

DOCUMENT 2

**COPY OF THE OFFICER REPORT LPA
REFERENCE - 70588/APP/2021/1381**

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 dwellings units and/or a site of less than 0.5 ha ☐
11. Householder application in the Green Belt ☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses ☐
13. Refusal of change of use from retail class A1 to any other use ☐
14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. ☐

CERTIFICATE OF LAWFULNESS

15. Certificate of Lawfulness (for proposed use or Development) ☐
16. Certificate of Lawfulness (for existing use or Development) ☐
17. Certificate of Appropriate Alternative Development ☐

CERTIFICATE OF LAWFULNESS

18. ADVERTISEMENT CONSENT (excluding Hoardings) ☐
19. PRIOR APPROVAL APPLICATION ☐
20. OUT-OF-BOROUGH OBSERVATIONS ☐
21. CIRCULAR 18/84 APPLICATION ☐
22. CORPSEWOOD COVENANT APPLICATION ☐
23. APPROVAL OF DETAILS ☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval ☐
25. WORKS TO TREES ☐
26. OTHER (please specify) ☐

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

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

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

Address 18 WEST AVENUE HAYES

Development: Erection of a two storey, 1-bed end-of-terrace dwelling with associated amenity space and parking including installation of new vehicular crossover and demolition of existing detached garage

LBH Ref Nos: **73777/APP/2021/1381**

Drawing Nos: Location Plan (1:1250)
 013425/03
 013425/05
 013425/02
 013425/04
 013425/01
 013425/07d
 013425/11c
 013425/09c
 013425/08d
 013425/12a
 013425/10c
 013425/06
 Photographs with Details x 3
 Planning Statement

Date Plans received : 22/04/2021

Date(s) of Amendment(s):

Date Application Valid: 22/04/2021

1. SUMMARY

The application site is located on the South Eastern side of West Avenue, Hayes, and comprises a semi-detached property set within an 16.5 m wide corner plot, which gets narrower to the rear. The property has a large rear garden which backs onto the residential rear gardens of properties on Townfield Square.

The proposal is for the erection of a two storey 1 x 1 bed end of terrace dwelling (including study room) with associated amenity space and parking including installation of new vehicular crossover, alterations to the host dwelling and demolition of existing detached garage. The new dwelling would be attached to the side elevation of No 18.

The development is considered to not meet the council's policies in terms of design/layout.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting in this open prominent position, its size, scale, bulk, depth, width and proximity to the side boundary, would result in the closing of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and

appearance of the surrounding area. The proposed development is therefore contrary to Policies DMHB 11, DMHB 12 and DMHD1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D1, D3 and D4 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the South Eastern side of West Avenue, Hayes, and comprises a semi-detached property set within an 16.5 m wide corner plot, which gets narrower to the rear. The property has a large rear garden which backs onto the residential rear gardens of properties on Townfield Square.

The host site has a crossover which leads to the front garage. The frontage accommodates parking with the remainder soft landscaped.

The immediate context comprises semi-detached and terraced properties all of which are similar in their form, proportion and appearance.

The land levels appear relatively flat. There are no policy or heritage constraints.

3.2 Proposed Scheme

The application seeks planning permission for:

- Demolition of the side garage;
- Subdivision of the land;
- Hip to gable roof extension to the host dwelling;
- Construction of a two-storey (1 bed) end of terrace dwelling;
- Creation of a new crossover to accommodate parking for the host dwelling alongside retention and enlargement of the existing crossover to provide parking for the host and new dwelling;
- Hard and Soft Landscaping;
- Boundary treatment;
- Amenity space;
- Cycle and refuse storage;
- Removal of front porch of host dwelling.

3.3 Relevant Planning History

73777/APP/2018/1658 18 West Avenue Hayes

Part two storey, part single storey side/rear extension

Decision: 03-07-2018 Approved

73777/APP/2020/10 18 West Avenue Hayes

Proposed semi detached 2 bedroom dwelling house to include self contained amenity space.

