

Planning Design and Access Statement



EXISTING PERSPECTIVE VIEW ▲
PROPOSED PERSPECTIVE VIEW ▼



Erection of an Attached 3 Bedroom House

**4 Heather Lane, Yiewsley, West
Drayton, UB7 8AW.**

Introduction

This statement is submitted in support of the planning application for the erection of an attached dwelling house to 4, Heather Lane. It describes the site and surrounding area in detail and sets out the proposal assessing it against development plan policies.

Site and Surrounding Area

The application relates to no.4 Heather Lane, a linked semi-detached dwelling house located on the north side of the road, which sits in an "L" shaped site, significantly larger than the regular planning units occupied by dwelling houses in the locality.

Heather Lane is adjoined by Royal Lane (Yiewsley) to the east, sitting roughly midway between the latter's junctions with Falling Lane to the south and Pield Heath Road to the north.

The site is bounded to the west by no.6 Heather Lane, to the east by no.s 2, 2a , 4 and 6 The Thicket, to the north by properties in The Coppice and to the south by the footpath/highway from which the site is accessed.

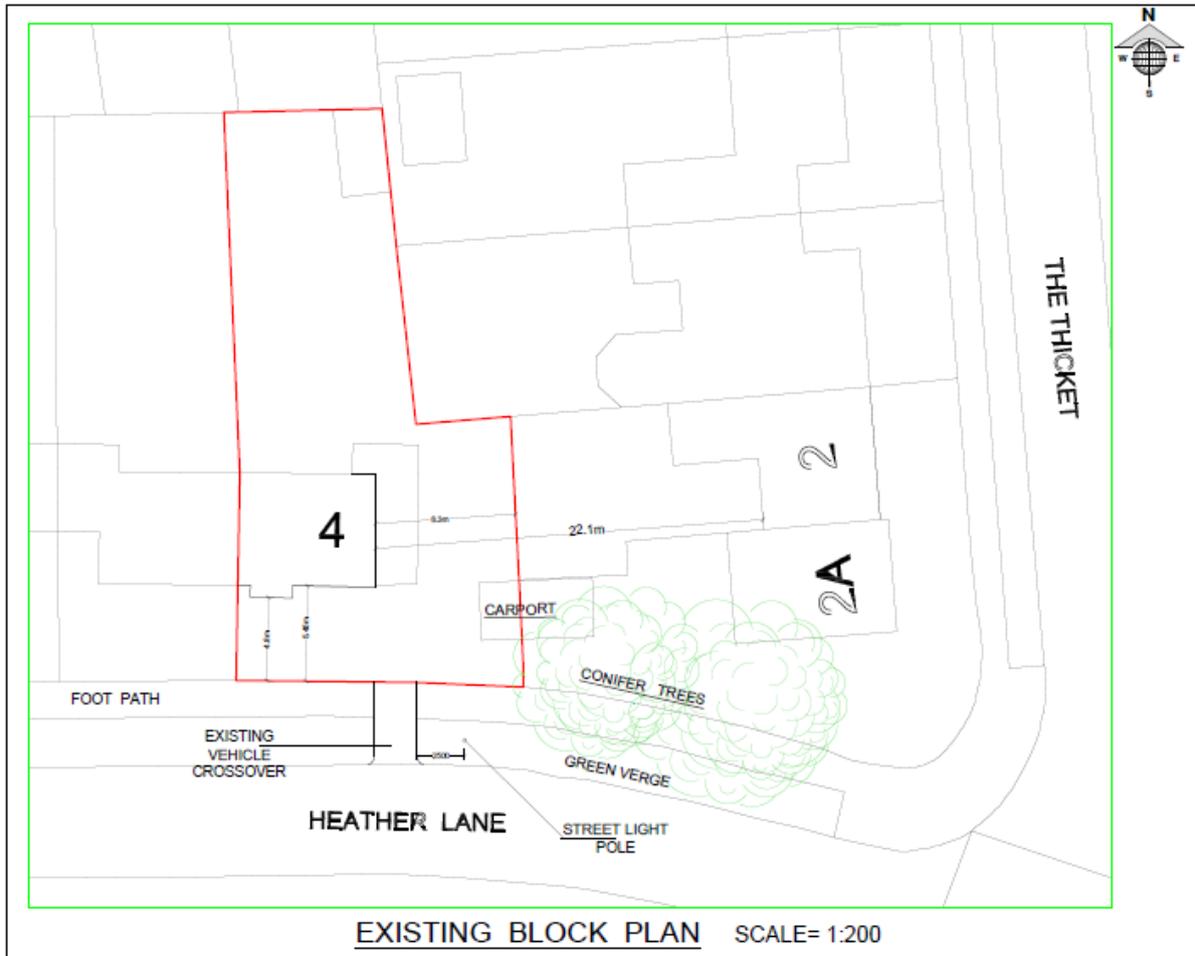


Figure 1 – Existing Block Plan

The area is residential in character, with a mix of building typologies with 3 storey blocks of flats opposite the application site, semi-detached dwellings, linked semi-detached houses and terraced dwellings.

