

APP/R5510/W/23/3318295: 35 Bedford Avenue, UB4 0DP

Comments about the appeal statement of London Borough of Hillingdon.

1. This statement produced by the London Borough of Hillingdon is a very full statement and it must have taken considerable time to prepare so it is not understood why having requested and been granted extra time to reach a decision, the planning authority did make a decision on the original application.
2. Part 2 of the Borough Council's statement is headed LPA Comments on Appellant's Statement of Case, because this is an appeal against non-determination the appellant has no opportunity to state a case because the appellant has no knowledge as to why their application was not decided nor does the appellant have any knowledge of the attitude of the Borough Council towards their application.
3. Section numbered 2.1 is correct
4. Section 2.2 is correct but it fails to mention that a previous application for exactly the same sized and shaped extensions was granted permission (see those approval documents for that application reference number 64163/APP/2022/1169 in Appendix 1). The planning officer who dealt with that previous application produced a report that detailed the relevant policies and how they were satisfied by the proposed development of that previous application. This appeal concerning non-determination was for the same building but instead of that building constituting one house of four bedrooms it is now proposed to be two flats.
5. Section 2.3 discusses the main planning issues for consideration, those to a large extent were dealt with in deciding the approval of the previous application detailed in my Appendix 1. Only the quality of the accommodation appears to be an issue not considered by the previous application because it was a house and now it is proposed to be two flats.
6. Section 2.5 is headed 'Impact on Neighbours'. The impact on the neighbours will be no different to those of the previously approved application detailed in my Appendix 1. The building will be occupied as a flat of 2 bedrooms and a flat of 1 bedroom (total 3 bedrooms) compared to a house of four bedrooms. In deed in the final part of paragraph of Section 2.5 it is acknowledged that
 'The number of occupants at the site would be similar to that of the existing

family dwelling. It is therefore considered that the addition of 1 additional residential unit at the site would not result in any over intensification of the site's use or harmful increase in noise, disturbance or activity.

7. Section 2.6 is headed: 'Impact on Street Scene' . The impact on the street scene will be no different to that which would result from the previous approved application (see Appendix 1) being implements. In deed in this section the Borough Council acknowledges that the proposed extension has been assessed under 64163/APP/2022/1169 and deemed acceptable. It then states:
 'The change of use does not substantially alter the appearance of the previously approved scheme in a way that would alter the previous assessment.'
8. Section 2.7 is headed Traffic Impact/Pedestrian Safety. The content of this section as it defines stated policies is acknowledged. But it fails to state that:
 - i. the application documents were validated and therefore would be considered valid in the eyes of the public.
 - ii. the accessway that runs between building 35 and 36 is a private right of way for both vehicles and pedestrian use to houses 34,35, 36 and 37 and was designed as such in the original development of the estate. Thus vehicles coming and going from those buildings already have the right to use that service road and can enter or leave it forwards or backwards. Note that all the houses at the end of this cul-de-sac that have front driveways will have vehicles leaving either forward or in reverse). Whether or not this development takes place the visibility will remain the same and because it is a concave corner site the visibility is very good and obviously better than if leaving onto a straight road.
 - iii. The position of the proposed development is at the end of a cul-de-sac where pedestrian and vehicle traffic is light.
 - iv. Matters concerning charging points, bicycle accommodation and parking arrangements can be dealt with by conditions requiring a scheme to be submitted and approved before development is commenced.
 - v. Bearing in mind the potential number of occupants (4 bedrooms with floor area in excess of 106 sq.m = 6 people) of the previously approved development 64163/APP/2022/1169 (see Appendix 1) and the potential of 3 occupants for this proposed development it would seem that there will be little difference in vehicle movements.
 - vi. The London Plan 2021 (which is more recent than the Hillingdon policy) has policy T6 (see Appendix 3) which states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide

the minimum necessary parking (car-lite). The general tenor of this London Plan policy is to discourage the use of private vehicles by setting maximum standards (not minimum standards) and therefore achieve 'car-lite' developments. In Appendix 4 there is the PTAL grading for 35 Bedford Avenue UB 4 ODP, the appeal site, and it will be seen that it is 1B.. For that grading the first floor flat should have no more than one parking space and the ground floor flat should have no more than 1.5 parking spaces. The proposed development does not exceed those maxima.

9. Section 2.8 concerns Urban Design/Access and Security and the Borough Council states in this section that there are no issues with regards to accessibility
10. Section 2.9 is headed 'Other Issues'. It then details various items relating to space standards and interior design. It appears that those standards are the same as those set out in Policy D6 of the London Plan (see Appendix 2). The Borough Council states: 'Policy D6 of the London Plan sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants. The Appellant acknowledges that statement. However the Borough Council then states that the proposed floor space of the first floor flat would provide less than 50 square metres of internal accommodation failing to meet the standards. But that is incorrect: the proposed first floor flat does meet the standard of single bedroom one person flat which has the requirement for in excess of 39 square metres. It would therefore provide the one person with ample space for storage, and a good provision of internal space for their amenities contrary to what the Borough Council claims in that section. It is true that the London Plan policy D6 does require the floor to ceiling height to be at least 2.5 metres. The floor to ceiling heights as originally proposed that would result from the proposed development would be between 2.4 and 2.5 metres. The appellant acknowledges that that measure was not included within the details submitted with the original application form. But the appellant thinks that if such a floor to ceiling height is required a planning condition could be imposed that the completed development would have such floor to ceiling height. The appellant takes this opportunity to point out that from 1966 to 1988 the deemed to satisfy Building Regulation minimum floor to ceiling height was 2.35 metres and the various building bye-laws of the Public Health Act 1875 had minimum floor to ceiling height of 7 feet (2.13 metres). Thus most of the housing in the London Borough of Hillingdon has floor to ceiling height of less than 2.5 metres. Thinking 'green' the more floor to ceiling height, the more air needs to be heated and the more fuel will be used to produce that heat and the more difficult it is to achieve net zero by 2030.
11. In Section 2.9 there is a sub-section headed 'Policy DMHB 14 Trees and Landscaping Requires. Within that sub-section the Borough Council states:
'In order to facilitate the parking spaces shown, it would result in no landscaping

to the front of the property, resulting in a built form that would not be broken through soft landscaping. The surrounding area currently benefits from greenery to break up the built forms in the area. This intensification without a scheme to help mitigate this as proposed, would be contrary to Policy DMHB14,'

That statement is completely contrary to what is at present on the site and around the site. Examining the buildings at the end of this cul-de-sac there are from house number 28 round to house number 39 (12 buildings) all but 3 have no soft landscaping in the front gardens. The houses either side of the subject building have no soft landscaping in their front gardens. Of the three houses that have some soft landscaping number 37 has a major part of the front garden as soft landscaping and houses 29 and 28 have minor parts of their front gardens as soft landscaping. The present state of the house at the site has no soft landscaping in the front garden. Aspects of concern can be dealt with by the Borough Council by a planning condition requiring a landscaping scheme to be submitted and approved prior to development commencing.

12. Section 2.9 has a subsection head Amenity Space. That subsection states:

‘No information has been shown as to how each flat would access the rear garden or how the garden would be divided for both properties. The drawings do not demonstrate easy access for both units in and out of the building or into the garden.’

The appellant thinks that statement is incorrect and that submitted drawing CH/SUNNY/32 dated 9th September 2022 shows those matters adequately plus there is the private right of way between buildings numbered 35 and 36 and combined those proposed and existing features provide for easy access.

13. Section 2.9 has a subsection headed Principle of Development. In that subsection the Borough Council gives details of a policy DMH1 and gives its interpretation of how that policy relates to the proposed development. The appellant acknowledges that policy but as set out below does not agree with the Borough Council's interpretation.

- i. Net loss of existing self contained 3 housing will be resisted unless the housing is replaced with a least equivalent residential floorspace: this proposal creates more residential floor space.
- ii. The Council will grant planning permission for the subdivision of dwellings only if: 1 Car parking can be met within the curtilage of the site without detriment to the street scene: this proposal creates no change to the street scene. (see paragraph 7 above)
- iii. All units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases: the proposed development complies with that requirement

- iv. Adequate amenity space is provided for the benefit of residents: drawing CH/SUNNY/32 dated 9th September 2022 shows the amenity space which exceeds minimum standards set out in the London Plan policy D6 (see my Appendix 2)
- v. Adequate living space standards: the proposed development exceeds the minimum standards set out in Policy D6 of the London Plan

14. Section 14 gives the Borough Council's conclusions to their statement. For the reasons set out in the above paragraphs the Appellant does not agree with those conclusions.

