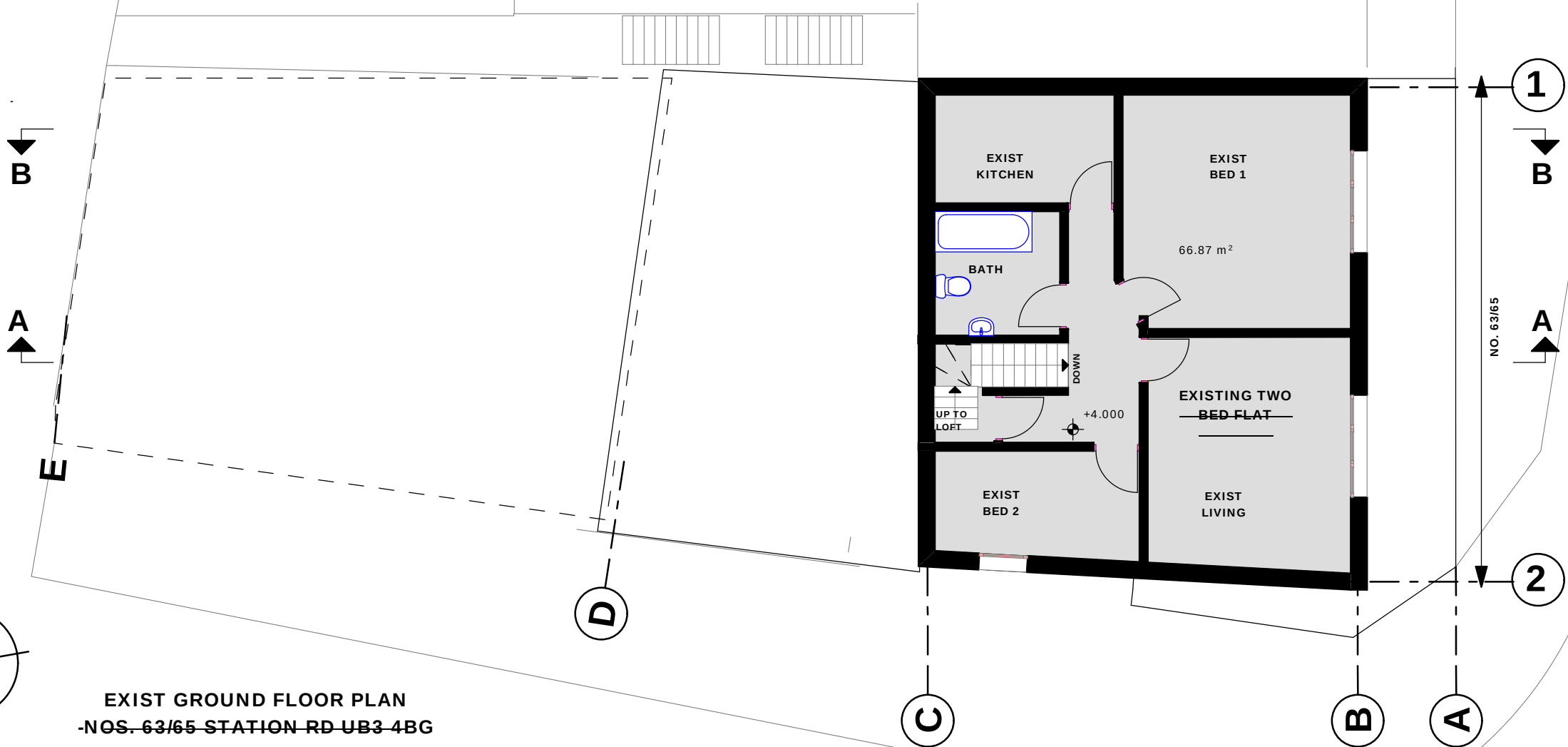
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NOS. 63/65 STATION RD UB3 4BG			
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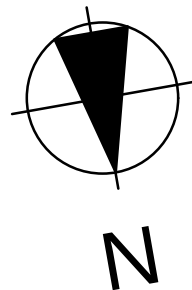
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CLIENT			
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PROJECT ADDRESS			
NOS. 63/65 STATION RD UB3 4BG			
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STAGE -PLANNING		CHECKED BY OAA	
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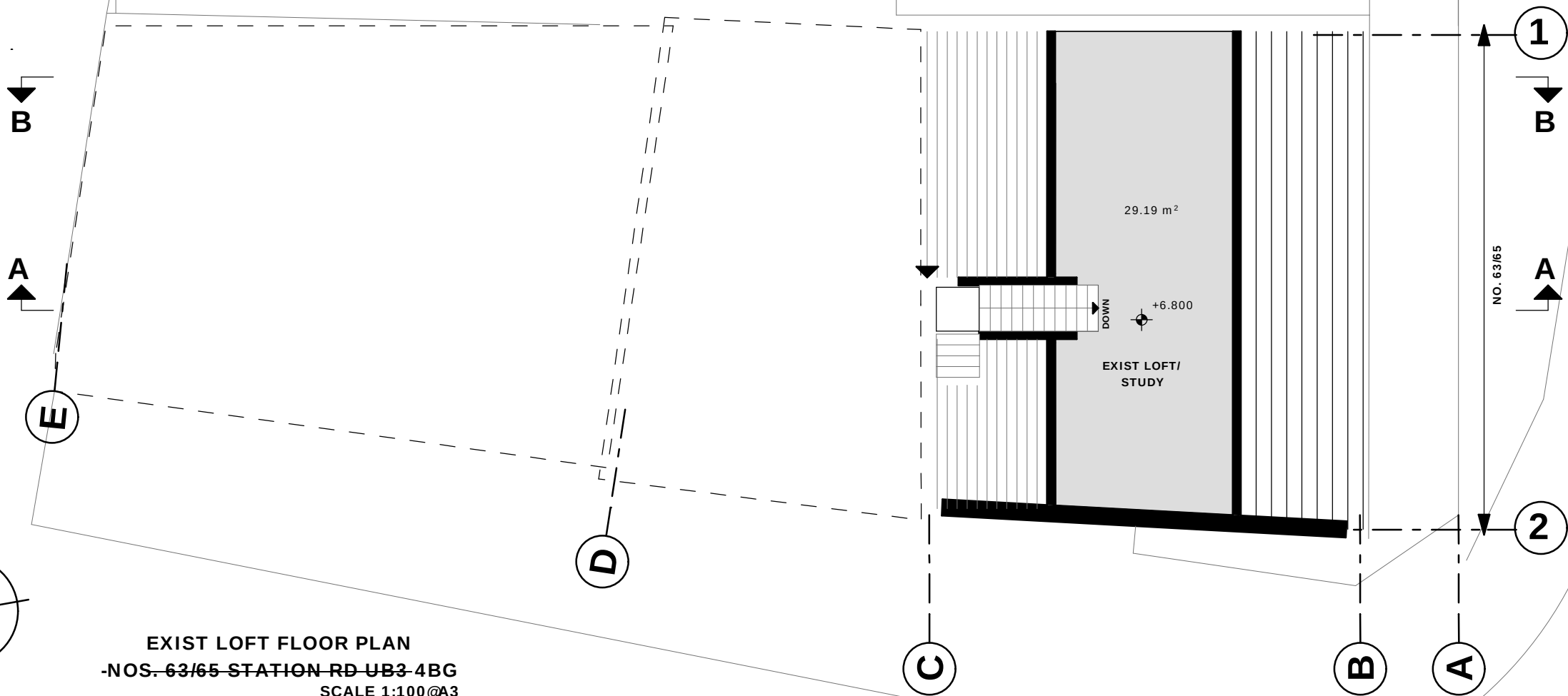
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~~NOS. 63/65 STATION RD UB3 4BG~~
SCALE 1:100@A3



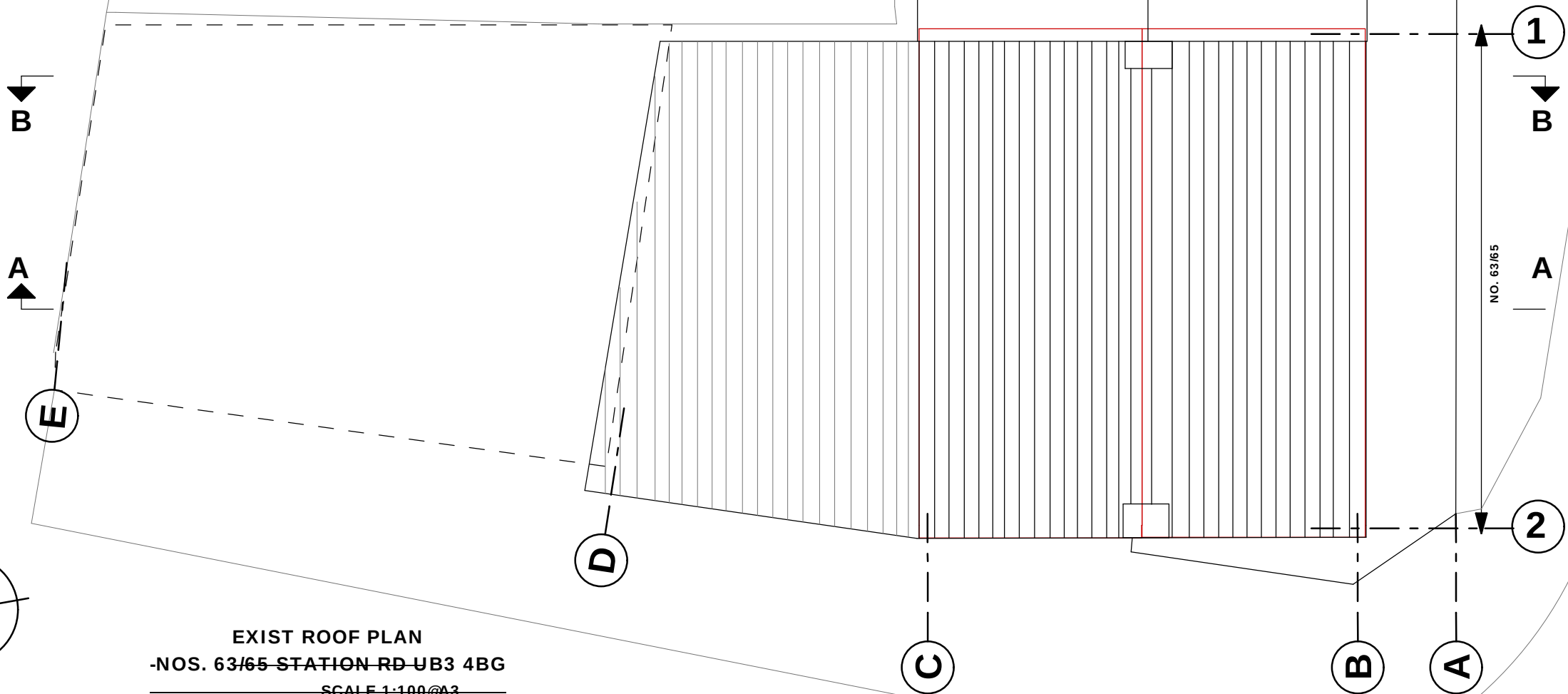
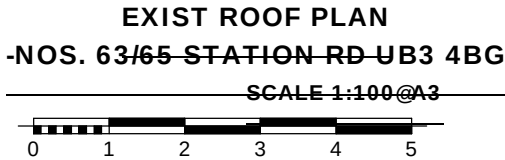
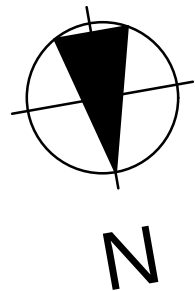
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ASH DESIGN ASSOCIATES 141 LEMAN ST. LONDON E1 8EY			
PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
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NOS. 63/65 STATION RD UB3 4BG			
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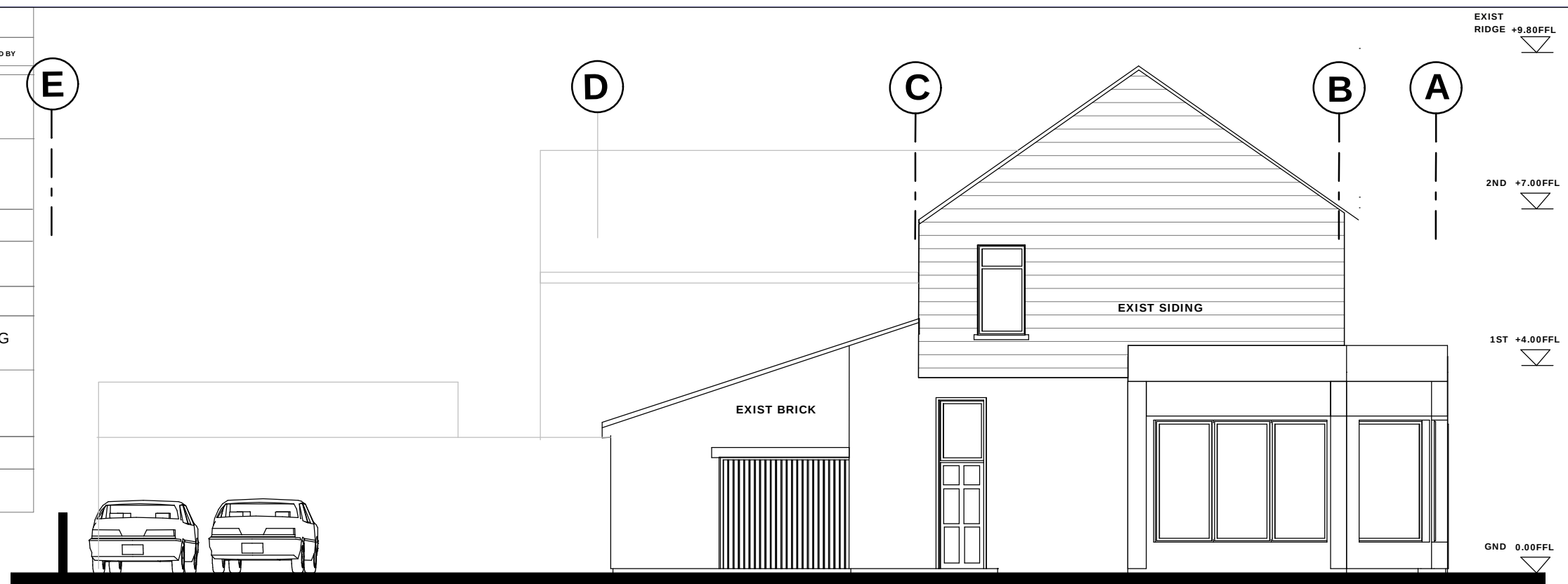
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-NOS. ~~63/65~~ STATION RD UB3 4BG
SCALE 1:100@A3



