

## Report of the Head of Planning & Enforcement Services

**Address** 61 ADELPHI CRESCENT HAYES

**Development:** Conversion of dwelling to 1, two-bedroom flat and 1 studio flat, part two storey, part single storey side extension and single storey rear extension, involving demolition of existing detached garage to side and alterations to front.

**LBH Ref Nos:** 60953/APP/2011/1214

**Drawing Nos:** Design and Access Statement  
Location Plan  
369/PL01 Rev A Proposed Plans and Elevations  
347/EX01 Rev A Existing Plans and Elevations

**Date Plans Received:** 18/05/2011      **Date(s) of Amendment(s):** 31/05/2011

**Date Application Valid:** 02/06/2011

### 1. SUMMARY

Planning permission is sought for the conversion of existing dwelling to 1, two-bedroom flat and 1 studio flat. Erection of a part two storey, part single storey side extension and single storey rear extension, involving demolition of the existing detached garage to the side and alterations to the front of the property.

The proposed extensions and elevational alterations are acceptable however the parking arrangements are not considered acceptable.

### 2. RECOMMENDATION

**REFUSAL** for the following reasons:

#### 1        NON2        Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to possible on-street parking to the detriment of pedestrian and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Hillingdon's Adopted Parking Standards (Hillingdon UDP, Saved Policies, September 2007).

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located on the south side of Adelphi Crescent at its junction with Adelphi Way and comprises a modestly sized, two storey semi-detached house with a detached side garage. The attached house, 59 Adelphi Crescent, lies to the west and has a single storey rear extension. To the south east lies 3 Adelphi Way, a two storey terraced house with a single storey detached double garage, and a single storey rear extension. The street scene is characterised by similarly designed two storey semi-detached houses

and the application site lies within the 'developed area' as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). The application site is covered by TPO 24, however, there are no protected trees within the application site.

### **3.2 Proposed Scheme**

The previously refused scheme allowed on appeal (60953/APP/2007/3280) proposed the single storey side element of the two storey side extension set flush with the front wall of the application site, while the first floor was set 1m behind. The proposed part single and part two storey side extension measured 3m wide, 6.4m deep, 5.4m deep at first floor level, set 700mm behind the rear wall of the main house, and finished with a hipped roof set 0.4m below the main roof ridge. The part single storey front element was finished with a mono-pitched roof 2.75m high at eaves level and 3.8m high at its highest point.

The proposed single storey rear extension measured 7.1m wide for the full width of the application property wrapping around part of the flank wall of the main house and attached to the rear wall of the proposed two storey side extension. It measured 3.3m deep and was finished with a mono-pitched roof with a flat roof element along the flank wall of the application property, measuring 2.75m high at eaves level and 3.2m high at its highest point.

This current application incorporates the elements of the previous scheme allowed on appeal and is similar to that refused under application 60953/APP/2010/93, and indicated as acceptable on the most recently refused scheme. The most recently refused scheme was however refused on the grounds that:-

1. The proposal does not provide direct and convenient access to the rear garden area, and would result in the occupants of the first floor level flat having to gain access to the rear amenity area, by walking past the habitable room windows of the ground floor unit. This would result in a loss of privacy to the occupants of the ground floor unit and would fail to provide a satisfactory standard of accommodation to the future occupants of the ground floor flat.
2. The proposal would result in the dining/living room and kitchen windows of the ground floor unit being overlooked from the communal garden when used by the future occupiers of the first floor flat resulting in an unacceptable loss of privacy. As such, the proposal fails to afford an acceptable standard of internal living conditions and residential amenity to the future occupiers of the ground floor unit contrary
3. The floorspace of the proposed one bedroom first floor unit would be below the required 50sq.m for a one bedroom unit. As such, the internal size is inadequate and fails to provide an acceptable standard of amenity for future occupiers.
4. The proposal fails to meet the requirements of lifetime homes
5. The proposal would result in inadequate provision for car parking which would be likely to cause on-street parking to the detriment of highway and pedestrian safety.

This application has been submitted in an attempt to address the previous refusal reasons and includes:- a studio bedsit flat at first floor measuring 49 square metres; An access to the rear garden for the first floor flat in the side elevation with a screened pathway to a divided rear garden to the rear, 3 parking spaces, accessible accommodation to meet lifetime home standards as set out in the SPD Accessible Hillingdon.

