Design & Access Statement on behalf of

Jagdev Verdding

Conversion of two storey dwelling into 2 x self-contained flats. Single storey outbuilding to rear for use as a private gym. Associated amenity space, cycle and bin storage. Alterations to rear fenestration at:

55 Wimborne Avenue, Hayes, UB4 0HQ

December 2021



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1.0 INTRODUCTION

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1.1 Drawing and Planning Ltd have been instructed by the applicant to prepare and submit a revised planning application for the conversion of the existing two storey dwelling into 2 x self-contained flats. Alterations to an existing garage amenity to form a single storey outbuilding to rear for use as a private gym to flat G.01. Associated amenity space, cycle and bin storage provision, plus minor alterations to the rear fenestration as proposed at 55 Wimborne Avenue, Hayes, UB4 0HQ.

1.2 This application, forms part of the first resubmission, following the refusal of the previous application, Ref: 7371/APP/2021/3649, which proposed the conversion to three self-contained residential flats.

1.3 This revised application, now looks to address the core reasons for refusal, which focused on the extension works proposed and the introduction of a new side elevation vehicle access point.

1.4 This revised proposal therefore has regard to the general character and appearance of the application site and more importantly, makes efficient and effective use of land in a sustainable location whilst introducing external and internal changes to enhance the appearance and function of the building.

1.5 The development has regard for the need to provide high quality accommodation in accordance with the London Plan requirements. The development is reflective of other house-to-flat conversions locally and makes best use of the building without compromise to the wider character.

1.6 This revised application forms part of a second stage application, following the approval for a Certificate of Lawful Development for a loft conversion and the carrying out of these approved works. (**Hillingdon Council Ref: 7371/APP/2021/75**).

1.7 This updated Design & Access Statement is submitted in support of the application and is pursuant to Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. This application submission should be read in conjunction with the submitted forms and drawings. This Design and Access Statement is also informed by the application requirements as dictated by the London Borough of Hillingdon.

1.6 This proposal endorses the “golden thread” of the National Planning Policy Framework 2021 (NPPF) as well as paying careful attention to the relevant policies taken from the London Plan 2021 and the Hillingdon Local Plan (Parts 1 & 2). The design and layout as also responsive to the criteria contained within the adopted Residential Extensions Supplementary Planning Document (2009).

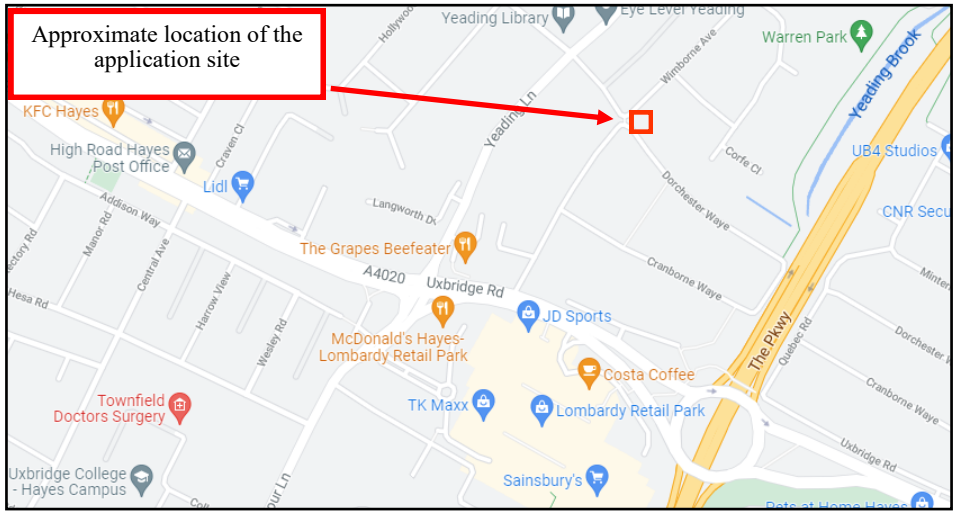
2.0 SITE AND AREA ANALYSIS

2.1 The application site supports a two storey property, which, following the grant of the Certificate of Lawful Development application, (**Ref: 7371/APP/2021/75)** now benefits from a habitable loft level providing two additional double rooms both with en-suite bathrooms. Furthermore, the family dwelling, supports on-site parking and a secure private amenity space to the rear. The site is located on the eastern side of Wimborne Avenue, at the cross junction with Dorchester Waye. The dwelling supports two off-street car parking spaces over a large front driveway, with ample soft landscaping, mainly laid to lawn. A side gate, set adjacent to the host dwelling, plus associated hard standing, provides access to an existing garage amenity, set within the rear garden, providing additional car parking area/garage to the rear of the site. A general site location map highlighting the approx. location of 55 Wimborne Avenue has been provided opposite and is accompanied by an extract from the 'Flood Map for Planning Service' to highlight the general location of the application site for ease of reference.

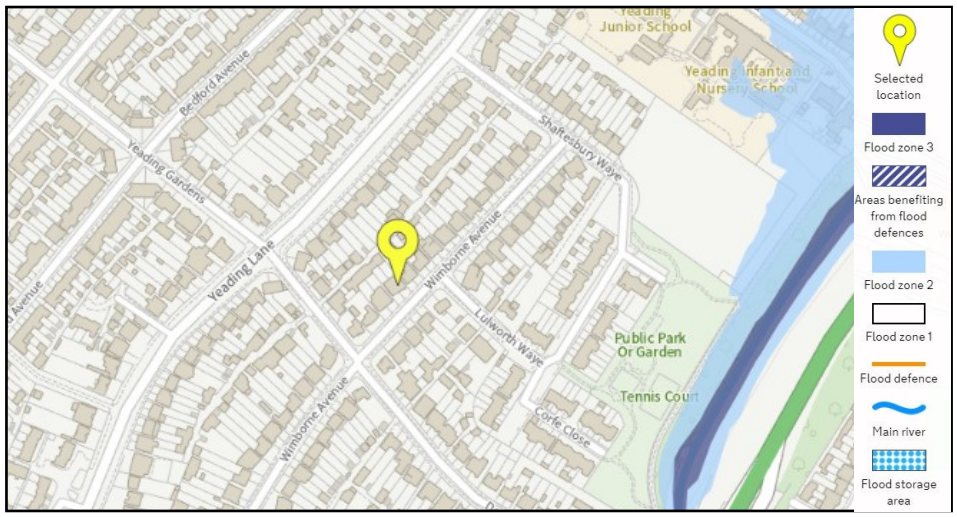
2.2 The application site lies within a predominantly residential area located to the East of Hayes in a defined urban plot. There are no planning designations of acknowledged importance as confirmed by the extract taken from the Hillingdon Proposals Map located on page 12 of this statement. The site is not located within a designated Conservation Area, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) nor is it a registered Listed Building.

2.3 The adjacent No.51 Wimborne Avenue is positioned along the shared northern boundary. The application plot is similar in size to other plots along the road.

2.4 The closest stations are Hayes & Harlington Station and Southall Stations. From these stations, direct routes into and out of Central London can be provided. There are also a variety of bus services that provide local connections to key destinations. Further information on the accessibility of the site via public transport is provided under section 5 of this statement. The site is well located for public transport, a desk based search confirms a PTAL rating of 2. The following page provides a PTAL map to confirm this rating together with a Time Mapping (TIM) which shows the indicative walking times from the site's location.



