

Report of the Head of Planning & Enforcement Services

Address LAND REAR OF ST. MATHEWS CHURCH FORGE LANE NORTHWOOD

Development: 3 x two storey, 2-bed, terraced dwellings with habitable roofspace to include associated parking and amenity space involving the demolition of existing garage lock ups

LBH Ref Nos: 62125/APP/2012/281

Drawing Nos: Location Plan to Scale 1:1250
4 x Existing Photographs
11/2607/1B
Daylight and Sunlight Report
Design and Access Statement
11/2607/2A
11/2607/4A
11/2607/3A

Date Plans Received: 02/02/2012 **Date(s) of Amendment(s):** 02/02/2012
Date Application Valid: 22/02/2012 22/02/2012

1. SUMMARY

The scheme proposes to erect three, 2 storey, 2 bedroom terraced dwellings with habitable roofspace and associated parking and amenity space. The existing garages would be demolished. The proposal fails to meet all relevant council standards in terms of unworkable parking layout, private amenity space provision, distance from adjacent properties, unit size and failure to demonstrate refuse storage facilities and cycle storage. As such this application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development by reason of its, size, scale, bulk and siting would result in an overdominant and visually intrusive form of development, which would be detrimental to the amenities of adjacent residential occupiers in the adjoining terrace at the rear of St Matthews Church, contrary to policies BE19 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The floor area for the proposed dwelling is below the minimum required for a two-bedroom two/three storey dwelling. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy 3.5 and Table 3.3 of the London Plan (2011) and Policy BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

3 NON2 Non Standard reason for refusal

The proposal fails to provide an adequate amount of private usable amenity space for the future occupiers of the houses. As such, the proposal represents sub-standard

residential accommodation which would not afford adequate living conditions for its future occupiers. The proposal is therefore contrary to policies BE19 and BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 Non Standard reason for refusal

The proposal fails to provide a workable car parking layout, when taking into account the need to provide waste storage facilities and turning areas for emergency vehicles. The proposal is therefore deficient in off-street car parking provision and does not accord with the Council's adopted Car Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007) and accordingly would be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

5 NON2 Non Standard reason for refusal

The proposal has failed to provide adequate waste storage facilities, in a suitable location, in accordance with the Council's adopted standards, and therefore is contrary Policies BE19 and AM7(ii) of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

6 NON2 Non Standard reason for refusal

The proposal has failed to provide adequate cycle parking provision in accordance with the Council's adopted standards, and therefore the proposal is contrary to Policy AM7 of the Unitary Development Plan Saved Polices September 2007.

7 NON2 Non Standard reason for refusal

The proposal would fail to meet all relevant Lifetime Home Standards, contrary to Policies 3.1, 3.8 and 3.9 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a square shaped plot of land, 366sq.m in area, which is located to the north west of Forge Lane, at the rear of St Matthew's Church and comprises single storey derelict lock up garages in two blocks on the northern and southern boundaries of the site, with a small builders/scrap yard to the front of the southern 4 garage blocks. Immediately abutting the site to the north is a single storey vehicle workshop, to the east, beyond the vehicle access is a two storey Victorian terrace in use as the offices for a development company, Presbytery and ancillary residential accommodation for the church, the Metropolitan line to the west and a new three storey flatted development to the south (Nos 1 to 6 St Matthews Court, Forge Lane). The site lies within the Old Northwood Area of Special Local Character as identified within the adopted Unitary Development Plan (Saved Policies, September 2007).

3.2 Proposed Scheme

Planning permission is sought for the erection of a 12.95m wide two storey building with a mansard roof with habitable rooms in the roof space. The building would be 6.65m high to eaves level and 8.25m high to ridge level. The building would be sited on the northern

boundary of the site, abutting the adjoining workshop unit and be 3.85m deep on the ground floor.

The building would comprise 3 x two-bedroom, terraced houses. Each of the units would have a first floor rear balcony measuring 4.3sq.m. Main habitable room windows would be on the rear elevation, with only bathroom and kitchen windows on the front elevation. There are no windows proposed in the side elevations.

Six car parking spaces are proposed, two to serve each two-bedroom house. Three of these parking spaces would be situated at the front of the proposed houses and the other three parking spaces to the side of the building. Details of cycle store and a refuse store are not provided. Each two-bedroom house would have private amenity space to the rear of the property and including the balcony of approximately 53.86sq.m, 30.93sq.m and 34.27sq.m.