### 3.3 Relevant Planning History

60953/APP/2005/3129 61 Adelphi Crescent Hayes

ERECTION OF PART SINGLE STOREY AND PART TWO STOREY SIDE EXTENSION, PART SINGLE STOREY AND PART TWO STOREY REAR EXTENSION (INVOLVING DEMOLITION OF THE EXISTING DETACHED GARAGE).

**Decision:** 01-08-2006 Refused

60953/APP/2006/2483 61 Adelphi Crescent Hayes

ERECTION OF A PART SINGLE, PART TWO STOREY SIDE EXTENSION, AND SINGLE STOREY REAR EXTENSION WITH A PART FIRST FLOOR ADDITION ABOVE (INVOLVING DEMOLITION OF EXISTING GARAGE)

**Decision:** 07-11-2006 Refused

**Appeal:** 21-09-2007 Dismissed

60953/APP/2007/3280 61 Adelphi Crescent Hayes

ERECTION OF A PART SINGLE, PART TWO STOREY SIDE EXTENSION, AND SINGLE STOREY REAR EXTENSION (INVOLVING DEMOLITION OF EXISTING GARAGE)

**Decision:** 26-02-2008 Refused

**Appeal:** 10-10-2008 Allowed

60953/APP/2010/93 61 Adelphi Crescent Hayes

Conversion of dwelling to 1 one-bedroom and 1 two- bedroom flats, part two storey, part single storey side extension and single storey rear extension, involving demolition of existing detached garage to side and alterations to front.

**Decision:** 23-04-2010 Refused

### Comment on Relevant Planning History

See above.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

**Central & South Planning Committee - 6th September 2011**

**PART 1 - MEMBERS, PUBLIC & PRESS**

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H7	Conversion of residential properties into a number of units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
BE20	Daylight and sunlight considerations.
BE22	Residential extensions/buildings of two or more storeys.
LPP 3.8	(2011) Housing Choice
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

15 adjoining owner/occupiers have been consulted. 1 letter of objection and a petition with 20 signatures have been received making the following comments:

Letter of objection:

The development is still too large and would result in the loss of light and privacy to neighbouring properties. The proposal would also lead to an increase in on street parking.

Petition:

"Having received communications regarding the new owners of the above address and their plans to change the type of property from two bedroom semi detached house to a four bedroom house and now to two flats. We are writing to object to the new plans that have been submitted.

If the building work went ahead as a four bedroom house the rear first floor window would have been a bedroom window. Converting the property into two flats now makes the same window a window for a kitchen/diner, so reducing the amount of privacy to the rear of the adjoining house no. 3 Adelphi Way.

The drawing submitted and available for viewing on the London Borough of Hillingdon, fail to give any dimensions. The original drawings for the four bedroom house showed the side extension built to the boundary line. If this is the case there would be no access for the owners of the upstairs two bedroom flat to the rear garden. By the nature of the triangular shape of the rear garden it seems to fall well below the required metrage set out in Design Principles 3.13 and 6.18 of the supplementary planning document: Residential Extensions.

The proposed extension, by reason of their scale, design and form, would fail to harmonise with the appearance of the original house and remain subordinate to it. As such the extension would be detrimental to the appearance of the original house and the visual amenities of the area.

We have concerns regarding the allocated double width parking to the front of the property as it appears to be situated on a busy 'T' junction with Adelphi Way.

There appears to be no other semi detached properties in the local area that have been divided into two separate flats.

Neighbours who share our views have also signed this letter of objection."

### **Internal Consultees**

Trees/Landscape:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other landscape features will be affected by the development although some of the front garden space will become hard-standing for parking and new footpaths. However, there is space and opportunity for soft landscape enhancement, subject to the following considerations:
  - The provision of cycle parking in the front garden is not desirable from an amenity (or security) point of view. This should be re-sited more discretely to the side or rear of the property.
  - Similarly, the bin stores should be discretely sited and screened from view from the road by soft landscaping.
  - The parking bays should be re-sited further into the site to ensure that there is adequate space to establish a front boundary hedge - and tree planting. The front boundary should be delineated and secured by a low wall or fence.
  - Where parking layouts are altered a part of an extension to a property, at least 25% of the front garden may be required to be maintained for planting and soft landscaping. In this case, the proposal meets this standard.
  - DCLG / EA guidance requires new driveways to be permeable, to meet SUDS requirements.
  - Due to the shared responsibility for the communal space to the side and front of the property, a management and maintenance plan should be conditioned.

