

Report of the Head of Planning, Transportation and Regeneration

Address 25 DENE ROAD NORTHWOOD

Development: Replacement of existing buildings with a 2.5 storey building comprising 5 x 3-bed and 3 x 2-bed self contained flats, parking, landscaping works and widening of vehicular crossover to front

LBH Ref Nos: 46479/APP/2020/3055

Drawing Nos:

- 19-J2751-200 C
- 19-J2751-200.1 C
- 19-J2751-201 C
- 19-J2751-202 B
- 19-J2751-207 C
- Arboricultural Impact Assessment
- Surface Water Management Report
- P754-001 B
- Revised Montage View 1(1)
- 19-J2751-LP01
- Revised Main View
- 19-J2751-211 Rev.A
- 19-J2751-205 Rev.A
- 19-J2751-210 Rev.A
- 19-J2751-206.1 Rev.A
- 19-J2751-206 Rev.A
- 19-J2751-208 Rev.A
- 19-J2751-208.1 Rev.A
- 19-J2751-209 Rev.A
- JG01
- Design and Access Statement
- Daylight and Sunlight Amenity Study
- Planning Statement Sept 2020
- Schedule of Accommodation
- Townscape Visual Impact Assessment
- Heritage Statement Sept 2020
- 19-J2751-213 Rev.A
- 19-2751-203 C
- 19-J2751-207.1 B
- 19-2751-204 C

Date Plans Received: 25/09/2020 **Date(s) of Amendment(s):** 19/10/2020

Date Application Valid: 09/10/2020 **Date(s) of Amendment(s):** 09/10/2020
25/09/2020

1. SUMMARY

The application relates to the demolition of the existing dwellinghouse and erection of a three-storey building with habitable basement to consist of 3 x 2-bedroom flats and 5 x 3-bedroom flats with associated amenity space and parking.

The proposed development would respect the character and appearance of the street scene and the neighbouring area and would provide appropriate living accommodation for

future occupiers. The proposal would not adversely impact on the amenity of neighbouring occupiers and would provide appropriate levels of parking and amenity space.

It is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 19-2751-202 B; 9-2751-203 C; 19-2751-204 C; 19-J2751-206.1 A; 19-J2751-208.1 A and 19-J2751-207.1 B, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2016).

3 RES7 Materials (Submission)

No superstructure works shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Such details must include a sample panel of the proposed brickwork.

Such details should also include information relating to make, product/type, colour and photographs/images of the following matters:

Roof tiles and hung tiles, stonework, timber detailing, fascia/soffits, bargeboards, and rainwater goods, external windows and doors, railings and glass enclosures to the balconies and details of the conservation roof lights (including installation flush to the building line).

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4 RES13 Obscure Glazing

The side elevation windows facing Tormead and 25a Dene Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1-2 of the Hillingdon Local Plan Part 2 (2020).

5 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990

6 RES9 Landscaping (car parking & refuse/cycle storage)

No superstructure works shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage (8 cycles)
- 2.c Means of enclosure/boundary treatments, including the provision of a 'no-dig' retaining wall to the edge of the front driveway
- 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy 5.17 (refuse storage) of the London Plan (2015).

7 RES22 Parking Allocation

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Chapter 6 of the London Plan (July 2011).

8 NONSC Access

Prior to any superstructure works, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON:

To ensure that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained. The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

9 NONSC Non Standard Condition

Prior to any superstructure works, the details of a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it manages water in the most sustainable ways and is in compliance with the strategy set out in the Flo Consult UK Ltd Basement Impact Assessment and Surface Water Management Report, project no. 656 dated October 2020 rev A, showing that a suitable sustainable scheme can be provided onsite, which sets out the site will:

- Achieve a minimum volume of storage of 57.60m³

- Provided through the following SuDs elements: permeable surfacing cellular crates and Flow control device.
- Be managed in accordance with Maintenance Plan Section 17 of the Flo Report.