APP/R5510/W/23/3318295: 35 Bedford Avenue, UB4 0DP

APPENDIX 1

Mr C Hurst

Application Ref: 64163/APP/2022/1169

Kaleyes
7 Marlborough Parade
Uxbridge Road
Hillingdon
UB10 0LR

Date of Decision: 7th June 2022

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT 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 **GRANTS** permission for the following:-

Application number:	64163/APP/2022/1169
Date your planning application was submitted:	12th April 2022
Site location:	35 Bedford Avenue Hayes UB4 0DF
Description:	Erection of a single storey side and first floor rear extension.
Application submitted by:	Mr C Hurst
Plans that this decision was based on:	See attached Schedule of Plans

Permission is subject to the condition(s) listed below:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Nos. CH/SUNNY/24, CH/SUNNY/25 and CH/SUNNY/25.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. 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 (2021). 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.
2. The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

STANDARD INFORMATIVES

1. The decision to **GRANT** 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).

Part 1 Policies

PT1.BE1 (2012) Built Environment

Part 2 Policies

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP D4 (2021) Delivering good design

LPP D6 (2021) Housing quality and standards

2. The decision to **GRANT** 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).
3. You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
4. You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.
5. Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service

at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

6. You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
7. The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 - carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.
8. Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
9. Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
 - A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
 - B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
 - C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.
 - D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10. You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.
11. To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
12. The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

Date of Decision: 7th June 2022

Yours Faithfully,



James Rodger
Head of Planning, Transportation and Regeneration

END OF SCHEDULE

Address:
Residents Services
London Borough of Hillingdon
3 North, Civic Centre,
High Street, Uxbridge UB8 1UW
Tel: 01895 250230

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

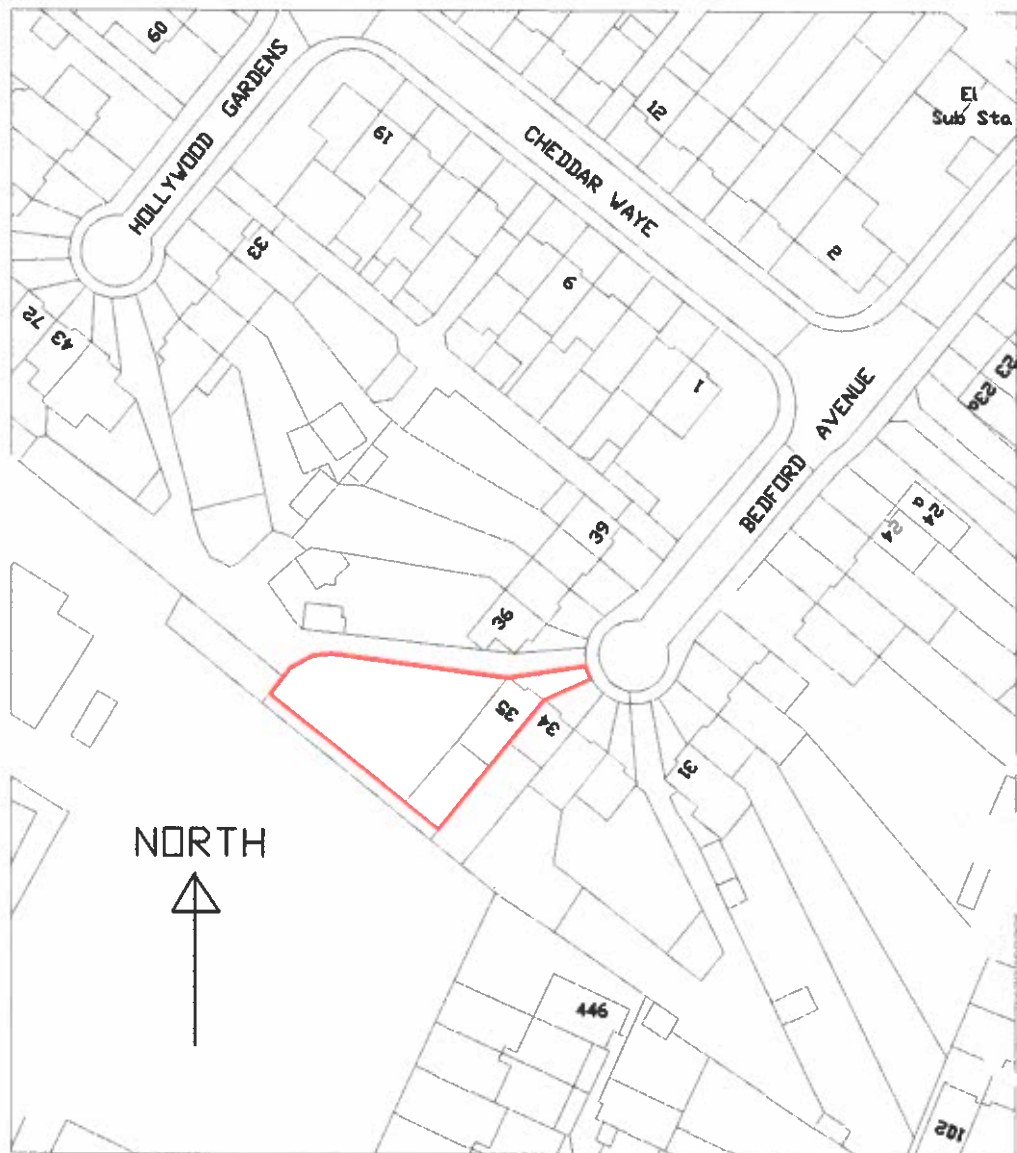
GRANT OF PLANNING PERMISSION

Application Ref: 64163/APP/2022/1169

SCHEDULE OF PLANS

Proposed Block Plan.	Received	12-04-2022
CH/SUNNY/26.	Received	12-04-2022
Location Plan.	Received	12-04-2022
Existing Block Plan.	Received	12-04-2022
CH/SUNNY/25.	Received	12-04-2022
CH/SUNNY/24.	Received	12-04-2022

LOCATION PLAN SCALE 1 : 1,000



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 35 BEDFORD AVENUE HAYES

Development: Erection of a single storey side and first floor rear extension.

LBH Ref Nos: **64163/APP/2022/1169**

Drawing Nos: CH/SUNNY/25
 Location Plan
 Existing Block Plan
 Proposed Block Plan
 CH/SUNNY/24
 CH/SUNNY/26

Date Plans Received: 12/04/2022

Date(s) of Amendment(s):

Date Application Valid: 12/04/2022

1. CONSIDERATIONS

1.1 Site and Locality

The application site relates to a two storey end-terrace dwellinghouse. It is located on the south side of Bedford Avenue. The application property is adjacent to a highway network, with front garden laid in hardstanding. To the rear is an enclosed garden.

The application site shares a boundary with the adjoining property at No.34 Bedford Avenue. The application site is not located within a conservation area and no listed buildings are within close proximity.

The street scene is residential in character and appearance comprising a mixture of traditional two storey terrace dwellings.

1.2 Proposed Scheme

The application is seeking planning permission for the erection of a single storey ground floor side extension and a first floor rear extension over an existing ground floor extension.

1.3 Relevant Planning History

64163/APP/2020/1819 35 Bedford Avenue Hayes

Part two storey, part first floor side/rear extension

Decision Date: 25-08-2020 Refused

64163/APP/2020/3380 35 Bedford Avenue Hayes

Two storey side extension and first floor rear extension

Decision Date: 08-12-2020 Refused

64163/APP/2020/941 35 Bedford Avenue Hayes

Part two storey, part first floor side/rear extension

Decision Date: 01-05-2020 Refused

64163/APP/2021/538 35 Bedford Avenue Hayes

Two storey side extension, first floor rear extension and conversion of roofspace to habitable use to include a rear dormer and conversion of roof from hip to gable end

Decision Date: 12-04-2021 Refused

Comment on Planning History

As listed above.

The current application differs from the previous two recently submitted proposals in that the two storey side element and alterations to the roof have been omitted.

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

2 neighbouring properties were consulted via letters on 25-4-22.

One letter of objection has been received and can be summarised as:

- Privacy and overlooking issues.
- Parking issues
- Boundary not reflective of ownership
- Not sympathetic of character and appearance of host dwelling.

Officer response: Points 1, 2 and 4 are addressed in the main body of the report. Point 3 would be outside the scope of the planning process and would be a private matter. In the event of an approval, an informative with regards to encroachment would be included.

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

DMHB 12 Streets and Public Realm

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP D4 (2021) Delivering good design

LPP D6 (2021) Housing quality and standards

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the impact of the proposal on the character and appearance of the original dwelling, the impact on the visual amenities of the surrounding area, the impact on the residential amenity of

neighbouring dwellings, quality of accommodation (internal and external amenity) and the impact of parking.

Character and Appearance:

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.

Policy DMHD 1 states that alterations and extensions of dwellings will be required to ensure that there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area;

Section C of the above policy states that 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; two storey side extensions should be set in a minimum of 1 metre from the side boundary; two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation.

Policy DMHB 11 states that A) 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: 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;

No.35 Bedford Avenue is an end terrace property with a good size plot to its side and one amongst the row of four terrace buildings. It is located to the south side of Bedford Avenue.

The proposed alterations to the dwelling house would affectively create a wrap around extension ground floor level, with the addition of the first floor element at the rear of the property.

The side extension would be less than half the width of the original property at 2.7 metres, would be set back from the front elevation by 1.54 metres and would be characterised with a flat roof. This would extend the full depth of the property, with the height matching that of the existing rear extension.

The first floor element would be set down from the existing roof Ridge height by over a metre, and have a width of 2.9 metres, with a depth of 3.6 metres. It would be characterised with a hipped roof form to match that of the existing dwelling.

The additions would read as subordinate to the main dwelling, complying with policies DMHD1 and DMHB11. The splayed side wall at the front is noted, but not harmful given the set back from the front elevation.

The previous reasons for refusal have all been overcome with the removal of the roof works and first floor side extension.

Neighbouring Impact:

No 34 Bedford Ave is the terraced property sharing a party wall with the application site.

The proposed side extension would be obscured by the existing building lines and therefore is not considered to have any adverse impact on the occupiers at no.34.

Although the proposed first floor rear extension would project 3.6 metres, the plans show that the 45 degrees sightline from the closest habitable room would not be impeded. It is also of note that the first floor proposal would set 3.8 metres away from the shared boundary line which further reduces the impact. No new windows would be erected facing number 34 Bedford Ave so there are no concerns with privacy. It is therefore considered that the amenity of the occupiers at No 34 would not be harmed, complying with policies DMHD1 and DMHB11.

No 36 Bedford Ave sits north of the application site, separated through a walkway. As the application site is a corner plot it has a unique relationship with number 36. At ground floor level the side extension has a moderate height of circa. 3 metres. The separation distance, coupled with the moderate height and set back from the front elevation helps reduce any impact. It is considered that this extension would not result in harm to the occupier of number 36.