The application site is located in a mature, well established dense suburban setting, predominantly built out under the old Yiewsley and West Drayton District Council’s Housing Department.

The application site has parking provision for 6- 8 cars which corresponds to the site’s size and extremely wide frontage to Heather Lane. The footpath on the north side of the road is separated from the vehicular highway by a grassed amenity strip/verge which contains the occasional street tree and concrete bollards to protect the verge from damage from car parking. There is a wider landscape strip on the south side of the road

sitting between the blocks of flats and the footpath, which provides an open aspect to the street, a setting for the 3 storey blocks of flats and similarly, with the occasional street tree.

4 Heather Lane sits within the developed area of the London Borough of Hillingdon's proposals map, it is not within a conservation area or affected by any other heritage asset designation, it is within Flood Zone 1 and it is not subject to any on street parking controls or restrictions and has a PTAL rating of 1b.

As noted above to the east the site is bounded by properties in The Thicket and originally by nos 2, 4 and 6. However, more recently no.2a has been added to the southern flank of no.2 The Thicket.

No.2a The Thicket represents an infill dwelling to the original prominent corner plot of 2 The Thicket which sits at the junction of The Thicket and Heather Lane at the point, where the curvature of the road brings the site to the fore.

As detailed on the existing block plan above, the new attached, end of terrace dwelling house sits proud of the regular Heather Lane building line in which the application site sits.

The London Borough of Hillingdon refused planning permission for this attached house on 5 December 2017. For the following three reasons:

1) The proposed development, by reason of its siting in this open prominent position, size, scale and bulk, would result in the loss of a substantial proportion of an important gap, characteristic to the area, resulting in a cramped appearance, and would be detrimental to the character, appearance and symmetry of the pair of semi-detached houses of which it forms a part and to the visual amenities of the street scene and the surrounding area. The proposal would therefore represent an overdevelopment of the site to the detriment of the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is

contrary to Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (March 2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2) The proposal, with one of the double bedrooms being undersized, would give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is therefore contrary to Policy 3.5 of the London Plan (March 2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016), the Technical Housing Standards - Nationally Described Space Standard (March 2015).

3) The proposal has not demonstrated that sufficient off street parking spaces would be provided in accordance with the Council's approved car parking standards. The proposal would therefore give rise to on-street parking/queuing close to a road junction and on a road that already suffers from parking stress. As such, the scheme would be prejudicial to public and highway safety, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

However, planning permission was granted on appeal in a decision letter dated 11th July 2018. The Government appointed Planning Inspector identified the main issues for assessment arising out of the Council's decision as:

- the effect of the proposed development on the character and appearance of the area;
- the quality of living conditions for future residents, with regard to internal and external space standards;
- the effect on the safe operation of the highway.

It is not intended to repeat the Inspector's findings in full in this Planning Statement, rather a copy of the appeal decision is appended. However, in respect of the first issue *"the effect of the proposed development on the character and appearance of the area,"* he concluded at paragraph 8:

"Subject to the use of carefully matched materials, and to good quality soft and hard landscaping, all of which can be secured by planning conditions, I find that the proposal would be in keeping with the character and appearance of the area. It would accord with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two-UDP Saved Policies (2012) which respectively require development to harmonise with the existing street scene, and to complement or improve the existing character of the area, and with the guidance of the HDAS Supplementary Planning Document. I find no conflict with Policy BE15, cited by the Council but which relates to the design of extensions. The proposal would also comply with the strategic design objectives of Policy BE1 of the Hillingdon Local Plan: Part One – Strategic Policies (2012) and with Policies 3.5 and 7.4 of the London Plan (2016), which seek housing developments of high quality design that respects local character."

Turning to the second issue *"the quality of living conditions for future residents, with regard to internal and external space standards,"* the Inspector found that following the submission of a revised internal floor plan, *"he proposal would therefore comply in this respect with Policy BE23 of the Hillingdon Local Plan: Part Two, and with Policy 3.5 of the London Plan."*

Finally in respect of the third issue *"the effect on the safe operation of the highway,"* the Inspector noted at paragraphs 12, 14 and 15:

"The existing house has had a recently widened footway crossing, which allows access to parking space for two cars. The submitted plans show one car parking space to the front of each of the existing and proposed houses, sharing the access. The Council's

concern is that this provision would be inadequate, leading to on-street parking and highway safety issues.

