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Case Officer: James Wells
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Date: 11th October 2021
Our Ref: 76590/PRC/2021/160

Dear Daniel Wynn

RE: New dwelling

SITE: Land Adj To 2a North Hyde Road Hayes

I refer to your request for pre-application planning advice dated 13.07.21 and our subsequent meeting on 05.10.21 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers: Pre app plans & elevations - 100 - received 13 Jul 2021

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site is located on the north side of North Hyde Road, approximately midway between its junctions with Station Road to the east and Dawley Road to the west. Submitted photographs indicate that the site appears to have formerly been a garden or part of the garden of one of the dwellings in North Hyde Road or Keith Road, to the north of the site. The area is mixed use in character, comprising terraced and semi-detached properties on the north side of this part of North Hyde Road and mainly commercial development on the south side of this part of North Hyde Road.

The Council's GIS system indicates that the site is located in the Hayes Housing Zone, the Hillingdon Air Quality Management Area, the Hayes Air Quality Focus Area and has a Public Transport Accessibility Level of 4.

The Proposal

The application seeks advice with regard to the erection of a two-storey, 3 bed, detached dwelling.

Planning Policy

Development Plan

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

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

The proposed development has been assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), including Supplementary Planning Guidance, and all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Other Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMEI 9	Management of Flood Risk
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP D8	(2021) Public realm
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply

Main Planning Issues

1. Principle of development

The application site is located in the developed area of the borough where new development is acceptable in principle subject to compliance with relevant development plan policies.

Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

First floor windows are proposed, including one in the front elevation that is likely to cause overlooking and loss of privacy to the existing properties in North Hyde Road. The proposed dwelling is also likely to cause loss of light and adversely affect the outlook of the existing properties in North Hyde Road. One on-site car parking space is proposed, sited parallel with North Hyde Road. The Highways Officer advises that parallel parking to the carriageway shall not be permitted and the layout of the car parking space is substandard. However, given the sites good PTAL rating of 4 and local parking restrictions, a car free development may be acceptable to the Council. The proposed development is more intimate in mass and scale and lower than the existing adjacent dwellings. No trees, shrubs and wildlife habitat are retained or re-provided.

Because of the likely overlooking, loss of privacy and loss of light/outlook to the existing properties in North Hyde Road, the proposed development is not considered to comply with the amenity requirements of Policy DMH 6.

2. Design

The NPPF (2021) notes the importance of achieving design which is appropriate to its context stating that 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents such as design guides and codes.'

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

Policy GG4 of the London Plan (March 2021) seeks to ensure that more homes are delivered. Policy H1 of The London Plan (2021) promotes the optimisation of the potential for housing delivery on all suitable and available brownfield sites.

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

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed detached dwelling would be sited only approximately 6 metres west of the existing dwelling at 2A North Hyde Road. The existing dwellings at 2A to 2D North Hyde Road are three storey with a flat roof. The proposed detached dwelling is two storey with a flat roof. Given the similarity of the design of the proposed detached dwelling to the existing dwellings at 2A to 2D North Hyde Road and that there are other existing commercial buildings in the local area with flat roofs, the proposed two storey with a flat roof design approach is understood. Nevertheless, there are concerns that the proposed development appears overly cramped and contrived, given the constrained site and proximity to adjacent buildings and the location of the proposed building in front of the adjacent established building line. Taking these considerations into account, there are some concerns from a design perspective.

3. Amenity

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The submitted plans indicate that the proposed detached dwelling would be sited only approximately 6 metres west of the existing dwelling at 2A North Hyde Road. The first floor window in the front / south-west elevation of the proposed dwelling would cause unacceptable overlooking and loss of privacy to the existing dwelling at 2A North Hyde Road and the position of the building, relative to adjacent windows is likely to cause loss of light and adversely affect the outlook of residents at 2A North Hyde Road, contrary to the amenity requirements of Policy DMHB 11.

The only windows in the rear / north-east elevation of the proposed dwelling appear to be obscure glazed. On this basis, the proposed development should not have an unacceptable impact on the amenity of the existing dwellings in Keith Road.

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should: meet or exceed the most up to date internal space standards, as set out in Table 5.1 of the Local Plan - Part 2 (2020).

The proposed dwelling appears to meet or exceed the minimum standard of 93sqm of internal space for a 3 bedroom, 5 person 2 storey dwelling.

Policy DMHB 18: Private Outdoor Amenity Space states:

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 5.2 of the Local Plan - Part 2 (2020).

The proposed dwelling appears to achieve an acceptable garden area of at least 60sqm for a 3 bed dwelling.

4. Highways

Highways Officer comments

From the limited information provided it would appear the proposal involves the erection of a new 3 bed dwelling on land adjacent to 2a North Hyde Road, with one on-site car parking space and cycle storage for 3 cycles.