At first floor level there would be an increase of 1 window in a hallway/staircase area. It is not considered that the addition of this window would result in a loss of privacy given the orientation between the application site and number 36. As such it is considered that this would not cause undue harm to the amenities of the occupiers at no.36 Bedford Ave. Therefore it is considered that the proposal complies with policies DMHD-1 and DMHB11 of the Hillingdon local plan part two 2020 in this regard

Amenity Space:

Over 100sqm of private amenity space would be retained, complying with Policy DMHB 18 and Table 5.3 of the Hillingdon Local Plan Part Two (2020).

Highways:

The proposal would result in the addition of one extra bedroom. Currently the property has provision for one off road parking space. However, given the nature of the development and the existing on street arrangement, it is not considered that refusal on this ground alone would be substantiated at appeal. As such, the proposal is considered to comply with Policy DMT 5 of the Hillingdon Local Plan Part Two (2020). Relevant planning history is noted in this respect, with no reason for refusal on parking on any of the previous applications.

Conclusion:

The application is recommended for approval, subject to conditions.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Nos. CH/SUNNY/24, CH/SUNNY/25 and CH/SUNNY/25.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

- 1** 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 (2021). 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.
- 2** The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

- 3 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

Standard Informatives

- 1 The decision to GRANT 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 GRANT 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
DMHB 12 Streets and Public Realm
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings
DMT 6 Vehicle Parking
LPP D4 (2021) Delivering good design
LPP D6 (2021) Housing quality and standards

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control that is considered to

cause harm to local amenity.

- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control
3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 - carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning Services Reception Desk, Civic Centre, Uxbridge, UB8 1UW.
- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
- 9 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

of A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours

08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

prior You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek

approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

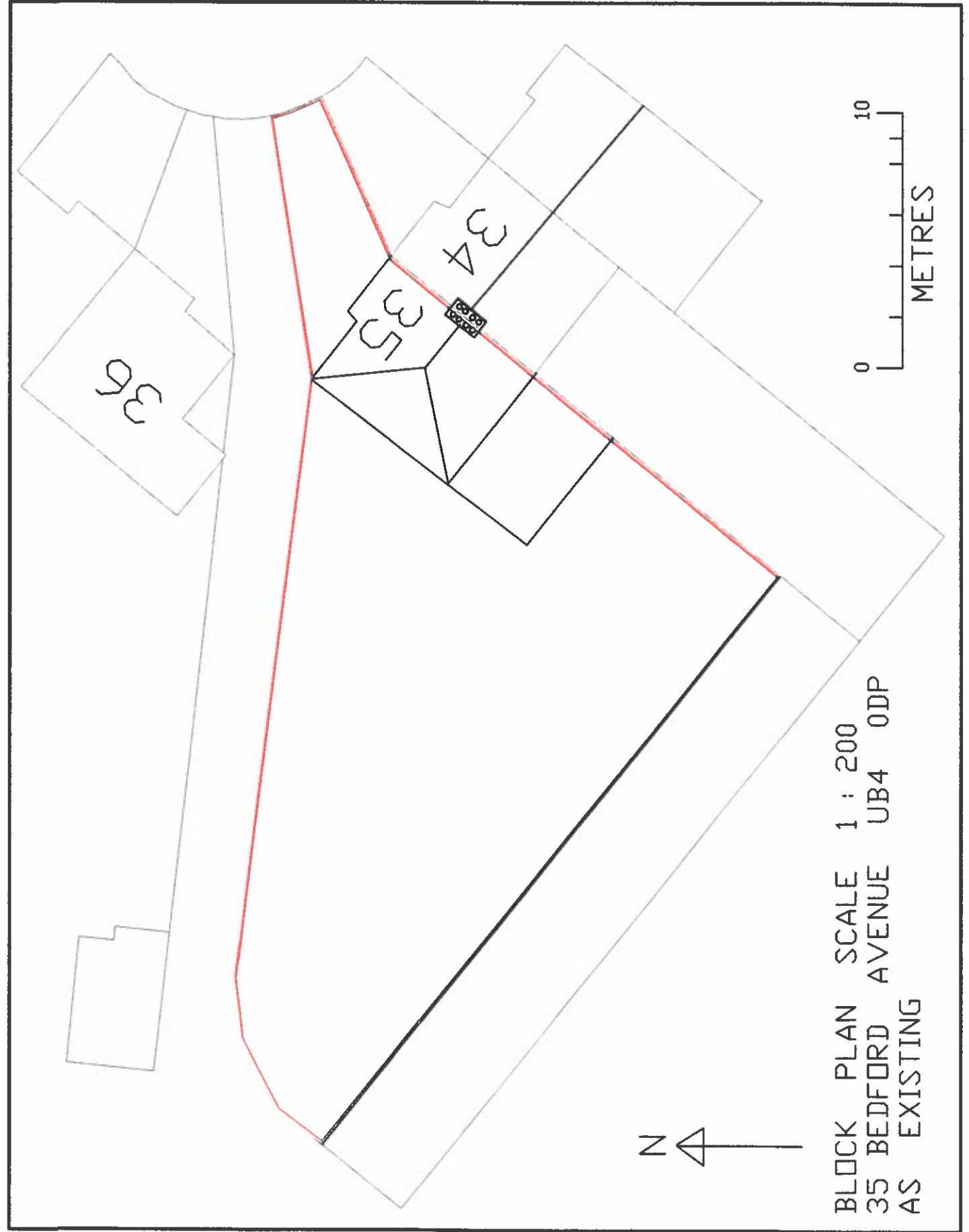
11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made

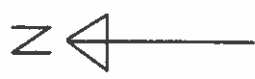
good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