Further details need to be provided on certain elements within the drainage design. Any changes to the strategy should be justified and evaluated and the final proposals must be integrated with provision of green infrastructure, air quality and urban greening requirements to justify the most sustainable final solution is provided. Additional information should be provided on:

- Achieve a greenfield run off rate from the site of 2.140 ha. site of to 0.5 l/s for the 1 in 1-year storm event; 1.5 l/s for the 1 in 30-year storm event, and 2.0 l/s for the 1 in 100-year storm event including 40% rainfall intensity increase.
- Achieving more sustainable methods to control water
- Confirmation of Thames Water approval to discharge to a Foul Sewer.
- Rainwater harvesting
- Methods to minimise the use of potable water through:
 - i. incorporating water saving measures and equipment.
 - ii. Collecting water for use and recycling.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012);
 Policy 5.12 Flood Risk Management of the London Plan (March 2016) and is to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016) and
 to conserve water supplies in accordance with Policy 5.15 Water Use and Supplies of the London Plan (March 2016);
 the National Planning Policy Framework (February 2019); and Planning Practice Guidance (Flood Risk and Coastal Change, March 2014).

10 LB6 Inspection of the building prior to demolition

Prior to the commencement of the development, a Level 1 photographic record of the existing building and site, shall be submitted to and approved in writing by the Local Planning Authority. The level 1 record shall be produced following guidance set out in Historic England's Understanding Historic Buildings: A Guide to Good Recording Practice (May 2016) document. Copies of the record shall also be deposited to the Borough's local archive and the Greater London Historic Environment Record.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy DMHB 1 of the Hillingdon Local Plan Part 2 (2020).

11 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local

Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development is occupied and thereafter retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3

12 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

13 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

INFORMATIVES

1 I47A Damage to Verge - For Private Roads:

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

2 I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability

perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a large sized plot, located on the southern side of Dene Road. It comprises a modest detached dwelling dating to the 1970's. It has been built in a style in keeping with the surrounding area, with notable Arts and Crafts features. The front elevation is defined by a projecting gable end with mock Tudor timber detailing at first floor. The rest of the building is finished with hung tiles at first floor and exposed red brick at ground floor, which positively contribute to the traditional subservient character of the property. The scale of the existing dwelling and built form comfortably sits within the site, appropriate to the suburban character of Northwood.

The existing building is well set back from the main road with mature soft landscaping that screens the building from the streetscene. The existing property is set in from the boundaries, with the wide gaps between the neighbouring properties which contributes to a sense of openness which is a prevailing character of the area. The application site benefits from a large enclosed rear garden, which slopes away from the rear of the property.

The street scene is residential in character and appearance comprising primarily large detached properties of varying design. The application site lies within the Dene Road Area of Special Local Character as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). It is also covered by TPO 781 and has a PTAL score of 2.

3.2 Proposed Scheme

This application seeks planning consent for the demolition of the existing two storey detached dwelling and the erection of a three storey building with habitable basement to provide 3 x 2 bed flats and 5 x 3 bed flats with associated amenity space and parking.

3.3 Relevant Planning History

46479/PRC/2019/230 25 Dene Road Northwood

Erection of part two storey, part three storey building, with habitable roof space to provide 8 x 2 bedroom self-contained flats with associated vehicle parking, access, amenity space and landscaping (works involve the demolition of the existing dwelling and double garage)

Decision: 21-02-2020 OBJ

46479/PRC/2020/130 25 Dene Road Northwood

Redevelopment of the site to provide a 3-storey development incorporating 8 x 2 bedroom flats with associated amenity space, car parking and associated works

Decision: 19-08-2020 OBJ

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

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 West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

Material Considerations

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this

Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2020)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required.

On 9th December 2020, the Mayor wrote to the Secretary of State to advise of his intention to formally approve a new draft London Plan, which included his best understanding of the modifications required. The Secretary of State responded on 10th December 2020 requesting that the draft London Plan was re-submitted with more specific amendments to address the 11 previous Directions and 2 additional Directions. On 21st December 2020, the Mayor formally approved a new London Plan, the 'Publication London Plan'. This has been submitted to the Secretary of State. The Secretary of State has 6 weeks to respond or can request a further extension of time. The Mayor can only publish the Plan after the Secretary of State has given approval.