Landscaping would be proposed to the front of the site, consisting of hard landscaping with traditional stone cobbles and steel bollards with chains. Two trees are proposed on the corner as you enter the site and the rear gardens will be laid with grass.

3.3 Relevant Planning History

62125/APP/2006/2256 Land Rear Of St. Mathews Church Forge Lane Northwood
ERECTION OF A THREE STOREY TERRACE TO PROVIDE FOR THREE 3-BEDROOM DWELLINGS WITH A FRONT MANSARD ROOF SLOPE INCORPORATING 6 DORMER WINDOWS AT SECOND FLOOR LEVEL; TOGETHER WITH THE PROVISION OF FRONTAGE PARKING, CYCLE STORAGE AND A REFUSE BIN ENCLOSURE (EXISTING GARAGES TO BE DEMOLISHED)

Decision: 04-01-2007 Refused

62125/APP/2008/923 Land Rear Of St. Mathews Church Forge Lane Northwood
ERECTION OF A THREE STOREY TERRACE TO PROVIDE FOR 3 TWO-BEDROOM DWELLINGS WITH A FRONT MANSARD ROOF SLOPE INCORPORATING 6 DORMER WINDOWS AT SECOND FLOOR LEVEL; TOGETHER WITH THE PROVISION OF FRONTAGE PARKING, CYCLE STORAGE AND A REFUSE BIN ENCLOSURE (EXISTING GARAGES TO BE DEMOLISHED).

Decision: 15-08-2008 Refused

62125/APP/2009/729 Land Rear Of St Matthews Church Forge Lane Northwood
3 two-bedroom terraced dwellings with habitable roofspace and associated parking.

Decision: 23-02-2010 **Appeal:** 23-02-2010 Dismissed

Comment on Relevant Planning History

Planning permission was refused for the erection of a three storey terrace to provide for three 3-bedroom dwellings with a front mansard roof slope incorporating 6 dormer windows at second floor level, together with the provision of frontage parking, cycle storage and a refuse bin enclosure(Ref: 62125/APP/2006/2256) for the following reasons:

1. The proposed development by reason of its detailed design which includes windows at the front that have no uniform fenestration and by reason of its featureless windowless

rear and side elevations represents a mix of design features which are not characteristic of this part of the Forge Lane to the detriment of the visual amenities of Forge Lane. The proposal is therefore contrary to Policies BE13 and BE19 of the Borough's adopted Unitary Development Plan and the HDAS on Residential Layouts.

2. The proposed development by reason of its design, siting, overall height, bulk, and massing and excessive density gives rise to a cramped and incongruous form of development that would result in overdevelopment of the site. It therefore fails to harmonise with its surroundings and would be out of keeping with the character and appearance of the immediate locality, contrary to Policy BE5 and BE19 of the Borough's adopted Unitary Development Plan and the HDAS on Residential Layouts and the HDAS on Residential Extensions.

3. The proposal by reason of its siting, size and bulk in relation to adjacent neighbours would result in an over dominant and visually intrusive form of development which would be detrimental to the amenities of adjacent neighbouring residential occupiers contrary to policies BE5, BE20 and BE21 of the adopted Unitary Development Plan, as well as the HDAS on Residential Layout.

4. The proposal does not provide an adequate amount of private usable amenity space for the future occupiers of the houses. Accordingly, the development is contrary to Policy BE23 of the Borough's adopted Unitary Development Plan and HDAS on Residential Layout.

5. The proposal fails to provide sufficient off-street car parking for the three houses. As such the proposal is likely to result in on-street parking to the detriment of highway and pedestrian safety. The proposal is therefore contrary to Policies AM7 (ii) and AM14 of the Borough's adopted Unitary Development Plan and the Interim Car Parking Standards (2001).

6. The proposed development would result in the direct overlooking of the adjacent properties causing an unacceptable loss of privacy to existing occupiers. The proposal is therefore contrary to policy BE24 of the adopted Unitary Development Plan and HDAS on Residential Layouts.

7. The proposal by reason of its insufficient number and siting of windows would result in a lack of outlook and a reliance on artificial lighting that would be detrimental to the residential amenities of the future occupants of these houses, contrary to Policies BE20 and OE12 of the Borough's adopted Unitary Development Plan.