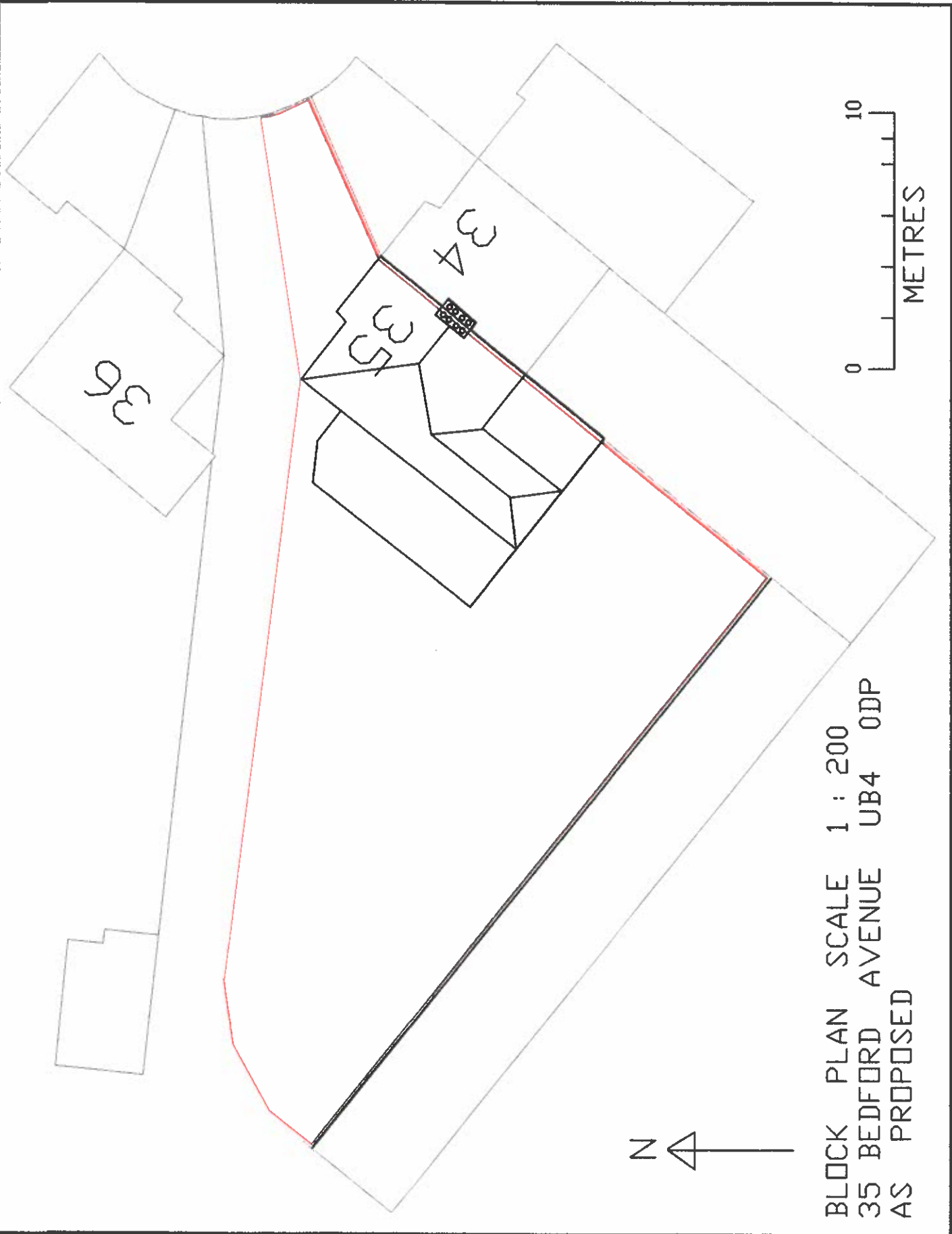
Contact Officer: Hardev Gill

Telephone No: 01895 250230

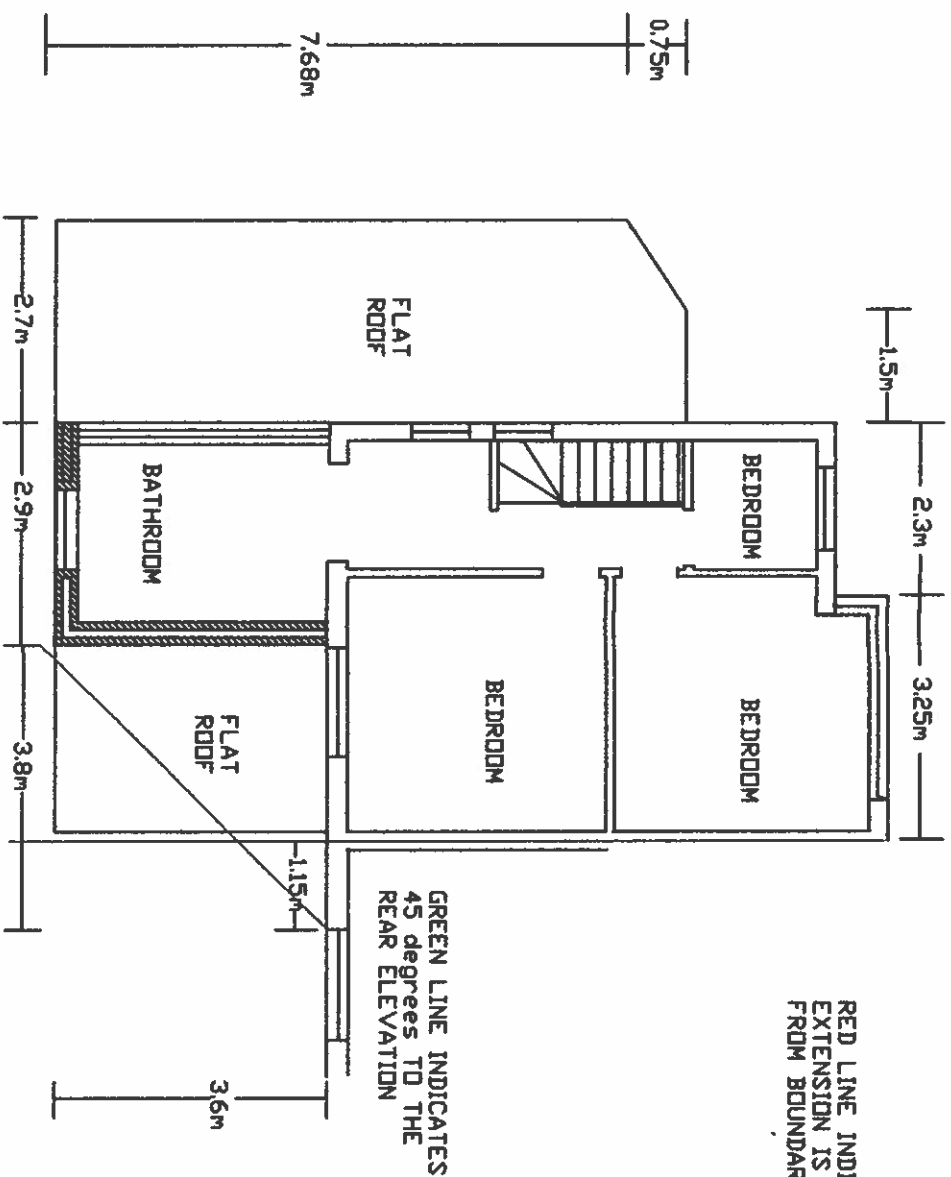


BLOCK PLAN SCALE 1:200
35 BEDFORD AVENUE UB4 ODP
AS EXISTING





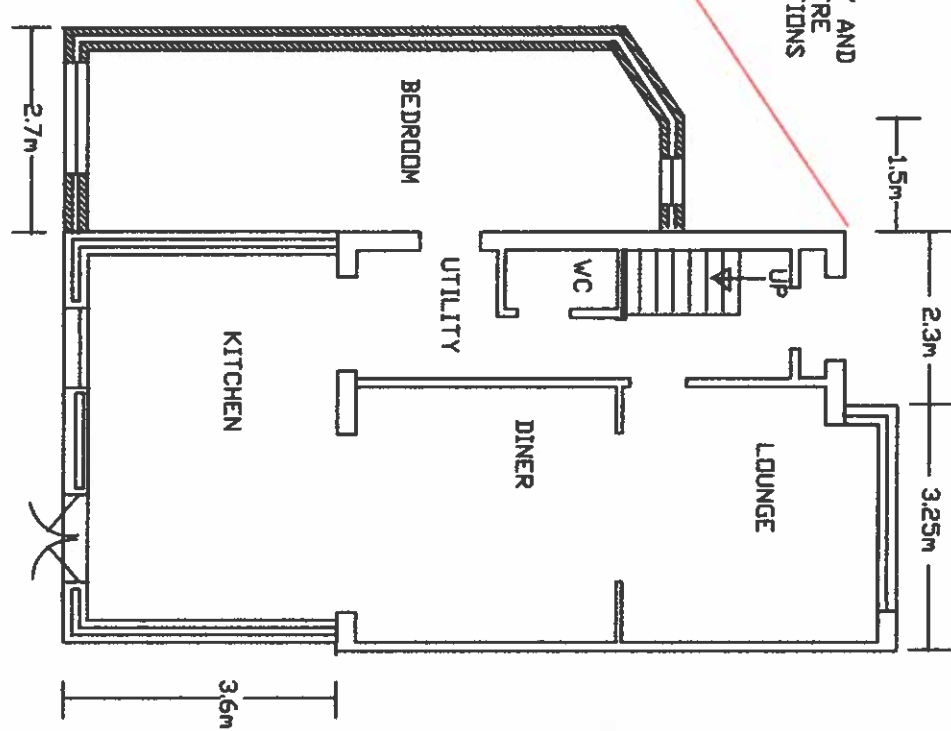
BLOCK PLAN SCALE 1 : 200
35 BEDFORD AVENUE UB4 ODP
AS PROPOSED



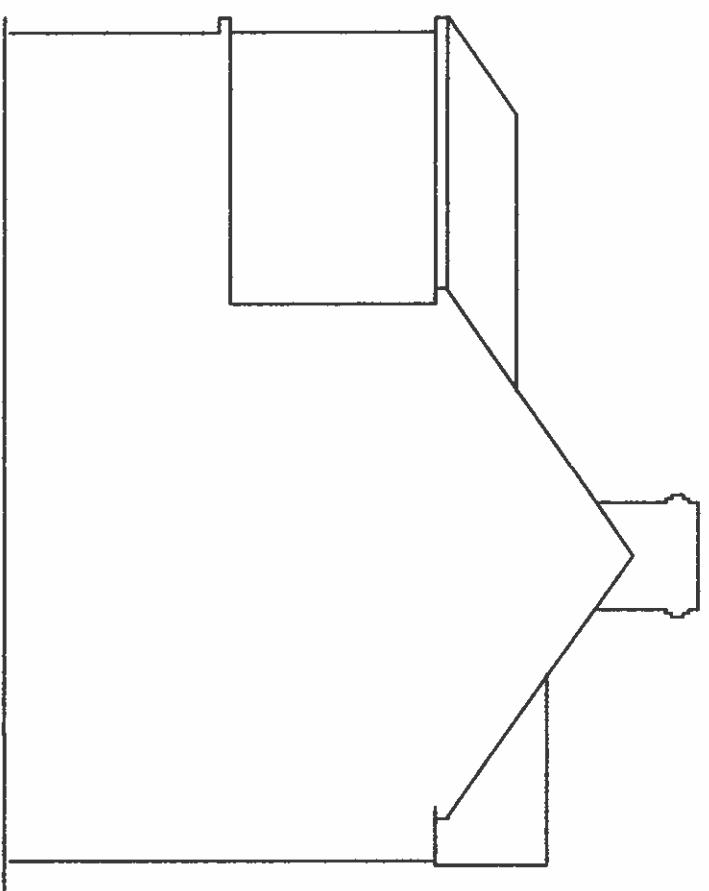
RED LINE INDICATES BOUNDARY AND EXTENSION IS AT LEAST 1 METRE FROM BOUNDARY AT ALL LOCATIONS