More limited weight should be attached to parts of draft London Plan policies where the Secretary of State has directed specific amendments. Greater weight may be attached to policies that are not subject to the specific amendments from the Secretary of State.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

DMHB 1 Heritage Assets

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
DMHB 5	Areas of Special Local Character
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

16 neighbours and the Dene Road Residents Association were consulted for a period of 21 days expiring on the 3 November 2020. 17 responses were received raising the following issues:

- Out of keeping with other properties in the road
- Significantly larger and more bulky than the property it is to replace by 3-4 times in terms of footprint and more on floorspace
- Increased traffic movements on a quiet road with no pavement, detrimental to highway safety and leading to increased noise and pollution
- Damage to private road
- Unacceptable development
- Overdevelopment
- Loss of vegetation and greenery detrimental to the environment and amenity
- Purely money grabbing
- Strain on existing service, especially water supply and drainage (foul and water), which are beyond breaking point
- Totally out of proportion and too large for the plot
- Insufficient parking
- Whilst the neighbouring building is a multi-dwelling building, this is a converted period manor, as is the only other multi dwelling in this private part of Dene Road
- Loss of light and privacy to the properties to the rear, which are set at a lower land level
- This proposal should be viewed in the context of the separate application to redevelop no. 5 and 6 Firs Walk. Together these proposals represent gross over development of a relatively small piece of land
- Width in relation to the plot not replicated by any other plot in the road
- Not in line with the existing building line
- Not in keeping with the area of special local character
- Affects the setting of the neighbouring property, a locally listed building

- As a private road I cannot imagine we would consent for the heavy construction vehicles to use the road for this development, if consent is granted then a condition to force the developer to repair the damage at his own cost should be included
- Loss of the existing property, which is in good repair is unnecessary
- Disruption due to construction works
- Overbearing
- Contempt for the neighbours human rights
- Shame high consulting did not make a site visit instead of trawling through internet newspaper records for the past 60/70 years for 27 Dene Road. These have no relevance to today and not for no. 25. They would have seen the variety and size of family houses along Dene Road
- Side windows would need to have frost glass
- Excavation for the basement could cause instability for the whole area. Mine maps should be consulted
- Property market forecast to fall off a cliff and most high street banks have stopped lending on flats. Gavacan Homes Ltd has a floating charge over all assets by HSBC. It would call this in if Gavacan Homes went bankrupt and this would call long delays
- No. 6 Firs Walk would have a block building right on its front border making it unsalable
- Not in compliance with adopted policy
- Proposal advises that parking has been increased to meet the standard, however the character of the area is made up of properties that exceed the minimum so the proposal is out of character
- This application should be considered in context with the previously refused schemes (currently under appeal) at 5 & 6 Firs Walk, which includes the loss of part of the garden for 25 Dene Road
- Impact on biodiversity and wildlife
- The location of the bin store downhill from the entrance will be a constant problem for rubbish removal. It is difficult to see anyone wanting to volunteer to push rubbish containers up such a steep incline. Council trucks would need to back the 11.7m into the site (contrary to the DAS). The width of Dene Road is not sufficient to allow this without mounting and damaging the grass and gardens opposite. Proposed gateway not wide enough
- Carbon footprint, with 14 extra cars, 7 additional central heating boilers, 15 extra WC's etc
- Loss of view
- Set a dangerous precedent of overdevelopment
- The proposal is too close to Tormead and larger, providing more flats
- Fails to assess daylight/sunlight impact in line with BRE guidelines
- Loss of surface drainage area
- Loss of trees

A petition against the proposal has also been submitted.

Officer response: Access or repair over a private road is a civil matter to be agreed between the interested parties. Disruption during construction is considered transitory in nature and is not sufficient reason to refuse a proposal in its own right. There is no right to a view within planning. Each application is assessed on its own merits.