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NOS. 63/65 STATION RD UB3 4BG			
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DRAWING TITLE EXIST ROOF PLAN 1:100 SCALE			



REVISION	DESCRIPTION	DATE	CHECKED BY
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PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT MR SAHOTA			
PROJECT ADDRESS NOS. 63/65 STATION RD UB3 4BG			
SCALE 1:100@A3	DATE 20TH DEC 2014	DRAWN BY OAA	ISSUE
STAGE -PLANNING		CHECKED BY OAA	
DRAWING No. EXI/NELEVS/100/06/ST63/14		PROJECT NO. 63STAT/EXT/DEC14	
DRAWING TITLE EXIST NORTH & EAST ELEVATIONS 1:100 SCALE			



EXIST NORTH(CROWN CLOSE) ELEVATION

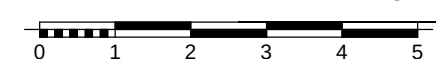
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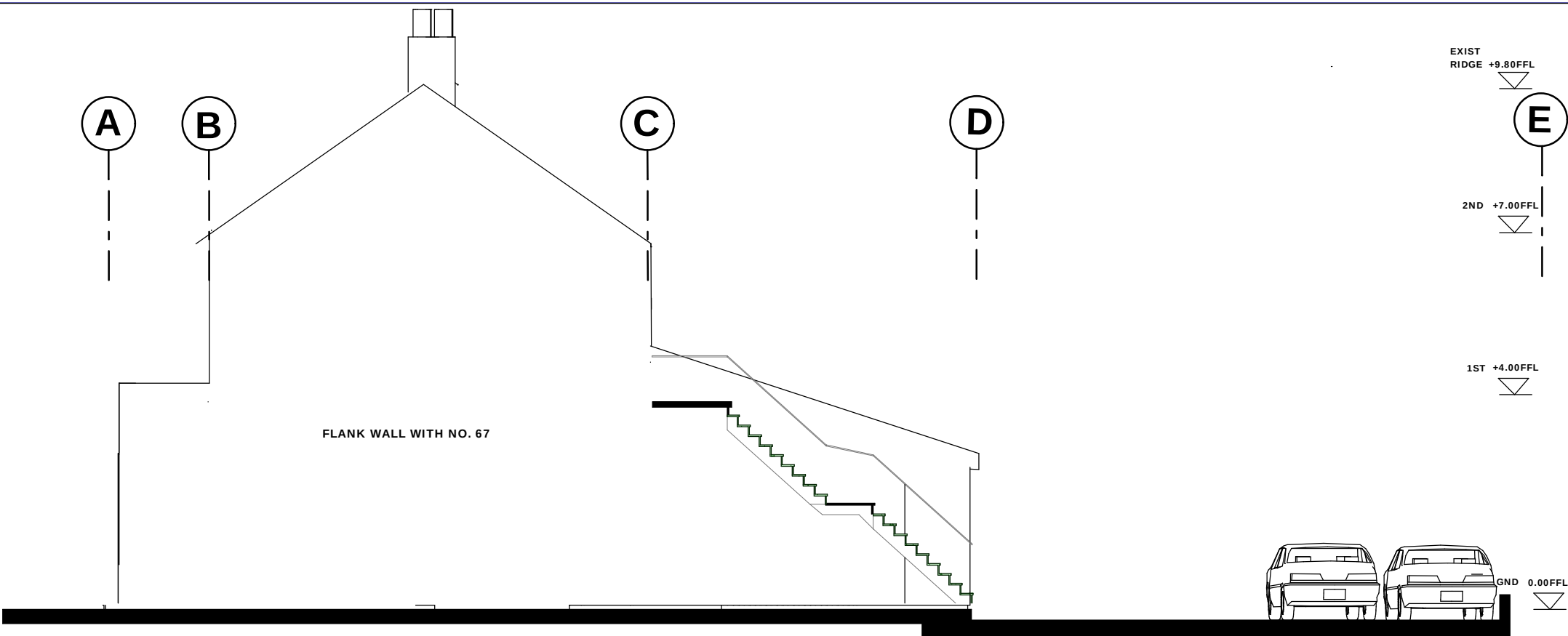
EXIST EAST(REAR) ELEVATION

~~NOS. 63/65 STATION RD UB3 4BG~~

~~SCALE 1:100@A3~~



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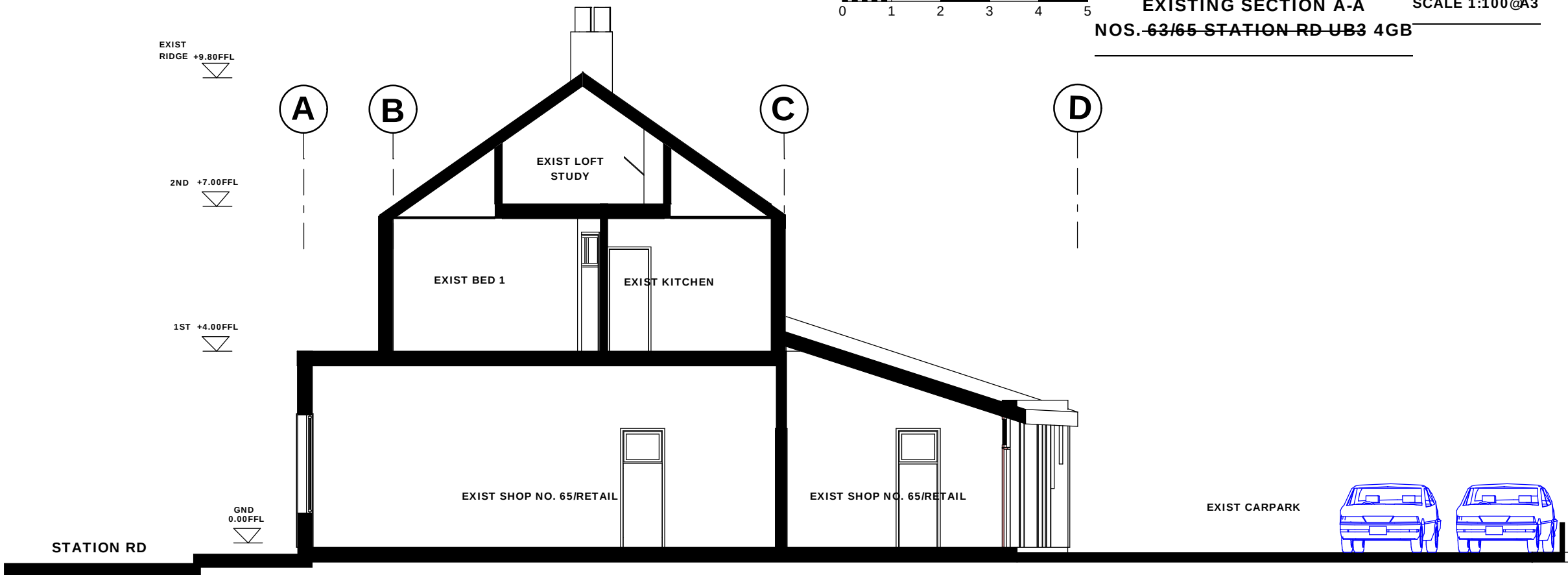
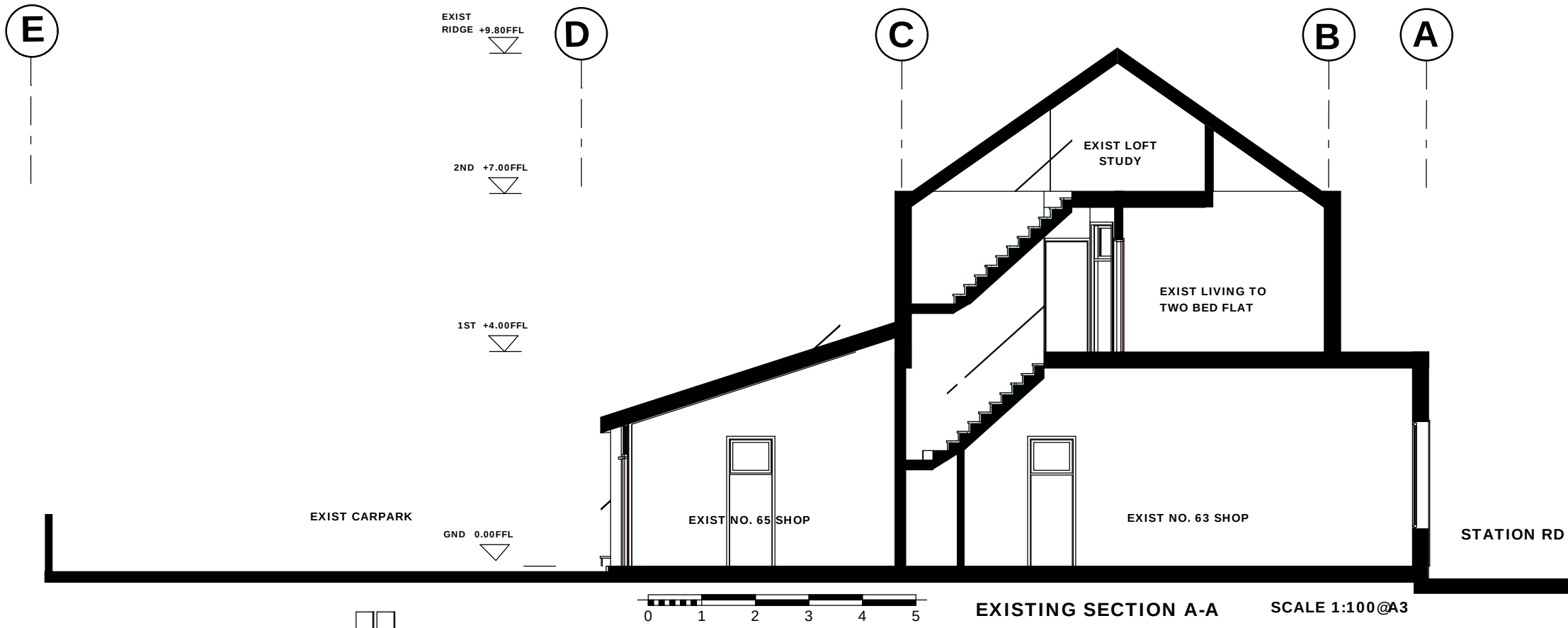
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NOS. 63/65 STATION RD UB3 4BG
SCALE 1:100@A3



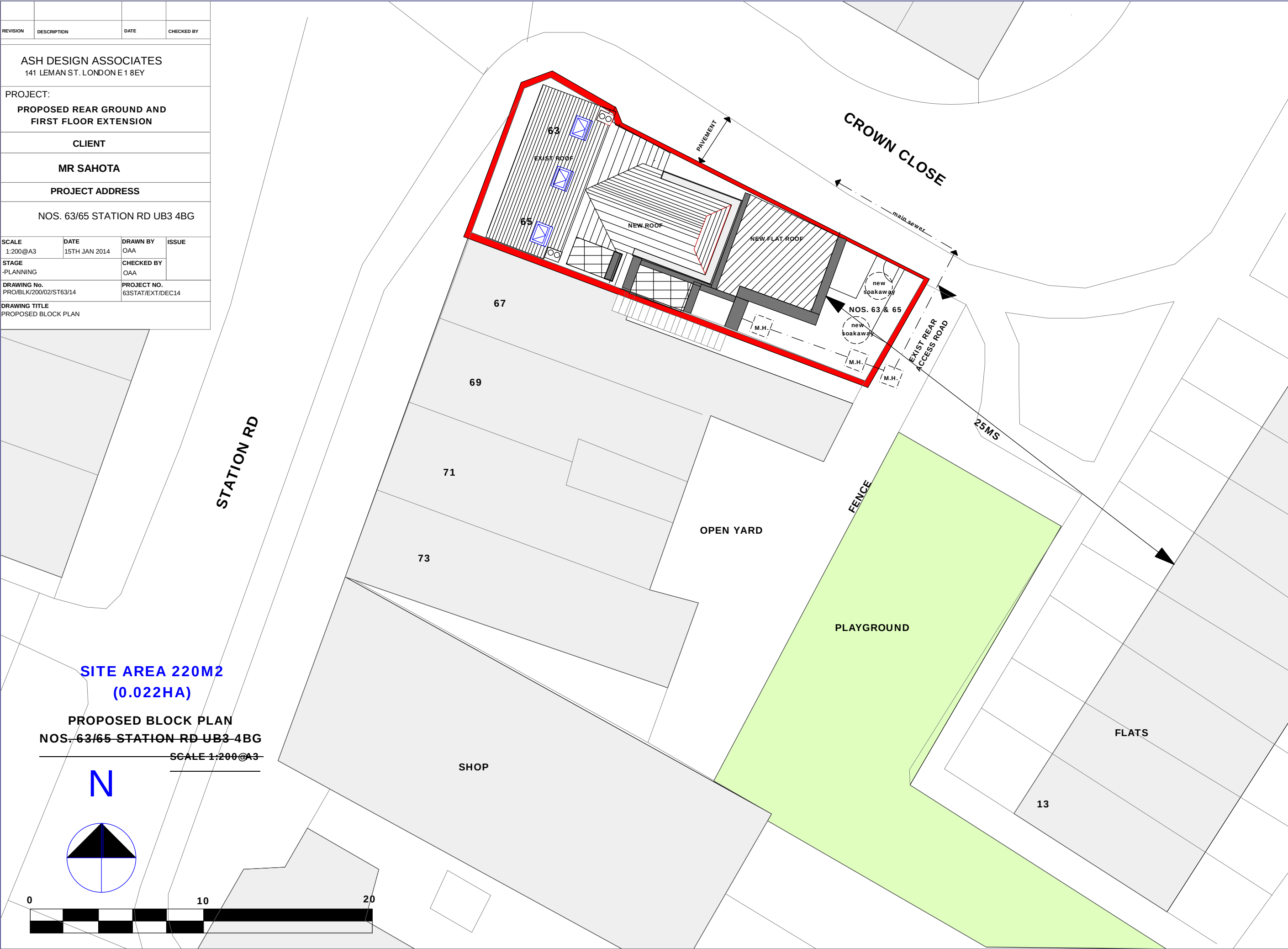
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NOS. 63/65 STATION RD UB3 4BG