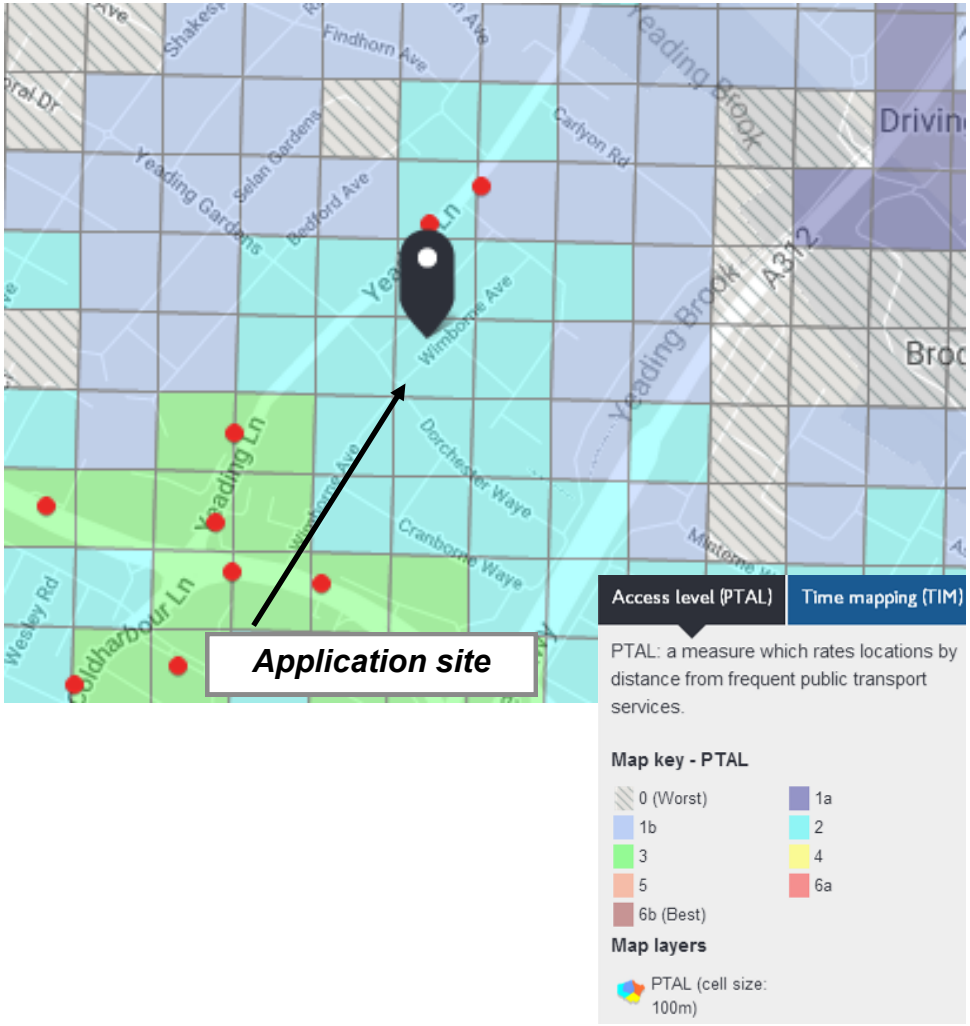
Extract from Google maps to highlight the general location of the application site.



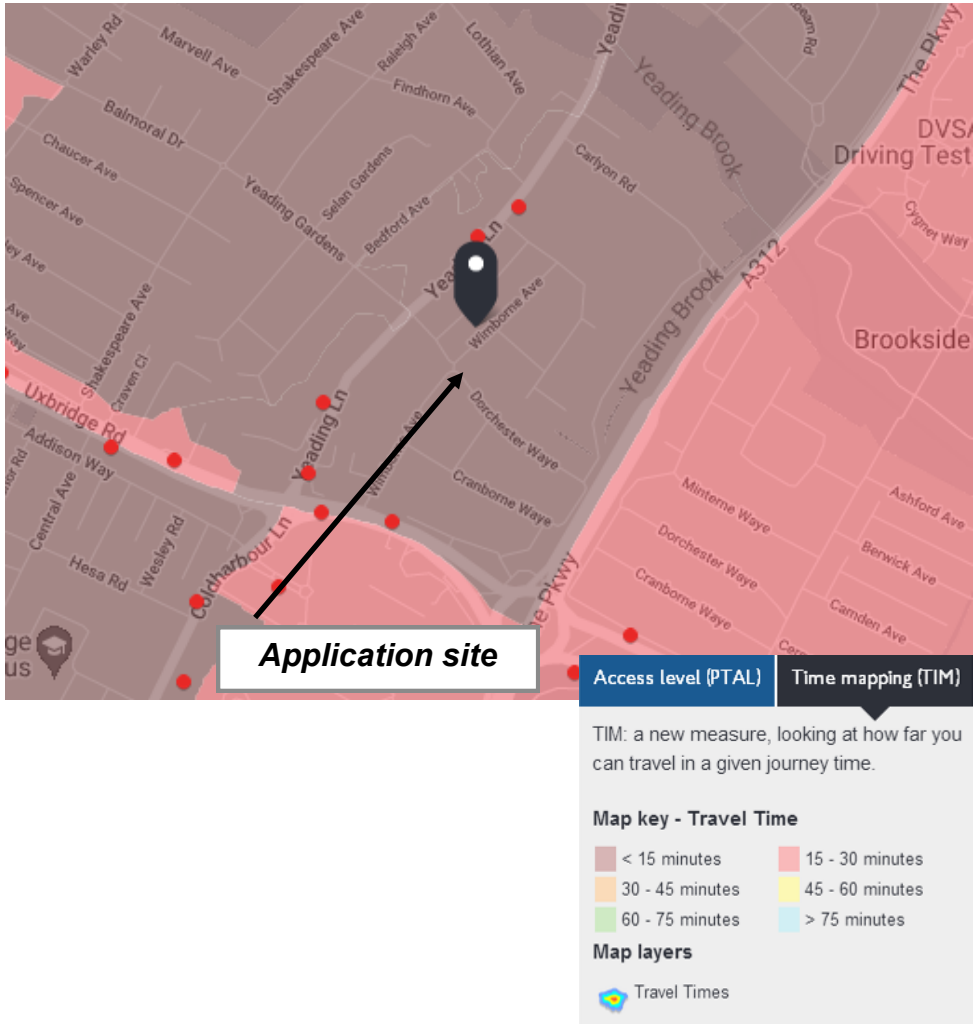
Extract from 'Flood Map for Planning Service' of UK Government to highlight the general location of the application site.

Accessibility

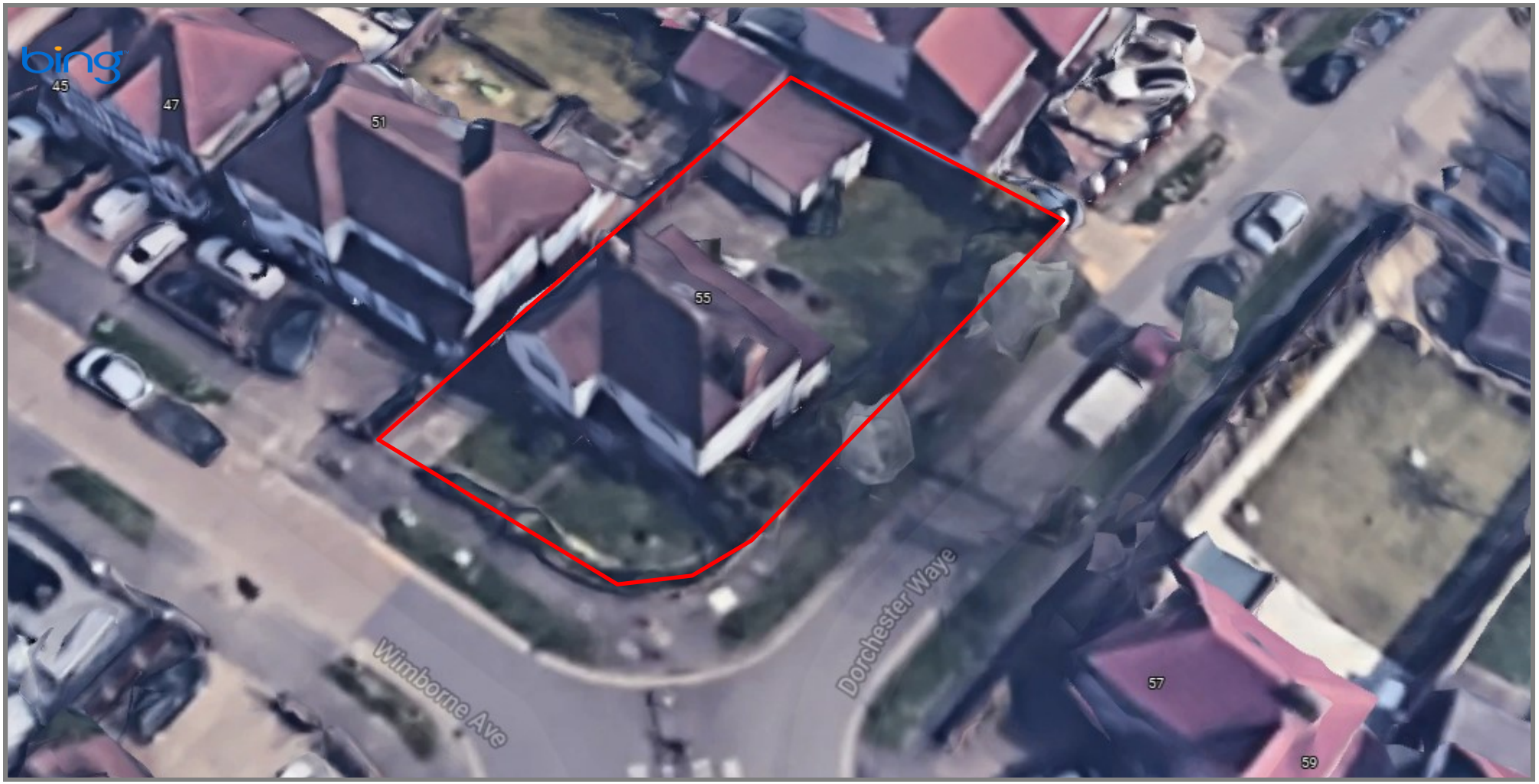
Access Level (PTAL)



Time Mapping (TIM) - TIM: a new measure, looking at how far one can travel in a given journey time



Aerial Photography



Aerial photograph outlining the location of application site and surrounding area taken from Google maps

Photographic Analysis



View of the application building from Wimborne Avenue



View of the side elevation of the application building from Dorchester Waye



View of the application building from the rear, showing the rear dormer as existing



View of the application building from the rear, showing the rear dormer as existing



Existing side gate, providing access to the existing rear garage



Front elevation of the existing rear garage



Rear garden, showing the side elevation of the existing rear garage



Side garden amenity, showing the spacing between the host dwelling and the side boundary treatment

- Photographs to show the site and surrounding area -

3.0 PLANNING POLICY CONTEXT

CENTRAL GOVERNMENT GUIDANCE

National Planning Policy Framework (NPPF)

3.1 The new National Planning Policy Framework (NPPF) came into force in July 2021 and has replaced the previous version of the NPPF published in Feb 2019. Where pertinent, the NPPF will be considered a material consideration by the Local Planning Authority and as such, it will be taken into account in decision-making process as appropriate. Paragraph 2 of the NPPF emphasises that:

> "***Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise***."