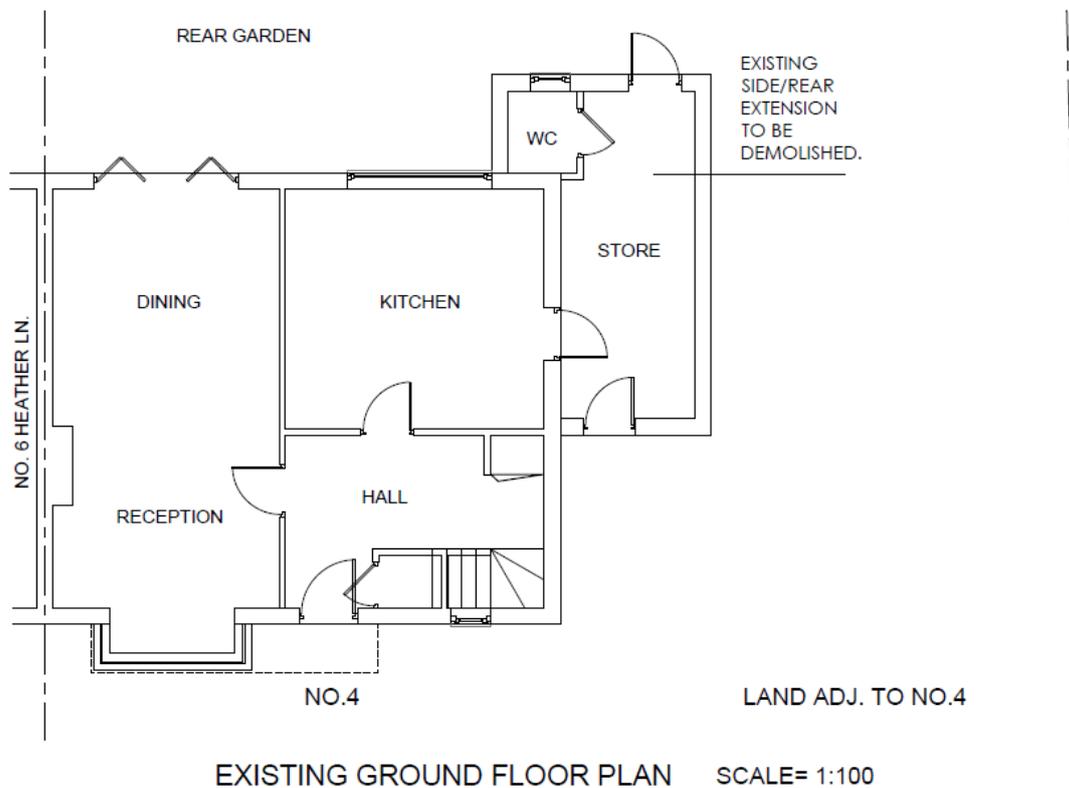
However, it is not disputed that the parking standard of 2 spaces per dwelling set by Policy AM14 of the Hillingdon Local Plan: Part Two is a maximum level of provision that is not specific to the size of dwelling. The more recent London Plan sets a lower maximum standard of 1.5 spaces per dwelling. Although the location has a relatively poor PTAL rating, the appellant has provided evidence of frequent bus services linking to enhanced future rail services, and of levels of car ownership in the London area. There are good grounds to conclude that the proposal would not generate significant additional on-street parking demand.

I conclude that the proposal would not conflict with Policy AM7 of the Hillingdon Local Plan: Part Two, which seeks to maintain the free flow of traffic and highway safety, or with the parking requirements of Policy AM14.”