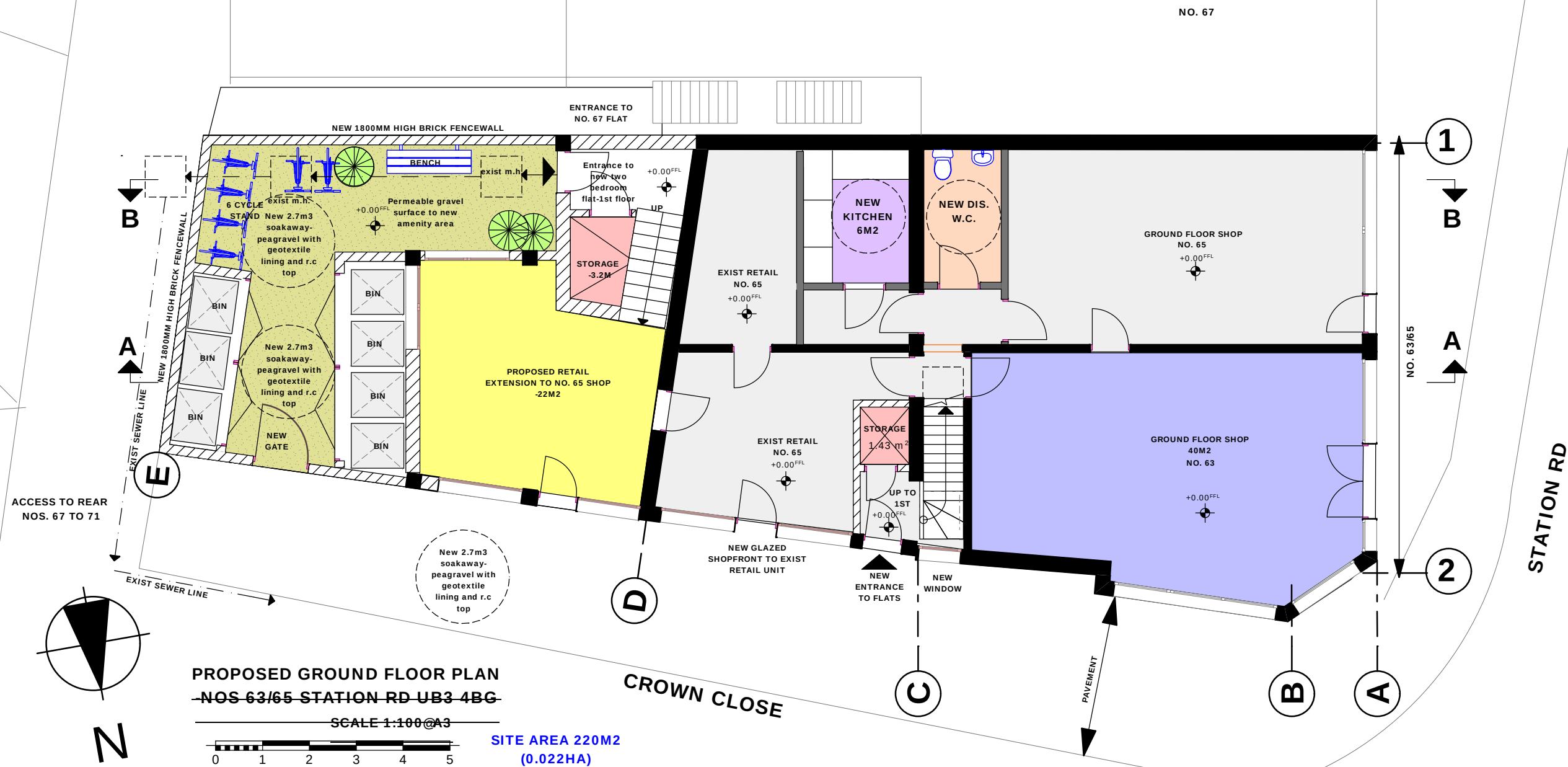
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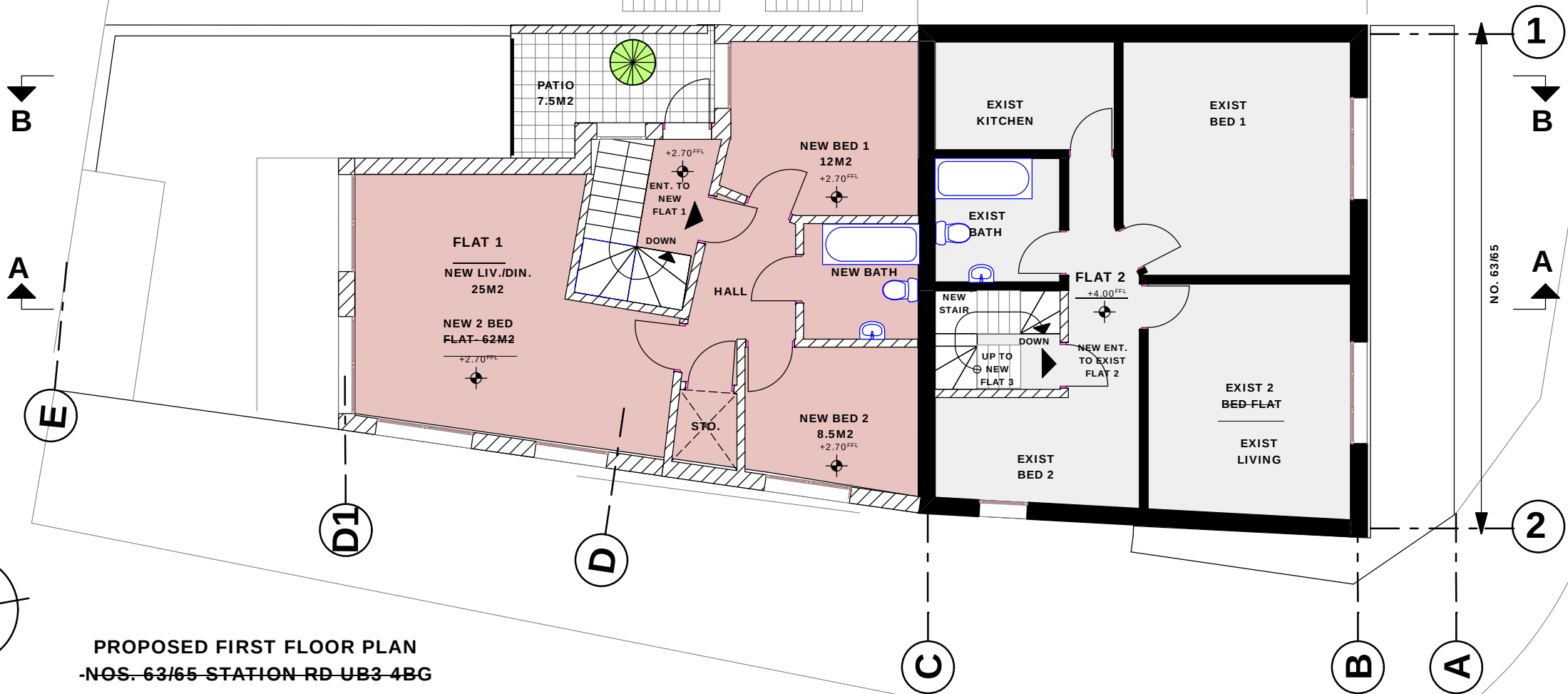
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NOS. 63/65 STATION RD UB3 4BG			
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DRAWING TITLE PROPOSED BLOCK PLAN			



REVISION	DESCRIPTION	DATE	CHECKED BY
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NOS. 63/65 STATION RD UB3 4BG			
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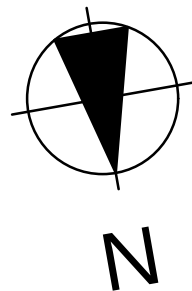


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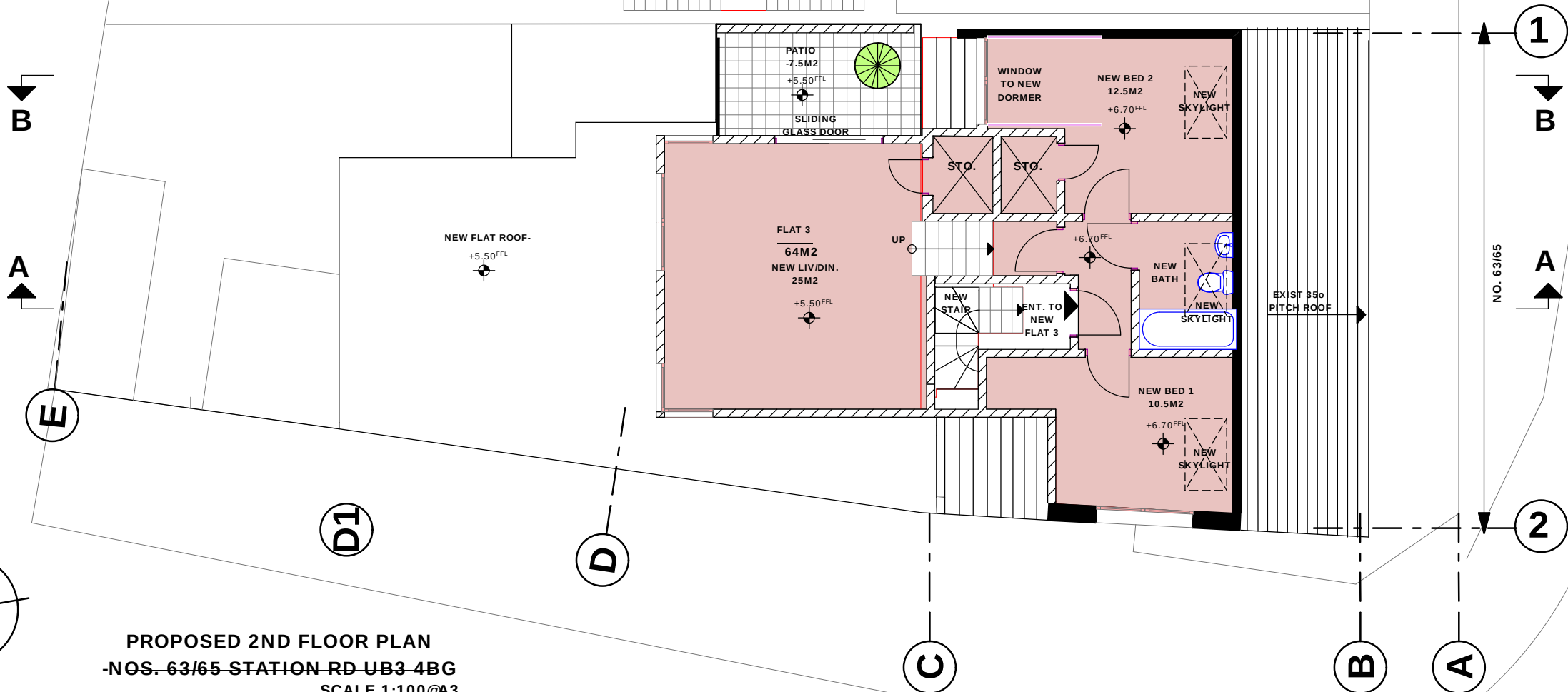