3.2 At the heart of the NPPF is a presumption in favour of sustainable development. In the paragraph 7 the document identifies that:

> ***"The purpose of the planning system is to contribute to the achievement of sustainable development."***

3.3 Paragraph 11 goes on to state that "***Plans and decisions should apply a presumption in favour of sustainable development.***"

3.4 There are principally three overarching objectives to achieve sustainable development. These are based on the associated economic objective, the social objective and the environmental objective. In terms of the economic aspect sufficient land of right types has to be made available in the right places and at the right time where there is a demand to support growth, innovation and improved productivity. The social role is focused on providing the supply of number and range of housing required to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being. The environmental objective is to contribute to protecting and enhancing the natural, built and historic environment. The NPPF goes onto to stipulate:

> "***Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways***."

3.5 Chapter 4 is entitled 'Decision-making' and encourages Local planning authorities to approach decisions on proposed development in a positive and creative way. The NPPF goes on to stress that:

> "***They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible***."

3.6 Chapter 5 is concerned with delivering a sufficient supply of homes. The NPPF emphasises that "***to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay***."

3.7 Chapter 11 is entitled 'making effective use of land' and emphasises that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It is inevitable that for compliance with the NPPF and in the spirit of progress higher densities are often required, especially where sites fall within sustainable and urban locations.

3.8 At paragraph 124, planning policies and decisions are required to support development that makes efficient use of land and should take into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.

3.9 Paragraph 125 goes on to indicate that Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

"a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)."

REGIONAL PLANNING POLICY

GREATERLONDONAUTHORITY

The London Plan 2021

3.10 The London Plan provides the Spatial Development Strategy for Greater London in the period to 2036.

3.11 The London Plan policies relevant to the application are as follows:

- H1: Increasing housing supply
- H2: Small sites
- H10: Housing size and mix
- D1: London's form, character and capacity for growth
- D3: Optimising site capacity through the design-led approach
- D4: Delivering good design
- D6: Housing quality and standards

3.12 London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The 2021 London Plan sets significantly more homes to be provided within the outer London Boroughs (including Hillingdon) than the previous 2016 London Plan.

3.13 Policy H1 sets a London-wide target of annual average housing completions of 52,287 net homes across London. The Plan sets the London Borough of Hillingdon an annual target of 1,083 additional homes per year (over 10 years) to contribute towards the target.

3.14 Policy H2 encourages the optimisation of small sites to provide new homes. It sets a presumption in favour of small housing developments. According to the policy, "Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

1. *"significantly increase contribution of small sites to meeting London's housing needs*
2. *diversify the sources, locations, type and mix of housing supply*
3. *support small and medium-sized housebuilders*
4. *support those wishing to bring forward custom, self-build & community-led housing."*

3.15 The policy goes on to say that the boroughs should; "recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites."

3.16 Table 4.2 of the plan sets the London Borough of Hillingdon to deliver 295 homes per year through the development of small sites.

3.17 Policy D1 of the London Plan directs local authorities to carry out area character assessments but has no guidance for the assessment of individual planning applications.

3.18 Policy D3 requires development to make the best use of land by following a design-led approach that optimises the capacity of sites. It requires that: **"enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportion."**

3.19 Policy D4 requires local authorities to thoroughly scrutinize the design of proposed development and seeks the highest quality of design and architecture.

3.20 Policy D6 requires all new residential development to provide new housing to be designed to achieve a standard of accommodation. It states new housing should be dual-aspect and meet minimum internal space standards.

3.21 Chapter A states 'Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

3.22 Of particular relevance is table 3.1 of the London Plan and the space standards relating to two & three bed units. The relevant extract of the table is shown below for ease of reference. This development will comply with the internal room and space standards of the London Plan.

Type of dwelling		Minimum gross internal floor areas[a] 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

Extract from Table 3.1 - Minimum internal space standards for new dwellings

3.23 The London Plan sets out maximum car parking standards and minimum cycle parking standards for new development.

LOCAL PLANNING POLICY

3.24 Relevant planning documents and planning policies in the Development Plan Policies contained within Hillingdon Local Plan: Part 1 (November 2012), Hillingdon Local Plan: Part 2 (January 2020), as well as relevant supplementary planning guidance have been used to assess the proposed development.

HILLINGDON LOCAL PLAN - PART 1 - STRATEGIC POLICIES (2012)

3.25 Hillingdon Local Plan Part 1 - Strategic policies sets out the overall level and broad locations of growth up to 2026. This policy was adopted in 8 November 2012. The most relevant policies of Hillingdon Local Plan Part 1 are:

- Policy NPPF1 - Presumption in Favour of Sustainable Development
- H1 - Housing Growth
- BE1 - Built Environment
- T1 - Accessible Local Destinations

3.26 Policy NPPF1 is entitles Presumption in Favour of Sustainable Development. The policy states that 'When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area'.

3.27 Having regard to the Strategic Policies, Policy H1 is entitles Housing Growth and states that the Council will meet and exceed its minimum strategic dwelling requirement whereby the borough's current target is to provide an additional 4250 dwellings, annualised as 425 dwellings per year. Specifically, the Council's five year land supply for housing targets 586 residential completions (units) in the year 2015/16 & 2017/2018. Information is not shown for the current year.

3.28 Policy BE1 is entitled Built Environment and seeks all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

3.29 The Council goes on to advise that all new development should: achieve a high quality of design; contributes to the area in terms of form, scale and materials; be designed to include “Lifetime Homes” principles; in the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards; connect positively with interchanges, public transport, community facilities and services; improve the quality of the public realm and respect local character; not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas; and maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants

3.30 Finally Policy T1 is entitled Accessible Local Destinations and states that the Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All developments should encourage access by sustainable modes and include good cycling and walking provision.

HILLINGDON LOCAL PLAN - PART 2 - DEVELOPMENT MANAGEMENT POLICIES (Adopted Version - Jan 2020)

3.31 Policy DMH 2 is entitled Housing Mix and states that The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council’s latest information on housing need.

3.32 Policy DMH 4 is entitled Residential Conversions and Redevelopment and states that residential conversions will only be permitted where:

i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
iii) the internal floor area of the original building to be converted is at least 120sqm

Assessment:

3.33 To address this requirement, a survey of the properties converted to flats along Wimborne Avenue was carried out. This survey determined that out of the total 110 properties surveyed along the street, only 7 properties appeared to be flats, formed from conversion of a dwelling to flats. This equates to 6.36% or less than 10%. It is noted that the Policy seeks to protect the impacts of flatted development on the character and amenity of established residential areas. The proposed conversion would therefore be well under the 10% threshold. Furthermore the host dwelling has a floor area of 124 square metres and therefore can provide a satisfactory living environment for its occupiers. The principle of the conversion is therefore considered acceptable.

3.34 Local Policy DMHB11 is entitled Design of New Development and states that all development will be required to be designed to the highest standards and incorporate principles of good design.

3.35 Similarly, Policy DMBH12 (Streets and Public Realm) ensures that all development are well integrated with the surrounding area. Proposals should incorporate the principles of inclusive design as well as appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard.

3.36 Policy DMHB16 is entitles Housing Standards and states that 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.

Assessment:

3.37 To meet this requirement, both flats as proposed are self-contained units, are duel aspect as proposed and have been designed to meet and exceed the internal space standard outlined at Table 5.1 of the Development Management Policies and Table 3.1 of the London Plan.

3.38 Policy DMHB17 is entitled Residential Density and states that all new residential development should take account of the Residential Density Matrix contained within table 5.2. Developments will be expected to meet habitable rooms standards.

Assessment:

3.39 To meet this requirement, both flats as proposed, have been designed to meet this internal space standard.

3.40 Policy DMHB18 is entitled Private Outdoor Amenity Space and states that all new residential development and conversions will be required to provide good quality private and usable outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3. The private outdoor amenity space will be required to be well located, well designed and usable for the private enjoyment of the occupier. In assessing the quality of all amenity space in development proposals, whether individual or communal, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight, noise, enclosure and privacy. For 2 & 3 bedroom flats, a minimum amenity space provision of 25 sqm & 30 sqm respectively is required.