GREEN LINE INDICATES 45 DEGREES TO THE REAR ELEVATION

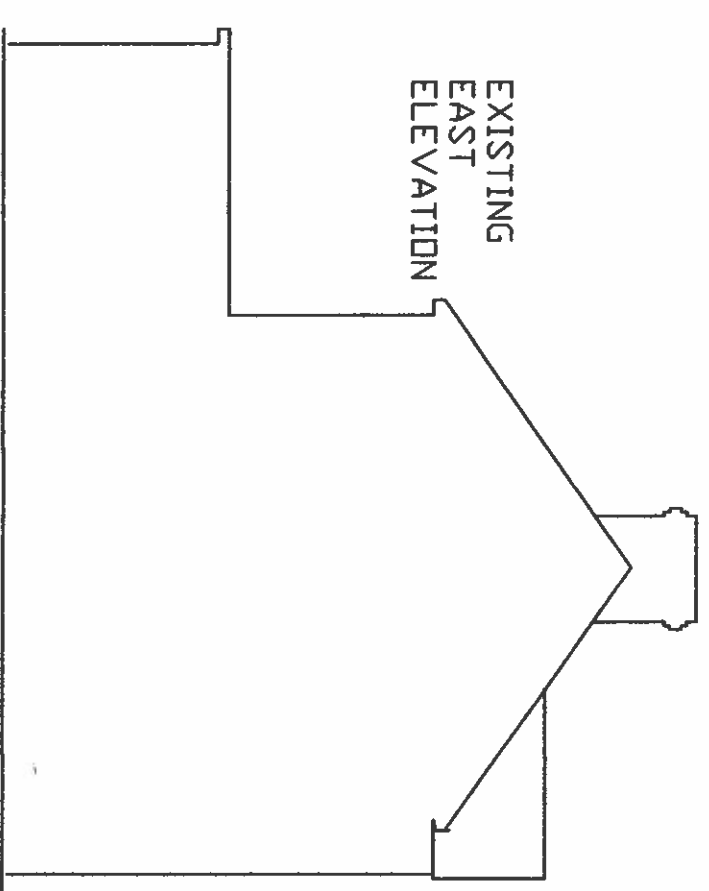
PROPOSED FIRST FLOOR PLAN



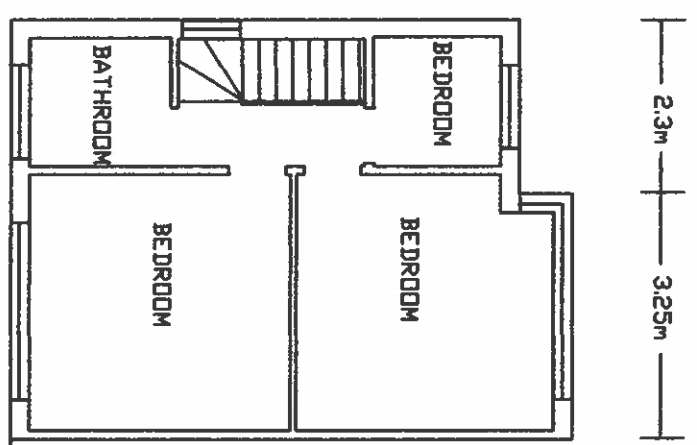
PROPOSED GROUND FLOOR PLAN



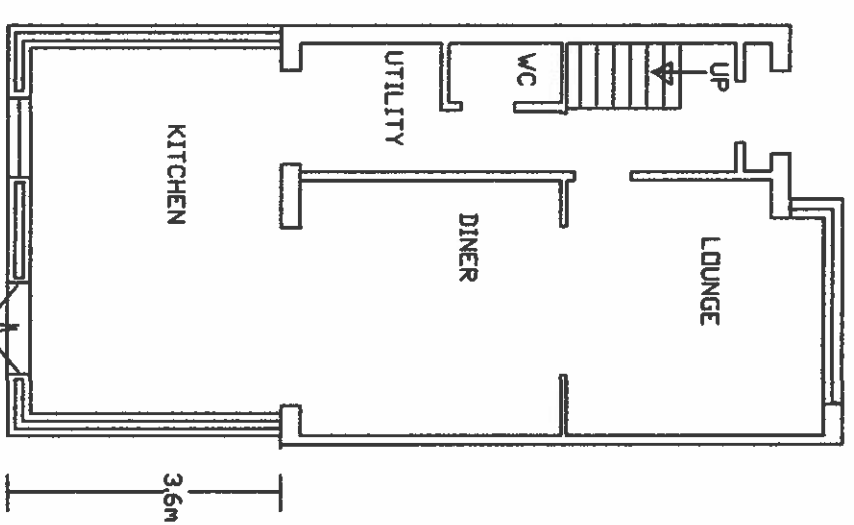
PROPOSED EAST ELEVATION



EXISTING EAST ELEVATION



EXISTING FIRST FLOOR PLAN



EXISTING GROUND FLOOR PLAN

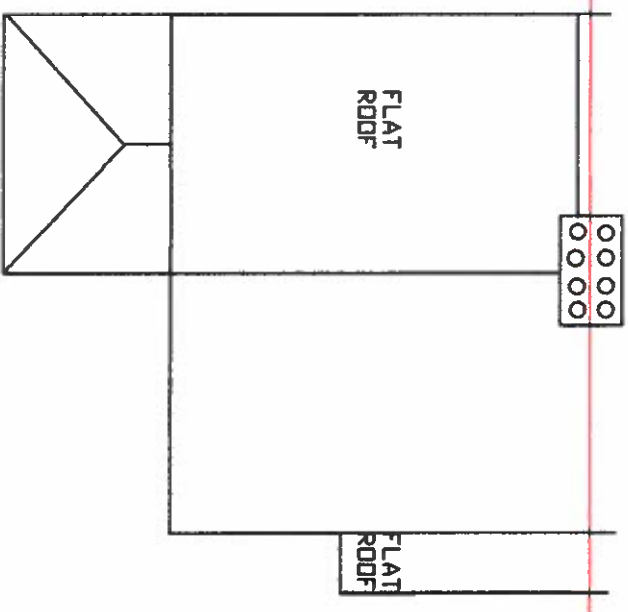
35 BEDFORD AVENUE HAYES UB4 0DP
PLANNING PERMISSION APPLICATION
SINGLE STOREY SIDE AND REAR TWO
STOREY EXTENSIONS
EAST ELEVATIONS & INTERIOR
DRAWING: CH/SUNNY/24 SCALE 1 : 100 at A3
DATE 9th March 2022.

ALL NEW EXTERNAL WALLS RENDERED WHITE
NEW PITCHED ROOFS TILES WITH ROSEMARY
PLAIN TILES.