Northwood Residents Association - The NRA object to the proposal for the following reasons:

DMHB 5: Dene Road is an ASLC and as such Policy states the character of the road should be respected. This proposed new build block of flats does not reflect the character of the ASLC and would then set a precedent.

DMHB 5 A): Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

The proposed development fails to harmonise with the other properties in the ASLC almost all of

which are detached family houses. Those of the size of the proposed development are well-spaced out from the adjoining properties and not like the proposed development. The intensification of the site to create 8 flats in a building that is bulky and constructed so close to both side boundaries cannot be considered to be respecting the character of the road which is comprised of generously sized detached family accommodation.

The pre-app advice described in the Planning Statement suggests relatively little has been done to adhere to the Planning Officer's comments. For instance, moving the rear building line by 2m is relatively minimal given the bulk still proposed. Increasing the gap between the proposed building and 25a Dene Road by 1m is relatively minimal and provides a gap out of character with the remainder of the road where gaps are far wider for the larger houses such as that proposed. So, again, the property is out of character with the ASLC.

The proposed parking has been 'increased' to, as they say, 'meet the minimum standards,' yet the character of the area is made up of properties that well exceed the minimum so the proposal is out of character with the surrounding properties.

As parking is only at the minimum standard the proposed development would most likely cause parking in the private road which has no pavement. There is reference elsewhere in the Statement to meeting minimum standards, but in an area where the norm well exceeds the minimum, so again showing the proposal is out of character for the ASLC.

In addition: It is not stated that all side windows will be obscured and non-openable below 1.8m of the floor finish as required by Policy. There is an adverse impact on adjoining properties as the site slopes down towards Foxdell and Firs Walk and will adversely impact the outlook of those properties.

The property is next door to Tormead, a Locally Listed Building, and the bulk and closeness to the boundary will have an adverse impact on that property.

DMH 4: The Statement refers to the 10% flat conversion principle (the Statement says DMH3 incorrectly), but this is an ASLC. It should be noted that the applicant is the same as for 5 & 6 Firs Walk where they are also trying to significantly increase the density of that site, which has a boundary to 25 Dene Road.

Internal Consultees

Trees/Landscaping - This site is occupied by a substantial two-storey detached house with a detached garage situated within a spacious plot on the south side of Dene Road. This residential area is characterised by its verdant character and attractive tree cover to which this plot contributes. The evergreen Holm oak adjacent to the driveway in the front garden is protected by TPO 781 (T1 on the schedule). COMMENT This application submission follows pre-application ref. PRC/2020/130. The current submission includes a tree report by ArbolEuro Consulting, updated in October 2020. The report covers all of the detailed assessments set out in BS5837:2012. T6 a birch and part of H1 a hedge will be removed to enable the development, to which there is no objection. The report provides an Arboricultural Implications Assessment and concludes that there will be a 12.5% incursion into the root protection area (RPA) of T2 the protected Holm oak on the front boundary. This is due to the widening of the site entrance and the proposed alignment of the widened driveway. The report specifies the mitigation measures (including air-spading the soil around the tree) and a method statement intended to safeguard the protected tree, however, it is not evident that the proposed layout has taken the recommendations into account. The tree report recommends (6.4.2) that a 'no-dig' driveway edge should be used, without the construction of a brick wall, however, section A-A1 on drawing No. 209 indicates the need for a low retaining wall to support the soil around the base of the tree and other vegetation which sits on an elevated level. (The pre-application submission included a cgi of the driveway of the unacceptable low brick wall). The use of pinned railway sleepers (recommended in the current tree report) may not be practicable due to the tight

radius of the driveway edge. A more flexible retaining structure is likely to be required to accommodate the horizontal and vertical alignment of the driveway. This detail will be critical to the safeguarding of the protected holm oak. At 6.6 the Arboricultural Method Statement confirms that site supervision and monitoring of the tree protection measures will be provided. The submission includes a landscape concept plan, by Benjamin Beth, which conveys the intention to provide an attractive and high quality landscape setting for the new building with a communal garden for the future occupants of the flats. RECOMMENDATION No objection subject to a pre-commencement Demolition and Construction Method Statement (incorporating the tree protection details) and landscape conditions RES9 (parts 1,2,4,5 and 6) and RES10. A bespoke clause will be required for condition 9 (part 2, hard landscape) requesting a detailed specification of the 'no-dig' retaining wall along the edge of the driveway, in accordance with the arboricultural recommendations.

