

PRECEDENT REFERENCE SCHEDULE

The following decisions demonstrate a consistent borough-level approach to the interpretation of Policies DMHD1 and DMHB11, particularly in respect of first-floor extensions, wrap-around forms, separation retention, and the avoidance of terracing. Each case is referenced for a specific interpretative principle rather than cumulative scale comparison.

1. 2–4 Denbigh Drive, Hayes

Principle: Absence of 1 metre set-back not determinative where outcome avoids terracing. Located within the immediate residential context of the application site and visually perceptible from Stormount Drive, this development exhibits a first-floor extension without a 1 metre set-back. Officer assessment focused on retained separation and overall streetscene outcome rather than rigid dimensional compliance.

2. 98 Bourne Avenue, Hayes

Principle: Substantial side and rear mass acceptable where roof hierarchy and openness preserved. This corner plot development included a significant ground-floor width increase and a 3 metre first-floor rear projection. The officer assessment emphasised retained openness, proportional roof integration, and contextual fit rather than percentage enlargement.

3. 58 Campden Road, Hayes

Principle: Wrap-around massing can be acceptable where design remains subordinate. This approval involved a wide wrap-around configuration. The officer assessment concluded that massing was proportionate within its setting and did not create unacceptable dominance.

4. 26 Mildred Avenue, Hayes

Principle: First-floor rear extensions acceptable where separation and amenity safeguarded. This decision confirms that first-floor additions without rigid dimensional offsets can be acceptable where daylight, outlook and spatial relationships remain protected.

5. 82 Hitherbroom Road, Hayes

Principle: Combined side and rear extensions acceptable within established suburban rhythm. The officer reasoning focused on streetscene coherence and amenity impact rather than formulaic dimensional thresholds.

6. 6 North Avenue, Hayes

Principle: Subordinate massing assessed through outcome-based design evaluation. The decision reinforces that compliance with DMHD1 is determined through character, proportion, and visual relationship rather than mechanical metrics.

7. 47 Mildred Avenue, Hayes

Principle: SPD rear depth guidance can be exceeded where separation and neighbour impact remain acceptable.

This approval included a full-width ground floor rear element and a deeper rear addition than SPD guidance. The decision demonstrates a balanced application of Policy DMHD1, with acceptability determined by impact and retained spatial relationships rather than rigid dimensional thresholds.

8. Stormount Drive & Denbigh Drive Context (Rear Building Line Reference)

Rear development comparisons to properties at Stormount Denbigh Drive illustrate an established pattern of varied rear depths and extensions within the immediate locality. This supports the position that the proposal sits within an already mixed rear building line context.

Collectively, these decisions demonstrate a consistent and established borough-level interpretation of Policies DMHD1 and DMHB11 based on retained spatial separation, avoidance of terracing through design outcome, preservation of roof hierarchy, proportionate suburban massing, and safeguarding of neighbouring amenity. The proposal at 88 Stormount Drive aligns directly with these established interpretative principles.