No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

Waste Management:

I would make the following comments on the above application regarding waste management.

The plan does show that a space has been allocated for the storage of waste which is good practice. However, Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer.

The current waste and recycling collection systems are: -

Weekly residual (refuse) waste using sacks purchased by the occupier  
Weekly dry recycling collection using specially marked sacks provided by the Council.  
Fortnightly green garden waste collection three specially marked reusable bags provided by the Council free of charge.

The waste and recycling should be presented near the curtilage of the property on allocated collection days.

Access Officer:

In assessing this application, reference has been made to London Plan Policy 3A.5 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

As the existing dwelling does not lend itself to the principles of Lifetime Home Standards, it is recommended that the above policy is not applied in this instance.

Conclusion: acceptable.

Highways Officer:

Adelphi Crescent is a densely populated residential area benefiting from 7.0m wide carriageway and 2.5m wide footway on both sides and is accessed from Kings Hill Avenue. Adelphi Crescent is a bus route with part footway/carriageway parking.

Existing dwelling is located on the corner of Adelphi Way and Adelphi Crescent and is currently benefiting from sufficiently wide vehicular crossover accommodating two vehicles in the hardstanding front garden in addition to its detached garage.

Proposal is to convert existing two storey semi detached property into 1x2bed flat and one studio flat by demolishing existing detached garage and providing three off street vehicle parking spaces in the front garden.

While the number of spaces is acceptable, the access into the spaces is problematic, the orientation of spaces as well as the close proximity of these parking spaces to one another is highly problematic and an objection is raised to the scheme in this regard.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The principle of the conversion of the dwellinghouse is acceptable subject to Council's policies and standards.

### 7.02 Density of the proposed development

This is not applicable to this application.

### 7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

This is not applicable to this application.

### 7.04 Airport safeguarding

This is not applicable to this application.

### 7.05 Impact on the green belt

This is not applicable to this application.

### 7.07 Impact on the character & appearance of the area

The previous scheme allowed on appeal considered that the proposed extensions would harmonise with the character and proportions of the original house and would not be detrimental to the appearance of the street scene and surrounding area. As this current application proposes extensions which are identical in design, scale, bulk and appearance to that which formed part of the previous scheme allowed on appeal, that consideration remains the same for this current scheme.

Apart from the proposed extensions, the additional elevational alterations comprise the replacement of the entrance door with two separate entrance doors, one within the existing porch and one in the side elevation and the erection of a bin enclose along the flank wall of the two storey side extension. These elements are acceptable and would not detract from the residential character of the street scene.

The street scene is characterised by front garden parking incorporating hardstanding. At present the existing hardstanding extends to the front garage which is in line with the front wall of the application property. However, this current scheme proposes to reduce the extent of hardstanding by introducing a grassed area between the parking spaces and the front wall of the proposed extension. This is considered to be an improvement on the existing situation and as such, it is considered that the proposal would relate satisfactorily with the appearance of the street scene, in accordance with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and paragraph 4.23 of the Hillingdon Design & Accessibility Statement: Residential Layouts.

#### **7.08 Impact on neighbours**

The previous scheme allowed on appeal considered that the proposed extensions to the original house would not harm the residential amenities of adjoining and nearby properties. As this current application proposes extensions that are identical to that which formed part of the previous scheme allowed on appeal, that consideration remains the same for this current scheme.

It is considered that subject to adequate sound insulation, between properties and between floors within the property, the proposed conversion of the enlarged house would not result in a significant increase in noise and disturbance over and above that of a single family dwelling house. As such, the proposal would comply with policies BE20, BE21, BE24, OE1 and OE3 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The proposed 3 front garden parking spaces would be located some 5.5m from the ground floor bedroom window. This distance is considered to be sufficient to ensure that the use of the parking area would not harm the residential amenities of the occupiers of the ground floor unit through noise and disturbance. As such, the proposal would provide a satisfactory standard of accommodation to the future occupiers of the ground floor flat, in accordance with policies BE19, BE24 and H7 of the adopted Hillingdon Unitary Development Plan (Saved policies September 2007) and paragraph 4.12 of the Hillingdon Design & Accessibility Statement: Residential Layouts.