Access Officer - No accessibility issues subject to a condition for a step free access via the principle private entrance.

Highways - The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Conservation and Urban Design - No 25 is a modest dwelling dating from the mid 20th century. It has been built in a style in keeping with the surrounding area, with notable features combining from Arts and crafts and Tudorbethan revival style. The scale of the existing dwelling and built form comfortably sits within the site, appropriate to the suburban character of Northwood.

The existing building is amply set back from the main road, allowing for mature vegetation to screen the building from the street scene. The green verdant character of the site positively contributes to the street scene and any loss of vegetation or alteration of the front boundary would result in significant harm to the street scene. There are notable wide gaps between the neighbouring sites which contribute to the areas sense of openness.

Whilst no. 25 does not relate to the original development of Dene Road, its quiet appearance and domestic character of the site remain in keeping with the character and appearance of the ASLC and street scene. As existing it is a subservient, sensitively positioned building former part of the wider setting of Tormead.

The existing site is a spacious sized plot which had originally been associated to Tormead (no. 27) located to the west of the site. Tormead is an early 20th century dwelling built in the grand neo-English Baroque style. It is one of the few surviving examples of large houses situated on a spacious plot along Dene Road. Originally the site has also included Firs Walk to the south. Whilst the building has been subdivided into multiple residential units the character of the building has been retained. Furthermore due to the scale of the original dwelling the conversion was to a great degree contained within the original built envelope. It is formally recognised as a Local Listed Building (non-designated heritage asset).

The Dene Road, Area of Special Local Character is considered to be a non-designated heritage asset and relates to the original development of Northwood from a rural hamlet to suburban town. Originally the Dene Road area was developed as large residential dwelling houses set on spacious open plots, development influenced by the railway line into London. Each property was uniquely designed in a traditional manner, boosting good architectural quality in their appearance. Many of the original buildings, notably Tormead and Sunshine House, invoked a sense of grandeur. The street scene has a pleasant verdant appearance, with mature vegetation defining front boundary treatments. Whilst the original layout of the area has been diminished by 20th century infill developments notably reducing the size of the plots, the quality, character and appearance can still

be appreciated. The generous nature of many plots, verdant appearance and lane-like quality of Dene Road contributes to a semi-rural aesthetic of what is a suburban environment. The quality of the existing building neutrally contributes to the ASLC.

The demolition and loss of the existing single residential dwelling would be disappointing, the original principles of the Northwood area was predominantly large individual properties within spacious plots. The intensified use of the site would deviate from such principles resulting in some harm to the historic significance of the ASLC.

The established sense of place and general local distinctiveness should always be respected when considering progress. The cumulative number of modern re-developments within the area and the intensified use of the respective plots contribute to the wider erosion of the area's original character, pattern of historic development and typology of buildings. In many instances the architectural quality of the new buildings are sub-standard, with poor use of materials and general loss of a sense of openness.

When compared to the existing dwelling, the footprint, bulk, scale and massing of the proposed development would significantly increase. Built form would occupy a greater proportion of the reduced site area and dramatically intensify its use.

The Design and Access Statement indicates that the height of the development would be 500mm taller than the existing. However scaled drawings of the existing dwelling have not been submitted as part of this application for comparison therefore the statement is all we have to go by. A 500mm increase in height is likely to be admissible in this instance; it is unlikely to significantly increase the presence or dominance of the building along the street scene. The proposed height would appear subservient to Tormead and its respective setting.