Decision: 23-03-2020 NFA

73777/APP/2020/3239 18 West Avenue Hayes

Erection of a two storey, 2-bed end-of-terrace dwelling with associated amenity space and parking including installation of new vehicular crossover and demolition of existing detached garage

Decision: 24-12-2020 Refused

Comment on Planning History

73777/APP/2020/3239 - Erection of a two storey, 2-bed end-of-terrace dwelling with associated amenity space and parking including installation of new vehicular crossover and demolition of existing detached garage - Refused 17/12/2020 for the following grounds:

1. The proposed development by reason of its siting in this open prominent position, its size, scale, bulk, depth, width and proximity to the side boundary, would result in the closing of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area. The proposed development is therefore contrary to policies DMHB 11, DMHB 12 and DMHD1 of the Hillingdon Local Plan - Development Management Policies (2020) and Policies 3.5 and 7.4 of the London Plan (2016).

2. The proposal would result in the provision of a vehicular crossover of excessive width, close to a highway junction, and would also result in the proposed parking space being located in front of the main door entrance to 18 West Avenue, which would physically obstruct access for household occupiers. The proposal would thus result in conditions detrimental to pedestrian and highway safety, contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

3. The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the proposed unit would result in an over-development of the site detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

73777/APP/2018/1658 - Part two storey, part single storey side/rear extension - Approved 04/07/2018 (not implemented)

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

20 neighbouring properties were consulted by letter dated 23/04/2021.

Four letters of objection to the proposal has been received, with the following concerns raised:

1. Construction noise and disruption.
2. Parking and traffic problems including stress
3. Loss of value for neighbouring properties.
4. Terracing impact

5. Loss of light.

Planning Officer Comments: Material planning issues are discussed in the main body of this report.

Tree Officer: No trees will be affected by the proposal. However, the rear garden /private amenity space will be restricted to an awkward small triangle of land. The front gardens of both properties will be used for parking and bin storage. Bin storage should be well-designed, discrete or screened by planting (ideally located to the rear of the property). The front garden should include a reasonable area of soft/living landscape.

Highways Officer: The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Access Officer: Acceptable subject to pre-commencement step free access condition

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
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LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

In addition: Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded. Furthermore the policy stresses the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

The siting of the proposed dwelling and placement of windows alongside works to the host dwelling remain as previously proposed. The main difference would be the removal of the front porch of the host dwelling and alterations to the forecourt. Officers previously considered that the proposal would not be detrimental to the amenities of the adjacent and surrounding occupiers (including host occupiers) in terms of loss of outlook, sense of enclosure, overlooking, visual intrusion, daylight/sunlight and overbearing impact.

Overall, it is considered that the proposed house would not cause harm to the amenity of nearby residents. The development would not result in any further overlooking or loss of amenity for neighbouring occupiers.

7.2 Impact on Street Scene

The NPPF (2019) notes the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.

Policy D1 of the London Plan states that design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.

Policy D4 of the London Plan states developments should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

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

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

The application site is a semi-detached two storey dwelling located on the South Eastern side of West Avenue, Hayes set within an 16.5 m wide corner plot, which gets narrower to the rear. The property has a large side garden and rear garden which backs onto the residential rear gardens of properties on Townfield Square.

The host site has a crossover which leads to the front garage. The frontage accommodates parking with the remainder soft landscaped.

The immediate context comprises semi-detached and terraced properties all of which are similar in their form, proportion and appearance. The properties along Rowan Place form part of a cul-de-sac with the immediate stretch of terrace properties (no.2, 4 and 6) situated at a 90 degree angle. The corner plots tend to have wider gardens although are not as deep - this includes the immediate properties of no.1 and 2 Rowan Place and no.18a West Way - which is a later infill addition to the context (63612/APP/2010/1927).

The proposal seeks to replicate a similar form of development that was granted permission in 2010 to construct a two-storey end of terrace dwelling attached to the side of no.20.

The previous scheme, which is very similar to the current submission, was refused on the basis of the proposed development by reason of its siting in this open prominent position, its size, scale, bulk, depth, width and proximity to the side boundary, would result in the closing of an important gap characteristic to the area, resulting in a cramped appearance. Officers stated the importance of these corner gaps between dwellings help break up the built form, especially with the Rowan Place properties siting at a 90 degree angle.