The current application differs from the previously refused scheme in respect of the layout and access of the rear amenity space. The previously refused communal rear garden space has been replaced by two private rear garden areas which have been divided. The first floor studio has a private rear garden area of 25 square metres which is accessed via a planted screened path from the access in the side elevation. The ground floor two bedroom flat has a private rear garden area of 29 square metres. It is considered that the access and use of these private rear garden areas would provide satisfactory levels of residential amenity to the future occupants of these properties in accordance with saved policies BE19, BE24 and H7 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and paragraph 4.12 of the Hillingdon Design and Accessibility Statement: residential Layouts.

#### **7.09 Living conditions for future occupiers**

The internal size of the ground and first floor units will measure approximately 69sq.m and

49sq.m, respectively in accordance with the advice as set out in paragraph 4.6 of the Hillingdon Design & Accessibility Statement: Residential Layouts.

With regards to Lifetime Home Standards, the access officer has advised that the existing dwelling does not lend itself to the principles of Lifetime Home Standards, it is recommended that the above policy is not applied in this instance.

In regards to garden spaces for house conversions, paragraph 4.17 of the Hillingdon Design & Accessibility Statement: Residential Layouts advises an amenity space of some 25sq.m for 2 bedroom flats, and 20 square metres for a studio/bedsit. The proposal would provide 29 square metres for the two bed flat and 25 square metres for the studio. Therefore the proposal would comply with policy BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposal involves extending the existing hardstanding to provide 3 off-street parking spaces.

The Council's parking standards require 1.5 spaces per flat, which equates to 3 spaces. The proposal would provide 3 off-street parking spaces however advice from the Council's Highways Engineer is that the orientation and location of parking spaces in relation to one another is such that access into and out of the spaces for vehicles is problematic, and as such there is an objection to the scheme in this regard.

#### **7.11 Urban design, access and security**

This is addressed at section 07.07.

#### **7.12 Disabled access**

See above.

#### **7.13 Provision of affordable & special needs housing**

This is not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

There are no protected trees on the site, however, there is an ornamental Pear Tree located on the highway verge between the application property and 59 Adelphi Crescent. This tree makes a positive contribution to the character and appearance of the street scene, and is not shown on the submitted plans.

The proposed car parking space has been extended eastwards away from this tree when compared to the previous scheme approved on appeal. It is considered that the proposal would not affect the long term survival of this highway tree, in accordance with policy BE38 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

#### **7.15 Sustainable waste management**

This is not applicable to this application.

#### **7.16 Renewable energy / Sustainability**

This is not applicable to this application.

#### **7.17 Flooding or Drainage Issues**

This is not applicable to this application.

#### **7.18 Noise or Air Quality Issues**

This is not applicable to this application.

#### **7.19 Comments on Public Consultations**

The third party comments are addressed in the report.

#### **7.20 Planning obligations**

This is not applicable to this application.

#### **7.21 Expediency of enforcement action**

This is not applicable to this application.

#### **7.22 Other Issues**

There are no other relevant issues.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **9. Observations of the Director of Finance**

This is not applicable to this application.

### **10. CONCLUSION**

While no objection is raised in terms of appearance, or impacts on amenity, the proposed parking arrangements are problematic and this application fails to demonstrate that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to possible on-street parking to the detriment of pedestrian and highway safety.

The application is considered to be contrary to policy AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Hillingdon's Adopted Parking Standards (Hillingdon UDP, Saved Policies, September 2007) and

refusal is recommended.

