

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, Transportation and Regeneration**

Address 45 ETON ROAD HARLINGTON

Development: Erection of a single storey rear extension and a two storey side extension to form a separate two-bedroom dwelling.

LBH Ref Nos: **1624/APP/2021/4611**

Drawing Nos: 002
 003
 004
 001

Date Plans received : 21/12/2021

Date(s) of Amendment(s):

Date Application Valid: 21/12/2021

1. **SUMMARY**

The proposed development would harm to the character and appearance of the street scene and area. It would also cause harm to the amenities of future residents and would provide a property with an unacceptable internal layout in terms of bedroom mix and accessibility. The proposal is therefore recommended for refusal and a detailed assessment of the application has been carried out below.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

Due to its siting, design, excessive width, and resulting bulk, the proposed dwelling would form a visually unsympathetic addition to the neighbouring semi detached dwelling. It would also disrupt and unbalance the visual symmetry which exists between the pair and result in excessive hard landscaping to the front. The proposed dwelling would therefore be detrimental to the character, appearance and visual amenities of the streetscene and wider area, disrupting the established pattern of built form in the area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D3 and D6 of the London Plan and paragraphs 130 (a) and (c) of the NPPF (2021).

2 NON2 Non Standard reason for refusal

The proposed development results in a dwelling of poor design as the new dwelling would provide a 3 bedroom property without a double/twin bedroom (11.5m² floorspace). The proposal is therefore contrary to Policy D6 of the London Plan (2021) and fails to provide quality accommodation for future occupiers.

3 NON2 Non Standard reason for refusal

The internal arrangement of the dwelling would fail to meet the requirements for a M4(2) accessible and adaptable dwelling as set out in Approved Document M to the Building Regulations (2015 edition). The proposal is therefore contrary to Policy D7 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 (2021) and NPPF (2021).

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 12	Development of Land Affected by Contamination
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places

3 I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the corner of Pendell Avenue and Eton Road. The site comprises a two storey semi detached dwelling which has been extended. The property is two storey and is finished in brick and pebble dash.

A two storey side extension exists at the property is set back from the road allowing for off road parking and landscaping. The surrounding area is residential and comprises semi detached properties of similar design and style.

The development site is located within PTAL 2, Heathrow Archaeological Priority Area and is sited upon potentially contaminated land.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a single storey rear extension and a two storey side extension to form a separate two-bedroom dwelling.

3.3 Relevant Planning History Comment on Planning History

There is no relevant planning history for the development site.

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

9 neighbouring properties were directly notified of the proposal on 20/01/22. The consultation period expired on 10/02/22. 1 letter was received in response to consultation. The letter has been summarised below:

1) We applied for a similar application a few years ago however we were rejected on the grounds that the street view would be disrupted and the view would be distorted given the nature of the existing buildings in the area even though we had only applied for a single story extension. We would allow this plan if and only if we are also given permission for a similar plan for our property in the future. In the event that permission is granted, we would object to there being any side windows on the street side as this will obstruct our privacy in the garden as it will be overlooking. This will be obstructing our privacy as more of our garden will be overlooked as the building is constructed closer.

Officer response: Issues regarding the developments impact on the character and appearance of the area and neighbouring amenities have been assessed below. It should also be noted that each application is determined on its own merits at the time that it is submitted.

Consultee Comments

Access Officer: Objection. Full comments can be found in section 7.5 of this report.

Highways Officer: Objection. Full comments can be found in section 7.3 of this report.

Trees and Landscaping Officer:

This site is occupied by a two-storey semi-detached house located on the north side of Eton Road. This is a wider than average corner plot, situated at the junction with Pendell Avenue, which already accommodates a two-storey flat-roofed extension. There are no TPO's or Conservation Area designations which might constrain development. COMMENT No trees will be affected by the proposal. The two-storey side extension will have a pitched and hipped roof, which is an improvement on the existing flat roof. The front 'garden' will be totally paved over to provide off-street parking for four cars and a long pedestrian ramp. This over-development with no space for soft landscape enhancement will be detrimental to the street scene and wider environment. The rear garden will be sub-divided to provide designated private amenity space for both flats. RECOMMENDATION The lack of soft landscape enhancement fails to satisfy policies DMHB11 and DMHB14. If you are minded to approve the application, please add conditions RES9 (parts 1,2,4 and 5).

Officer Response : Had the application been recommended for approval the conditions recommended by the landscaping officer would have been added. Issues regarding the developments impact on the appearance of the area, accessibility, parking and highways impacts have been addressed below.