Assessment:

3.41 To meet this requirement, both flats as proposed, will have access to a private rear garden amenity space well in excess of the minimum size requirements.

3.42 Policy DMT 2 is entitled Highways Impacts and states that Development proposals must ensure that: i) safe and efficient vehicular access to the highway network is provided to the Council's standards, iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

Assessment:

3.43 To meet the requirements of this policy, this revised application now proposes to omit the secondary side access previously proposed and retain the existing vehicular access from Wimborne Avenue without alteration. Safe and efficient vehicular access to highway network, will be provided as existing. Furthermore, safe, secure & convenient access to cycle storage, have been provided for 5 cycles as advised by the Highway Team.

3.44 Policy DMT 6 is entitled Vehicle Parking and states that 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 space standards require 1 car space per 2 bed unit for flats.

Assessment:

3.45 To meet the requirements of this policy, this application proposes the two parking spaces on the existing front driveway - with one space allocated per flat. No changes are proposed to the existing dropped kerb amenity, accessed via Wimborne Avenue. In addition, secure and covered cycle storage provision will be provided for all units.

<u>Supplementary Planning Documents</u>

3.46 The most pertinent documents relates to the HDAS '*Residential Extensions'* SPD (December 2008) and the HDAS '*Residential Layouts*' SPD (July 2006). Relevant extracts from the document are highlighted on this page:

3.47 The SPD states that a single storey rear extension is a common means of extending a house to provide extra living or garage space. Careful thought has to be applied to the size, depth, location, height and overall appearance of any rear extension. The design of a rear extension should not dominate the existing character of the original property but appear subordinate to the main house.

3.48 The Residential Extension SPD emphasises that the extension should always be designed so as to appear 'subordinate' to the original house. The SPD goes on to state that a range of pitched / hipped roof types may be acceptable, including mono-pitch and dummy pitch roofs. The roof should not exceed 3.4m at its highest point.

Assessment:

3.49 To meet the requirements of this policy, this application proposes minor alterations to an existing rear extension, to 'square-off' the existing built form, whilst maintaining the existing flat roof form as proposed.

3.50 The changes to the existing rear extension are therefore considered not be over-dominant or over-shadow the neighbour to the north and would not cause any loss of outlook and or daylight.

3.51 The Residential Layouts SPD states that two-bed & three-bed flats should be provided with 25sq.m & 30sq.m of external amenity space respectively. The proposal would provide sufficient external amenity space for the two flats as proposed, thereby complying with this Policy.

3.52 The Residential Layouts SPD seeks to ensure that new developments maintain and allow adequate levels of daylight and sunlight to penetrate into and between them.

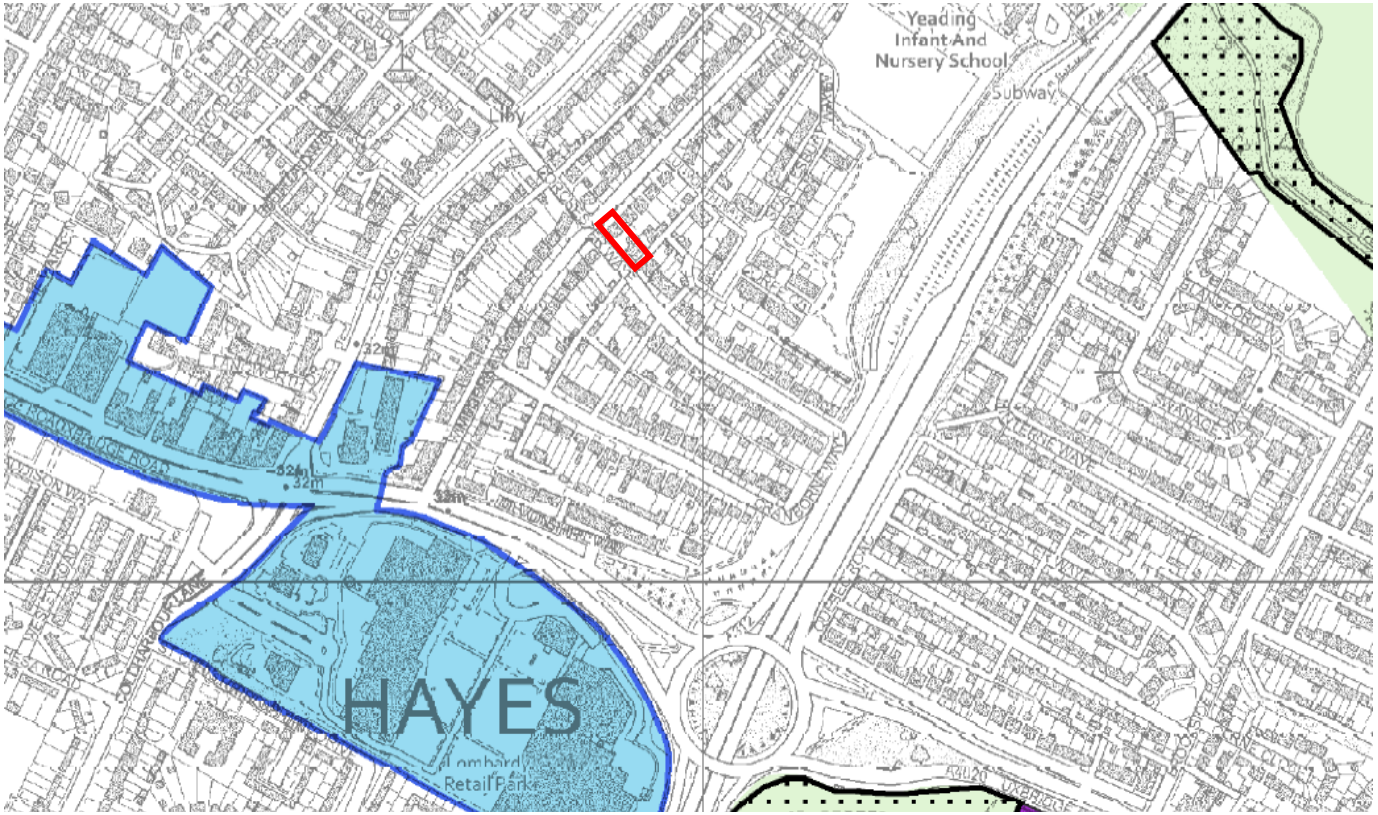
3.53 If windows are located on side elevations, they should be obscured glazed and fitted at high level.

3.54 The Residential Extension SPD emphasises that the applicant will also need to contact the Highways Department to ensure that new vehicle cross over dropped kerb complies with their requirement.

3.55 The Hillingdon's Paving Front Garden Guidance (2017) stresses that "*it is necessary to apply for an appropriate vehicle crossover or 'drop kerb'. When applying for a drop kerb you will be expected to provide information to show you are complying with the above legislation, such as the a plan of the front garden and cross section of the proposed permeable surfacing*".

3.56 The proposed development has been design to comply with the relevant local policies as mentioned above.

Proposals Map



Extract from the Hillingdon Local Plan Proposals Map

4.0 DESIGN AND LAYOUT

4.1 This application, forms part of the first resubmission, following the refusal of the previous application, Ref: 7371/APP/2021/3649, which proposed the conversion to three self-contained residential flats.

4.2 This revised application, now looks to address the core reasons for refusal, which focused on the extension works proposed and the introduction of a new side elevation vehicle access point.

4.3 This revised application, now seeks formal Planning Permission, for the conversion of the existing two storey dwelling into 2 x self-contained flats. Alterations to an existing garage amenity to form a single storey outbuilding to rear for use as a private gym to flat G.01. Associated amenity space, cycle and bin storage provision, plus minor alterations to the rear fenestration as proposed at 55 Wimborne Avenue, Hayes, UB4 0HQ.

4.4 This proposal has sought to follow the policies outlined within Chapter 3 of this statement. The key aspects of this revised proposal are highlighted below:

- The development encourages efficient and effective use of a site in a sustainable location;
- The development will take into consideration the existing outlook offered and will maintain neighbour amenity to existing and future occupiers;
- Based on the character profile of Wimborne Avenue, the development would introduce modest fenestration changes which respond to other extension works already present within the surrounding area;
- The development would allow for the internal redesign of the existing dwelling to facilitate two generously sized self-contained units;
- The overall design and layout would not undermine the visual integrity of the building.

4.5 This application forms part of a second stage application, following the approval for a Certificate of Lawful Development for a loft conversion and the carrying out of these approved works. (**Hillingdon Council's Planning Application Ref: 7371/APP/2021/75**).

4.6 To facilitate the sub-division to flats, this application proposes to retain the existing built form of the host building, save for minor fenestration changes to the existing rear extension, to 'square-off' the existing built form. Minor changes to window positioning and sizes are also proposed, to afform an appropriate outlook to prevent overlooking etc. This application, omits the previously proposed side extension, allowing the building to maintain the set-in from the side boundary with Dorchester Waye, providing scope for soft landscaping to enhance the sites usability.