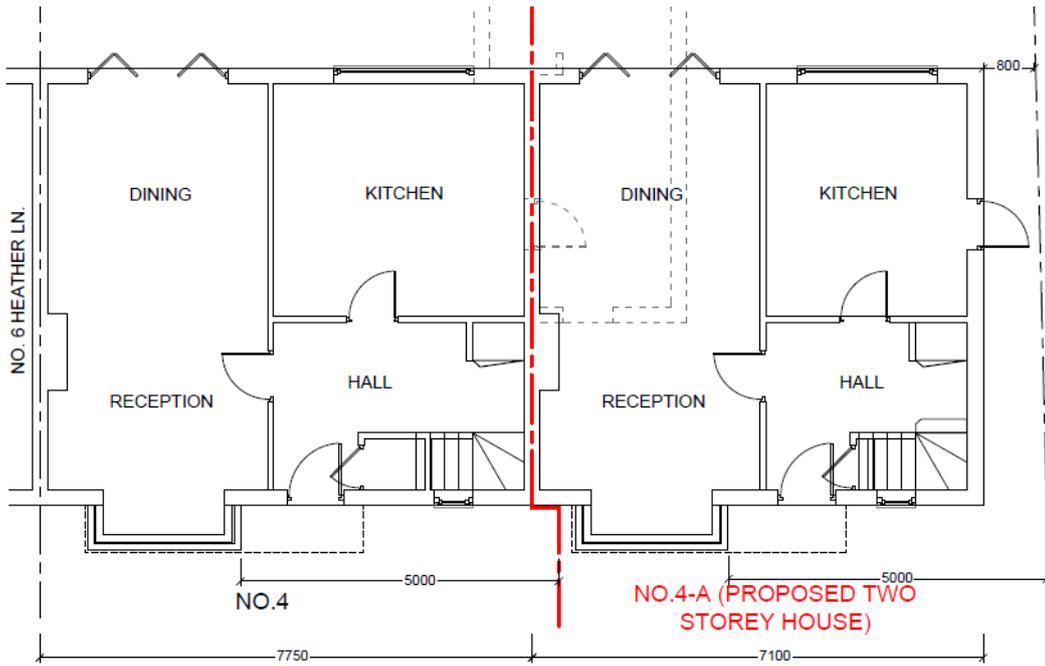
The Proposal and Policy Assessment

This application seeks planning permission for the erection of an attached dwelling house to the host property 4 Heather Lane. It would be facilitated by the demolition of an existing store and wc and represents a natural extension of the existing built form, being of a similar width and depth to the host dwelling house.

The existing ground floor plan is shown in the figure below, which identified the wc and store, which would be demolished.

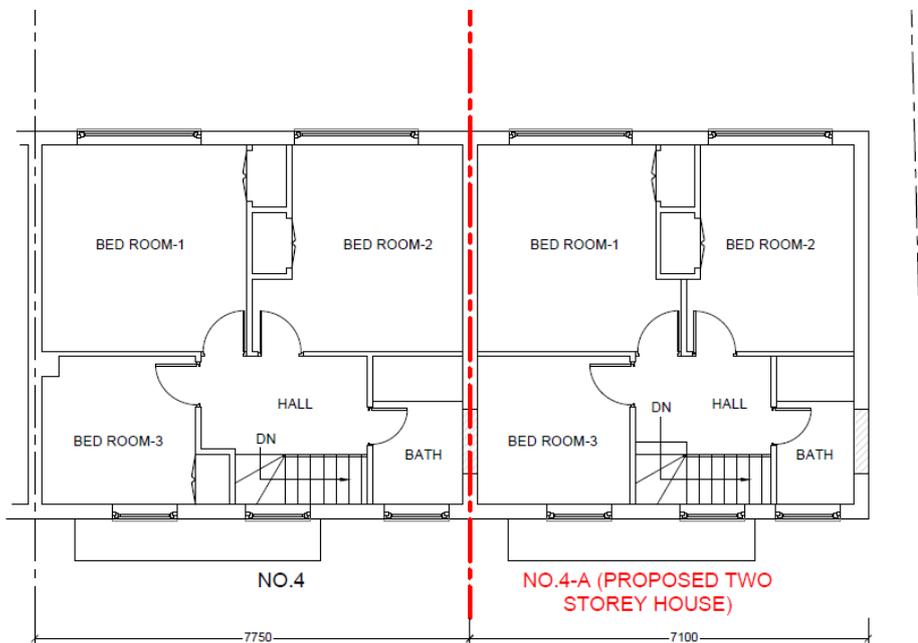


The new dwelling would replicate the internal layout of 4 Heather Lane (minus the wc and store) with a centralised front door leading to the hall and stairwell to the upper floor, with doors off the hall leading to a large open plan reception room/dining room and the second door leading to the kitchen area. This is detailed below in the extract from the ground floor plans.