PROPOSED FIRST FLOOR PLAN
-NOS. 63/65 STATION RD UB3 4BG
SCALE 1:100@A3

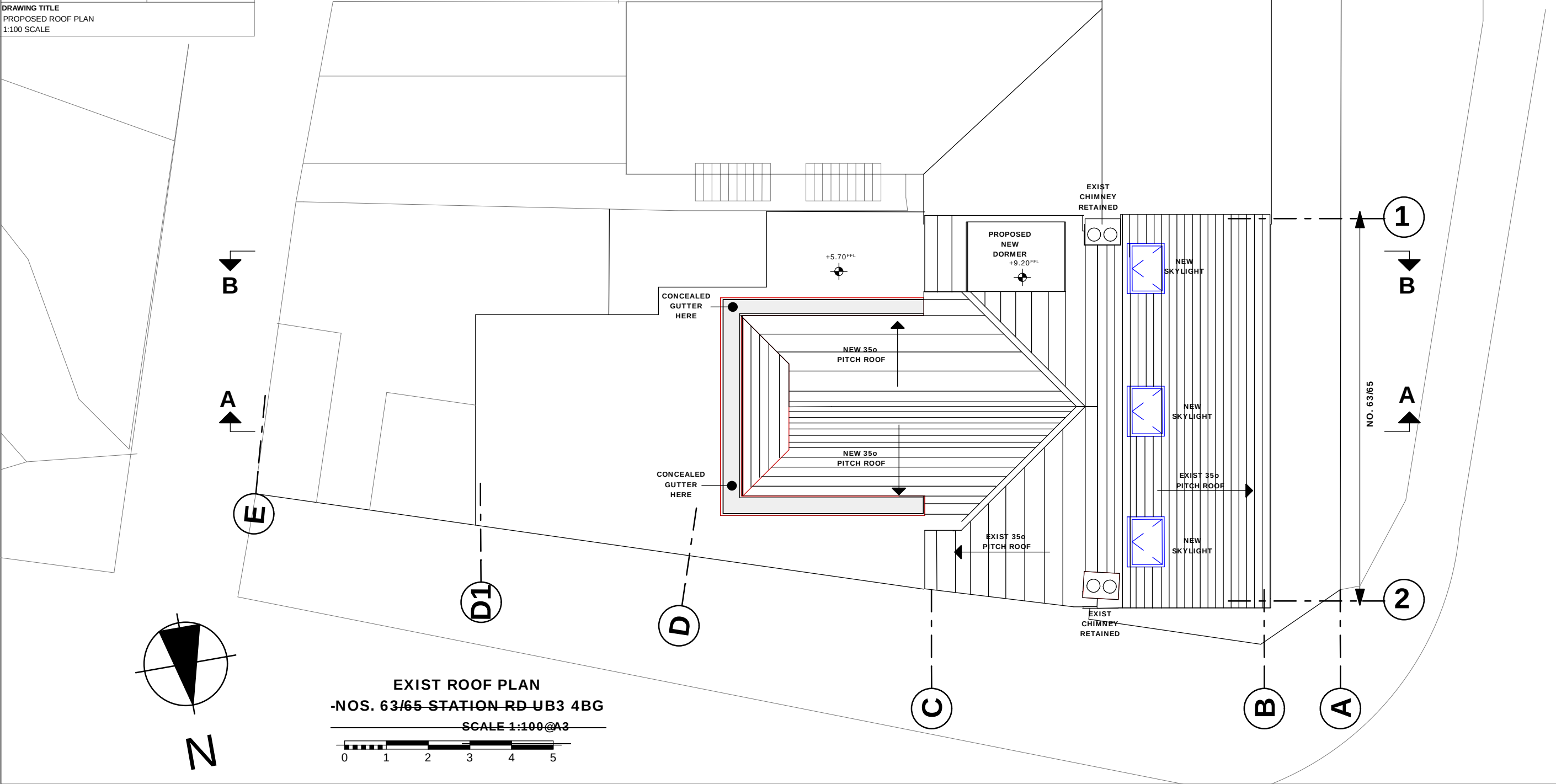
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ASH DESIGN ASSOCIATES 141 LE MAN ST. LONDON E1 8EY			
PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT MR SAHOTA			
PROJECT ADDRESS NOS. 63/65 STATION RD UB3 4BG			
SCALE 1:100@A3	DATE 7TH MAR 2015	DRAWN BY OAA	ISSUE
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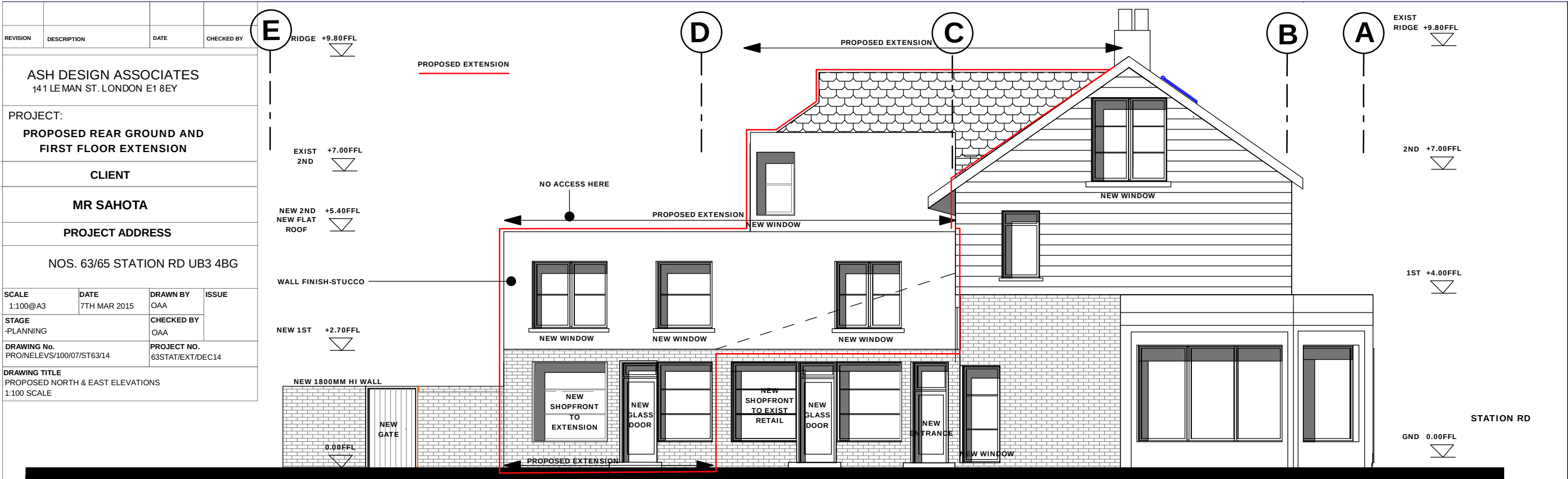


PROPOSED 2ND FLOOR PLAN
-NOS. 63/65 STATION RD UB3 4BG
SCALE 1:100@A3



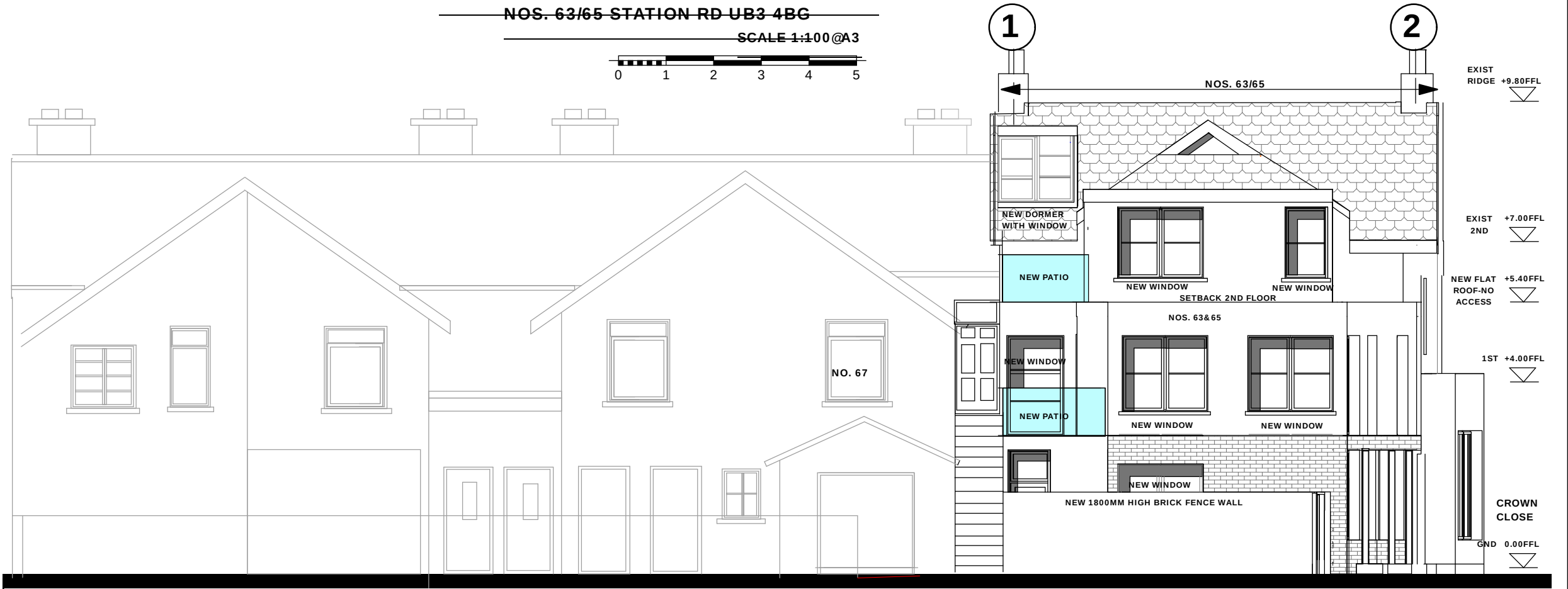
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PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT			
MR SAHOTA			
PROJECT ADDRESS			
NOS. 63/65 STATION RD UB3 4BG			
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STAGE -PLANNING		CHECKED BY OAA	
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DRAWING TITLE PROPOSED ROOF PLAN 1:100 SCALE			





PROPOSED NORTH(CROWN CLOSE) ELEVATION
NOS. 63/65 STATION RD UB3 4BG

SCALE 1:100@A3



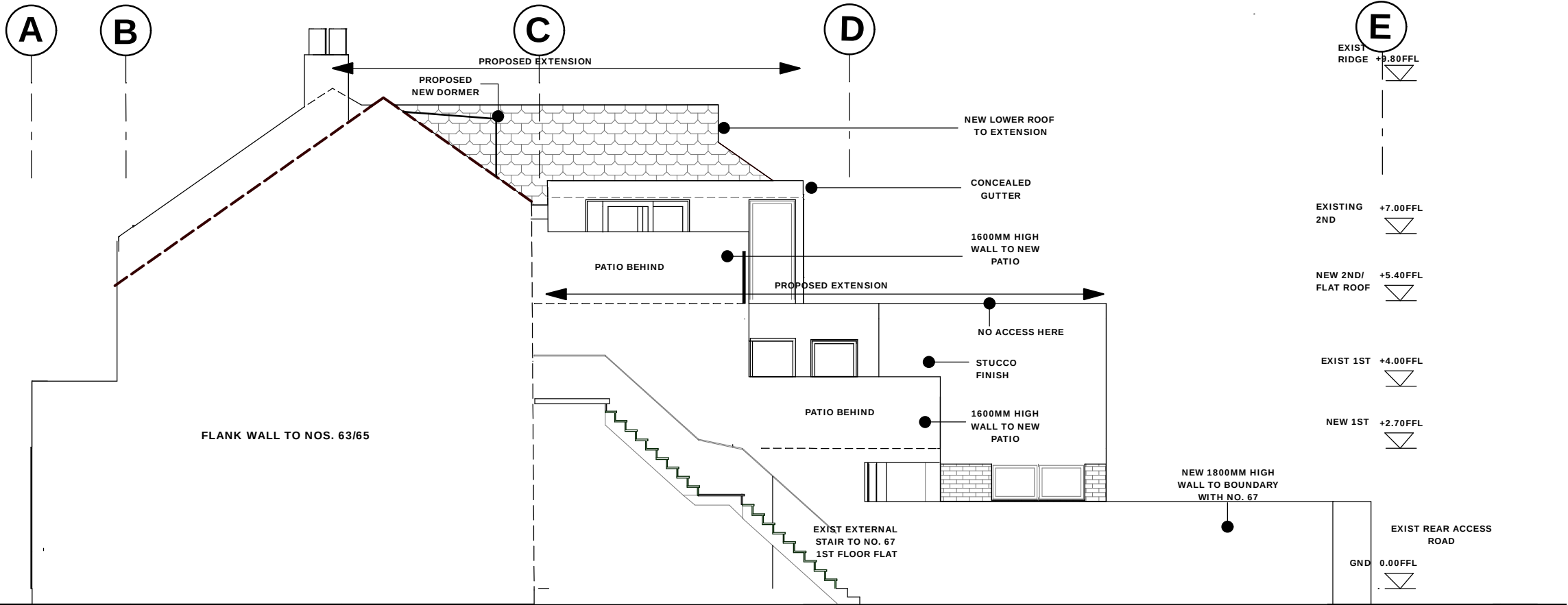
PROPOSED EAST(REAR) ELEVATION
NOS. 63/65 STATION RD UB3 4BG