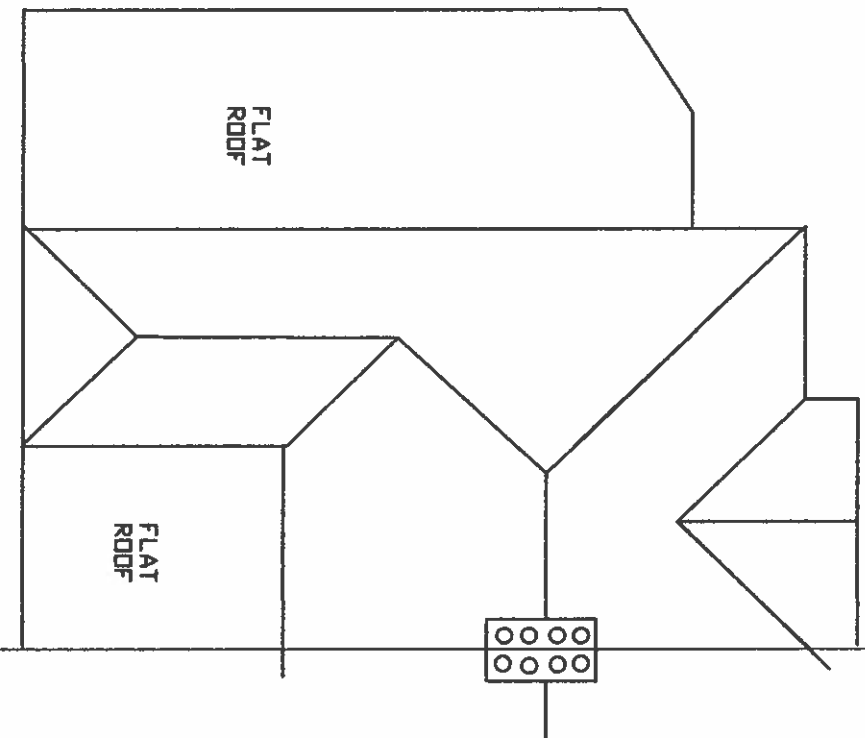


Metres

36 BEDFORD AVENUE

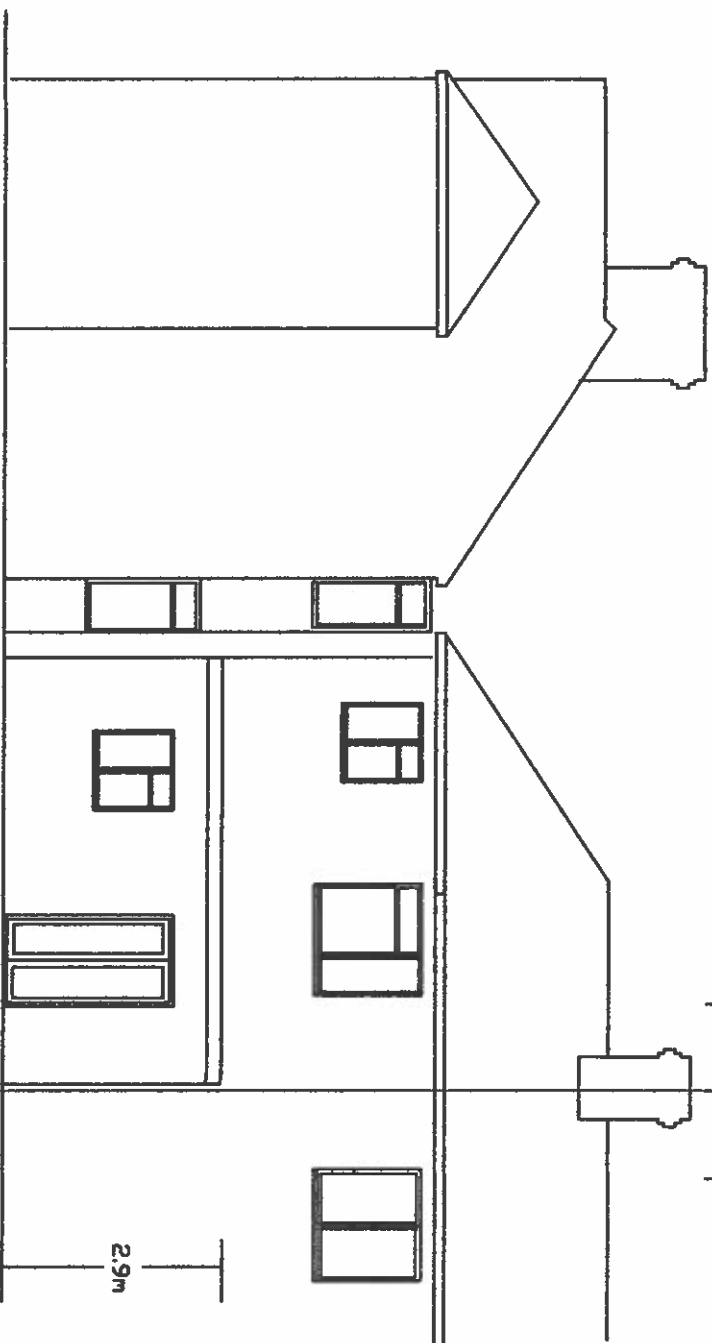


35 BEDFORD AVENUE



PROPOSED ROOF PLAN

36 BEDFORD AVENUE

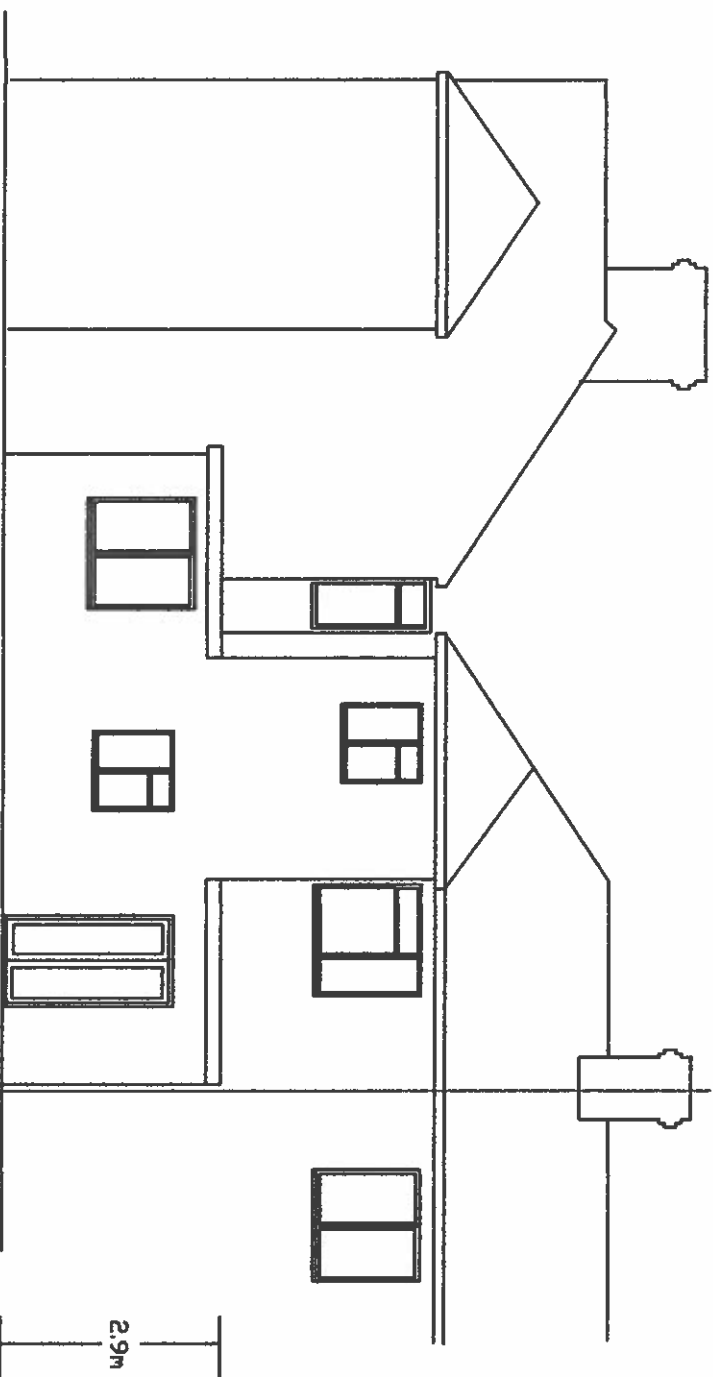


35 BEDFORD AVENUE

1.15m 1.15m

36 BEDFORD AVENUE

35 BEDFORD AVENUE



PROPOSED REAR ELEVATION

35 BEDFORD AVENUE HAYES UB4 ODP
PLANNING PERMISSION APPLICATION
SINGLE STOREY SIDE AND REAR TWO STOREY EXTENSIONS
REAR ELEVATION AND PROPOSED ROOF PLAN
DRAWING: CH/SUNNY/25 SCALE 1 : 100 at A3
DATE 9th March 2022.

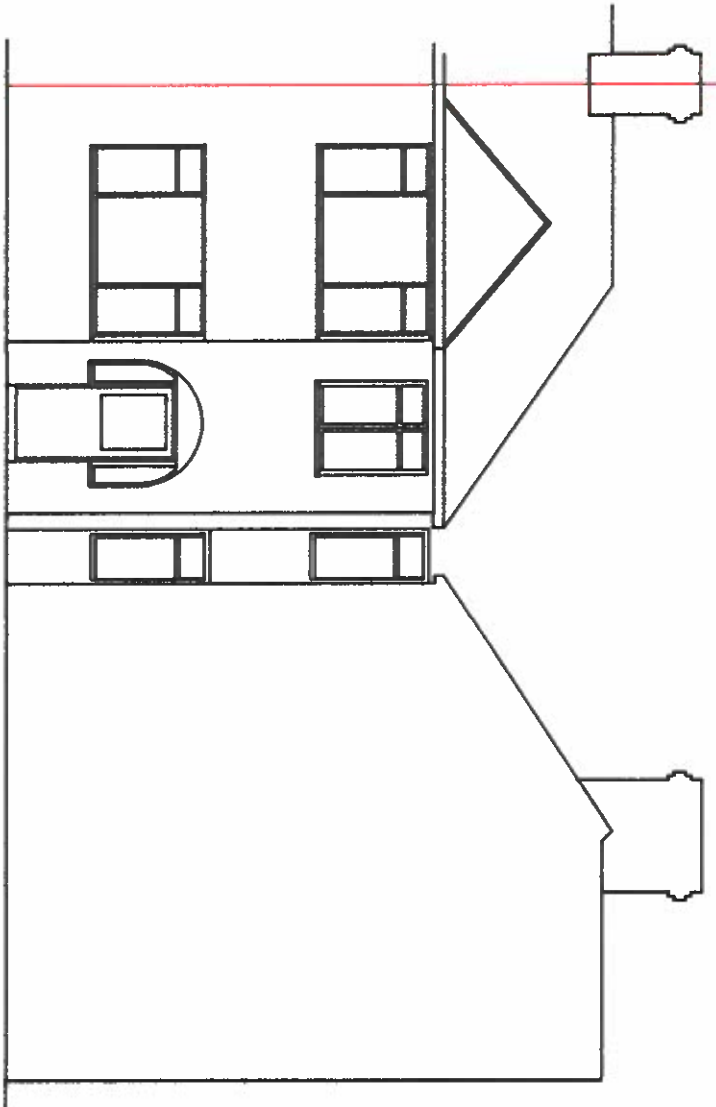
ALL NEW EXTERNAL WALLS RENDERED WHITE
NEW PITCHED ROOFS TILES WITH ROSEMARY
PLAIN TILES.