4.7 The proposed dwellings would be arranged over the ground, first and second floor levels, with a two-bed garden flat arranged over the ground floor, with direct access to off-street parking and a private rear garden amenity, in excess of 80sq.m, via Wimborne Avenue. This flat would be accessed via the communal hallway at entrance level, whilst supporting duel aspect with front and rear window outlooks provided.

4.8 The proposed first floor flat, would be a maisonette unit, arranged over the first and loft floor levels and would support three bedrooms. A dedicated private garden amenity would be provided for this flat, with access and off-street parking, also accessible via the existing dropped kerb direct from Wimborne Avenue.

4.9 No fenestration changes are proposed to the front elevation of the host building, as part of this proposal. Minor alterations are proposed to the rear fenestration to 'square-off' the existing rear extension, to enhance the usability of the existing floorspace. Minor fenestration changes are proposed to existing side and rear windows, with a view to providing an appropriate window hierarchy, matching the floors above & below. All materials proposed, have been designed to match existing. The proposed elevations will be finished with matching render, painted white, as already featured on the building, which would maintain its overall appearance when the property is viewed from public vantage points. The proposed changes would therefore comply with the Council's HDAS: Residential Extensions SPD guidance.

Quality of Accommodation

4.10 With regards to Quality of Accommodation, the London Plan requires that all new dwellings, must meet the minimum gross internal areas (GIA's) set out in policy D6. The proposed dwellings would have a GIA of 90.6sqm (Unit G.01) & 102.02sqm (Unit 1.01) respectively. Therefore, the dwellings would meet the minimum standards for two & three bedroom dwellings.

4.11 In addition, the proposed dwellings, also meets the standards set out in the government's Technical Housing Standards, as follows:

- The flats support sufficient areas for cupboard (storage space;
- The double bedrooms are at least 2.75m wide;
- The double bedrooms are at least 11.5sq.m in usable floorspace; &
- The floor to ceiling height is 2.5m or greater for at least 75% of the GIA

4.12 Both units as proposed, would be double aspect. This has many inherent benefits including better daylight, a greater chance of direct sunlight for longer periods, natural cross-ventilation, a greater capacity to address overheating and a choice of views. Outlook is the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The maisonette dwelling would enjoy elevated views out of all windows/roof lights as proposed.

Housing - Principle of Development and Layout

4.13 The NPPF and local policies emphasise the need to deliver high-quality new housing, ideally on existing (previously-developed) brownfield sites in sustainable urban areas with access to transport links and local shopping facilities. The new London Plan substantially increases Hillingdon's housing target and places a new emphasis on delivering new housing through redevelopment of small sites. Hillingdon now has one of the highest housing targets in London at 10,830 over the 10 years between 2019 & 2029.

4.14 London is suffering from an acute shortage of housing. Central Government requires Hillingdon to address this housing shortfall where possible. A sustained high housing target will necessarily put pressure upon the continued protection of Green Belt, MOL and other open spaces in the borough.

4.15 According to modelling in the GLA's London wide Strategic Housing and Land Availability Assessment (SHLAA) in 2017, small sites are capable of delivering a large proportion of Hillingdon's housing capacity.

4.16 New homes provided through minor extension works are an effective way to make use of existing buildings and land. It can alleviate the demand to release Green Belt land and other open spaces for development which is a pressure, referenced in the Housing Delivery Action Plan (HDAP). The proposed development to form two self-contained flats with the retention of a three-bed family unit with access to a rear garden amenity, would make efficient use of land in a sustainable location and contribute to meeting the councils demanding housing target.

Design & Character

4.17 The application site at 55 Wimborne Avenue, as existing is a detached family dwelling, set in from the corner junction with Dorchester Waye, offering a piece of architecture, in keeping with the prevailing character of the area. The building positively addresses its corner location through its height, scale and detailed façades. The building relates well to the scale, massing and design of the neighbouring properties which are predominantly two-storey detached or semi-detached dwellings with pitched roofs. The building has a clear vertical emphasis which is supported by the loft extension works previously approved and now having been carried out on site. With the benefit of this loft extension works recently carried out, the building now has three-storeys; with a pitched roof angled away from the street with overhanging eaves.

4.18 This application seeks to retain the existing roof form with no changes proposed at roof level. The side extensions, previously proposed, have been omitted as part of this revised proposal, following the previous application refusal. Works are now limited to minor changes to the existing rear extension, to minimise the impact of the appearance of the host building from street level.

4.19 The proposed internal layout would comprise 1x 2-bed flat at ground floor level plus 1x 3-bed maisonette over the first and loft floor levels. The proposed units would be provided with internal floor spaces that exceed the London Plan's minimum space standards for two-bed and three-bed residential units, thereby complying with Policy D6 of the London Plan (2021) and the Private internal space standards advocated under Table 3.1.

4.20 Both flats benefit from a private amenity space within the rear garden. The ground floor flat support direct access to a private rear garden of 83 sq.m. The upper floor maisonette flat would in addition, benefit from access to a private garden located to the rear of the site; at 83.7 sq.m, accessed via a side path via the front driveway amenity. The Proposed plans, submitted with this application, show that the proposal would provide sufficient external amenity space for this three-bed unit, thereby complying with Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (Jan 2020).

4.21 No extensions or alterations are proposed at first or loft floor levels, other than minor fenestration changes at first floor level to the rear elevation. These works are therefore considered to be acceptable and in accordance with the design guide for residential extensions given that the property is located on a corner plot.

4.22 The proposed window fenestration changes would be appropriately sized and would be white upvc in finish, to match the prevailing style seen on the host property. It is therefore considered that the development would add visual interest to the façades without being overly dominant to the overall design of the building.

4.23 As the proposed extension works are limited to minor changes to an existing single storey rear extension. It is the applicants assertion that there would not be an issue of overlooking of habitable rooms from ground floor level. Furthermore, no overlooking concerns would be evident from the proposed first floor window changes, over that as currently existing. The window openings to the side elevation fronting Dorchester Waye, are to be removed, to prevent overlooking, when accessing the rear gardens. The proposal would therefore comply with local policies.

4.24 The proposed alterations would be built using high quality materials to preserve the character of the building and surrounding area. The proposal would retain an area of soft landscaping at the front of the property, whilst introducing screened facilities for refuse and recycling storage amenities, with access to an appropriate refuse collection point, close to the public highway for collections.

4.25 With regards to Trees and Landscaping, there are no tree on site, that could affect this development as proposed. Both of the proposed rear gardens, would be finished with appropriate soft landscaping, to include flower bed borders and areas laid to lawn. Similarly, the proposed front garden would be landscaped as proposed, primarily laid to lawn.

4.26 As part of the consultation from the previous refused application, the Tree and Landscaping Officer advised that street trees and lamp column within the grass verge alongside the back garden in Dorchester Waye, should be shown on plan. This revised application, now shows these items, annotated on plan. With the omission of the gated vehicle access, crossover and dropped kerb (previously proposed) this application now asserts that the street trees and lamp columns would be unaffected by the revised development now proposed.

4.27 This proposal has also looked to address Highways requirements following the comments raised as part of the previously refused application.

4.28 With regards to car parking and layout, this revised development is considered to comply with Policy DMT 2 & DMT 6, as outlined in Appendix C Table 1 of Hillingdon Local Plan: Part 2 - Development Management Policies. This Policy requires 2 parking spaces for the two flats now proposed, which have been provided, as part of this application. No changes are proposed to the existing dropped kerb amenity, accessed via Wimborne Avenue.

4.29 To address the requirements of Policy DMT 2, this revised proposal, provides safe, secure and convenient access to cycle storage facilities for 5 cycles. Two cycle spaces for the two-bed flat and 3 cycle spaces for the three-bed flat.

4.30 The Cycle parking as proposed, would be housed within secure cycle 'bunkers' set within the private rear garden amenities, which can be accessed externally, without passing through the respective flats. These cycle storage amenities, accord with the London Plan minimum standards for secure and covered spaces.

4.31 As part of the consultation from the previous refused application, the Highways Officer advised drawings should be provided, showing the existing lamp column, to demonstrate that the proposed layout is in accordance with the Councils footway crossover policy and that swept path drawings should be provided, to show how vehicles will access and egress from the bays.

4.32 It is noted that this revised application, now omits the previously proposed side vehicle access from Dorchester Waye. Furthermore, no changes are proposed to the existing dropped kerb from Wimborne Avenue, which currently provides access to the existing two off-street parking spaces on the current driveway.

4.33 As requested, this application now provides the swept path analysis drawings Ref: (WMBAV-D402 - Proposed Vehicle swept path), showing how vehicles will access and egress from the bays.