SCALE 1:100@A3



REVISION	DESCRIPTION	DATE	CHECKED BY
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PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT MR SAHOTA			
PROJECT ADDRESS NOS. 63/65 STATION RD UB3 4BG			
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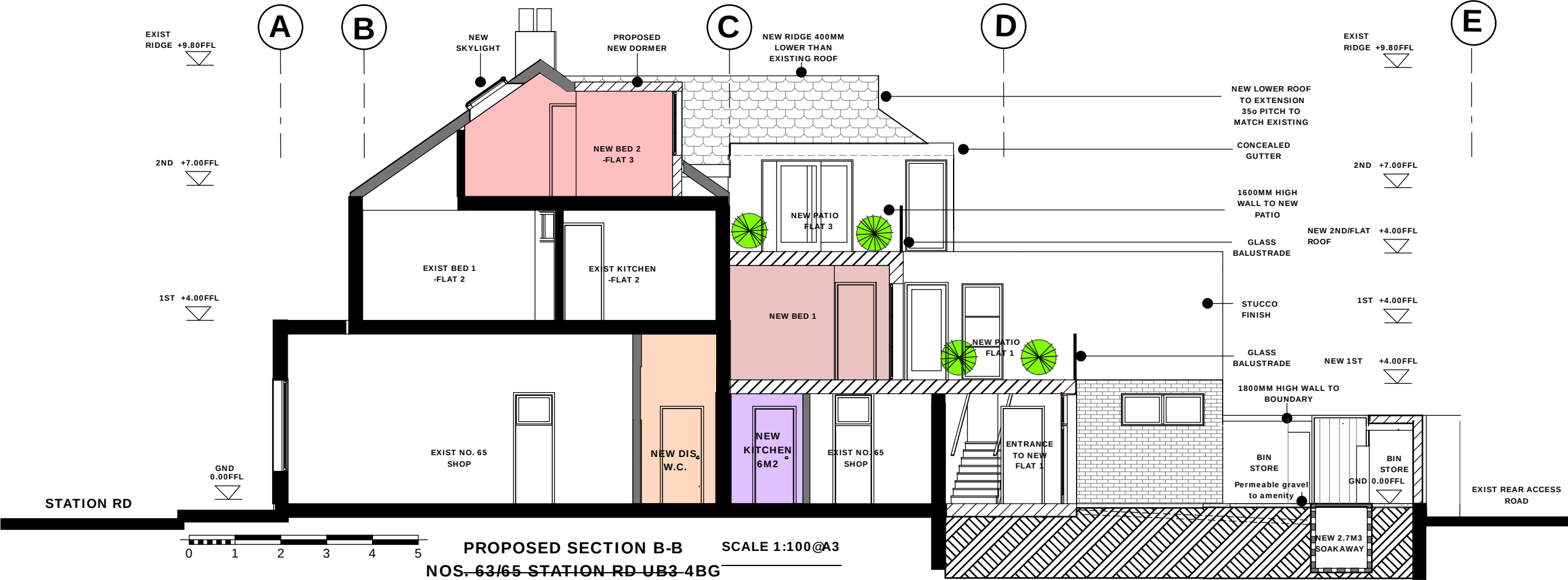
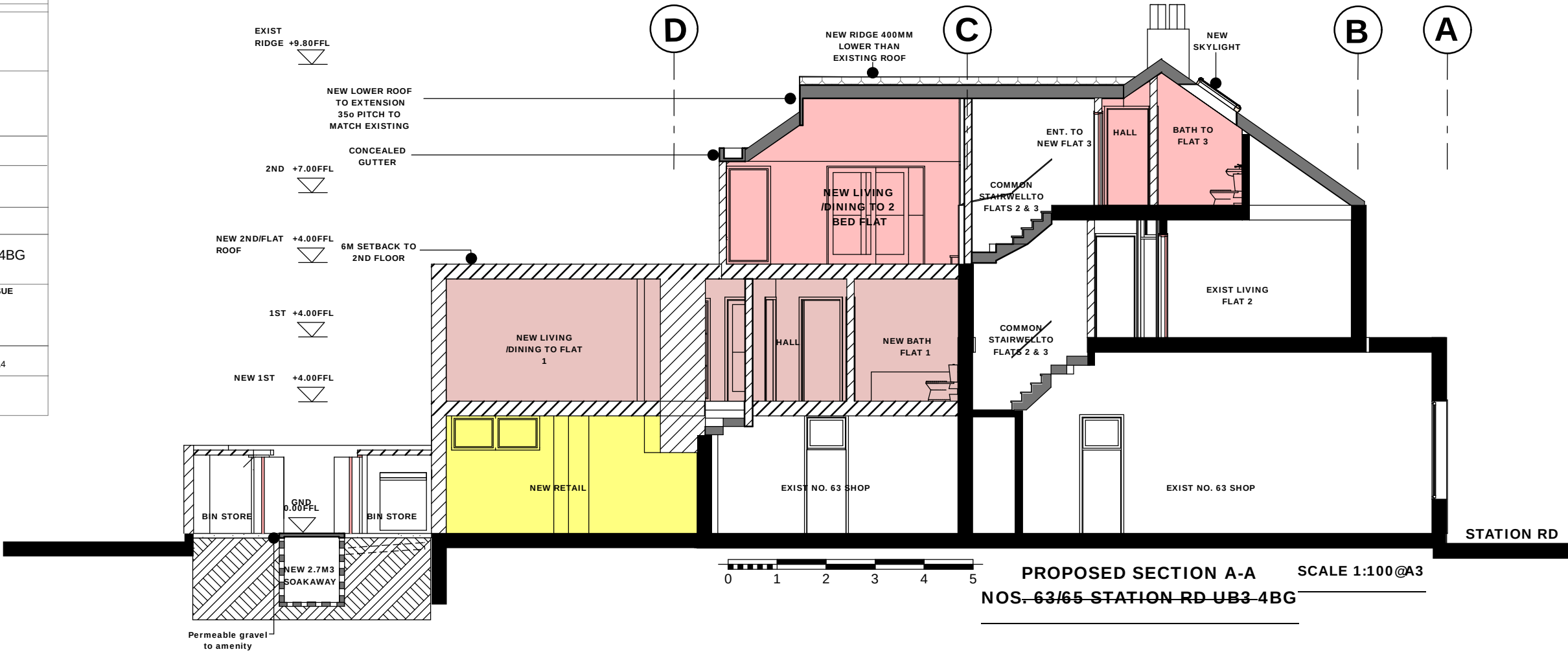
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ASH DESIGN ASSOCIATES 141 LE MAN ST. LONDON E1 8EY			
PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT MR SAHOTA			
PROJECT ADDRESS NOS. 63/65 STATION RD UB3 4BG			
SCALE 1:100@A3	DATE 7TH MAR 2015	DRAWN BY OAA	ISSUE
STAGE -PLANNING		CHECKED BY OAA	
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PROPOSED SOUTH(FLANK) ELEVATION SCALE 1:100@A3
NOS. 63/65 STATION RD UB3 4BG

PROPOSED WEST(FRONT) ELEVATION SCALE 1:100@A3
NOS. 63/65 STATION RD UB3 4BG

REVISION	DESCRIPTION	DATE	CHECKED BY
ASH DESIGN ASSOCIATES 141 LE MAN ST. LONDON E1 8EY			
PROJECT: PROPOSED REAR GROUND AND FIRST FLOOR EXTENSION			
CLIENT MR SAHOTA			
PROJECT ADDRESS NOS. 63/65 STATION RD UB3 4BG			
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DRAWING TITLE PROPOSED SECTIONS A-A, B-B 1:100 SCALE			





NOS. 63 7 65 STATION RD UB3 4BG-STATION RD(WEST) ELEVATION



NOS. 63 7 65 STATION RD UB3 4BG-STATION RD PARADE(WEST)



NOS. 63 7 65 STATION RD UB3 4BG-CROWN CLOSE (NORTH) ELEVATION



NOS. 63 7 65 STATION RD UB3 4BG-CROWN CLOSE (NORTH) ELEVATION



NOS. 63 7 65 STATION RD UB3 4BG-REAR (EAST) ELEVATION



NOS. 63 7 65 STATION RD UB3 4BG-REAR (EAST) ELEVATION

**NOS. 63 & 65 STATION RD UB3 4BG-FULL PLANNING
APPLICATION FOR NEW REAR AND ROOF EXTENSION
JAN 2015**

PROPOSED TWO STOREY REAR EXTENSION NOS. 63&65 STATION RD HAYES UB3 4BG
-FULL PLANNING APPLICATION
SUPPORTING STATEMENT-DESIGN AND ACCESS FEB 2015



Contextual Analysis

- 1.0 Introduction
- 2.0 Site summary
- 3.0 The site in context
- 4.0 Site Photos
- 5.0 Transport and Local Amenities
- 6.0 Flood Risk
- 7.0 Site Present Use and Employment

The Proposed Development

- 8.0 Planning History and Policy Statement
- 9.0 Concept and principles
- 10.0 Design in Context, Form and Scale
- 11.0 Transport Issues
- 12.0 Ecological Issues



**ASH DESIGN SERVICES
141 LEMAN ST
LONDON E1 8EY**

1.0 Introduction

Introduction-This design and access statement has been prepared to support the planning application for the proposed two storey rear extension to this property, Nos. 63 & 65 Station Rd, UB3 4B

This statement sets out the architectural and planning case for such a redevelopment in this location; assessing the scheme in the context of national, regional, the London Plan, and local planning policy/guidance, together with other material planning matters.

It addresses disabled access issues, and national, London plan, and local council design and space standards.

- A drawing issue list
- Site Plan
- Location Plan
- Existing plans, elevations, and sections
- Existing photographs and photomontages
- Existing schedules of Hillingdon and private services, parking etc local to this site
- Maps of Hillingdon and the site
- Proposed plans, elevations, sections, and animations (3D views) of the proposed two storey rear extension

No potential section 106 agreement has been discussed or considered at this stage.

There are previous recorded planning applications for this site.



AERIAL VIEW SITE NOS. 63 & 65 STATION RD., HAYES UB3 4DD

2.0 Site Summary

This rectangular 220m² shaped site, on the corner of Crown Close and Station Rd, Hayes, has existing retail use to the whole of its ground floor, and one no. two bed flat with loft study to its upper floors. There is a large (3 car) open carpark to the rear, and there is an access road from Crown Close to the rear of the site's neighbours Nos. 67 to 71 Station Rd. the ground floor retail units , Nos. 63 & 65 extend the full depth of the property to the rear.

This property is an end of terrace one storey brick, with metal siding to the first floor elevations. The roof is tiled double pitch, with 2 no. exist chimneys, windows and exist shop fronts are aluminium double glazed. The site is about 500ms down from Hayes and Harlington (Crossrail) station, and is on a long parade of shops with residential accommodation above.

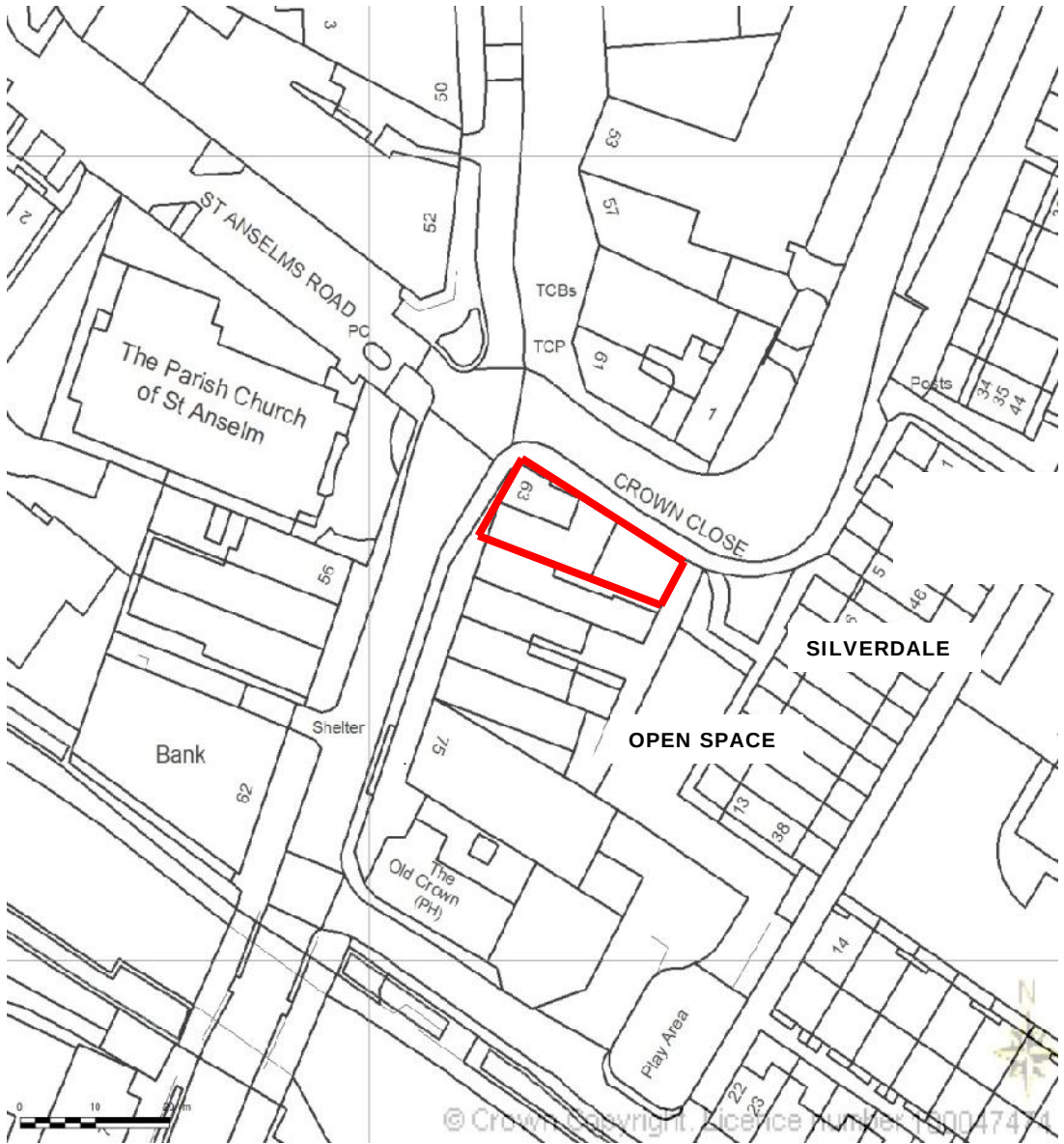
Behind the site is green space serving as a buffer between the site and Silverdale flats, a children's playground, and the Silverdale estate, a three storey row of council flats. These flats are further than 25ms from the rear of the proposed extension.

3.0 The site in context

Hayes is a major town in the London Borough of Hillingdon. It is a suburban development situated 13 miles (21 km) west of central London. Hayes was developed in the late 19th and 20th centuries as an industrial locality to which residential districts were later added in order to house factory workers.

Its development is typical of the second industrial revolution – the creation of new light engineering industries on the edge of existing cities.

This site is located in the middle of Hayes town, on the corner of station Rd and Crown Close. Crown Close is presently used as a through fare for buses, but is planned to be turned into an off street parking facility. It will get much less busy.



SITE
0.022HA

NOS. 63 & 65 STATION RD UB3 4BG-SITE PLAN



NOS. 63 & 65 STATION RD UB3 4BG-STATION RD(WEST) ELEVATION



NOS. 63 & 65 STATION RD UB3 4BG-STATION RD PARADE(WEST)



NOS. 63 & 65 STATION RD UB3 4BG-CROWN CLOSE (NORTH) ELEVATION



NOS. 63 & 65 STATION RD UB3 4BG-CROWN CLOSE (NORTH) ELEVATION



NOS. 63 & 65 STATION RD UB3 4BG-REAR (EAST) ELEVATION



NOS. 63 & 65 STATION RD UB3 4BG-REAR (EAST) ELEVATION

4.0 Site Photos-

Nos. 63 & 65 Station Rd UB3 4BG

-FULL PLANNING APPLICATION FOR NEW REAR AND
ROOF EXTENSION

JAN 2015

5.0 Site Transport and Local Amenities

This site is in a major and district town centre (Hayes), which is a transport interchange, and has a PTAL of 4. It is well served by local buses, all bus stops within 200ms, and is within 500ms walking distance of Hayes and Harlington rail station (soon to be Cross Rail) which is only 20 mins travel time to Central London. There are 3 car parks within 10 mins walking time of this site (Civic centre, Botwell lane, Pump lane.) Station road has about 50 public car parking spaces. Botwell Green Leisure centre is 0.3kmsfrom here, and the active lifestyles gym is 1.5kms away. Barra Hall and other parks are within 2 kms walking distance.

6.0 Flood Risk

This site is not in a flood risk area.