8. The development is estimated to give rise to a significant number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement has not been secured, the proposal is considered to be contrary to policy R17 of the adopted Unitary Development Plan.

Planning permission was refused for the erection of a three storey terrace to provide for 3 two-bedroom dwellings with a front mansard roof slope incorporating 6 dormer windows at second floor level; together with the provision of frontage parking, cycle storage and a refuse bin enclosure (Ref: 62125/APP/2008/923) for the following reasons:

1. The proposed development by reason of its design, siting, overall height, bulk, and massing and excessive density gives rise to a cramped and incongruous form of

development that would result in overdevelopment of the site. It therefore fails to harmonise with its surroundings and would be out of keeping with the character and appearance of the immediate locality, contrary to Policy BE5 and BE19 of the Hillingdon Unitary Development Plan, the Council's HDAS (SPD) "Residential Layouts" and Policy 3A.3 of the London Plan.

2. The proposal by reason of its siting, size and bulk would result in an overdominant and visually intrusive form of development, which would be detrimental to the amenities of adjacent neighbouring residential occupiers contrary to Policies BE5, BE20 and BE21 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP): Residential Layouts.

3. The proposal does not provide an adequate amount of private usable amenity space for the future occupiers of the houses to the detriment of the amenities of future occupiers and contrary to Policies BE19 and BE23 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP) Residential Layouts.

4. The proposed development by reason of its siting and design would result in the direct overlooking of the adjacent properties and direct overlooking of the proposed building from the adjacent residential flats causing an unacceptable loss of privacy to existing and future occupiers. The proposal is therefore contrary to Policy BE24 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP) Residential Layouts.

5. The development is estimated to give rise to a significant number of children of school age and additional educational provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement to address this issue has not at this stage been offered, the proposal is considered to be contrary to policy R17 of the Hillingdon Unitary Development Plan.

Planning permission was refused for 3 x two-bedroom terraced dwellings with habitable roofspace and associated parking in (Ref: 62125/APP/2009/729) for the following reasons:

1. The proposal, in terms of its layout, height, bulk, massing and excessive density gives rise to a cramped and incongruous form of development that would result in the overdevelopment of the site. It fails to harmonise with its surroundings and would be out of keeping with the character and appearance of the Old Northwood Area of Special Local Character, contrary to policy BE5, BE13 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and policy 3A.3 and Table 3A.2 of the London Plan (February 2008) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed development by reason of its siting, size and bulk would result in an overdominant and visually intrusive form of development, which would be detrimental to the amenities of adjacent residential occupiers in the adjoining terrace at the rear of the St Matthews Church, contrary to policies BE19 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposal fails to provide an adequate amount of private usable amenity space for the future occupiers of the houses. As such, the proposal represents sub-standard residential accommodation which would not afford adequate living conditions for its future occupiers. The proposal is therefore contrary to policies BE19 and BE23 of the adopted

Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4. The proposal, given the siting of two adjoining parking spaces at St Matthew Court which are not shown on Drw. No. 2841/1E, fails to provide a workable car parking layout for the western most unit when the adjoining space(s) are in use. The proposal is therefore deficient in off-street car parking provision and does not accord with the Council's adopted Car Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007) and accordingly would be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

This decision was the subject of an appeal which was dismissed in February 2010.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
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.
BE5	New development within areas of special local character
OE1	Protection of the character and amenities of surrounding properties and the local area
H4	Mix of housing units
AM14	New development and car parking standards.
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM7	Consideration of traffic generated by proposed developments.
OE5	Siting of noise-sensitive developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies,

September 2007)

- LPP 3.1 (2011) Ensuring equal life chances for all
- LPP 3.3 (2011) Increasing housing supply
- LPP 3.4 (2011) Optimising housing potential
- LPP 3.5 (2011) Quality and design of housing developments
- LPP 3.8 (2011) Housing Choice
- LPP 3.9 (2011) Mixed and Balanced Communities
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.3 (2011) Designing out crime

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

24 neighbouring properties were consulted by letter on 24th February 2012 and a site notice was posted on 2nd March 2012. Two letters of objection have been received, attached to which is a petition with 80 signatories, making the following points:

1. This application fails to address all the reasons for refusal of previous applications.
2. Over-development of a site with narrow and restricted access which could present difficulties for emergency vehicles.
3. The proposal is of excessive mass/bulk.
4. The proposal would be out of character in the Old Northwood Area of special Local Character, and would completely change a possibly unique survival of a late Victorian industrial street scene.
5. There would be an increase in traffic - providing 6 parking spaces seems excessive in relation to Council/GLA policy, and at present only one lock-up garage is in use and none of the other garages generate any vehicle movements.
6. The increase in activity would worsen an already unsatisfactory situation where there is no separate footway for pedestrians.
7. The Daylight and sunlight report is defective - it makes the assumption that the Presbytery is commercial in nature. In fact the ground floor windows facing the proposed development are the principal living rooms of the priests' accommodation, and are the only source of natural light for those rooms. It would appear that there will be a 'no-sky' impact on these rooms. The 25 section line test referred to in the report would certainly seem to be exceeded. It is difficult to be sure what would be the impact of the slope of the site - the report is based on the submitted plans which do not show the slope of the site, which could mean that the proposed roofline is even higher in relation to the Victorian terrace facing it.
8. The proposal would result in loss of amenity to residents of the Presbytery due to the perception of overlooking domestic rooms, the loss of direct view of the sky, and the excessive mass so close to the windows.
9. The arrangements for storage and collection of rubbish and recycling are not obvious. Forge

Lane is unsuitable for transit by refuse vehicles owing to lack of turning space (not achievable without trespassing onto the Church car park). At present rubbish has to be carried out by hand, and recycling is put out onto the footway of Hallowell Road (or often onto Church land, and any increase in volume would worsen the problem.

10. There is concern about the capacity of the foul water drainage - in heavy rain, sewage has been known to be forced up through the manhole at the angle of Forge Lane any increase in loading without remedial measures threatens to worsen the problem.

11. As noted in Appendix A of the supporting documents, the private amenity space for the proposed development is inadequate.

12. Given that the Design & Access statement envisages the possibility of the continuation of this style of building should further land become available (i.e. to the north), the proposal should be given the benefit of any latitude in the Council's requirements, as it would be the yardstick by which any further buildings might be judged.

13. The proposed development would also make doubtful the viability of the adjoining car workshop, owing to the loss of the use of garage space and parking space, and thus be contrary to the council's policy of where possible supporting commercial employment activity.

14. The size and number of dwellings proposed is far too great for the area of land on which it is proposed to be built.

15. A three storey building so close to St Matthews Court will undoubtedly have an impact on the amount of daylight entering my property and particularly the living room at 2 St Matthews Court which faces the proposed development.

16. The plan shows six parking spaces. I cannot see how 3 parking spaces on the south of the proposed flats can be accessed without the users of these places driving on to St Matthews Court's property.

17. The Waste Service asks us to put some of our rubbish at the entrance of Forge Lane because they are unable to drive down Forge Lane. The proposed plans would mean a 50% increase in the volume of waste left at the entrance to Forge Lane.

18. The whole area is very tightly packed. It is difficult to move cars in and out with the current level of activity in Forge Lane. The addition of more traffic will reduce the quality of living for all the current residents. I cannot see how anything other than a single property for one family would be acceptable to the current residents.

Internal Consultees

CONSERVATION AND URBAN DESIGN:

COMMENTS: No objection, please condition the following:

Samples of all external materials to be submitted prior to start of work

Design details of external doors windows to be submitted prior to the commencement of this element of the scheme

Samples of materials for hard surfacing in front of the new buildings to be submitted for agreement before this element of the works commences.

A landscape plan for the site, including details of boundary treatment and lighting, to be submitted for agreement as above.

CONCLUSION: No objection subject to the above.

LANDSCAPE AND TREES:

LANDSCAPE CONTEXT: The site is occupied by two lines of lock up garages in a cul-de-sac behind St Matthews Church. There are no trees or other significant landscape features affecting the site itself. However, there is a line of tall off-site trees on the western boundary on the eastern boundary of the London Underground car park serving Northwood Station. The nearest protected trees are those in the grounds of the Church Hall, off Hallowell Road, which are protected by TPO

No. 55. These will not be affected by the current scheme.