4.34 This application looks to provide a physically protected pedestrian visibility splay at the proposed vehicle entry point to the host site. This visibility splay will be 1.5m long, with no obstructions of more than 0.6m high from where the vehicle access meets the back edge of the footway. Please refer to the Proposed Site Plan - (WMBAV-L401).

4.35 In line with Policy DMT 6 of The Hillingdon Local Plan: Part 2 Development Management Policies (2020), this application provides two Electric Vehicle Charging Points (EVCP) as shown on the proposed Ground Floor Plan (WMBAV-P401).

The principle of the development

4.36 The NPPF has a requirement to encourage the effective use of land by re-using land. Hillingdon Local Plan: Part Two, states that the conversion of single dwellings into more dwellings can enable more effective use of sites to be achieved. However this type of development must seek to enhance the local character of the area. The guidance advises that conversion of houses into flats is unlikely to achieve a satisfactory environment where properties have a floorspace of less than 120 sq.m and that the redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing.

4.37 The Hillingdon Local Plan: Part Two - Development Management Policies, therefore seeks to protect the impacts of flatted development on the character and amenity of established residential areas.

4.38 Wimborne Avenue is a predominantly residential street, comprising of approx. 120 dwellings including flatted developments. With limited history of house to flat conversions, the proposed conversion would therefore be well under the 10% threshold. Furthermore 55 Wimborne Avenue (as existing) supports a floor area of 194 square metres and therefore can provide a satisfactory living environment for the two residential flats as proposed. The principle of conversion is therefore considered acceptable.

4.39 This proposed is therefore considered to provide well-designed, oversized and specious family units, with access to appropriate external amenity provision, cycle storage, parking and waster storage amenities. Moreover, the proposal would harmonise with the scale, form, architectural composition and proportions of the original building as well as harmonising with the existing street scene.

4.40 The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties.

Assessment:

4.41 This application proposes a residential scheme that addresses this requirement by proposing two family sized units to fulfil the need for family accommodation.

4.42 Policy DMH 2: Housing Mix states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

Assessment:

4.43 This application proposes a residential scheme that addresses this requirement by proposing two family sized units (1x 2-bed flat at ground floor level plus 1x 3-bed maisonette over the first and loft floor levels) to fulfil the need for family accommodation.

4.44 Policy DMH 4: Residential Conversions and Redevelopment of the Hillingdon Local Plan: Part 2 - Development Management Policies states that Residential conversions... will only be permitted where:

i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
iii) internal floor area of the original building… is at least 120 sqm; and
iv) units are limited to one unit per floor for residential conversions.

4.45 The explanatory text at paragraph 4.11 of the LPP2 states that, in recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation. Policy DMH 4 of the LPP2 aims to address these issues by controlling the number of residential conversions and the size of the original residential units from which conversions are achieved. Criterion (iii) of the policy only permits the redevelopment of dwellings into new flats where the internal floor area of the original building to be converted is at least 120sqm.

4.46 The policy is designed to ensure that the accommodation which is replacing the single family dwelling house is of a size that could accommodate a family, as family sized dwellings are the identified need within the Councils Strategic Housing Assessment and Local Plan.

Assessment:

4.47 This application proposes a residential scheme that addresses this requirement by proposing a compliant scheme with the following amenities:

a. Two family sized units proposed
b. 3-bed maisonette flat proposed, to fulfil the need for family accommodation
c. Survey of the properties converted to flats, shows less than 10% (6.4%) have been converted already.
d. internal floor area of the original building, exceeds 120 sqm;
e. Proposed flats are limited to one unit per floor;
f. No increase in on-street parking, as two parking spaces are proposed;
g. No loss of front garden as this existing amenity will be retained;
h. No impact on existing street scene as no changes proposed to street elevation;
i. No loss of family accommodation as a three-bed unit is proposed

Proposed Outbuilding:

4.48 This application, proposes the retention of the existing garage to the rear of the site and its redevelopment to form an outbuilding amenity as an ancillary space (gym) for the sole use of the ground floor flat (G.01) with minor alterations to its existing fenestration. The outbuilding would be sited within the rear garden and would retain its low level flat roof with an internal floor area of approx. 29 square metres. The outbuilding is positioned against the rear boundary wall allowing the retention of a large garden area in between. The outbuilding would not be visible from the adjacent Dorchester Waye. Given its limited height and its existence at present as a garage, the structure would remain largely obscured and would not appear unduly prominent from the public domain.

4.49 The proposed outbuilding would comprise of a single storey composition, would have a low level height and would be situated a satisfactory distance from the rear wall of the adjoining neighbours. As such by reason of its size, scale and design, the outbuilding is considered not to result in an adverse impact upon the residential amenities and light levels of the adjoining and nearby properties. Additionally the windows and door would face the host dwelling and its private amenity area which overcome the issues of overlooking and loss of privacy. Subsequently, it is considered that the size and use of the outbuilding as incidental to the ground floor flat and subordinate to the main dwelling house, should be considered acceptable.

4.50 The proposal is therefore considered to comply with the objectives set out in Policy DMHB 11: Design of New Development of The Hillingdon Local Plan: Part 2 - Development Management Policies.

