

DELEGATED HOUSEHOLDER 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, Transportation and Regeneration**

Address 14 BRIDLE ROAD EASTCOTE

Development: Double storey rear extension, first floor side extension and garage conversion.

LBH Ref Nos: **6860/APP/2021/3713**

Drawing Nos: 1027
 1020
 1026
 1050
 1051
 1250
 1200

Date Plans Received: 02/10/2021 **Date(s) of Amendment(s):**

Date Application Valid: 02/10/2021

1. CONSIDERATIONS

1.1 Site and Locality

This application site is located centrally on the south east of Bridle Road. The site comprises a two storey detached dwelling which currently has a garage to the left side of the dwelling. There is an area of hard standing to the front of the property which serves as 2 off-street car parking spaces and soft landscaping. The properties on Bridle Road are similar in size and scale to each other.

The application site is not designated within a Conservation Area, nor an Area of Special Local Character. The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land.

Properties either side have been extended previously which is relevant to the assessment of this case.

1.2 Proposed Scheme

The proposed scheme is for a two-storey rear extension, first floor side extension and conversion of garage. The scheme results in a new crown roof.

1.3 Relevant Planning History

6860/PRC/2021/85 14 Bridle Road Eastcote
 2 Storey Rear and side extension

Decision Date: 21-06-2021 OBJ

Comment on Planning History

A pre-app was objected to under planning reference 6860/PRC/2021/85 for a two-storey rear and side extension.

The following summary was given in regards to the reason for objection:

There is no objection in principle to extending the application property. However, the amended pre-app submission would not be supported by the Council if it was submitted without amendments.

The proposed two storey side extension, by reason of its size, scale, design and proximity to the side boundary, would fail to appear as a subordinate addition to the original property and would result in a closing of the visually open gap between it and the neighbouring property, 16 Bridle Road, giving rise to a cramped form of development, which would be detrimental to the visual amenities of the street scene and the surrounding area generally.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

Six adjoining properties and Eastcote Residents Association were consulted on 12th October 2021 for 21 days.

One comment was received in this time regarding the concerns to the loss of sunlight to the neighbour. There is also concern that the side extension should be set back from the boundary by one metre.

The above comment will be assessed further in the main body of the report below.

4. 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

Part 2 Policies:

DMHB 11 Design of New Development

DMT 2 Highways Impacts

DMHD 1 Alterations and Extensions to Residential Dwellings

DMHB 12 Streets and Public Realm

DMT 6 Vehicle Parking

DMHB 17 Residential Density

DMHB 16 Housing Standards

5. MAIN PLANNING ISSUES

The main considerations are the design and impact on the character of the existing property, the impact upon the streetscene and locality, the impact upon the amenities of adjoining occupiers, reduction of space in rear garden and car parking provision.

Character and Appearance:

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) 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) states that new development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that alterations and extensions to dwellings should not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling.

With regard to side extensions policy DMHD 1 requires:

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

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- x) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

The applicant is proposing a two storey rear extension, The proposed single storey rear extension would have a depth of 5m. The first floor rear extension will have a 3m depth built across the full width of the dwelling and be characterised with a pitched roof. The

garage at front of the dwelling will be converted into a study with a new front facing window onto the street scene. The first floor side extension will be built 0.7m away from the side boundary and set back from the front elevation by 2.1m.

It should be noted that the applicant has submitted amended plans to stagger the ground floor rear extension to improve the impact of the extension on the amenity of the neighbour. From a squared off 5m extension to a 4m extended depth at the side of No.16 and the 5m depth set in 0.7m from the side extension wall. This plan has not been accepted as it would present a materially different scheme, bring the development closer to the neighbour. The amendment would have required a re-consultation and does little to overcome the concerns raised in the reasons for refusal.

The two storey side extension as viewed from the front would be similar in design and appearance to others in the street, including at No.16 and recently approved at No.12. However, the distance to the boundary and the built form to which it adjoins is markedly different, creating a different impact on the streetscene. The extension narrows the gap between the application property and No.16 to a harmful degree, resulting in a cramped form of development. Other side extensions exist on this part of Bridle Road, but maintain a degree of space between the properties far exceeding what is proposed to be retained between first floor flank walls here.