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:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

DMEI 12 Development of Land Affected by Contamination

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP D8 (2021) Public realm

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H1 (2021) Increasing housing supply

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - 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 London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) 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 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD1 of the Hillingdon Local Plan: Part 2 (2020) advises that proposals should not result in an unacceptable loss of outlook.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states:

"The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states:

"For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states:

"The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The proposed two storey dwelling would not extend beyond a line drawn at 45 degrees from the front or rear facing, ground or first floor habitable room windows of No.45 Eton Road in line with policy guidance. The dwelling is therefore unlikely to lead to any harmful loss of views or outlook from No.45, nor is it likely to lead to a harmful loss of light to the mentioned windows.

Front elevation windows of the dwelling would provide views toward the road, like the existing property and others in the street. Rear facing windows would provide views toward neighbouring gardens, however this type of overlooking is common in this dense residential area, where the first floor rear windows of most properties provide views into neighbouring gardens.

The dwelling includes a first floor side elevation window which serves a hallway and therefore it would cause no harm to neighbouring amenities in terms of permanent and constant overlooking or loss of privacy, furthermore it looks toward the main road.

The proposed ground floor extension would finish in line with each other (45 and 45a) and neighbouring ground floor extensions and would therefore lead to no loss of light or outlook or otherwise harm neighbouring amenities.

Due to its significant separation distance from No.2 Pendell Avenue and the properties on the south side of Eton Road, the new dwelling would cause no harm to their amenities.

Overall it is therefore considered that the proposal would have an acceptable impact on the amenities of No.45 Eton Road and other neighbouring dwellings.

7.2 Impact on Street Scene

Paragraphs 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)'.

Paragraph 134 of the NPPF (2021) states 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes'.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. Policy H1 supports the delivery of new housing in the the Borough.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development 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 establish an enhanced character for the future function of the area.'

Policy D6 of the London Plan states 'Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose'. The policy also advises that the layout, orientation, form and provision of outdoor space in new housing developments should be appropriate to their surrounding context.

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

The proposal seeks to extend an existing house in order to create a new dwelling. The new dwelling would replace an existing two storey side extension. Whilst it is noted that a two storey side extension already exists at the property and is somewhat unattractive with its flat roof, the extension provides a sense of balance with the other corner property which has a similar design and treatment. This extension also retains a gap to the boundary and has a simple, fenestration treatment and detailing.

The proposed extension / new dwelling would be wider, higher and deeper. It would therefore reduce the openness of this corner plot to the detriment of the area's character and appearance. It would read as an incongruous and overly dominant anomaly with an awkward and uncharacteristic design.

The extension would result in the creation of a 3 property terrace block. The area is characterised by pairs of semi detached properties as such the resulting terrace would appear out of character amongst other properties in the area. The pair of properties would be unbalanced and the design does little to mitigate that impact with the splayed ground floor wall, excessive width and proximity to the boundary.

No. 45 Eton Road, forms one half of a pair of semi detached dwellings. Whilst it is noted that the existing property has a two storey side extension. The proposed dwelling is

significantly larger. It is wider than the property that it would be attached to. As such it is considered that the new dwelling would cause harm to the pair of semi detached dwellings, by unbalancing and disrupting their remaining visual symmetry. Symmetry between pairs of semi detached properties is a characteristic of the area which the proposal would fail to respect.

Furthermore the new dwelling would have a single first floor front elevation window, and mono pitched porch. The mentioned architectural details, whilst similar to the existing extension, would fail to compliment the design of the other properties in the resulting terrace block which have balanced fenestrations (i.e openings at ground and first floor). The design of the property would therefore cause harm to the appearance of the neighbouring properties (No's 45 and 47).

The proposed fully hard landscaped garden (spanning across the width of both dwellings) would be harmful to the appearance of the street scene, where frontages generally have more greenery and soft landscaping.

Taking into consideration the above the proposed development is considered to be harmful to the character and appearance of the area. Subsequently it is contrary to the relevant, aforementioned policies within the Local Plan and London Plan.

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2 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 5 states 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including: i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes; ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists; iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council. B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.'

Policy DMT 6 states '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.' Appendix C also states that '(a) Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossovers which cover the full frontage may

not be permitted.

Paragraph 8.13 of the Local Plan (Part 2) states 'The Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highway network or road user safety (including to pedestrians) or, affect residential amenity including by noise, congestion or inadequate parking provision. Proposals which are likely to generate through traffic should avoid the use of local distributor and access roads. Development proposals must provide safe and adequate vehicular access, servicing and parking areas.

Policy T4 of the London Plan (2021) states 'Development proposals should not increase road danger'.

The Highways Officer was consulted on the proposed development and provided the following comments:

'The site is within the Heathrow Opportunity Area and therefore in accordance with the London Plan 2021 (Policy T6 Residential Parking) the proposed development would be a car free development.'