0 2 4 10

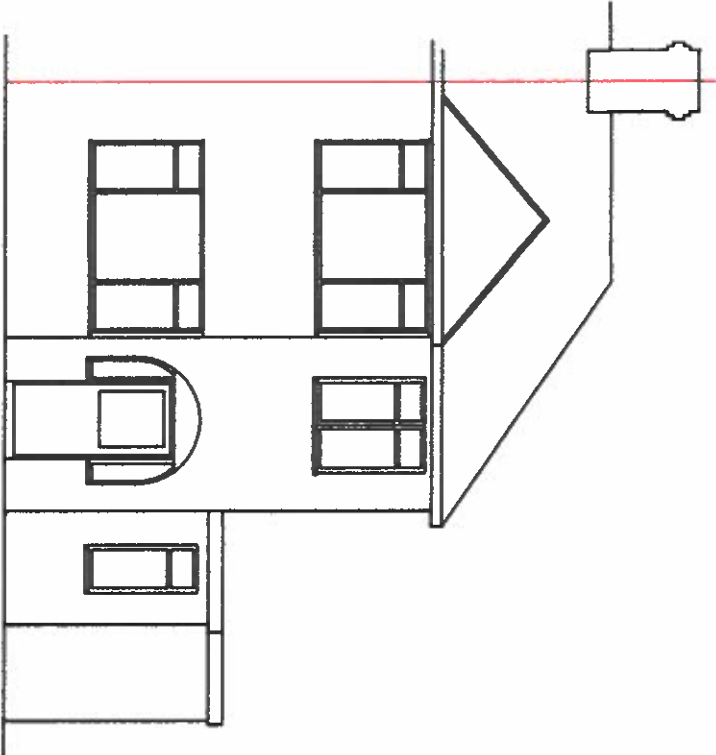
Metres

35 BEDFORD AVENUE

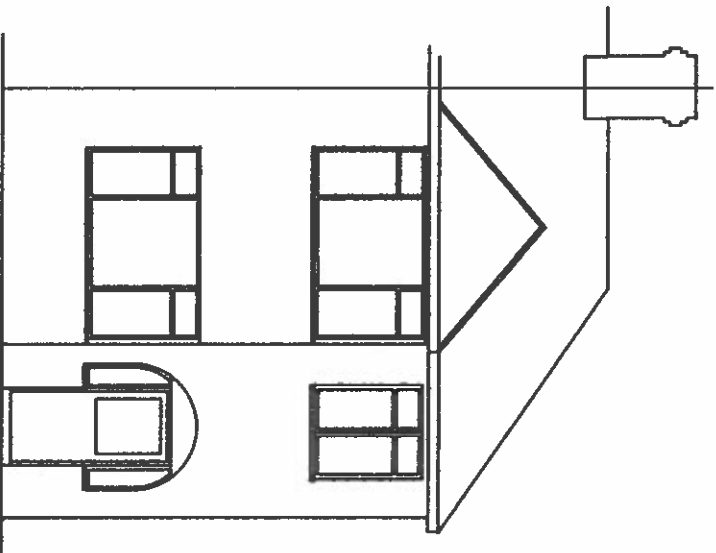
36 BEDFORD AVENUE



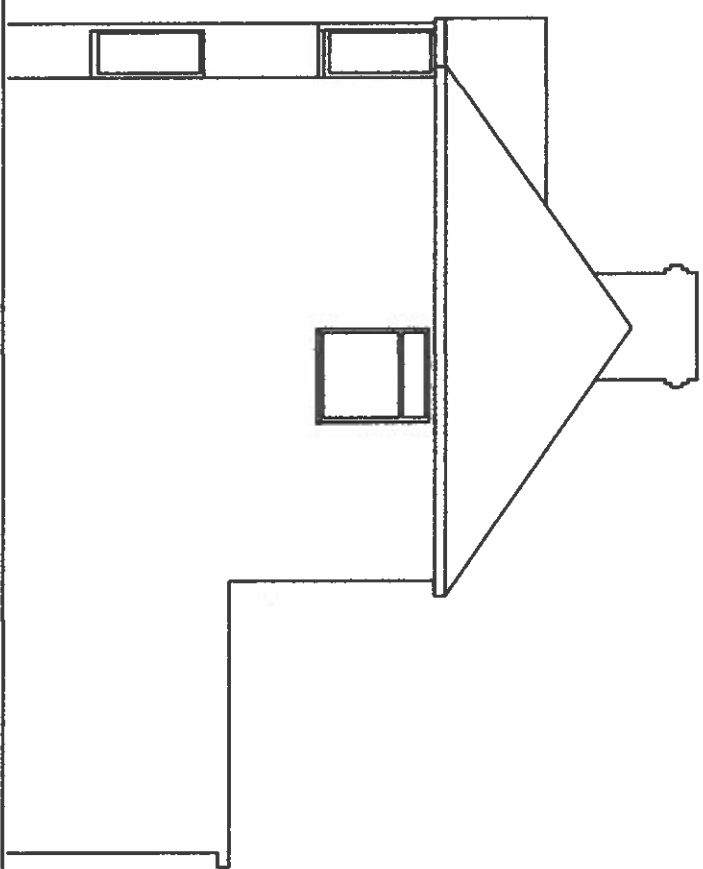
PROPOSED FRONT ELEVATION
SHOWN IN RELATION TO
36 BEDFORD AVENUE



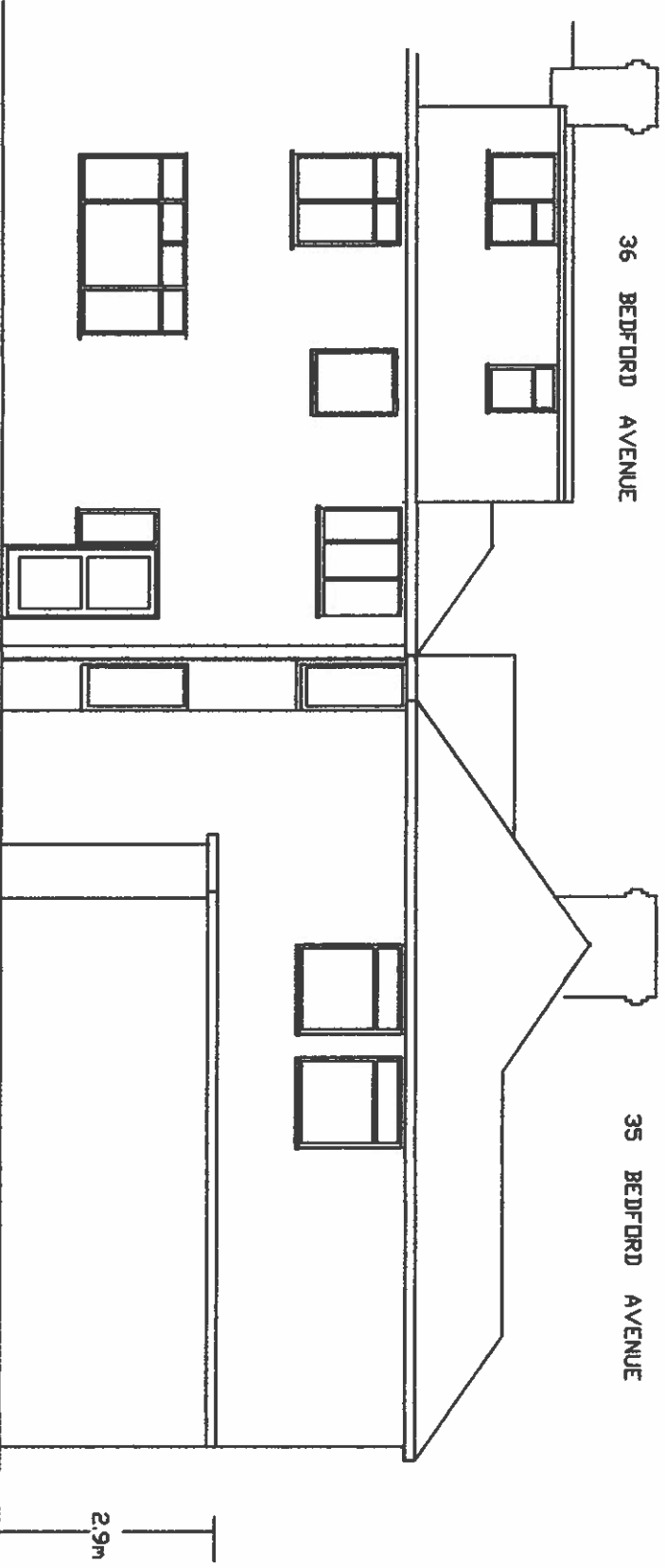
PROPOSED FRONT ELEVATION



EXISTING FRONT ELEVATION



EXISTING WEST SIDE ELEVATION



PROPOSED WEST SIDE ELEVATION
SHOWN IN RELATION TO
36 BEDFORD AVENUE

35 BEDFORD AVENUE HAYES UB4 ODP
PLANNING PERMISSION APPLICATION
SINGLE STOREY SIDE & REAR TWO STOREY EXTENSIONS
FRONT & WEST ELEVATIONS
DRAWING: CH/SUNNY/26 SCALE 1 : 100 at A3
DATE 9th March 2022.

ALL NEW EXTERNAL WALLS RENDERED WHITE
NEW PITCHED ROOFS TILES WITH ROSEMARY
PLAIN TILES.



Metres

APP/R5510/W/23/3318295: 35 Bedford Avenue, UB4 0DP

APPENDIX 2

Policy D6 Housing quality and standards

- A 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 and meet the needs of Londoners without differentiating between tenures.
- B Qualitative aspects of a development are key to ensuring successful sustainable housing. [Table 3.2](#) sets out key qualitative aspects which should be addressed in the design of housing developments.
- C Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in [Policy D3 Optimising site capacity through the design-led approach](#) than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
- D The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- E Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.
- F Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

Private internal space

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in [Table 3.1](#).
- 2) 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.

- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
- 6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

Private outside space

- 9) Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in [Table 3.1](#)

G The Mayor will produce guidance on the implementation of this policy for all housing tenures.

Table 3.1 - Minimum internal space standards for new dwellings[^]

Type of dwelling		Minimum gross internal floor areas ⁺ and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5
4b	5p	90	97	103	3
	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
5b	6p	103	110	116	3.5
	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

Notes to Table 3.1**Key**

b: bedrooms

p: persons

[^] New dwelling in this context includes new build, conversions and change of use.

* Where a studio / one single bedroom one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39 sq.m. to 37 sq.m., as shown bracketed.



* The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (sq.m.).

Built-in storage areas are included within the overall GIA and include an allowance of 0.5 sq.m. for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with five or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA, provided that all aspects of the space standard have been met.

- 3.6.1 Housing can be delivered in different physical forms depending on the context and site characteristics. Ensuring homes are of adequate size and fit for purpose is crucial in an increasingly dense city; therefore this Plan sets out **minimum space standards** for dwellings of different sizes in [Policy D6 Housing quality and standards](#) and [Table 3.1](#). This is based on the minimum gross internal floor area (GIA) relative to the number of occupants and takes into account commonly required furniture and the spaces needed for different activities and moving around. This means applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than eight bedspaces, applicants should allow approximately 10 sq.m. per extra bedspace.
- 3.6.2 The space standards are minimums which applicants are encouraged to exceed. The **standards apply to all new self-contained dwellings** of any tenure, and consideration should be given to the elements that enable a home to become a comfortable place of retreat. The provision of additional services and spaces as part of a housing development, such as building management and communal amenity space, is not a justification for failing to deliver these minimum standards. Boroughs are, however, encouraged to resist dwellings with floor areas significantly above those set out in [Table 3.1](#) for the number of bedspaces they contain due to the level of housing need and the need to make efficient use of land.
- 3.6.3 To address the impacts of the urban heat island effect and the fact that the majority of housing developments in London are made up of flats, a **minimum ceiling height** of 2.5m for at least 75 per cent of the gross internal area is required so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space. The height



APP/R5510/W/23/3318295: 35 Bedford Avenue, UB4 0DP

APPENDIX 3

long-stay spaces and where the full provision could not otherwise be provided. Provision of cycle hire caters for a different market of cyclist and also should not be accepted in lieu of cycle parking.