PROPOSED GROUND FLOOR PLAN SCALE= 1:100

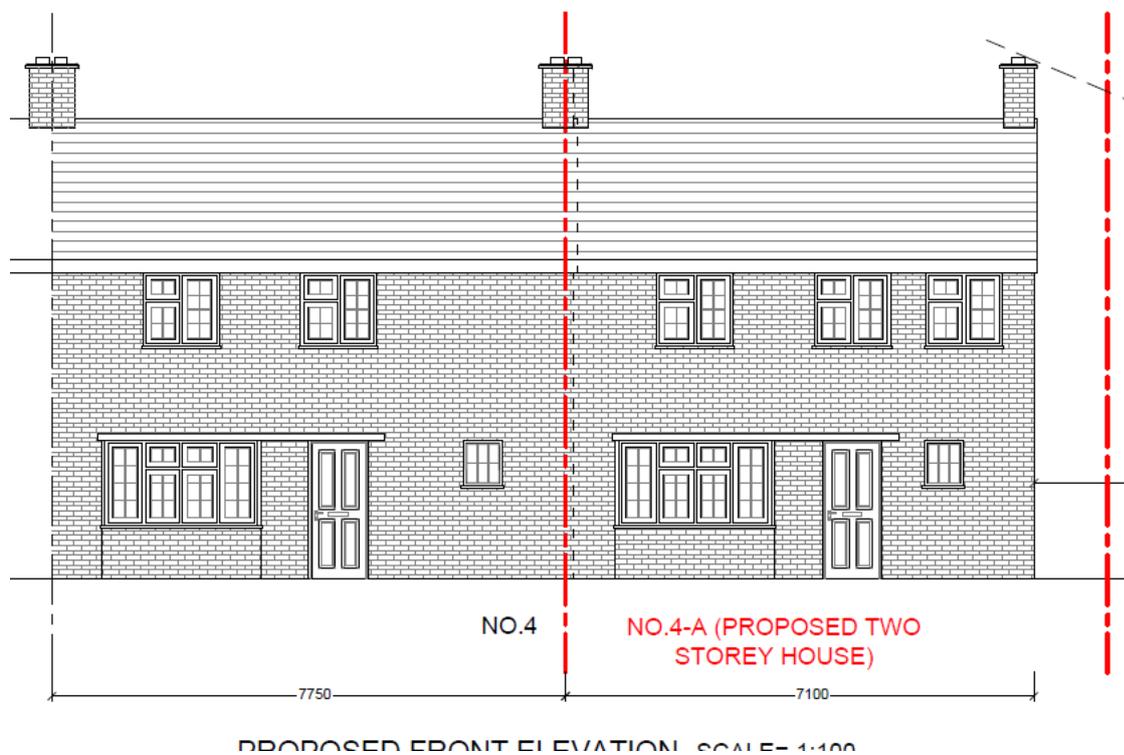
At first floor level a centralised landing area off which sits three bedrooms and bathroom, as shown below.



PROPOSED FIRST FLOOR PLAN SCALE= 1:100

The proposed house has been heavily informed by the donor property and would be constructed from external materials to match the existing dwelling, which can be secured by condition.

The new dwelling house would align with the front and rear building lines of the host property and would follow the rhythm and proportion of its openings, replicating the ground floor bay window projection. It would be orientated on the same south/north axis with parking and an amenity area to the front and private amenity space to the rear.



It would afford two parking spaces per dwelling with access taken directly off Heather Lane. However, if this is deemed an overprovision by the Council, given the Planning Inspector's findings in respect of the recently constructed attached dwelling house at 2a The Thicket, then providing one space per dwelling would not be an issue for the applicant. An electric vehicle charging point is proposed for the new dwelling house.

The following policies of the Local Plan are considered most relevant to this planning application, which have informed the proposed development.

Policy DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;

ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;

iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and

iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

Comment – given that the application does not relate to the development of garden land nor is it within a backland setting this policy is not directly relevant. Notwithstanding the proposal would maintain the character of the area with a design that is informed by the host property and is consistent with its architectural composition, representing a harmonious addition.

The proposed dwelling would have no habitable room side windows, with these located in the front and rear elevations, consistent with existing fenestration detail of the host property, thereby ensuring there's no loss of privacy. Given the separation distance of 15m, there's no adverse impact on residential amenity and given its siting it would result any light spillage, which reflects on the fact that it is not backland/garden development.

In terms of the proposed vehicular access and car parking, the former is directly from the Heather Lane highway and the latter provided on land primarily hard surfaced and used for that purpose; thereby ensuring there's no adverse impact on the amenities of the occupiers of neighbouring residential dwellings.

Again, reflecting on the fact that the proposal does not seek planning permission for the redevelopment of a backland/garden site, there is no frontage property to be subordinate to, rather the new dwelling house represents a continuation of the built form to the public realm.

Turning to criterion (iv) the application proposes to retain the existing residential garden features, primarily lawn and would provide an enhancement with new soft landscaping, in a scheme to be agreed with the Local Planning Authority.

Policy DMHB 11: Design of New Development

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:

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.*

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Comment - The proposed attached house complies with the requirements of this policy being fully informed by its local context. It follows the design of the host property and would have the same front building line, including the ground floor bay window detail and ridge height. It would have a similar width to the donor property, with the latter remaining 600mm wider ensuring the proposed addition would be subordinate to and not dominate the host property.

In terms of the detailing of the front elevation this would mirror the host property in terms of the rhythm and proportions of the fenestration. It is also proposed to use materials to match no. 4 Heather Lane this includes bricks, tiles, windows, guttering and downpipes.

Turning to the proposed rear elevation, this too will follow the building line of the existing dwelling house, and align with the detail, rhythm and proportions of its openings and fenestration.