## **11. Reference Documents**

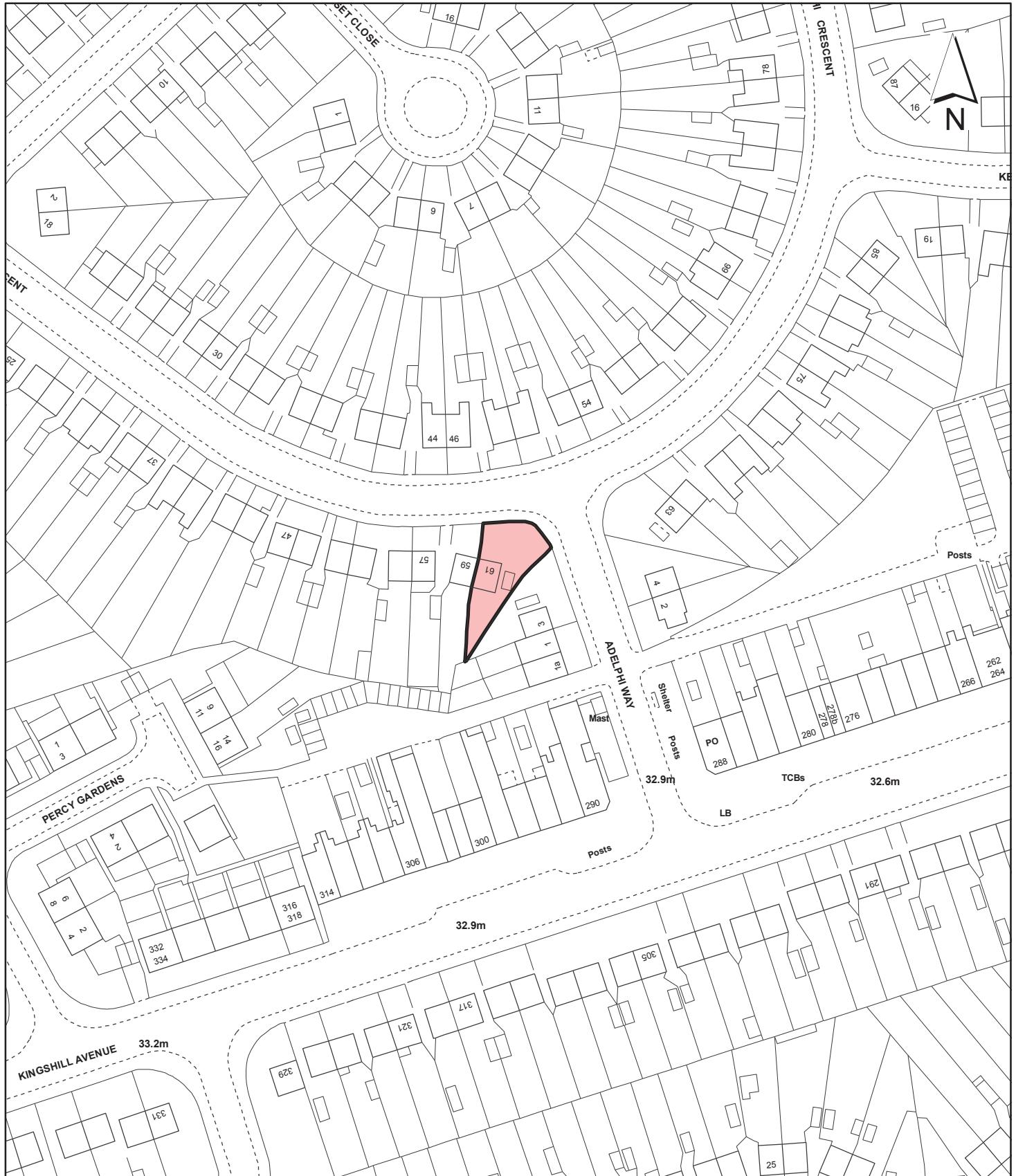
London Plan July 2011

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007)

Hillingdon Design & Accessibility Statement (HDAS): Residential Layouts

**Contact Officer:** Nicola Taplin

**Telephone No:** 01895 250230



## Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2011 Ordnance Survey 100019283

Site Address

# 61 Adelphi Crescent Hayes

**Planning Application Ref:**

60953/APP/2011/1214

## Planning Committee

## Central and South

Scale

**1:1,250**

Date \_\_\_\_\_

August  
2011

# LONDON BOROUGH OF HILLINGDON Planning

## Planning, Environment Education

## Environment, Education & Community Services

Civic Centre, Uxbridge, Middx, UB8 1UW



**HILLINGDON**  
LONDON