Whilst it is appreciated that a later addition known as no.18a was granted permission (and implemented) and part of the character of the area, officers considered that the combined terracing impact of the proposal and an incoherent/disjointed nature of the building that would constitute an overdevelopment of the site.

The starting point is realising and understanding the site constraints and then appropriately arranging the site layout. It is important when arranging the site layout that the building and associated arrangements are proportionately integrated and well considered. In this case and as already established in the previously refused scheme, the proposed building would be squeezed into a narrow parcel of land. The combined height, width and depth alongside the bulk would be very similar to the previously refused scheme whereby officers considered the development to be cramped and contrived. The proposed building would board very closely to the common boundary and as a result would appear a dominant, excessive, overbearing and intrusive addition to the site and context.

Gaps between dwellings perform an important function in both adding to the character of a street and its dwellings and allowing glimpsed views through. This is a corner plot and the gap between the site and No. 2 Rowan Place, which is the first property after the turn in the direction of the road, is of particular importance. The proposal would harmfully reduce this gap when viewed from a number of public angles. It is also considered that the proposal would have a terracing effect on the semi-detached pair and would not be a subordinate addition to the existing dwelling. It is considered that, in the context of the wider street scene, the overall impact would be a building which shows little respect for the character of the local area. Rather than appearing as a well-considered and integrated part of its surroundings, the dwelling would stand out as an incoherent and disjointed addition to the current semi-detached pair of houses. As such, it would fail to achieve the level of high quality design that is required by Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan - Development Management Policies (2020).

As mentioned before, no.20 and 22 West Way were a pair of semi-detached properties in 2010 although planning permission was granted at the time for an end of terrace dwelling. It should be noted here that this permission predates the Development Management Plan including the Local Plan which was adopted in 2020. Furthermore, it should be noted the adjacent land to no.20 is situated on a wider plot compared to the subject area (especially towards the front) and officers note that this dwelling does not at two storey level board very closely to the boundary as the proposal would. Regardless, officers consider the proposal would break up the characteristic gaps of the area to which these 'corner' plots help break up the built form of the context.

Whilst the proposal would retain sufficient amenity space for the host occupiers alongside sufficient private amenity for future occupiers, the overall amenity area would be awkward and overly cramped. Officers also question how useable the private amenity area to the side would be when taking into account the refuse and cycle storages.

In terms of appearance, the host dwelling would have a hip to gable extension with the new dwelling pitched. The form, proportion and appearance of the proposed dwelling would be similar to those seen in the context and existing semi-detached pair. It is noted the host porch would be removed in an attempt to reduce the bulk and massing of the overall proposal. Whilst architecturally the proposal would complement the appearance of built form in the area, the general infill nature as proposed would constitute inappropriate development that would appear cramped and contrived in its setting.

The materials would be similar to the host dwelling and whilst positive, this would not outweigh the harm identified.

A new crossover would be formed in front of the host dwelling alongside retention of the existing crossover to accommodate 4 car parking spaces for both dwellings. Refuse storage would be sited to the forecourt alongside side and rear cycle storage. It is also proposed to plant new hedgerows. The host site is predominantly soft landscaped to the front to which the proposal would bring an ample amount of hardstanding/built form to the site. However, whilst the open green nature of the frontage would be partially removed, the frontages of nearby properties are predominantly hardsurfaced and as such, on balance, the hard/soft landscaping works proposed, in principle would be acceptable. Had the scheme been considered acceptable, a pre-commencement condition including boundary treatment details would have been attached.

As such, despite the backdrop need of family housing, the proposed building alongside extensions/alterations to the host dwelling by reason of its siting in this open prominent position, its size, scale, bulk, depth, width and proximity to the side boundary, would result in the closing of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore represent an overdevelopment of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area. The proposed development is therefore contrary to policies DMHB 11, DMHB 12 and DMHD1 of the Hillingdon Local Plan - Development Management Policies (2020) and Policies D1, D3 and D4 of the London Plan (2021).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2 (Highways Impacts) states development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 (Vehicle Parking states):

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

The Council may agree to vary these requirements when:

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

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

The surrounding road network is devoid of parking controls and the location displays a

public transport accessibility level (PTAL) of 1b which is considered poor and therefore heightens dependency on the ownership and usage of private motor transport.