- 10.5.10 Where standards are based on floorspace, these have been calculated on the basis of the level of demand and potential growth in relation to Gross External Area (GEA). This calculation already takes into account that not all of the area covered by GEA will generate cycling trips.

Policy T6 Car parking

- A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.
- C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.
- F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
- G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

- H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- I Adequate provision should be made for efficient deliveries and servicing and emergency access.
- J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.
- K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
- L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

- 10.6.1 To manage London's road network and ensure that people and businesses can move about the city as the population grows and housing delivery increases significantly, new parking provision must be carefully controlled. The **dominance of vehicles on streets** is a significant barrier to walking and cycling, reduces the appeal of streets as public places and has an impact on the reliability and journey times of bus services. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. As the population grows, a



fixed road network cannot absorb the additional cars that would result from a continuation of current levels of car ownership and use. Implementing the parking standards in this Plan is therefore an essential measure to support the delivery of new housing across the city. In some areas, it will be necessary for boroughs to introduce additional parking controls to ensure new development is sustainable and existing residents can continue to park safely and efficiently.

- 10.6.2 **Maximum standards for car parking** take account of PTAL as well as London Plan spatial designations and use classes. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there. Opportunity Areas offer the potential to coordinate new transport investment with development proposals to embed car-free or car-lite lifestyles from the outset. Differences in car use and ownership between inner and outer London are recognised, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London.
- 10.6.3 The approach to parking in **outer London Opportunity Areas** should be set out in Opportunity Area Planning Frameworks, complementing the OA mode share target.¹⁸³ Through OAPFs, parking provision can vary within an outer London OA to reflect PTAL, but the overall quantum must not exceed the relevant maximum standard.
- 10.6.4 When **calculating general parking provision within the relevant standards**, the starting point for discussions should be the highest existing or planned PTAL at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled persons parking provision for Blue Badge holders, car club spaces and provision for electric or other Ultra-Low Emission vehicles should be included within the maximum provision and not in addition to it.
- 10.6.5 **Where no standard is provided**, the level of parking should be determined on a case-by-case basis taking account of [Policy T6 Car parking](#), current and future PTAL and wider measures of public transport, walking and cycling connectivity.
- 10.6.6 The quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use. Provision should be **flexible for different users and adaptable** to future re-purposing in the context of changing requirements, including technological change. Alternative uses could include: seating, places for people to stop and spend time, areas of planting or additional cycle parking.

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As required by the Mayor's Transport Strategy

- 10.6.7 The general principles outlined in paragraphs 10.6.4 to 10.6.6 above apply to the parking standards set for residential, office (and Use Classes B2 and B8), retail, and hotel and leisure uses under Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking. In relation to Policy T6 Car parking Part L, where industrial sites are redeveloped parking will be considered on a case by case basis as set out in paragraph 10.6.18.
- 10.6.8 Surface-level car parking should be **permeable** in accordance with Policy Policy SI 13 Sustainable drainage.

Policy T6.1 Residential parking

- A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.
- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
 - 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon

request as soon as existing provision is insufficient. This should be secured at the planning stage.

- H All disabled persons parking bays associated with residential development must:
- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
 - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
 - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
 - 4) count towards the maximum parking provision for the development
 - 5) be designed in accordance with the design guidance in BS8300vol.1
 - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

10.6.9 The Mayor's ambition is for London to be a city where it is easy for all disabled people to live and travel in London. Disabled people should have a genuine choice of housing that they can afford within a local environment that meets their needs. This means taking a holistic approach to creating streets, local services and a public transport network that caters for disabled people and people with long-term health conditions. It is recognised that some disabled people will rely on car travel more than others, whether as a passenger or a driver. This means that to ensure genuine housing choice, **disabled persons' parking** should be provided for new residential developments. In some circumstances this may include visitor parking for disabled residents who might have regular visitors such as carers. Any such parking should be marked out as such and restricted only for these users from the outset.

APP/R5510/W/23/3318295: 35 Bedford Avenue, UB4 0DP

APPENDIX 4

WebCAT

Address or co-ordinates

35 bedford avenue ub4

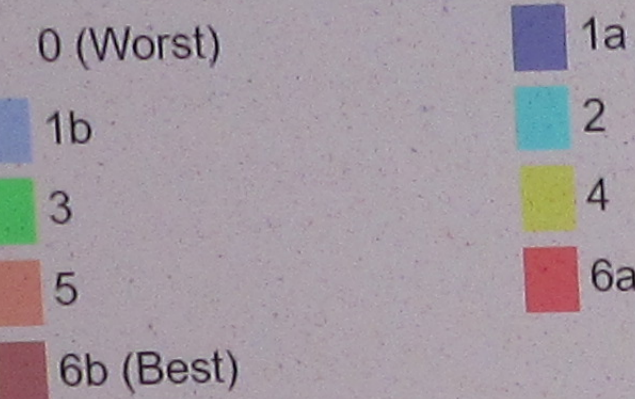
Go

Access level (PTAL)

Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL



Map layers

PTAL (cell size:
100m)

Scenario

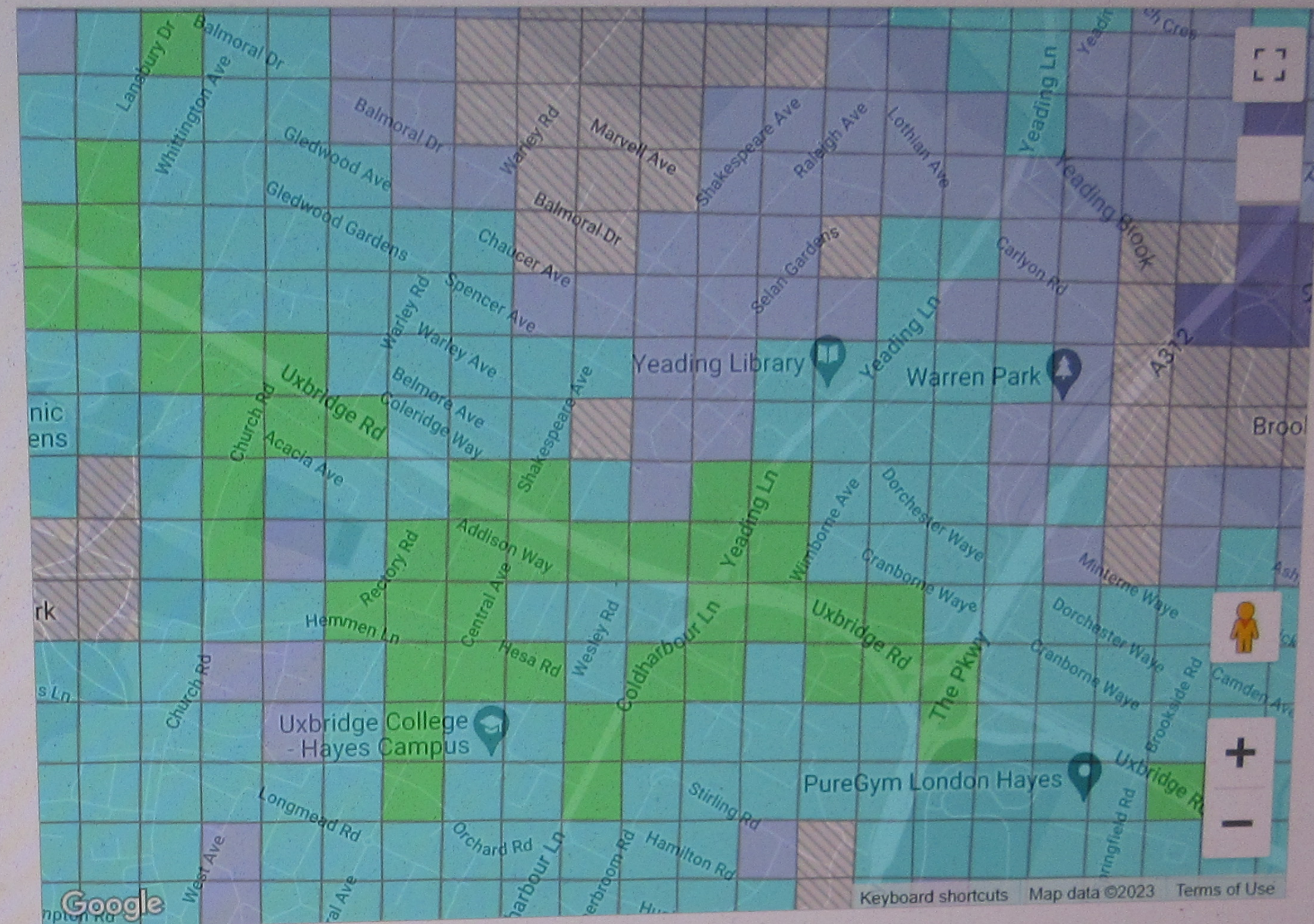
2021 (Forecast)

☐ Highlight locations where PTALs have changed from Base Year

Update

What is WebCAT?

WebCAT Updates



You can click anywhere on the map to change the selected location.

PTAL output for 2021 (Forecast)

1b

35 Bedford Ave
35 Bedford Ave, Hayes UB4 0DP, UK
Easting: 510577, Northing: 181277

All public transport modes in London available in 2021:
National Rail, London Overground, Tube, DLR, Tram, Buses
Principal public transport network improvements include schemes held in TfL's committed and funded transport investment programme eg Crossrail 1 - linking east and west London.
Bus services are based on the base year network with a 3% uplift in frequencies.

Reports and map downloads

Full PTAL report