PROPOSAL: The proposal is to demolish the existing garages and build three, two-storey terraced houses, with associated parking (for three cars) against the southern flank wall and a further three spaces along the front elevation, separated by a strip of hard landscaping providing access to the buildings. Each house is to have a rear west-facing garden.

LANDSCAPE CONSIDERATIONS: 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 of merit will be affected by the development and the proposal has the potential to improve the appearance of this area.
- The rear elevations and back gardens face almost due west. While this outlook is acceptable during the winter months when the trees are not in leaf - it is likely that there will be significant shading of the gardens and rear elevations in the summer months. According to drawing No. 11/2607/1 Rev B, the central house will have the smallest garden with access only possible through the house.
- The above drawing indicates a predominantly hard landscaped treatment to the front of the properties which should be well detailed to enhance the mews-style housing. Tree planting is indicated in the front and to the rear. Trees should be carefully selected (form and variety) and sited in order to both enhance the setting and appearance of the development without causing excessive shade or conflict with the buildings.
- There is no evidence of bin/bike storage, which should be securely and discretely sited away from public view preferably to the rear of the building.
- A landscape management/maintenance plan should be submitted to ensure that the landscape in communal areas is established and maintained in accordance with good practice. Alternatively the responsibility for the establishment and maintenance of specific areas should be assigned to individual properties/owners and the local planning authority informed accordingly.

RECOMMENDATIONS: No objection, subject to the above considerations and conditions RES6, RES9 (excluding section 3).

HIGHWAYS:

The site is accessed from Forge Lane via Hallowell Road, which is an unclassified road. Forge Lane is a privately maintained 4.5m wide x 43m long shared carriageway, leading to Hallowell Road which is benefiting from 6.5m wide carriageway and 2.0m wide footway on both sides with parking management restriction.

Proposal is to demolish existing ten garages and construct 3 two storey two bedroom dwelling with associated six parking spaces, which complies with policy AM14 of the adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007, however, the applicant has failed to address the following:

- 1) The effect of loss of existing garages as a result of new development on public highway.
- 2) Their lawful right of access into and out of Forge Lane assuming that the entrance into proposed off street parking area is from Forge lane that is privately maintained.
- 3) Proposed location of refuse bin stores and their means of collection by the waste collection vehicle in relation to Hallowell Road is unclear. Waste collection vehicles should be able to access the waste refuse bin collection point within 10m distance of four wheeled containers and 15m for two wheeled containers, whilst occupants of dwelling should not be required to carry waste more than 30m to the storage point.
- 4) The applicant should provide a vehicle tracking to show that emergency vehicles can easily

enter/exit the site in forward gear.

In the absence of these issues being satisfactorily addressed, the proposals cannot be supported on Highways ground and is therefore recommended to be refused.

ACCESS OFFICER:

In assessing this application, reference has been made to London Plan Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

The following access observations are provided:

1. Level access should be achieved. Entry to the proposed dwelling house appears to be stepped, which would be contrary to the above policy requirement.
2. The internal lobby area and space between front door and bottom stair is insufficient to allow a wheelchair user to enter and perform a turn into the kitchen area.
3. The front door entrance level WC does not conform to the Lifetime Home Standards due to its small size and layout. At least 700mm should be provided to one side of the toilet pan, with 1100mm between the front edge and any obstruction opposite. Floor gully drainage, to allow for the future installation of a shower, should be shown on plan.
4. A minimum of one bathroom at first floor level should provide 700mm to side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite. To allow the same bathroom to be used as a wet room in future, plans should indicate floor gully drainage.
5. The plans should indicate a convenient location of a future through the ceiling wheelchair lift.

Conclusion: unacceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

No objections are raised to the loss of the lock-up garages which are of little architectural or historical interest and are largely vacant and do not serve surrounding residential properties. Furthermore, the builder's/scrap yard is also little used and given its small size and siting, adjacent to residential properties, it would not be suitable for industrial redevelopment. The proposal therefore accords with policy LE4 of the saved UDP and no objections are raised to the principle of development in this mixed residential/commercial area.

7.02 Density of the proposed development

The London Plan 2011 requires that new housing within a suburban setting and a PTAL score of 2 to generally be in the range of 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha). The residential density of the proposed development equates to 245.9 hr/ha and 82 u/ha. As such, the proposed scheme is consistent within the London Plan Density matrix guidelines. However, density is only one consideration and the proposal needs to comply with other Council and London Plan policies and standards.