Existing Front Elevation



Proposed Front Elevation

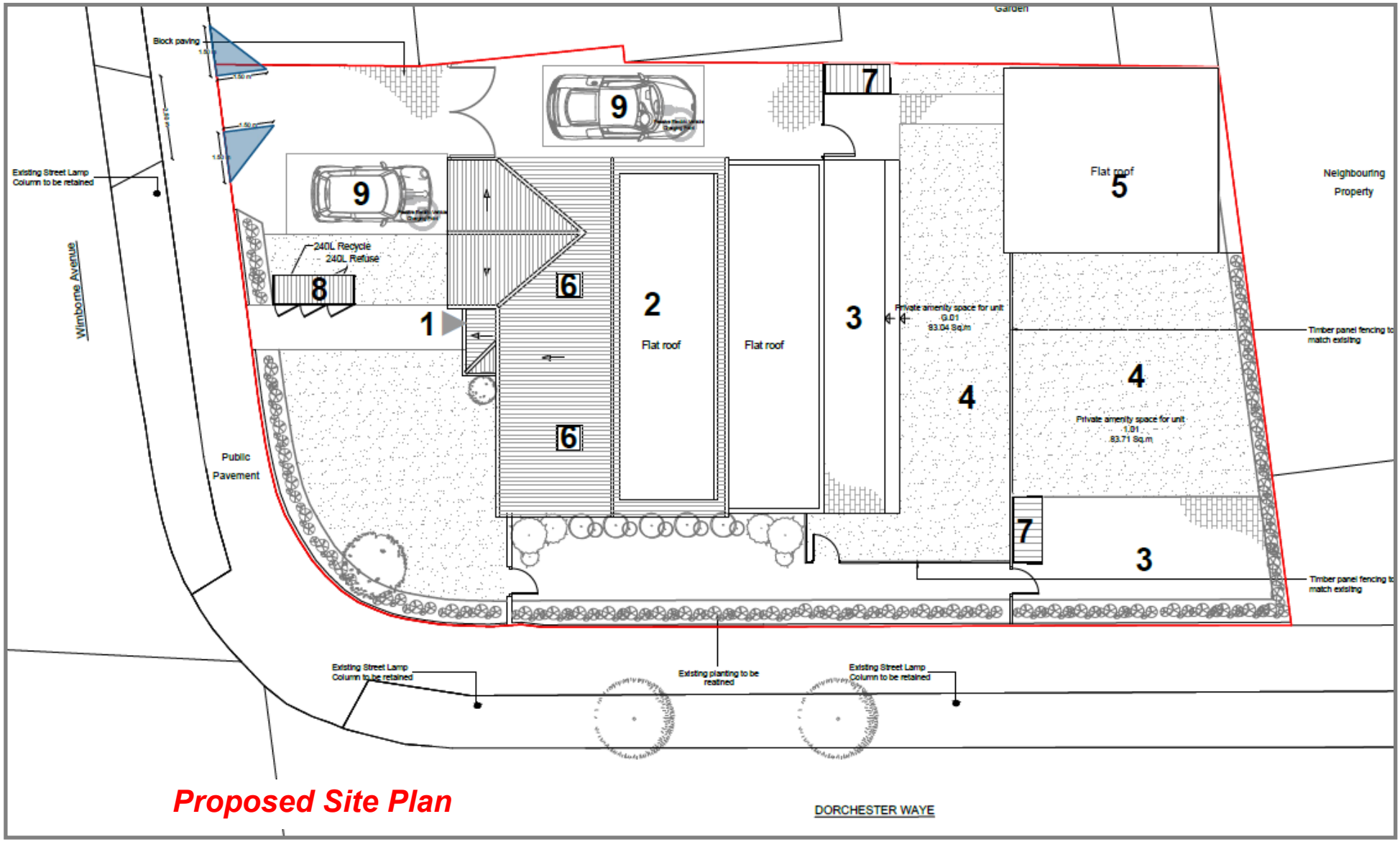


Existing Rear Elevation

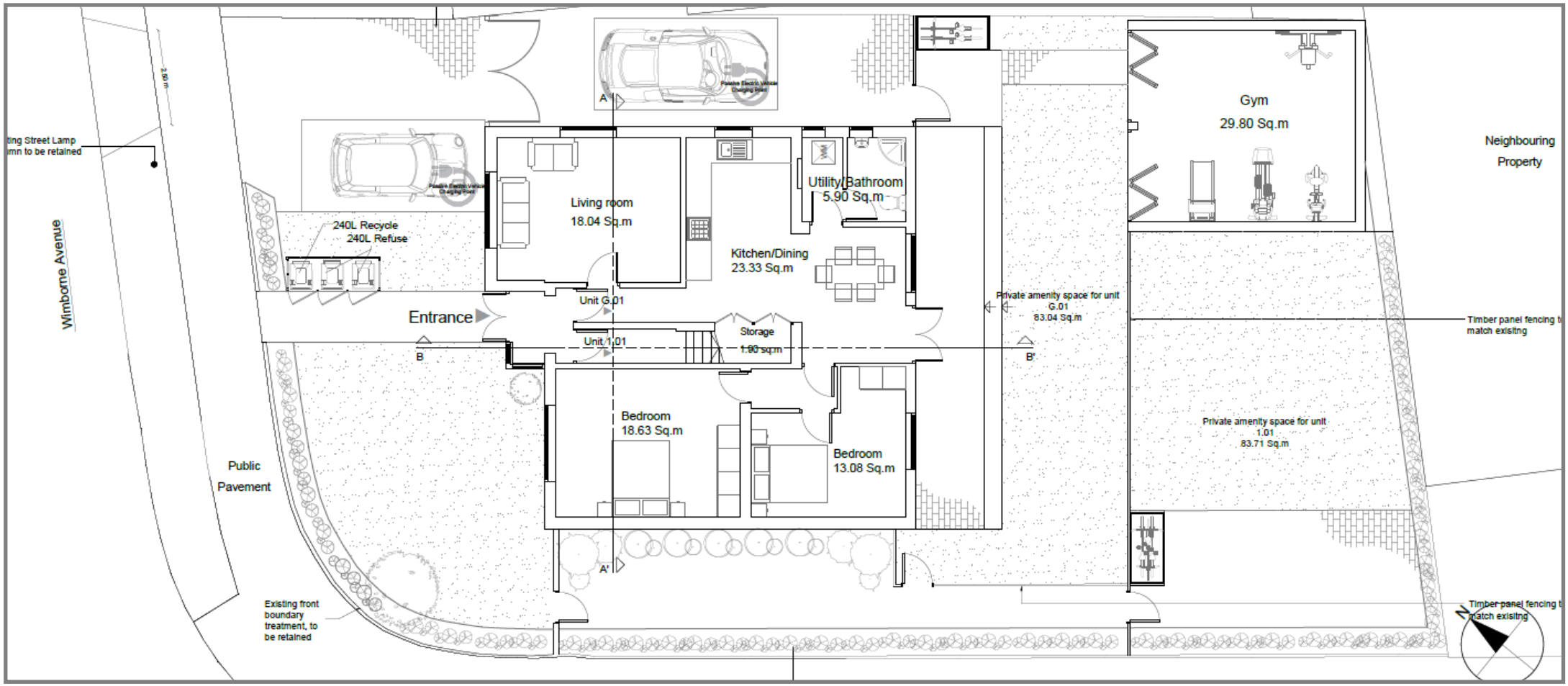


Proposed Rear Elevation

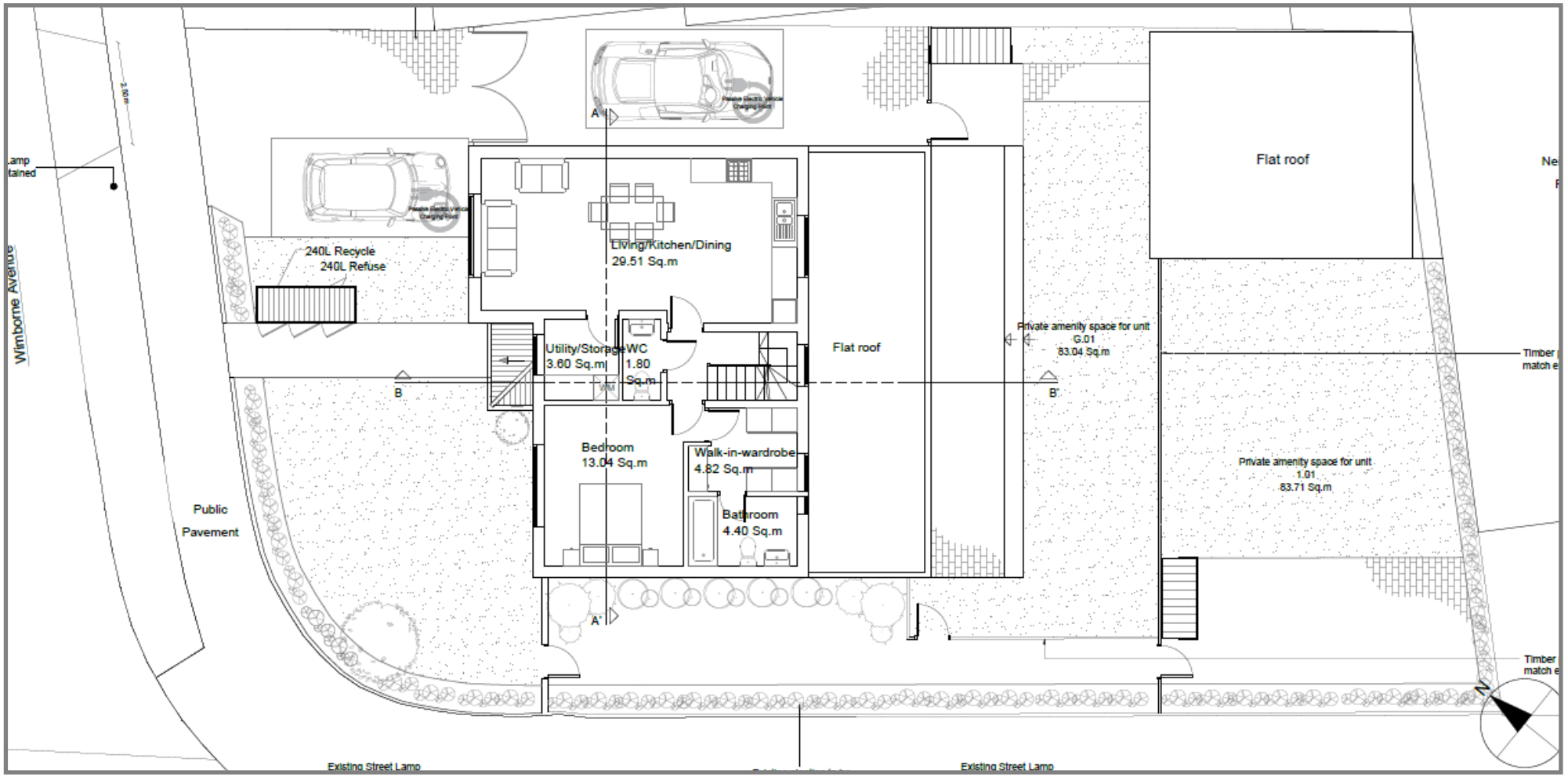




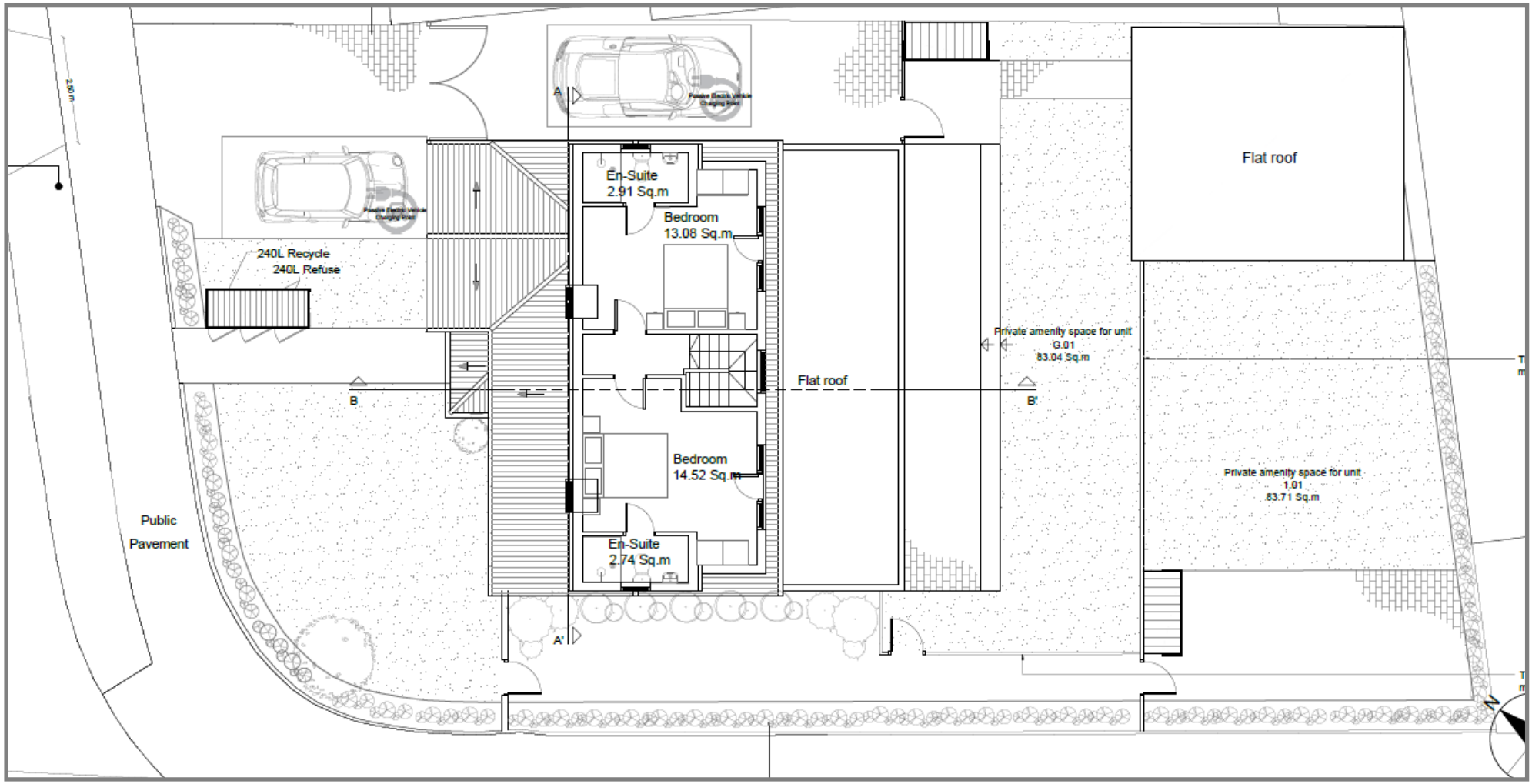
Proposed Site Plan



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Loft Floor Plan

5.0 ACCESS

Vehicular Access and Parking

5.1 No changes would be carried out to the access into the building, which would be retained through the main front door. The proposal would provide two off-street parking spaces as existing.

5.2 Five cycle parking spaces would be provided within two separate secure cycle stores, set within the private rear garden amenities at the rear of the property, in line with Council's parking standards. External access to the cycle store, provided for ease of access and to encourage use.

5.3 The existing dropped kerb at the front of the property (located on Wimborne Avenue) would be retained without alteration. The existing dropped kerb would serve the two parking spaces as existing. This application would retain and enhance the majority of the soft landscaping to the garden which will positively impact on sustainable urban drainage.

5.4 The proposal is not expected to have any significant impact on traffic generation.

Inclusive Access

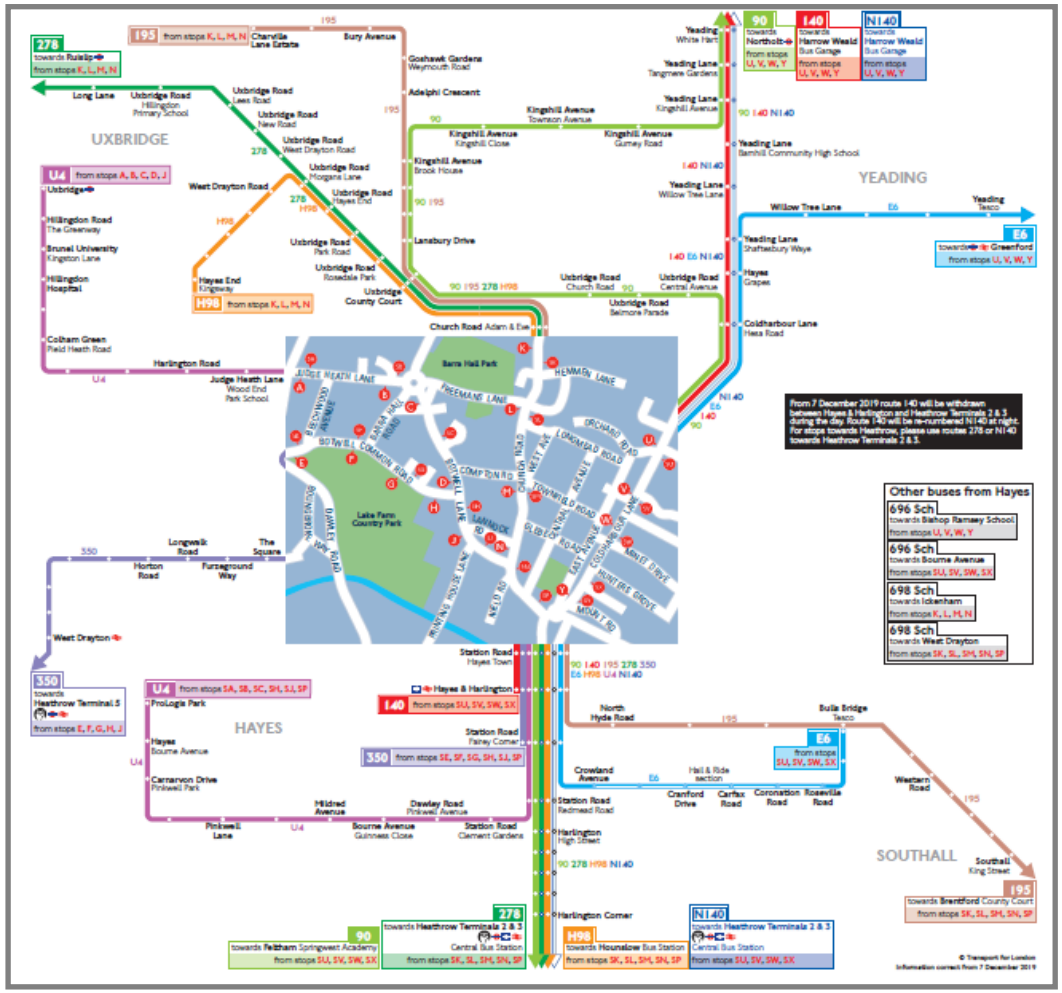
5.5 The proposed works would ensure that accessibility is reflective of the lifetime homes standards to account for differing needs of future residents. The development in any event would be compliant with the relevant requirements of Part M1 & M2 of the Building Control Act.

Refuse and recycling

5.6 Refuse & recycling bin storage and collection arrangements are proposed as part of this proposal. A screened refuse storage, is proposed to the front of the site, to ease collection.

Public Transport

5.7 The site is sustainable when taking into account the public transport links all within walking distance from the nearest train station at Hayes & Harlington. A number of bus routes give both existing and future occupants ease of travel without ownership of a private motor vehicle. Bus travel forms the closest form of public transport providing access to a wide variety of locations throughout West London. Please see the map opposite.



Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
Sch	School journeys