As already mentioned above the proposed house is sympathetic and sensitive to the existing built environment and affords a 15m separation distance from the principal rear elevations of the dwelling houses in The Thicket, which is consistent with the spatial layout found in this suburban location in which the application site is located. The proposed dwelling would be set off its side boundary by a metre.

As noted earlier the site is surrounded by dwellings built by the then Urban District Council and is some distance from any heritage assets.

Moreover, given the siting of the proposed attached house and its juxtaposition with the surrounding built form the proposal would not adversely impact upon the amenity, daylight and sunlight of the occupiers of adjacent dwellings.

Furthermore, there is adequate space for refuse and recycling facilities to be provided to both the existing and new dwellings, which can be secured with the use of an appropriately worded planning condition.

The proposed house complies with Policy DMHB 11.

Policy DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:

i) improve legibility and promote routes and wayfinding between the development and local amenities;

ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;

iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;

iv) provide safe and direct pedestrian and cycle movement through the space;

v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;

vi) where appropriate, include the installation of public art; and

vii) deliver proposals which incorporate the principles of inclusive design.

Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

Comment - This policy generally relates to more strategic developments as outlined in the thrust of supporting paragraphs 5.43 – 5.45. Notwithstanding as already established in this assessment the proposed dwelling house is well integrated with the surrounding area, thereby ensuring compliance with Policy DMHB 12.

Policy DMHB 14: Trees and Landscaping

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.*
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.*
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.*
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.*

Comment - The application site relates to a typical two storey suburban dwelling house with amenity areas to the front and rear. These will be retained and enhanced appropriate to a typical dwelling house in a suburban area. The applicant acknowledges that landscaping is an integral part of a good design essential for the dwelling house to integrate with the character of the area. Whilst the scope of a landscaping scheme is fairly limited, given the suburban setting of the application site for one

additional dwelling, notwithstanding a quality scheme is intended to be provided which can be secured by condition. Thereby ensuring compliance with this condition.

Policy DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement.

Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;*
- ii) maximising natural surveillance;*
- iii) ensuring adequate defensible space is provided;*
- iv) providing clear delineations between public and private spaces; and*
- v) providing appropriate lighting and CCTV.*

Comment – the proposed new dwelling house complies with this policy, increasing natural surveillance given its siting, orientation and fenestration detail. Moreover, the entrance to the dwelling is both visible and safely accessible direct from the street, consistent with adjacent dwellings. The set back of the dwelling from the back edge of the footpath, following the building line of the existing built form within the street scene ensures the proposal affords adequate defensible space and a natural demarcation of the public and private realm. The proposal accords with the requirements of this policy.

Policy DMHB 16: Housing Standards

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:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and*
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.*

Comment – the proposed dwelling house is a 3-bedroom, four-person family home, set over two storeys. It would have a gross internal floor area of 89m² and affords one double bedroom and two single bedrooms. This exceeds the minimum internal area requirement by 5m². The proposed house would therefore provide an appropriate living environment in accordance with Policy DMHB 16.

Policy DMHB 18: Private Outdoor Amenity Space

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to

enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Comment – the proposed and existing dwelling houses would benefit from the provision of over 100m² of amenity space per dwelling, which significantly exceeds the minimum requirement of 60m². The rear garden areas are directly accessible for the occupants of the properties and provide for a space that is of a regular shape, useable and benefitting from mid to late afternoon sun in the summer months. The proposal exceeds this policy requirement.

Policy DMT 5: Pedestrians and Cyclists

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.

Comment - In respect of bicycle provision, two secure spaces per dwelling will be provided. This represents an enhancement on the existing situation and accords with the requirements of Appendix C, Table 1 and therefore the proposal is policy compliant.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*

- ii) *a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

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

Comment – the submitted block plan shows two car parking spaces for the existing and proposed dwellings both within their own curtilages, in accordance with the standards set out in Appendix C Table 1 and is therefore in accordance with Policy DMT 6. As commented earlier, the applicant is mindful of the Planning Inspector's appeal decision which facilitated the building of 2a The Thicket and that the parking standards represent maximum ones and 1 space per comparable dwelling houses was considered acceptable. Thus, the applicant would be happy to reduce the number of curtilage spaces to one if the Local Planning Authority consider this to represent a more sustainable form of development.

Conclusion

This proposal represents sustainable development and is therefore consistent with the purpose of the planning system as identified in paragraph 7 of the National Planning Policy Framework, to contribute to the achievement of sustainable development.

Achieving sustainable development means that the planning system has three overarching objectives, namely economic, social and environmental. This planning application delivers on all three fronts ensuring the utilisation of the right type of land to support growth, supporting the local community with the addition of a family home whilst making an effective use of land. The NPPF confirms that development proposals that accord with an up-to-date development plan should be approved without delay, consistent with the presumption in favour of sustainable development.

The proposed dwelling house accords with the development plan as has been established within this statement.