Car Parking and Crossovers

The previous scheme was refused on the basis of the excessive width of the crossing proposed and the impact this would cause to the highways and pedestrian network of the area. Officers were also concerned that the replacement space to the front of the main entrance door to no.18 would physically obstruct access for occupiers.

As part of this application, the existing crossover would be retained and enlarged for occupiers of the new dwelling and a new crossover directly in front of the host dwelling for existing occupiers.

In terms of parking provision, 2 parking spaces per dwelling would be acceptable.

The proposed positioning and width of both crossings is compliant with the Council's 'Domestic Vehicle Footway Crossover' Policy (DVFCP).

Electric Vehicle Charging Point (EVCP) Provision

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces (80%) being designated as 'passive' provisions. In this case, the new unit should incorporate 1 'active' and 1 'passive' space in order to future proof for anticipated demand. A pre-commencement condition would have been attached requesting details had the scheme been considered acceptable.

Vehicular Trip Generation

As a consequence of the relatively small scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

Operational Refuse Requirements

Refuse collection would be undertaken from West Avenue.

In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance.

The bin storage area for both the host and proposed dwelling would be positioned on the property frontage which conforms to the standard. Had the scheme been considered acceptable, a pre-commencement condition requesting details would have been attached.

Cycle Parking Provision

In terms of cycle parking there would be a requirement to provide 1 secure and accessible space for the 1-bedroom unit to accord with the Council's adopted cycle parking standard. This level is proposed and located to the side of the new build which is considered acceptable. The host dwelling would have a form of storage within the rear garden. Had the scheme been considered acceptable, a pre-commencement condition requesting

details would have been attached.

As such, it is considered that the proposal has overcome refusal reason 2 and would ensure that the users of the highways and pedestrian network would not be substantially impacted alongside sufficient provision of parking for the host and future occupiers.

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

Policy DMHB 1 (Housing Standards) states all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.

A one bedroom (2 person) two storey unit is required to provide 58 square metres which the proposed 70sqm dwelling would exceed.

Policy DMHB 18 (Private Outdoor Amenity Space) states all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3: Private Outdoor Amenity Space Standards.

The proposed scheme is now for a 1 bedroom dwelling (including a 4.3sqm study room) which is required to achieve a minimum of 40sqm of private useable amenity space which the proposal would just about meet, with the provision of a rear garden. A side 'amenity space' is highlighted, but as mentioned before, officers consider this area would not be directly accessible and useable especially with this area containing waste and cycle storage. This area would also be awkwardly shaped and as such not considered to be sufficient amenity space for the enjoyment of the occupiers of the new dwelling.

The host dwelling would have approx. 60sqm (1sqm less than the previously refused scheme) of useable and accessible rear garden amenity space. This would be an acceptable level of provision as previously stated.

In terms of accessibility, following consultation with the Council's Access Officer, it is considered that the development would provide step free access, especially given the flat nature of the site. However, a pre-commencement condition would have been attached requiring full details of step free access. It is important that the dwelling would be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

It is considered that all the proposed habitable rooms, and those altered by the development, would maintain an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to The London Plan (March 2016).

In terms of the garden area the development would fulfill the emerging Policies Part 2 Policy DMHD1 appendix A, Part A) vi), which states that for alterations and extensions to residential dwellings; adequate garden space is retained.

As such, it is considered that the proposal has overcome refusal reason 3 and would provide a satisfactory level of accommodation for both the host and future occupiers of the development.

7.6 Other Issues

Flood Risk Impact

The site is not within a flood zone, surface water area or critical drainage area. As such, no concerns would be raised.

Trees and Landscaping

There are no trees within the site or immediate surroundings that could be impacted from the proposal.

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

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2021)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Jimill Patel

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