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

The proposal would not affect any archaeological remains or Listed Buildings and does not lie within a conservation area. The site does form part of the Old Northwood Area of Special Local Character. However, the conservation and Urban design officer considers the overall design and appearance of the proposal acceptable.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

This part of Forge Lane is within the Old Northwood Area of Special Local Character. The site adjoins the two storey Victorian terrace on the opposite side of the access road to the east and would be sited opposite the newly built three storey residential block to the south. The proposed terraced houses are designed in a mews style with a mansard roof over and pitched in slightly from the first floor flank walls. The front elevations of the houses would have a uniform appearance, with traditional windows. In comparison with the design and appearance of the appeal scheme, the proposal has been improved such that there is now some space about the buildings, the overall height has been reduced by a metre and the proposed mansard roof set in from all sides. Given these changes it is considered that the design and appearance of the building and its impact on the character of the Old Northwood Area of Special Local Character is acceptable and in compliance with policies BE5 and BE13 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

7.08 Impact on neighbours

The site currently comprises single storey detached lock up garages. The two storey building with habitable rooms in the loft to replace these, at a height of 8.25m, would be set 15.8m away from the adjoining three storey block of flats and 11.85m from the two-storey terrace of Victorian properties, which includes the Presbytery of St Mathews Church. The HDAS: Residential Layouts states that a minimum of 15m should be maintained in such cases in order to prevent over dominance between properties. It is considered that the proposed development by reason of its close proximity to the two-storey terrace of Victorian properties, would block existing views from its habitable room windows, which would be detrimental to the residential amenity currently enjoyed by this property. The proposal is therefore considered to be contrary to Policies BE19 and BE21 of the Hillingdon UDP Saved Policies (September 2007) and the Council's (SPD) HDAS: Residential Layouts.

On this issue, the Inspector in his appeal decision commented as follows:

"The east gable wall of the proposed terrace would stand at 9m, at a distance of 6.6m from the adjacent terrace. In my view this tall bluff elevation, relieved only by three obscure glazed windows would have a dominant and overbearing presence when viewed from the modest houses adjacent. Such an overbearing impact would cause significant and material harm to the living conditions of occupiers of the dwellings in the southern half of the terrace, so rendering them contrary to policies BE19 and BE21 of the LBHUDP. The separation distance would also be well below the 15m recommended in the London Borough of Hillingdon Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document (SPD), a formally adopted document to which I attach considerable weight."

The proposed terrace would be sited a minimum 15m distance from habitable room windows at the adjacent St Matthew's Court. This block has its amenity space on the opposite side. As such, the occupiers of the adjoining St Matthew's Court would not be overlooked. There are no windows proposed in the side elevation and would therefore not result in any overlooking. As such, the amenities of adjoining residents in St Matthew's Court would not be adversely affected by loss of privacy.

7.09 Living conditions for future occupiers

The units would provide 77 sq.m. of internal floor space which would not satisfy the minimum standard of 102sq.m. for a three storey house, which this is considered to be, or even 83sq.m for a two storey two bedroom, four person house, as set out in Policy 3.5 and Table 3.3 of the the London Plan (2011) and would thus result in the provision of accommodation of an inadequate size to the detriment of the amenities of future occupiers.

The proposed units would afford an adequate outlook from their habitable rooms which would face the rear of the site. The nearest part of the adjoining St Matthew's Court being some 15m from the proposed terraced houses, satisfying the Council's minimum 15m distance. Furthermore, front windows facing the adjoining Victorian terrace could be obscure glazed would also ensure that the internal living space of the proposed units would have adequate privacy.

As regards external amenity space, the Council's HDAS guidelines require a minimum of 60sq.m to be provided for 2/3 bedroom units. Each of the units provides less than 60sq.m of amenity space, including the balconies. Furthermore, these areas would be overlooked within a 21m distance from the properties in St Mathews Court. As such, the amount and quality of the proposed amenity space would not be adequate to provide a satisfactory standard of amenity for the future occupiers of the proposed units. As such, the proposal fails to comply with policy BE23 of the Hillingdon UDP Saved Policies (September 2007) and the Council's (SPD) HDAS: Residential Layouts.