Paragraph 129 of the National Planning Policy Framework confirms that both *"planning policies and decisions should support development that makes efficient use of land."* Adding at paragraph 131 that *"good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*

Section 38(6) of the Act requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is development plan compliant and accords with the NPPF and as such engages the presumption in favour of sustainable development and should be approved.

APPENDIX A: APPEAL DECISION FOR NO.2 THE THICKET



Appeal Decision

Site visit made on 20 June 2018

by Brendan Lyons BArch MA MRTPI IHBC

an Inspector appointed by the Secretary of State

Decision date: 11th July 2018

Appeal Ref: APP/R5510/W/18/3193125

2 The Thicket, West Drayton UB7 8AS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr A Hussain against the decision of the Council of the London Borough of Hillingdon.
 - The application Ref 62276/APP/2017/3449, dated 21 September 2017, was refused by notice dated 5 December 2017.
 - The development proposed is the erection of a new dwelling.
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Decision

1. The appeal is allowed and planning permission is granted for the erection of a new dwelling at 2 The Thicket, West Drayton UB7 8AS in accordance with the terms of the application Ref 62276/APP/2017/3449 dated 21 September 2017, subject to the conditions set out in the schedule attached to this decision.

Main Issue

2. The main issues in the appeal are:
 - the effect of the proposed development on the character and appearance of the area;
 - the quality of living conditions for future residents, with regard to internal and external space standards;
 - the effect on the safe operation of the highway.

Reasons

3. The Thicket is a short length of road in an outer suburban residential area. No.2 forms the end house of one of the three pairs of semi-detached houses that line one side of the road. The opposite side is lined by a terrace of six houses, with a pair of semi-detached houses at each end. The gable end of No.2 faces onto Heather Lane, which on this side has semi-detached houses similar to the appeal property. On the opposite side there is an open green area in front of a long terrace of houses and flanked by a three-storey block of maisonettes or flats.
4. Permission is sought to erect a new two-storey house attached to No.2, but with its roof turned through 90 degrees so that its gable would face The Thicket. The front wall of the house would stand slightly forward of No.2, and the rear would project beyond the main rear wall of the existing house. The two houses would share the existing footway crossover and access, but with

their own paved area for parking. Part of the rear garden of No.2 would be separated off to provide a garden for the new house.

Character and appearance

5. The appeal property occupies a spacious plot, apparently somewhat larger than other comparable corner plots nearby. I accept the appellant's case that even after the addition of the proposed house, the plot would not appear out of keeping with other corners on the estate, such as the equivalent corner at the far end of The Thicket, and the space around the house would not appear unduly restricted.
6. The rear corner of the proposed house would be marginally nearer to the side boundary than the row of houses to the rear facing Heather Lane. But owing to the curved alignment of this part of Heather Lane, there is scope for flexibility in respect of building lines. The house's corner would be only slightly forward of a projected building line that followed the curve of the road. The layout would be consistent in this respect with the guidance of the Council's HDAS Supplementary Planning Document: *Residential Layouts*, which advises that building lines should relate to the street pattern. In any event, views of the rear of the house would be well screened by a row of conifers on the adjoining plot, and also by mature street trees.
7. The size, scale and gabled roof form of the proposed house would echo those nearby. The design idea of turning the gable to form a "bookend" has clear precedents in the semi-detached houses on the opposite side of The Thicket and in groups of 3 houses on The Coppice. The use of a shared access with parking to the front would also reflect adjoining houses on The Thicket.
8. Subject to the use of carefully matched materials, and to good quality soft and hard landscaping, all of which can be secured by planning conditions, I find that the proposal would be in keeping with the character and appearance of the area. It would accord with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two-*UDP Saved Policies* (2012) which respectively require development to harmonise with the existing street scene, and to complement or improve the existing character of the area, and with the guidance of the HDAS Supplementary Planning Document. I find no conflict with Policy BE15, cited by the Council but which relates to the design of extensions. The proposal would also comply with the strategic design objectives of Policy BE1 of the Hillingdon Local Plan: Part One – *Strategic Policies* (2012) and with Policies 3.5 and 7.4 of the London Plan (2016), which seek housing developments of high quality design that respects local character.

Living conditions

9. The Council accepts that the floor area of the proposed house, at 97sqm, would exceed the minimum standard of 93sqm set by Policy 3.5 of the London Plan (2016) for a 3 bedroom 5 person 2 storey house. That figure derives from the national internal space standards¹ introduced following the Written Ministerial Statement of March 2015, and the same policy advises that new developments should seek to achieve the other more detailed standards. The appellant acknowledges that the second double bedroom shown on the submitted plans would have a floor area slightly below the 11.5sqm required by the standard.