The full width two storey rear extension is also of concern. It is noted that other examples exist nearby, but not to the depth proposed here. No.12 Bridle Road recently received planning permission for a smaller extension with a depth of 2.7m at first floor and 3m at ground floor. This was acceptable due to the staggered rear building line and set back from No.14. The resultant bulk and increase in overall depth/footprint was therefore acceptable. The relationship between No.12 and No.10 was also different as they sat on the same rear building line. Here, at No.14 the extension would read as oversized, breach the rear building line and fail to respect the established pattern of development along this part of Bridle Road due to its depth. The resultant crown roof would also add to this bulk. It is again accepted that crown roofs exist, including at No.16 however, not to the size and depth proposed here. The impact on the original building would be harmful as it would not read as a subordinate or proportionate addition.

Overall, it is considered that the proposal would cause undue harm to the character and appearance of the host dwelling and surrounding area, failing to respect the established pattern of built form and resulting in an oversized building and subsequent visual harm. The proposal therefore does not comply with the objectives of Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policies DMHB 11 and Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Residential Amenity:

The new window in the front elevation in replacement of the garage door, will have little to no impact on No. 15 and 17 Bridle Road, on the opposite side of the road. There is already a ground floor window on the front elevation providing a view of outlook onto the street scene.

There is a 3m extension approved and built at No.12 Bridle Road. The 5m proposed extension at the application site will extend beyond the neighbours extension for 2m. Considering the fact that a 3.6m extension is permitted for a detached property wider than 5m, this is considered acceptable in terms of amenity.

However, there is no such extension on the neighbouring property at No. 16 and the

building line here is markedly different. A 5m deep extension along the boundary between No. 16 and No.14 would breach the 45 degree line and the first floor rear extension would also result in an overbearing impact due to the sheer scale and bulk. If the depth were reduced, this relationship could be improved.

Overall it is considered that the proposal would not have an unacceptable impact on the neighbouring properties in terms of loss of light, loss of outlook and sense of enclosure in direct conflict with Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan Part 2 Development Management Policies (January 2020).

External Amenity Space Provision:

Table 5.3 of Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states that dwelling houses with 2-3 bedrooms should be provided with a minimum of 60 square metres of private external amenity space. The proposed plans show that approximately 300 square metres of rear garden space would be retained. The proposal would therefore not undermine the provision of external amenity space for the existing occupiers at the site, in accordance with Policies DMHD 1 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)

Parking and Highway Safety:

There would be no impact on parking as a result of the loss of the garage as the garage is considered too small for modern vehicles and is most likely used as storage space. The property will still retain 2 off street car parking spaces which adheres to Council parking standards. Therefore, as parking spaces to the front are retained and not altered in any way, the proposal complies with the Council's Car Parking Standards in DMT 6 of the LPP2.

Conclusion:

It is considered that the proposal would not accord with the relevant policies set out in the Hillingdon Local Plan: Part One Strategic Policies (2012) and Part Two - Development Management Policies (2020). The development would be harmful to the character and appearance of the building, streetscene and wider area and would fail to protect the existing living conditions of neighbouring residents. Taking all matters into account, planning permission should be refused.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development by reason of its size, scale, mass, bulk, depth and design would result in an overly dominant, cramped and excessive form of development, detrimental to the character and appearance to the host dwelling, streetscene and surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies.

2 NON2 Non Standard reason for refusal

The proposed rear extension, by virtue of its size, scale, bulk, design and proximity, would be detrimental to the amenities of the adjoining occupier at 16 Bridle Road, by

reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore, the proposal would be contrary to Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

Standard 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 considerations, including The London Plan - The spatial development strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMT 2	Highways Impacts
DMHD 1	Alterations and Extensions to Residential Dwellings
DMHB 12	Streets and Public Realm
DMT 6	Vehicle Parking
DMHB 17	Residential Density
DMHB 16	Housing Standards

Contact Officer: Zara Raza

Telephone No: 01895 250230