On this issue, the Inspector in his appeal decision commented as follows:

"In my opinion the proposed garden areas would not afford an appropriate area of private amenity space for future occupiers of the three dwellings. At 23sq m this is well below the 60sq m recommended for such dwelling types set out in the Council's HDAS SPD. Moreover, these areas would be overlooked by elevated elements of accommodation in the adjacent St Matthew's Court to the south and from first floor windows in the terraced house to the east. In an effort to mitigate this visual encroachment each space would be enclosed by a 1.8m wall or timber fence. Because of their diminutive extent and the height of the enclosure such spaces would afford little opportunities for their enjoyment by future occupiers. On this basis I determine the proposals would be contrary to policies BE19 and BE23 of the LBHUDP and the guidance set out in the HDAS SPD, and to Government policy on recreational areas provision set out in paragraph 17 of PPS3."

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal would provide 6 off-street car parking spaces to the front and side of the properties. Although the site has moderate accessibility to public transport with a PTAL of 2, it is located in close proximity to Northwood Underground Station, being 356m away. The level of off-street car parking is therefore considered acceptable in this location.

However, the applicant has failed to provide a vehicle tracking to show that emergency vehicles can easily enter/exit the site in forward gear. Proposed location of refuse bin stores and their means of collection by the waste collection vehicle in relation to Hallowell

Road have not been demonstrated. Waste collection vehicles should be able to access the waste refuse bin collection point within 10m distance of four wheeled containers and 15m for two wheeled containers, whilst occupants of dwelling should not be required to carry waste more than 30m to the storage point. It is therefore considered that the proposed parking layout is unworkable and results in a deficiency of off-street car parking. Details of cycle storage have not been provided. The proposal is thus contrary to policy AM7 and AM14 of the adopted UDP saved policies and the Council's adopted car parking Standards.

7.11 Urban design, access and security

See section 7.07 above.

7.12 Disabled access

The proposal fails to comply with the Lifetime Home Standards for the following reasons:

- Entry to the proposed dwelling house appears to be stepped and would not provide level access;
- The internal lobby area and space between front door and bottom stair is insufficient to allow a wheelchair user to enter and perform a turn into the kitchen area;
- The front door entrance level WC does not conform to the Lifetime Home Standards due to its small size and layout. At least 700mm should be provided to one side of the toilet pan, with 1100mm between the front edge and any obstruction opposite. Floor gully drainage, to allow for the future installation of a shower, should be shown on plan.

A minimum of one bathroom at first floor level should provide 700mm to side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite. To allow the same bathroom to be used as a wet room in future, plans should indicate floor gully drainage.

- The plans should indicate a convenient location of a future through the ceiling wheelchair lift.

The scheme would therefore fail to satisfy Lifetime homes standards with little revision and is considered unacceptable.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

The application site does not have any trees on it at present, as such the proposal does not have any implications with regard to tree retention or removal. The Council's Trees and Landscape Officer has raised no objections to the proposal which would achieve appropriate outcomes in terms of policy BE38.

7.15 Sustainable waste management

See section 7.10 above.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The comments of the objectors are covered in the main body of the report.

7.20 Planning Obligations

Education services advise that as there is not currently a local shortfall in education places within the area and they are not currently seeking contributions from housing development in the Northwood area. Given the relative small scale of the development, no other S106

contributions would be required.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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

Not applicable to this application.

10. CONCLUSION

National planning guidance encourages an imaginative approach to make the full and effective use of already developed land in urban areas. However, this should not be at the expense of other material planning considerations.

It is considered that the proposal by reason of its proximity to residential building lying opposite the front elevation resulting in an over-dominant and visually intrusive form of development which would be detrimental to the amenities of the adjacent residential properties, the failure to provide units of the required size or adequate private usable amenity space for future occupiers, the failure to cater for cycle/waste storage facilities or turning facilities for emergency vehicles resulting in a parking layout which is unworkable and therefore does not satisfy Council's standards or to meet lifetime homes standards, is unacceptable and is recommended for refusal.