¹ Set out in *Technical housing standards – nationally described space standard* DCLG March 2015

However, an amended plan² submitted with the appeal shows that with a slight adjustment to the position of a partition wall, both double/twin bedrooms could comply with the standard. As this alteration would be very minor and would affect only the interior arrangement of space, no other parties' interest would be affected by the substitution of the amended plan.

10. The Council accepts that the existing house would retain a private rear garden area well in excess of its 60sqm minimum standard. The proposed house would have a relatively confined private space to the rear, estimated by the Council as 42sqm in area. However, I agree with the Council that the potential to supplement this with a semi-private area of garden to the side of the house, screened by hedges, would provide adequate outdoor amenity space for future residents of the house.
11. The proposal would therefore comply in this respect with Policy BE23 of the Hillingdon Local Plan: Part Two, and with Policy 3.5 of the London Plan.

Highways and parking

12. The existing house has had a recently widened footway crossing, which allows access to parking space for two cars. The submitted plans show one car parking space to the front of each of the existing and proposed houses, sharing the access. The Council's concern is that this provision would be inadequate, leading to on-street parking and highway safety issues.
13. An amended plan³ submitted with the appeal shows two cars parked to the front of the proposed house. But the plan is not dimensioned and it was not clear from the site visit that the space would be wide enough to fit two cars. Therefore, I shall not take this plan into account.
14. However, it is not disputed that the parking standard of 2 spaces per dwelling set by Policy AM14 of the Hillingdon Local Plan: Part Two is a maximum level of provision that is not specific to the size of dwelling. The more recent London Plan sets a lower maximum standard of 1.5 spaces per dwelling. Although the location has a relatively poor PTAL rating, the appellant has provided evidence of frequent bus services linking to enhanced future rail services, and of levels of car ownership in the London area. There are good grounds to conclude that the proposal would not generate significant additional on-street parking demand. I recognise the concerns expressed by the Council and some local residents that owing to the narrowness of local roads and the limited space available, parking stress already exists in the area. However, I find that any additional demand created by the appeal proposal would be unlikely to add to that to an unacceptable degree. There is no evidence that the layout of the site would interfere with forward visibility, as feared by some residents, or that highway safety would be compromised in any other way.
15. I conclude that the proposal would not conflict with Policy AM7 of the Hillingdon Local Plan: Part Two, which seeks to maintain the free flow of traffic and highway safety, or with the parking requirements of Policy AM14.

² Plan ref 2TT-17161 002 Rev B

³ Plan ref 2TT-17161 001 Rev A

Conditions

16. The appellant has not disputed the need for the conditions proposed by the Council. In addition to the standard commencement time condition, a condition is necessary to require compliance with the approved plans, in order to confirm the approved form of development. I agree that conditions are also necessary, for the reasons already outlined above, to secure approval of the materials to be used and of the landscaping of the site, and that these matters need to be concluded before commencement of development. However, the Council has not provided sufficient evidence to justify a requirement for living walls and roofs. Although a wider footway crossing has now been formed, a condition requiring pedestrian visibility splays would be reasonable in the interests of highway safety, and for the same reason a further condition to secure the future retention of the proposed parking spaces.

Conclusion

17. I find that the appeal proposal would be in accordance with the development plan and supplementary guidance. For the reasons set out above, I conclude that the appeal should be allowed and planning permission granted subject to conditions.

Brendan Lyons

INSPECTOR

Appeal Ref: APP/R5510/W/18/3193125

2 The Thicket, West Drayton UB7 8AS

Schedule of Conditions Nos. 1-6

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 2TT-17161 001; 2TT-17161 002 Rev B; 2TT-17161 003.
 - 3) No development shall commence until details and/or samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and/or samples.
 - 4) No development shall commence until there shall have been submitted to and approved in writing by the local planning authority a scheme of landscaping. The scheme shall include details of soft landscaping:
 - a. Planting plans at a scale of not less than 1:100;
 - b. Written specification of planting and cultivation works;
 - c. Schedule of plants giving species, plant sizes and proposed numbers/densities;and details of hard landscaping:
 - a. Refuse storage;
 - b. Cycle storage;
 - c. Means of enclosure/ boundary treatments;
 - d. External lighting;
 - e. Other ancillary structures;and a schedule for implementation.

The development shall be carried out and maintained thereafter in accordance with the approved details and schedule.
 - 5) The dwelling hereby permitted shall not be occupied until space has been laid out within the site in accordance with drawing no. 2TT-17161 001 for at least two cars to be parked and those spaces shall thereafter be kept available at all times for the parking of vehicles.
 - 6) The access to the site shall be provided on each side with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site. The visibility splays shall be maintained at all times thereafter free of obstruction to visibility between the height of 0.6m and 2.0m above the level of the adjoining highway.
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