7.0 Site Present Use and Employment

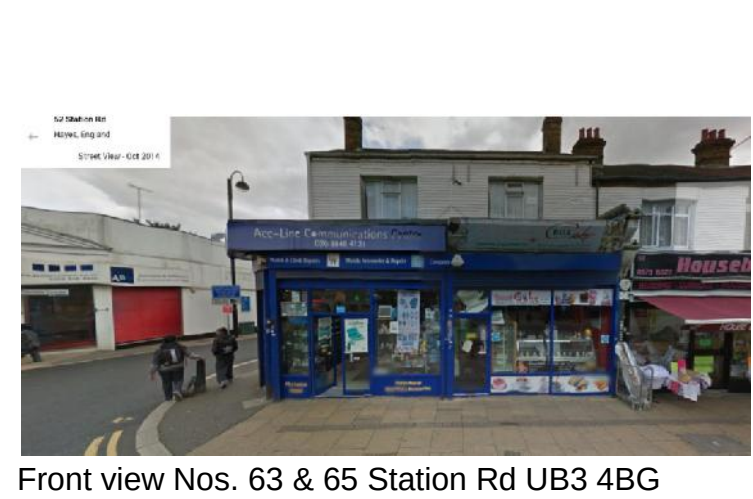
This site is presently used as shops to the whole of the ground floor (Nos. 63&65) with a two bed flat to the first floor, and a study to the loft room. There is parking for three cars to the rear on the site.

8.0 Planning History and Policy Statement

This site has had two recent submitted applications which were refused because of excessive scale, new retail expansion, overlooking issues , lack of parking etc.;

- 18175/APP/2013/2507 (30/08/2013)-Submission for new retail to ground floor with new 3 storey rear extension comprising 2 x one bed flats and 2 x studio flats to first and second floors-by V . Warwick –designer-refused
- 18175/APP/2014/232 (23/01/2014)-Submission for 2 no. new retail units to ground floor with new 3 storey rear extension comprising 2 x two bed flats by V . Warwick –designer-refused

This submission differs in that; We are using an experienced planning consultancy firm with knowledge of Hillingdon’s policies ; We are proposing a small (22m2) ground floor retail rear expansion, with a new shop front to No. 63 rear exist retail unit. Ground floor amenity has been provided, with a separate entrance to the new 1st floor two bedroom flat.



Front view Nos. 63 & 65 Station Rd UB3 4BG



Corner of Crown Close and Station Rd



Overlooking issues have been addressed. The scale of the extension has been reduced; The rear building line of No. 71 has been maintained in this extension, and the proposed 2nd floor new rear roof extension has been lowered below exist roof ridge, and set back considerably. The existing rear has been used as an amenity area with a 6 no, bin store to service all flats and shops. New toilet and kitchen has been provided for the shops also.

This proposed extension is in line with Hillingdon Policies

SPDs

Residential Extensions

Residential Layouts,

Shop fronts

Local Plan Policies

E1, E2 New Homes

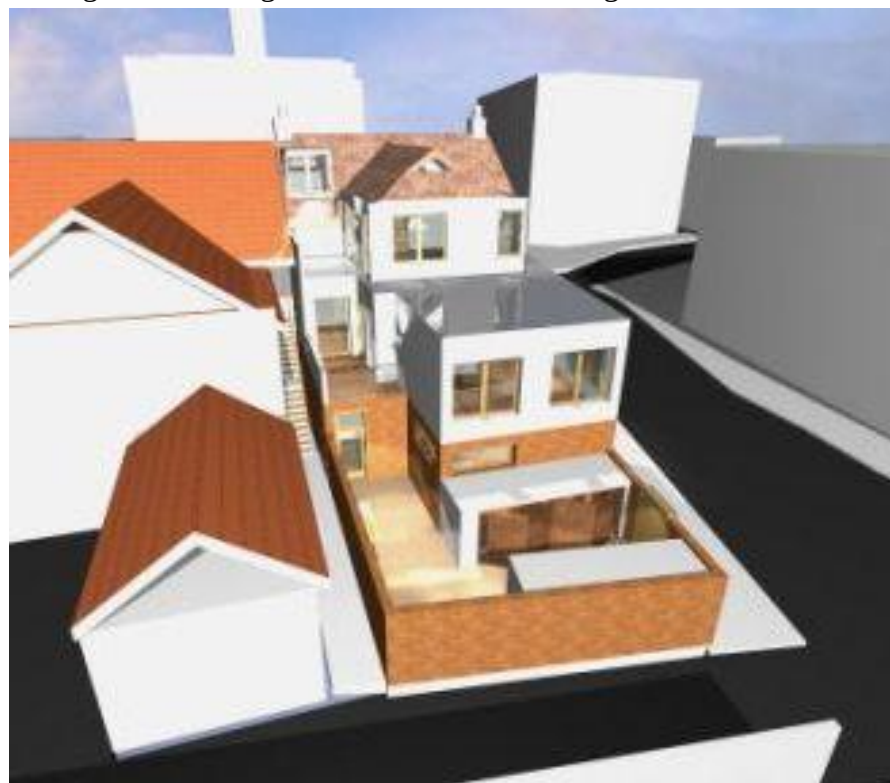
E5-threats to vitality of town and neighbourhood centres

H1, H2 Overall housing needs

BE1, HE1 Loss of local characteristics

Local Plan 1

S016-growth and regeneration of town and neighbourhood centres



9.0 Concept and Principles

The concept is to add residential accommodation in a sensitive way while keeping the extension to a suitable scale which is not overbearing. It was decided two new flats were sufficient as an extension, both providing two new bedrooms which is in line with Hillingdon's policies of increasing mid-sized family residential properties. We wanted to open up the existing rear retail unit to No. 63 shop, the best way to do this was to insert a new glazed shop front to the exist steel door on Crown Close. A new expanded rear retail unit extension to no. 65 shop on the ground floor (22m2) is also being proposed.

10. The Design in Context, Form and Scale

This rectangular shaped 220m2 corner site has a large open rear yard with 3 no. carparks. It was thought if a new first floor inserted over part of this rear yard, keeping the existing parade rear building line, this would not be too overbearing. Amenity ground floor space has been created to the rear, this also acts as a new secure pedestrian entrance to the new rear 1st floor flat.

The proposed 2nd floor rear loft extension flat (two bedrooms) retains the existing study footprint, and adds onto this with a new rear facing setback living/dining room two new bedrooms and a bathroom are inserted here also. Access is via the existing stairwell from the Crown Close entrance. There is a new small rear facing dormer proposed here to add light and a view to the proposed bedroom here.

Pitched roofs have been used on the new 2nd floor rear extension, to match the existing, but the new has been lowered slightly, so still has a new ridge lower(400mm) than the existing. One new window has been inserted to bedroom one facing Crown Close, there are no overlooking issues here, there is an existing window on this elevation, and opposite across Crown Close is a restaurant.

There are no windows to the south on either the first or second floor extension. The proposed first floor rear extension abuts the existing open staircase from the rear access road up to the first floor flat in No.67; we have proposed patios to the proposed extension here abutting this No. 67 staircase, the patios are an amenity to both 1st and 2nd floors of the proposed extension, and will have south facing 1600mm high walls to provide/maintain privacy to tenants of No. 67 flat ascending their retained open staircase.

These proposed rear extension patios face east to the rear of the site and to Silverdale Flats to the east-they do not overlook any neighbours-the proposed extension at first floor is further than 25ms from the front elevation to Silverdale.

Materials to the proposed new ground floor retail unit are brick to match existing-the proposed first floor extension will be light coloured stucco. Windows and doors will be double glazed aluminium. There is a new flat roof to the rear proposed extension @+5.70FFL-there is no access to this proposed roof.

All proposed floor to ceiling heights are a minimum of 2500mm and the 2 new flats are designed to Lifetime Homes Standards. The proposed extension design also fits in with the Council's Secure by Design policy.

11. Transport Issues

Transportation Issues-A transport report is attached-this was carried out by a Highways/transportation consultant(Dermot McAffery).**Hayes Town improvement**-major changes are planned by Hillingdon as regards Hayes Town transport and cycle issues. Below is an excerpt from the councils website on this. There is a scheme for proposed public car parking on Crown Close. Buses will no longer travel down this road.

12. Ecological Issues

As far as possible water saving sanitary appliances and sinks will be used. Recycled bricks may be used if they match the existing bricks, and insulation made from recycled materials will be sourced also.

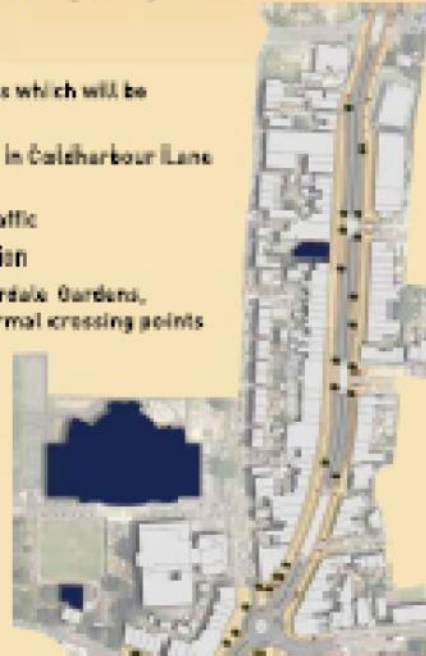
LEG light fittings will be used wherever possible, as will low energy rated appliances. 2 no. 2.7m3 soak ways are proposed. These will be sunk into the gravel covered rear open amenity-and will prevent having to run stormwater into the main sewer where it may cause overflows and contamination. The soak ways will be designed and installed by accredited experts, and are sufficient to handle a roof/amenity area of 200m2+

PHASE ONE

Coldharbour Lane Improvements (February 2015 to spring 2016)

Phase One works will include:

- Relocating existing underground services which will be affected by the improvement works
- Replacing the raised central reservation in Coldharbour Lane with a flush median strip
- Cycle lanes which are separated from traffic
- Bus stops moved to a more central location
- New raised junctions at Mount Road, Fairdale Gardens, Hunters Grove and Minet Drive with informal crossing points
- Parking bays replaced with parallel parking bays,



PHASE TWO

Station Road and Crown Close Improvements (spring 2016 to autumn 2016)

Additional Phase Two works will include:

- New signalised pedestrian crossing in Station Road which will include a countdown timer
- Cycle lanes which are separated from traffic
- New centrally located bus stops
- New raised junction at Crown Close
- Allowing all vehicles to travel southbound on Crown Close (from Pump Lane to Station Road)
- New footpath on the east side of Crown Close
- Additional on-street Pay and Display parking with 30 minutes free in Crown Close

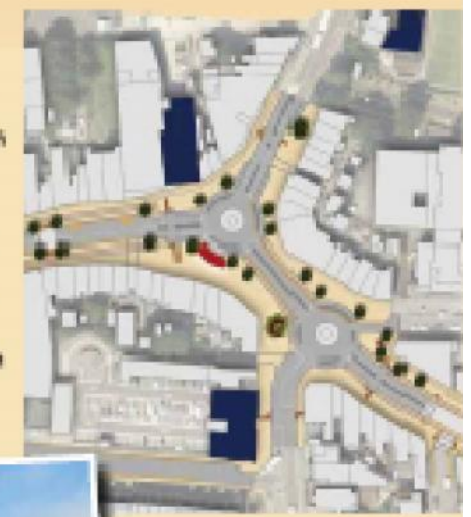


PHASE THREE

New Junction Improvements (autumn 2016 to spring 2017)

Additional Phase Three works will include:

- New roundabout and safer crossings at Botwell Lane/Station Road junction
- Dedicated safe cycle lanes on the roundabouts
- Countdown timers added to existing signalised pedestrian crossings in Botwell Lane, Coldharbour Lane and Pump Lane
- New landmark features reflecting the heritage of Hayes
- Opening Station Road to two way traffic





Dermot McCaffery MIHE MIRSO
Highways & Transportation Consultant

**63 – 65 STATION ROAD,
HAYES,
MIDDLESEX
UB3 4BG**

CLIENT: Mr T Sahota

TRANSPORT STATEMENT

FEBRUARY 2015

34A West Street, Marlow, Bucks, SL7 2NB

Tel 01628 488444 – 07752 913058

E-mail dermot@highwayplanning.co.uk



1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 26 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Member of the Institute of Highway Engineers and the Institute of Road Safety Officers.
- 1.2 I have been appointed Mr Sahota to provide highway advice in respect of the proposed changes at 63-65 Station Road, Hayes.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the east side of Station Road and on the south side of the junction of Station Road with Crown Close. The site currently comprises 2 retail units with a 2-bed flat at first floor level. There is an area of hardstanding to the rear that is used for parking 2 vehicles and storing refuse containers.
- 2.2 Station Road is an important distributor and access road that provides access through Hayes town centre. To the south of the site Station Road has a wide single carriageway and wide footways. It is an important public transport route and bus stops are located close to the site's frontage. Crown Close is effectively a bus only route but also provides access to a limited number of properties including 63-65 Station Road.
- 2.3 Hayes town centre provides a wide range of shops and facilities, the majority of which are located immediately north of Crown Close. Hayes and Harlington train station is located a short distance to the south.



The site has a PTAL rating of 5 (Good) as demonstrated by the TfL PTAL report included at **Appendix 1**.

- 2.4 The proposed development comprises the extension of the existing retail premises and the creation of 2 additional flats at first and second floor levels.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The highway considerations for this development relate mainly to the proposed parking impact.

National Planning Policy Framework

- 3.2 Paragraph 17 sets out the Core Planning Principles that should underpin plan making and decision taking. The 11th bullet point states,

“Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

- 3.3 Paragraph 32 states,

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure,*
- *Safe and suitable access to the site can be achieved for all people, and*



-
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

The requirement of paragraph 32 is therefore for a **severe** impact before refusal can be justified.

3.4 Paragraph 34 states,

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in the Framework, particularly in rural areas.”

3.5 Paragraph 35 states,

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies*
- *Give priority to pedestrian and cycle movements and have access to high quality public transport facilities*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones*
- *Incorporate facilities for charging plug-in and other ultra low emission vehicles*



-
- *Consider the needs of people with disabilities by all modes of transport*

3.6 Paragraph 39 states,

“If setting local parking standards for residential and non residential development, local planning authorities should take into account:

- *The accessibility of the development*
- *The type, mix and use of the development*
- *The availability of and opportunities for public transport*
- *Local car ownership levels, and*
- *An overall need to reduce the use of high-emission vehicles.”*

The London Plan 2011

3.7 Within the London Plan Policy 6.1 states,

“The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs

b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs



c) supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations”

3.8 Policy 6.13 states,

“A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B The Mayor supports park and ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning decisions

C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.