It is recognised the proposed scheme is general, is a reduction to the previously proposed pre-application submission. Nevertheless, the overall proposed footprint and deeper plan form than the existing dwelling would exacerbate the bulky nature of the proposed building. It is however appreciated that the proposed massing of the built elements and deep cat-slide roof form to the rear would reduce as much bulk as possible and prevent a boxy appearance. The step-down of the built elements along the side elevations would create a commendable sense of hierarchy to the building allowing it to sensitively taper out to the side rather than sheer flan ends to the structure.

The mass of the roof form would add to the bulk of the proposed structure, resulting in the inclusion of a flat roof element. The variation in the roof line and detailed design of the roof form would assist in breaking up the bulk of the roof.

The combination of the site's topography and existing mature front boundary would substantially obscure the development from the street scene. Therefore the retention of good quality vegetation and potential enhancement would be beneficial. The full scale of the development and positioning could only be comprehended from within the site and from the neighbouring sites to the side. The rear boundary of the site is highly exposed particularly above first floor providing direct views to and from no. 6 Firs Walk. It is understood the rear site boundary, is to be altered and new planting intended which would reduce views between the sites. However it is duly noted that vegetation can be removed or die back therefore is should not be relied upon as a permanent solution to obscure inappropriate development.

The proposed development would be positioned no further forward than the existing front building line, however as the building is much larger in footprint it would result in the built form encroaching closer to the side boundaries. The gap between the side boundaries with Tormead and the proposed built form would increase to 4.9m. This positive increase would enhance the sense of openness between the buildings and setting of the locally listed building. However the width of the building

would increase to the east reducing the sizeable existing gap. This would result in a negative impact on the ASLC. Due to the elevated nature of Dene Road, the upper floors of the proposed building would be particularly evidence from the street scene. In this instance it would result in some, moderate harm to the ASLC. Whilst the loss of the existing gap is regrettable, it is recognised that a 3.8m gap is proposed between the built form and side boundary. This would maintain a good space between the neighbouring built form and its associated private garden.

The proposed building is deeper than the existing however the rear projection would be well within the 45 degree sight lines of the neighbouring properties either side, setting a good design approach and maintaining the sense of openness.

It is noted that a large redevelopment scheme was proposed to the south of the site, including sectioning part of the rear garden of no. 25. There would be concerns in relation to the proposed reduced plot size and the proposed development occupying a substantial portion of the remaining site area. It would to some degree compromise the spacious quality of the existing plot area.

The proposal has been designed in a strong Arts and Crafts revival-style building style. It would reflect design detail from the early 20th century including, prominent gable ends to the front, exposed rafter feet along the eaves, notably chimney stacks at roof level and the use of tile hung detailing, subtle half timbering and natural material tones. The detailed design would break up the elevations and also add interest to the side elevations which are usually plain. However the built form would be symmetrical and whilst the detailing to the front aims to create a perceived asymmetry to the elevation, it would be entirely lost to the rear. The rear elevation would somewhat deviate from the quality of the Arts and Crafts style.

Notwithstanding the reservations in relation to the rear elevation, overall the design of the proposal would be considered a reasonable approach. The original development of the area and many properties within are defined by historic architectural revival styles. The proposed development has the potential to enhance the appearance of the site and its contribution made to the ASLC. However this could only be achieved if the building is constructed and finished to a high standard. This includes the use of high quality materials, good finishes and well-skilled contractors to achieve the proposed design intent. The loss of existing building would need to be carefully demolished and wherever possible the existing materials salvaged and re-used.

As noted earlier the mass of the roof form would significantly contribute to the bulk of the proposed structure and the inclusion of flat roof elements. It is duly noted that a fully hipped roof form for the proposed depth would unacceptably increase the height of the building. Flat roof areas are far from ideal and tend to negatively contribute to the bulky appearance of built forms. The proposed roof design includes a dummy pitched roof form, sinking the flat area of roof behind. This would allow for a traditional ridge detail providing the perceived appearance of a fully hipped roof form.

The proposed development would result in moderate impact on the character and appearance of the ASLC. If approved conditions recommended.