The applicant seeks pre-app advice based on the limited information provided. The site achieves a PTAL rating of 4.

The London Plan adopted March 2021 sets the new maximum car parking standards on the London Boroughs and which came into immediate effect by further reductions in car parking provisions (with exceptions to very low PTAL areas/opportunity areas).

Consequently, the maximum car parking standards in the London Borough of Hillingdon's policy DMT6 of 2 spaces per dwelling is now superseded by the corresponding maximum parking standards in the London Plan which are further constrained and therefore for (all) dwellings the maximum parking standards are outlined in the London Plan Table 10.3: Outer London PTAL 4, 3+beds it is up to 0.5 - 0.75 spaces per dwelling, therefore in practical terms 1 car parking space can be provided. Also at least a 2 cycle space store is required.

The applicant is proposing one on-site car parking space arranged parallel with the highway given the red line boundary and it would appear cycle parking for 3 cycles at the rear of the site are to be provided.

Parallel parking to the carriageway shall not be permitted, the layout of the parallel car parking bay is substandard and the vehicle access for the proposed parking bay is opposite the bus stop cage which under normal circumstances approval will not be given to dropped kerbs within the lines of a bus cage; see policy and guidance below:

The Council's domestic vehicle footway crossover policy sets out the framework in relation to requests made for front garden, open plan parking:

https://www.hillingdon.gov.uk/media/2123/domestic-vehicle-footway-crossover-policy/pdf/VCO_Appendix_A_New_Policy_050419_4.pdf?m=1590492295747
and <https://www.hillingdon.gov.uk/building-dropped-kerb>.

For pedestrian safety reasons in all new vehicle accesses, it is necessary to maintain within the site areas measuring 1.5m by 1.5m, with no obstruction more than 0.6m high, either side of where the vehicle accesses meet the back edge of the footway, known as pedestrian visibility splays, within which unobstructed visibility is available for drivers to see and be seen by pedestrians on a footway to avoid a potential hazard in time. The splays must be wholly within the site's curtilage.

In line with The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: there is also a requirement for an Electric Vehicle Charging Point (EVCP) provision.

Given it is a new build development, higher standards of design, build and safety are applied to car parking provision, access, layout and arrangements, they should be designed to improve safety for all road users.

Given the site's good PTAL rating of 4 and that North Hyde Road has parking restrictions and the nearby roads behind the site are controlled by a resident parking management scheme HY2 (permit holders only - Monday to Friday between 9AM to 5PM), consequently a car free development may be acceptable to the Council.

The applicant has shown 3 cycle parking spaces at the rear. The cycle parking should be in a secure and sheltered storage, the applicant is required to demonstrate that the layout and dimensions of the cycle storage is in accordance with policy DMT6.

RECOMMENDATION:

The applicant is advised to take on board and address the above comments in any future application submission.

5. Other

Access

Any future planning application would need to provide plans detailing compliance with the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition), clearly detailing the required dimensions and clear access zones within entrance lobbies, passageways living areas, bathrooms and bedrooms. Particular attention should be given to the size of the entrance level w/c which currently does not meet the minimum space standards. Level access would need to be shown to and into all external entrance doors. To this end, a scaled drawing no less than 1:100 should be submitted.

Landscape

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires:

- 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.

In the event of an approvable scheme, full landscaping details would be required.

Crime Prevention

The design and layout should also have regard to secure by design principals. You may wish to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

It is not considered that any planning obligations will be required.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014. The Hillingdon CIL charge for residential developments of 100sqm or more is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre of additional floorspace.

7. Application Submission

The Council has an adopted Local Planning Validation Checklist (June 2020), which sets out in full the documents required to accompany a planning application and is available on the Council's website.

8. Conclusion

The submitted plans indicate that the proposed detached dwelling would be sited only approximately 6 metres west of the existing dwelling at 2A North Hyde Road. The first floor window in the front / south-west elevation of the proposed dwelling would cause unacceptable overlooking and loss of privacy to the existing dwelling at 2A North Hyde Road

and the position of the proposed building is likely to cause loss of light and adversely affect the outlook for residents at 2A North Hyde Road. Furthermore, there are concerns that the development would appear overly cramped and would not contribute positively to the character and appearance of the area. These impacts would be contrary to the requirements of Policies DMH 6 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and could not be supported by the Council.

The Highways Officer has advised that parallel parking to the carriageway shall not be permitted and the layout of the parallel car parking bay is substandard. The vehicle access for the proposed parking bay is opposite the bus stop cage which under normal circumstances approval will not be given to dropped kerbs within the lines of a bus cage. However, given the sites good PTAL rating of 4 and local parking restrictions, a car free development maybe acceptable to the Council. The Highways Officer's full comments are set out in the above Highways section of this report.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

**James Wells
Planning Team Leader
Major Applications Team
London Borough of Hillingdon**

Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.