11. Reference Documents

London Plan (2011)

Hillingdon Unitary Development Plan Saved Policies (September 2007)

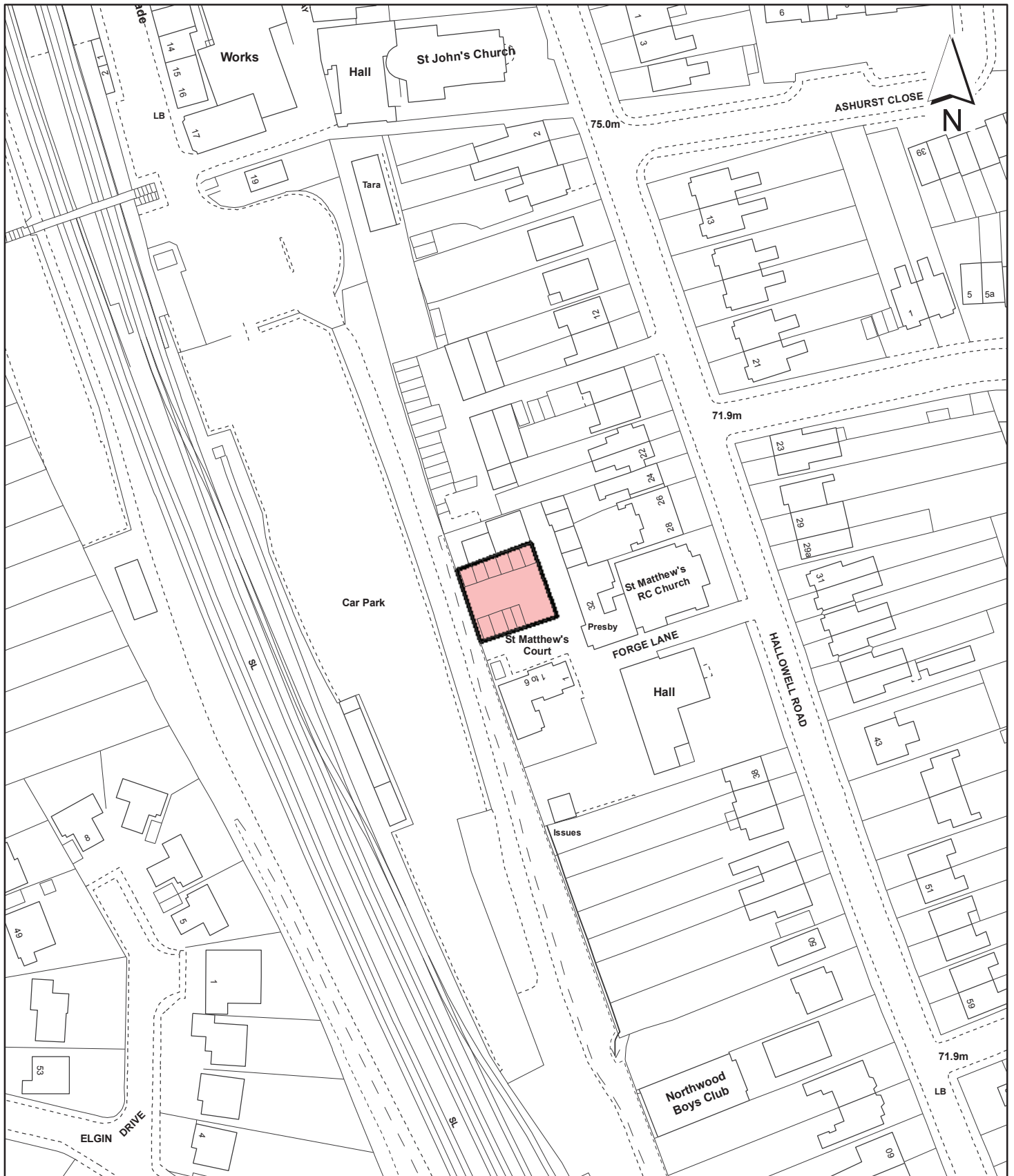
Hillingdon Design and Accessibility Statements: 'Residential Layouts and Accessible Hillingdon

Hillingdon Supplementary Planning Document: Planning Obligations


Letters making representations

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Notes

 Site boundary

For identification purposes only.

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Site Address	
Land rear of St. Matthews Church Forge Lane Northwood	
Planning Application Ref:	Scale
62125/APP/2012/281	1:1,250
Planning Committee	Date
North	April 2012

**LONDON BOROUGH
OF HILLINGDON**
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