Officer Comment:

The site is located within PTAL 2.

The site has a large frontage due to its corner plot siting.

The London Plan (2021) advises that proposals for 3 bed dwellings, in outer London, with the mentioned PTAL rating should provide up to 1 parking space. It is therefore considered that 1 space should be provided for the new dwelling. 2 are proposed and therefore there is an over provision of 1 space.

Taking into consideration that a condition could be placed on the application requiring a revised parking plan (removing 1 parking space), visibility splays, ev charging points could also be required, It is considered that adequate and safe parking for 1 car could be provided on site for the new dwelling. There is nothing in the Local Plan (2012 or 2020) or London Plan (2021) or NPPF (2021) which states that in opportunity areas, minor development comprising one residential unit in PTAL 2, should be completely car free.

Additionally the existing property has 2 parking spaces, it would therefore be unreasonable to reduce parking at the site because a single storey rear extension is being built at the property. Adequate space exists on site for 2 spaces to be retained at the property, alongside 1 space for the new dwelling (space for pedestrian footpaths would also exist due to the size of the sites frontage). As mentioned above a condition requiring a parking layout plan and other details would ensure that adequate and safe parking is proposed at the site.

Overall for the reasons mentioned above, it is considered that proposal could have an acceptable impact on the local highways network and parking, subject to conditions.

7.4 Carparking & Layout

See section 7.3 of this report.

7.5 Urban Design, Access and Security Considerations

Internal accommodation and living conditions

Policy DMHB 16: 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.

The most up to date minimum floor space standards are set out in the London Plan (2021). There are no specific standards for a 3bed, 3 person dwelling. however the proposed development would provide 89sqm of internal floor space exceeding the requirements for a 3bed 4 person dwelling. It would therefore provide an acceptable level of accommodation for future residents.

Notwithstanding the above Policy D6 states:

'A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide...

'A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m'.

The proposed dwelling would include no double/twin bedroom with a floor space of 11.5sqm, it would therefore provide a substandard internal bedroom mix and is contrary to Policy D6 of the London Plan. There is no clear benefits to outweigh this factor in the design.

Garden Space

The existing and proposed dwelling would have adequate external amenity space (68sqm and 72sqm respectively) and would therefore comply with Policy DMHB 18.

Accessibility

The Boroughs Access Officer was consulted on the proposed development and provided the following comments:

'This proposal for an extension of the existing dwelling and formation of a new three-bedroom dwelling (shown on drawing no. 003) raises the following accessibility concerns. The 2021 London Plan and its contained policy D7 requires all new housing, as a minimum standard, to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition). 1. Step free access via the principal private entrance, and all other points of entry and exit, have not been shown on plan. 2. The entrance level W/C is too small, does not achieve the required clear access zones or otherwise meet the provisions set out in section 2.27(c) of Approved Document M, Volume 1 (2015 edition). 3. Plans should be submitted to demonstrate compliance with the spatial requirements within the bedrooms, bathrooms and kitchen areas. The floor plans should illustrate the requisite clear access zones in context to typical furniture items within the said rooms. 4. The plans need to be amended to align with all other M4(2) technical specifications (as relevant), set out in Approved Document M to the Building Regulations (2015 edition). CONCLUSION: unacceptable.'

The proposal is therefore considered to be contrary to Policy D7 of the London Plan and

as more space is needed for bedrooms (as mentioned above in the internal accommodation assessment), more space is needed for bathrooms, bedrooms, a condition could not be added requiring a revised internal layout. As it is not certain if enough space exists within the confines of the property.

7.6 Other Issues

Contaminated Land

Policy DMEI 12 states that 'Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use. B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development. C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals. D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.'

Due to the almost household nature of the works (single storey rear extension and replacement two storey side extension) it is unlikely that the proposed development would unearth contaminants. The foundations of the single storey extension would not be deep. Slightly increasing the foundation footprint of the existing two storey side extension to create the new dwelling is likely to have a insignificant impact.

Archaeology

Policy DMHB 7 states 'The Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.'

Due to the almost household nature of the works (single storey rear extension and replacement two storey side extension) it is unlikely that the proposed development would unearth items of archaeological importance . The foundations of the single storey extension would not be deep. Slightly increasing the foundation footprint of the existing two storey side extension to create the new dwelling is likely to have a significant archaeological impact. Furthermore there is no requirement in the NPPF, London Plan or Local Plan or on GLASS advisory website for archeological surveys or watching briefs to be submitted for development involving household extensions. The proposal is therefore considered to be acceptable in terms of its archaeological impact.

CIL

The proposal involves the creation of a new dwelling/residential unit through extensions and is therefore CIL Liable. 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

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 London Plan (2021)

Contact Officer: Haydon Richardson

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