D In addition, developments must:

- a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*
- b) provide parking for disabled people in line with Table 6.2*
- c) meet the minimum cycle parking standards set out in Table 6.3*
- d) provide for the needs of businesses for delivery and servicing.”*

3.9 Table 6.2 sets out the Mayor’s maximum parking standards. The following details are relevant to the development:

Residential	1 – 1.5 spaces for 3 bed units	20% electric
-------------	--------------------------------	--------------



>1 spaces for 1 & 2 bed units

NOTE: All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

3.10 The clear objective in the London Plan is therefore to minimise car parking as an aid to encouraging non-car travel where the opportunities exist and are convenient alternatives to using a car.

3.11 This approach is underlined by the Mayor of London's Housing SPG (November 2012). Annex 3 to the SPG sets out the clear advice that the need for car parking must be balanced against other key planning requirements with the same over-arching policy objective of reducing the use of high-emission vehicles. The availability of access to day to day facilities by walking, cycling and public transport is a key determinant in assessing whether there is the need for parking. In locations with good accessibility the provision of car parking must be restrained in order to maximise the use of non-car modes of travel.

3.12 Paragraph A9 of Annex 3 to the Housing SPG states,

“To secure closer integration between development and public transport accessibility, in appropriate locations with good public transport accessibility boroughs should consider the scope to use planning conditions and planning obligations on whole developments, and covenants on individual dwellings, to manage parking demand. This can include using mechanisms such as reduced car parking standards and, in controlled parking zones, ineligibility for on-street residents' parking permits... Car-capped and car-free housing, through controls over residents' parking and permits and encouragement of 'car clubs' can allow higher densities to be realised in appropriate locations without compromising residential quality.”



-
- 3.13 The Hillingdon Unitary Development Plan is being replaced by the emerging Local Plan, Part 1 of which was adopted in November 2012. Many UDP policies are still current and the adopted parking standards were reviewed and “saved” as part of the Saved UDP policies in 2007.
- 3.14 The adopted parking standards require the provision of a maximum of 1.5 spaces per residential unit. This equates to a maximum provision of 4.5, or 5 spaces for the proposed development with the increase from 1 to 3 residential units.
- 3.15 The site has a PTAL of 5 which is “good”. It is within convenient walking distance of local shops and facilities and bus stops in Station Road and, of course, Hayes and Harlington train station. As such, and following the objectives of the London Plan and Housing SPG to restrain car parking as an aid to encouraging the use of public transport, it is acceptable to consider the site suitable for car-free development. The loss of the existing parking area is entirely in line with the Policy approach.
- 3.16 In support of the removal of the parking area the development will include secure cycle parking within the rear compound area. This will be secure and convenient for residents of the flats and each flat will be provided with 2 allocated cycle parking “spaces” to comply with the adopted standards.
- 3.17 The site layout illustrates how specific storage areas will be provided for residential and commercial refuse. The refuse store is located at the rear of the building and within the recommended 10m carry distance to collection vehicles as set out in paragraph 6.8.11 of *Manual for Streets* and Part H6 of the Building Regulations.



5.0 CONCLUSIONS

- 5.1 The site is in a very accessible location and close to local shops and facilities. The thrust of the NPPF and the London Plan is to maximise the use of this type of previously developed site so as to make the most of opportunities for non-car travel.
- 5.2 The site has a PTAL rating of 5 which is “Good”. This relates to the availability of public transport and the immediate availability of day to day destinations significantly reduces the need to own or have access to a car.
- 5.3 The adopted parking standards within the UDP are time-expired and do not comply with the London Plan or Housing SPG. The proposal to provide no parking for the flats reflects the accessibility of the site and the need to restrain parking in order to encourage sustainable travel.
- 5.4 The proposed ground floor layout of the development will contain secure and convenient cycle parking for residents. Areas for refuse storage will be located close to the rear of the site to ensure that collections are convenient and the dwell times for collection vehicles are minimised.



63 – 65 STATION ROAD, HAYES

TRANSPORT STATEMENT

FEBRUARY 2015

APPENDIX 1

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20152502120711
Description 20152502120711
Run by user PTAL web application
Date and time 25/02/2015 12:07

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 509830, 179655

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HAYES THE OLD CROWN	140	101.01	8.0	1.0	1.26	5.75	7.01	4.28	4.28

BUS	HAYES THE OLD CROWN	E6	101.01	6.0	0.5	1.26	7.0	8.26	3.63	1.82
BUS	HAYES THE OLD CROWN	90	101.01	6.0	0.5	1.26	7.0	8.26	3.63	1.82
BUS	HAYES THE OLD CROWN	H98	101.01	7.5	0.5	1.26	6.0	7.26	4.13	2.07
BUS	HAYES THE OLD CROWN	195	101.01	5.0	0.5	1.26	8.0	9.26	3.24	1.62
BUS	HAYES THE OLD CROWN	U5	101.01	5.0	0.5	1.26	8.0	9.26	3.24	1.62
BUS	HAYES THE OLD CROWN	U4	101.01	7.5	0.5	1.26	6.0	7.26	4.13	2.07
BUS	HAYES BLYTH ROAD	350	237.13	5.0	0.5	2.96	8.0	10.96	2.74	1.37
LT SAP Points Not Found										
NATIONAL_RAIL	HAYES AND HARLINGTON	BANBURY to LONDON PADDINGTON	281.05	0.33	0.5	3.51	91.66	95.17	0.32	0.16
NATIONAL_RAIL	HAYES AND HARLINGTON	LONDON PADDINGTON to Heathrow T4	281.05	2.0	1.0	3.51	15.75	19.26	1.56	1.56
NATIONAL_RAIL	HAYES AND HARLINGTON	OXFORD to LONDON PADDINGTON	281.05	1.3	0.5	3.51	23.83	27.34	1.1	0.55
NATIONAL_RAIL	HAYES AND HARLINGTON	LONDON PADDINGTON to TWYFORD	281.05	0.33	0.5	3.51	91.66	95.17	0.32	0.16
NATIONAL_RAIL	HAYES AND HARLINGTON	LONDON PADDINGTON to READING	281.05	2.0	0.5	3.51	15.75	19.26	1.56	0.78
NATIONAL_RAIL	HAYES AND HARLINGTON	BANBURY to LONDON PADDINGTON	281.05	0.33	0.5	3.51	91.66	95.17	0.32	0.16

NATIONAL_RAIL	HAYES AND HARLINGTON	LONDON PADDINGTON to OXFORD	281.05	0.67	0.5	3.51	45.53	49.04	0.61	0.31
NATIONAL_RAIL	HAYES AND HARLINGTON	LONDON PADDINGTON to OXFORD	281.05	0.6	0.5	3.51	50.75	54.26	0.55	0.28

Total AI for this POI is 20.63.

PTAL Rating is 5.

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 63 STATION ROAD HAYES

Development: Part two storey, part single storey rear extension and enlargement of roof space to create 2 x 2 bed self contained flats with amenity space and new retail area to rear

LBH Ref Nos: **57520/APP/2015/855**

Drawing Nos: PRO/BLK/200/02/ST63/14
EXI/BLK/200/02/ST63/14
PRO/1ST/100/04/ST63/14
PRO/2ND/100/05/ST63/14
4BG-Site Plan
PRO/ROOF/100/06/ST63/14
PRO/NELEVS/100/07/ST63/14
PRO/GND/100/03/ST63/14
PRO/SWLEVS/100/08/ST63/14
PRO/SECTAABB/100/09/ST63/14
Design and Access Statement
Transport Statement
Photographs
Perspectives
EXI/GND/100/03/ST63/14
EXI/1ST/100/04/ST63/14
EXI/LOFT/100/05/ST63/14
EXI/ROOF/100/06/ST63/14
EXI/NELEVS/100/06/ST63/14
EXI/SWLEVS/100/07/ST63/14
EXI/SECTAABB/100/08/ST63/14

Date Plans received : 16/03/2015

Date(s) of Amendment(s):

Date Application Valid: 16/03/2015

1. SUMMARY

Part two storey, part single storey rear extension and enlargement of roof space to create 2 x 2 bed self contained flats with amenity space and new retail area to rear. The scheme follows a refusal of planning application reference 18175/APP/2014/232.

The revised scheme is not considered to have overcome all of the previous concerns. The proposal is considered to remain an overdevelopment of the site which would result in an incongruous form of development within the street scene, would result in an un-neighbourly form of development. Furthermore, the proposal fails to provide sufficient off street parking provision which meets the council's approved parking standards to service the proposed dwellings and retail units.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development by virtue of its excessive size, scale, bulk, site coverage and inappropriate details of design, would result in an incongruous addition which would be detrimental to the architectural composition of the existing building, the visual amenities of the street scene and would harm the character and appearance of the wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed development by reason of its overall siting, size, and position of windows, doors and roof terraces would result in an overdominant and visually obtrusive form of development in relation to the existing adjoining occupiers of the first floor flat at 67 Station Road and as such would constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to policies OE1, BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The proposed development would result in the loss of 3 existing on site parking spaces and fails to provide sufficient off street parking provision which meets the Council's approved parking standards to service the proposed and existing dwellings and retail units. The development would therefore lead to additional on street parking to the detriment of public and highway safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan Part Two - Saved UDP Policies (November 2012), the Council's adopted car parking standards and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 Non Standard reason for refusal

The proposal fails to make adequate provision for servicing within the site resulting in servicing of the development taking place along the adjacent highway, which would be detrimental to the free flow of traffic and highway and pedestrian safety, contrary to Policy 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.

AM7 Consideration of traffic generated by proposed developments.

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
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 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.4	(2015) Local character
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

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 comprises of a parking and lean-to storage area to the rear of 63-65 Station Road, within the secondary shopping frontage in Hayes Town Centre as identified within the Hillingdon Local Plan (November 2012). A tree is within the site was in the process of being felled and a roadside tree is located directly to the front of the site in Crown Close. Residential Properties in Crown Close are located to the south east of the

application site.

3.2 Proposed Scheme

The application seeks planning permission for a part two

3.3 Relevant Planning History

18175/APP/2013/2507 63-65 Station Road Hayes

Three storey rear extension to include retail (Use Class A1) on ground floor and 2 x 1 bed and 2 x studio flats on first and second floors, involving demolition of single storey extension.

Decision: 31-10-2013 Refused

18175/APP/2014/232 63-65 Station Road Hayes

Three storey rear extension to include 2 x retail (Use Class A1) units and parking garage on ground floor and 2 x 2 bed self contained flats on first and second floors, involving demolition of single storey extension (Resubmission)

Decision: 19-03-2014 Refused

Comment on Planning History

18175/APP/2014/232 - Three storey rear extension to include 2 x retail (Use Class A1) units and parking garage on ground floor and 2 x 2 bed self contained flats on first and second floors, involving demolition of single storey extension (Resubmission) was refused for the following reasons:-

1. The proposed development by virtue of its excessive size, scale, bulk, site coverage and inappropriate details of design, would result in an incongruous addition which would be detrimental to the architectural composition of the existing building, the visual amenities of the street scene and would harm the character and appearance of the wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed development by reason of its overall siting, size, scale and bulk, would result in an overdominant and visually obtrusive form of development in relation to the existing adjoining occupiers of the first floor flat at 67 Station Road and as such would constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposal is likely to result in the loss of existing trees within the application site and affect trees on the adjacent highway. The proposal has no secured their replacement. The proposal therefore fails to demonstrate that the development will safeguard existing trees and is contrary to Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4. The proposal fails to make adequate provision for servicing facilities within the site resulting in servicing of the development taking place along the adjacent highway, which would be detrimental to the free flow of traffic and highway safety in conflict with Policy AM14 of the Hillingdon Local Plan Part Two - Saved UDP Policies (November 2012).

5. The proposed development would result in the loss of 3 existing on site parking spaces and fails to provide sufficient off street parking provision and secure cycle storage which meets the councils approved parking standards to service the proposed dwellings and retail units. The development would therefore lead to additional on street parking to the detriment of public and highway safety and is therefore contrary to Policies AM7, AM9 and AM14 of the Hillingdon Local Plan Part Two - Saved UDP Policies (November 2012) and the Councils adopted car parking standards.

6. The proposal fails to adhere to the Lifetime Homes Standards in conflict with London Plan July 2011, Policy 3.8 (Housing Choice) and policy 7.2, as well as the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

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

13 neighbouring properties were consulted by letter dated 19.3.15 and a site notice was displayed which expired on 20.4.15. 1 letter received objecting as follows:

Whilst the development of land is not objected in principle, the detailed design needs improvement. Recommended alterations include reduced massing, pitched roofs and multi-paned timber windows. It is also strongly recommended that the application be used to negotiate the removal of unsightly plastic weatherboarding to the front of the property to reveal original stock brickwork.

Highways Officer:

While the site has good access to public transport (PTAL 5), the proposal will result in loss of three existing car park spaces and makes no provision for the additional flats. Given that the existing use on site has continued to use these parking spaces, the lack of any provision for car parking will potentially result in increased demand for on-street parking elsewhere. Reliance on public car parks for long stay residential car parking is not considered appropriate.

b. The proposals also make no provision for servicing for the existing and additional retail floorspace - this will increase demand for on-street servicing activity and adversely affect the free flow of traffic. The proposals are considered contrary to Policy AM7(ii) and AM14.

Landscape Officer:

LANDSCAPE CHARACTER/CONTEXT:

Site description:

- The site is occupied by an end of terrace building at the junction of Crown Close and Station Road, within Hayes Town Centre.
- The ground-floor is linked to a retail unit with a single storey rear extension accessed via a rear service/parking area off Crown Close.
- The area is primarily urban/town centre in character. However, there is one highway tree (ref. 01034, a Norway Maple 'Crimson King') within the footway opposite the rear extension.

- The tree is Council-owned and contributes to the appearance and amenity of the area.

Landscape planning designations:

- There are no Tree Preservation Orders or Conservation Area designations affecting the site.