Source: TFL

6.0 CONCLUSION

6.1 This application, forms part of the first resubmission, following the refusal of the previous application, Ref: 7371/APP/2021/3649, which proposed the conversion to three self-contained residential flats.

6.2 This revised application, now looks to address the core reasons for refusal, which focused on the extension works proposed and the introduction of a new side elevation vehicle access point.

6.3 This revised application, now seeks formal Planning Permission, for the conversion of the existing two storey dwelling into 2 x self-contained flats. Alterations to an existing garage amenity to form a single storey outbuilding to rear for use as a private gym to flat G.01. Associated amenity space, cycle and bin storage provision, plus minor alterations to the rear fenestration as proposed at 55 Wimborne Avenue, Hayes, UB4 0HQ.

6.4 The application site is recognised as being located in a sustainable location whereby existing and future residents will benefit from all the public transport facilities located a short walk to and from the site.

6.5 The development is being proposed in full compliance of the National Planning Policy Framework (NPPF) and the relevant Development Plan Policies in the form of the London Plan 2021 and the Hillingdon Local Plan (Parts 1 & 2). The proposal also pays attention to the adopted Residential Extensions and Residential Layouts Supplementary Planning Document (2009).

6.6 The site lies within an established residential area, hence, the principle of the intensification of the residential use of the site is considered acceptable. The development is now considered to be reflective of other similar conversions and makes an effective use of the existing building without compromise to the wider character.

6.7 Overall, the proposed development has been designed to comply with the relevant local policies as mentioned in Chapter 3. In essence it is considered that the development should be looked upon favourably based on the many merits that outline this case. It is our opinion that the general principle of this development should make this scheme acceptable by Hillingdon Council.

6.8 For the reasons outlined above within this statement, it is respectfully requested that the Council look upon this revised scheme favourably and recommend this application for approval.

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