Landscape opportunities and constraints

- As part of the Hayes Town Centre improvement programme, the highway tree is due to be removed and not replaced in its current position.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other landscape features of merit will be affected by the proposal.
- Drawing No. PRO/GND/100/03/ST63/14 indicates a gated yard to the rear which will be accessible from Crown Close. This area will be dominated by bin and bike storage facilities with a token area of amenity space, sufficient to accommodate a bench seat and a couple of plants (in containers?)
- Other drawings indicate a small roof garden/patio at first floor level.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: No objection, subject to the above observations and COM9 (parts 1, 2, 3, 4, 5 and 6).

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 |
| PT1.E5 | (2012) Town and Local Centres |

Part 2 Policies:

- | | |
|----------|---|
| AM7 | Consideration of traffic generated by proposed developments. |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| AM14 | New development and car parking standards. |
| 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 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.4	(2015) Local character
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

7. MAIN PLANNING ISSUES

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

The former application was refused on the grounds that the proposed building would lead to an unacceptable outlook for the occupants of 67 Station Road. This first floor flat has habitable windows in its rear elevation. Whilst it is accepted that the reduced bulk of the proposed extension would not result in a technical loss of light to the occupants of this property, concerns are raised in relation to the windows to be inserted into the side elevation of the proposed flats and the scale of activity resulting from the patio area and access to these flats. It is considered that the occupants of the first floor flat at Number 67 would suffer an unacceptable loss of residential amenity by both overlooking and noise and disturbance resulting from the access and use of the terrace areas and as such would be unacceptable in respect of policies BE19, BE21, BE24 and OE1 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

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 former application was refused on the grounds that by reason of its excessive size, scale, bulk, site coverage and inappropriate details of design, would result in an incongruous addition which would be detrimental to the architectural composition of the existing building, the visual amenities of the street scene and would harm the character and appearance of the wider area. This refusal reason is not considered to have been overcome. The overall bulk of the extension has been reduced and the large crown roof has been replaced by flat roofs with and a half hipped roof, closer to the host building. A large box dormer is also proposed to the rear. The design of the extensions is considered contrived, awkward and lacking any cohesion on this prominent corner plot. Furthermore the fenestration is considered awkward with the large second floor window located high on the gable end and the rear dormer squeezed against the side of the roof to the rear. In summary, the proposed extensions by virtue of their inappropriate details of design, would fail to respect the architectural integrity of the host building and would result in an incongruous form of development within the street scene in conflict with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies BE13, BE15 and BE19 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 Unitary Development Plan Policies (November 2012) considers 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 AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a maximum provision of three off-street parking spaces for each dwelling.

The submitted plans show the provision of 6 secure cycle stands. The application is also supported by a Transport Statement which concludes that the site is located in an accessible location and as such no on-site parking is required to serve the two proposed flats. No mention is made in respect of servicing or parking in connection with the existing or extended retail use of the site.

The Council's highways officer has raised concerns about the loss of the 3 on site parking spaces. He has advised that the proposal will result in loss of three existing car park spaces and makes no provision for the additional flats. Given that the existing use on site has continued to use these parking spaces, the lack of any provision for car parking will potentially result in increased demand for on-street parking elsewhere. Reliance on public car parks for long stay residential car parking is not considered appropriate. b. The proposals also make no provision for servicing for the existing and additional retail floorspace - this will increase demand for on-street servicing activity and adversely affect the free flow of traffic. The proposals are considered contrary to Policy AM7(ii), AM14.

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

Policy 3.5 of the London Plan 2011 pertains to quality and design of housing developments and sets out minimum floor areas in table 3.3. The London plan requires two bedroom 3 person flats to have a minimum internal floor area of 61m². Both flats meet this requirement and both have dual aspect. Both flats are shown to have an area of external amenity space which is considered acceptable in respect of Policy BE23 of the Local Plan.

7.6 Other Issues

Landscaping.

The former applications were refused on the grounds that the proposal was likely to result in the loss of existing trees within the application site and affect trees on the adjacent highway. The proposal did not secure their replacement. In respect of this revised application the Council's Landscape Officer has advised that as part of the Hayes Town Centre improvement programme, the highway tree is due to be removed and not replaced in its current position and that no trees or other landscape features of merit will be affected by the proposal. It is considered that if the application were considered acceptable in all other respects, landscape conditions could be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

CIL

The proposal would attract a CIL liability of £18,670.83.

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



Mr Tarlochan Sahota
34 Masefield Avenue
Southall
UB1 2ND

Application Ref: 57520/APP/2015/855

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 rear extension and enlargement of roof space to create 2 x 2 bed self contained flats with amenity space and new retail area to rear

Location of development: 63 Station Road Hayes

Date of application: 16 March 2015

Plan Numbers: See attached Schedule of plans

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

Head of Planning and Enforcement

Date: 11 May 2015

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: 57520/APP/2015/855

SCHEDULE OF REASONS

- 1 · The proposed development by virtue of its excessive size, scale, bulk, site coverage and inappropriate details of design, would result in an incongruous addition which would be detrimental to the architectural composition of the existing building, the visual amenities of the street scene and would harm the character and appearance of the wider area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.
- 2 · The proposed development by reason of its overall siting, size, and position of windows, doors and roof terraces would result in an overdominant and visually obtrusive form of development in relation to the existing adjoining occupiers of the first floor flat at 67 Station Road and as such would constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to policies OE1, BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.
- 3 · The proposed development would result in the loss of 3 existing on site parking spaces and fails to provide sufficient off street parking provision which meets the Council's approved parking standards to service the proposed and existing dwellings and retail units. The development would therefore lead to additional on street parking to the detriment of public and highway safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan Part Two - Saved UDP Policies (November 2012), the Council's adopted car parking standards and the adopted Supplementary Planning Document HDAS: Residential Layouts.
- 4 · The proposal fails to make adequate provision for servicing within the site resulting in servicing of the development taking place along the adjacent highway, which would be detrimental to the free flow of traffic and highway and pedestrian safety, contrary to Policy AM14 of the Hillingdon Local Plan Part Two - Saved UDP Policies (November 2012).

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 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

SCHEDULE OF REASONS

considerations, including the London Plan (July 2011) and national guidance.

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres

Part 2 Policies

- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- 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 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2011) Quality and design of housing developments
- LPP 3.8 (2015) Housing Choice
- LPP 7.4 (2015) Local character
- NPPF
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

- 3 . 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

SCHEDULE OF REASONS

a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

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.: 57520/APP/2015/855

SCHEDULE OF PLANS

PRO/BLK/200/02/ST63/14 - received 07 Mar 2015
EXI/BLK/200/02/ST63/14 - received 07 Mar 2015
PRO/1ST/100/04/ST63/14 - received 07 Mar 2015
PRO/2ND/100/05/ST63/14 - received 07 Mar 2015
4BG-Site Plan - received 07 Mar 2015
PRO/ROOF/100/06/ST63/14 - received 07 Mar 2015
PRO/NELEVS/100/07/ST63/14 - received 07 Mar 2015
PRO/GND/100/03/ST63/14 - received 07 Mar 2015
PRO/SWLEVS/100/08/ST63/14 - received 07 Mar 2015
PRO/SECTAABB/100/09/ST63/14 - received 07 Mar 2015
Design and Access Statement - received 07 Mar 2015
Transport Statement - received 07 Mar 2015
Photographs - received 07 Mar 2015
Perspectives - received 07 Mar 2015
EXI/GND/100/03/ST63/14 - received 07 Mar 2015
EXI/1ST/100/04/ST63/14 - received 07 Mar 2015
EXI/LOFT/100/05/ST63/14 - received 07 Mar 2015
EXI/ROOF/100/06/ST63/14 - received 07 Mar 2015
EXI/NELEVS/100/06/ST63/14 - received 07 Mar 2015
EXI/SWLEVS/100/07/ST63/14 - received 07 Mar 2015
EXI/SECTAABB/100/08/ST63/14 - received 07 Mar 2015

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 <http://.Planning-inspectorate.gov.uk>

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.

Appeal Decision

Site visit made on 7 September 2015

by Harold Stephens BA MPhil DipTP MRTPI FRSA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 29 September 2015

Appeal Ref: APP/R5510/W/15/3053058

63-65 Station Road, Hayes, Middlesex UB3 4BG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Tarlochan Sahota against the decision of the Council of the London Borough of Hillingdon.
 - The application Ref 57520/APP/2015/855, dated 7 March 2015, was refused by notice dated 11 May 2015.
 - The development proposed is part two storey, part single storey rear extension and enlargement of roof space to create 2 x 2 bed self contained flats with amenity space and new retail area to rear.
-

Decision

1. The appeal is dismissed.

Main Issues

2. I take the view that the main issues in this appeal are:
 - (i) the effect of the proposal on the character and appearance of the area;
 - (ii) the effect of the proposal on the living conditions of the occupiers of nearby dwellings in terms of overlooking, noise and disturbance and outlook; and
 - (iii) the implications for highway and pedestrian safety.

Reasons

3. The appeal site comprises of a parking and lean-to storage area to the rear of 63-65 Station Road, within the secondary shopping frontage in Hayes Town Centre as identified within the Hillingdon Local Plan (November 2012). There is a street tree adjacent to the site which partially overhangs the site. The site is surrounded by a mix of uses encompassing fast food outlets, retail and housing typically two storeys in height, although there is a higher block of flats to the south east of the site.
4. The proposal is for a part two storey, part single storey rear extension and enlargement of roof space to create 2 x 2 bed self contained flats with amenity space and new retail area to the rear. The proposal is a revised scheme following previous refusals of planning permission in 2013 and 2014. The 2014 scheme, reference 18175/APP/2014/232, involved a three storey

rear extension to include 2 x retail units and a parking garage on the ground floor and 2 x 2 bedroom flats on the first and second floors.

5. Relevant planning policies are set out in the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and in the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012). I have also considered the guidance set out in the Supplementary Planning Documents referred to and to all relevant material considerations including the London Plan (July 2011) and national guidance in the National Planning Policy Framework (NPPF) (2012).

Issue (i) the effect of the proposal on character and appearance

6. 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, Policy 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 adjoining sites.
7. I accept that the appeal proposal seeks to overcome previous reasons for refusal and to comply with local plan policies. I appreciate that the overall bulk of the extension has been reduced and the large crown roof has been replaced by flat roofs with a half hipped roof closer to the host building. In addition, I note that a large box dormer is proposed to the rear. However, in my view, the design of the extension is contrived, awkward and excessive in scale, bulk and site coverage. It lacks any cohesion and would appear as an incongruous addition on a prominent corner site in the Town Centre.
8. Furthermore, the fenestration is awkward with the large second floor window located high on the gable end and the rear dormer is squeezed against the side of the roof to the rear. In my view, the design details of the proposed extension would fail to respect the architectural integrity of the host building and would result in an inappropriate form of development in the street scene. I find that the proposal would conflict with Policy BE13 of the Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012). I conclude on the first issue that the appeal must fail.

Issue (ii) the effect of the proposal on living conditions

9. From the evidence that is before me and from my site visit it is clear that the occupants of the first floor flat at 67 Station Road are most likely to be affected by the proposed extension in terms of overlooking, noise and disturbance and outlook. I saw that this first floor flat has habitable windows in its rear elevation. Whilst I accept that the reduced bulk of the proposed extension would not result in any technical loss of light to the occupants of this property it seems to me that windows to be inserted in the side elevation (south flank) of the proposed flats would lead to an unacceptable loss of privacy for the occupants of the first floor flat at 67 Station Road through overlooking.
10. Furthermore, there would be a significant potential for increased levels of noise and disturbance and potentially loss of privacy arising from the access and use of the terrace areas close to this property. Moreover, I consider the

extension would result in an over-dominant and visually obtrusive form of development in relation to the occupants of the first floor flat at 67 Station Road thereby causing a material loss of outlook for these adjoining occupiers. Overall I find that the proposed extension would be in conflict with Policies BE19, BE21, BE24 and OE1 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012). On the second issue I conclude that the appeal must fail.

Issues (iii) the implications for highway and pedestrian safety

11. Policy AM7 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012) considers whether the traffic generated by the proposed development is acceptable in terms of local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a maximum provision of three off-street spaces for each dwelling.
12. The submitted plans show the provision of 6 secure cycle stands. The proposal is also supported by a Transport Statement which concludes that the site is well located in an accessible location and as such no on-site parking is required to serve the two proposed flats. However, I note that no mention is made in respect of servicing or parking in connection with the existing or extended retail use of the site.
13. The proposal would result in the loss of three existing on site car parking spaces and makes no provision for the additional flats. Given that the existing use on site has continued to use these parking spaces, the lack of any provision for car parking would potentially result in increased demand for on-street parking elsewhere. In my view, reliance on public car parks for long stay residential car parking is not appropriate. Furthermore, the proposals make no provision for servicing for the existing and additional retail floor-space – this would increase demand for on-street servicing activity and adversely affect the free flow of traffic.
14. Drawing all of these matters together I consider the proposal would therefore exacerbate parking issues and servicing issues in the area and cause unacceptable risk to drivers and pedestrians contrary to Policy AM7(ii) and Policy AM14 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012). On the third issue I conclude that the proposal would be detrimental to highway and pedestrian safety.

Other Matters

15. I have taken into account all other matters raised. I have taken into account the submissions in support of the appeal including the Design and Access Statement, the design advice from Mavenplan and the Transport Statement. I am aware of the Mayor of London Guidelines on developing underutilised sites. I appreciate that both flats would meet Policy 3.5 of the London Plan 2011 in that they would have a minimum internal floor area of 61m². Both flats are shown to have an area of external amenity space which I consider acceptable in terms of Policy BE23 of the Local Plan. Furthermore, if the proposal was acceptable in all other respects, I consider that landscape conditions could be imposed to ensure that the proposal would preserve and

enhance the character and local distinctiveness of the surrounding natural and built environment.

Conclusion

16. I conclude that the appeal proposal is in overall conflict with the development plan and notably Policy BE1 of Hillingdon Local Plan: Part One – Strategic Policies (November 2012) and Policies BE13, BE15, BE19, BE21, BE24, OE1, AM7 and AM14 of the Hillingdon Local Plan: Part Two – Saved UDP Policies (November 2012). The proposal does not comprise sustainable development in terms of the NPPF. I dismiss the appeal.

Harold Stephens

INSPECTOR