Flood and Water Management

No objection based on the information provided. It is noted that the proposed drainage strategy connects to the foul sewer in the south of the site. The applicant has reviewed the drainage hierarchy and excluded alternative, more preferable options. Approval to connect to the foul sewer will need to be sought from Thames Water by the applicant.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF has a requirement to encourage the effective use of land by re-using land. This is an existing residential unit set in a spacious plot, which is considered to be a brownfield site.

DMH 1 of Local Plan: Part Two - Development Management Policies (2020) advises that the net loss of existing self contained housing will be resisted unless housing is replaced with at least equivalent residential floorspace.

DMH 2 requires the provision of a mix of housing unit of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

DMH 4 advises that residential conversions and redevelopment of dwellings into new blocks of flats will only be permitted where it is on a residential street where the proposal would not result in more than 10% of the properties being redeveloped into flats.

Dene Road is characterised by large detached dwellings of which only one other has been converted to multiple units. The redevelopment of this site would be significantly less than 10% of the properties within the road.

Given the residential character of the area adjacent to the plot, there is no policy objection to the development of the site to provide additional residential accommodation, subject to an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies and supplementary guidance.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to ensure that the new development takes into account local context and character, the design principles in Chapter 7 and public transport capacity development should optimise housing output for different types of location within the relative density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

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

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policy DMHB 11 advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

Policy DMHB 12 re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved. The proposal is an over development of the site that would result in a cramped form of development.

Policy DMHB 5 advises that within Areas of Special Local Character, new development should respect the character of the area and its original layout. Alterations should respect

the established scale, building lines, height, design and materials of the area. Extensions should be subservient to and respect the architectural style of the original buildings.

The site lies within the Dene Road Area of Special Local Character, a non designated heritage asset. It comprises large residential dwelling houses set on spacious open plots. Each property was uniquely designed in a traditional manner, boasting good architectural quality in their appearance. Many of the original buildings, notably Tormead and Sunshine House, invoked a sense of grandeur. The street scene has a pleasant verdant appearance, with mature vegetation defining front boundary treatments. Whilst the original layout of the area has been diminished by 20th century infill developments notably reducing the size of the plots, the quality, character and appearance can still be appreciated. The generous nature of many plots verdant appearance and lane-like quality of Dene Road contributes to a semi-rural aesthetic of what is a suburban environment. The existing dwelling measures approximately 18.25m in width and 9.5m in depth set beneath a hipped roof of 9.55m in height. To the side is an additional single storey wooden outbuilding of 4.15m in width, 8.36m in depth and 3.6m in height. To the front of the dwelling is a detached garage of 5.35m in width and 6.25m in depth, set beneath a hipped roof of approximately 4.2m in height. The quality of the existing building neutrally contributes to the ASLC.

The proposed building measures a maximum of 26.25m in width, 17.8 m in depth, set beneath a hipped roof of 10.05m in height. It comprises a staggered floor plan to all elevations, with two front gable features either side of the main entrance, a smaller central gable feature to each side and a deep cat-slide roof form to the rear which reduces as much bulk as possible and prevents a boxy appearance. The step-down of the built elements along the side elevations would create a commendable sense of hierarchy to the building allowing it to sensitively taper out to the side rather than sheer flat ends to the structure. Whilst noting the overall scale and bulk of the proposal, the Conservation Officer has advised that subject to the use of high quality materials and good finishes the proposal has the potential to enhance the appearance of the site and its contribution to the ASLC and wider Northwood Area.

Whilst the proposed building would be significantly wider than the existing, it would maintain a set back of a minimum of 3.2m and 4.3m from the shared boundaries with nos, 25 and 27 respectively, in excess of the policy requirements of 1m.

Therefore given the scale and design of the building, it is considered that the proposal would not be harmful to the character and appearance of the streetscene and the wider Area of Special Local Character. As such the proposal complies with Policies DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

As detailed under the assessment on the impact on the Area of Special Local Character.

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part Two (2020) notes development should not have an adversely impact the amenity, daylight and sunlight of adjacent properties and open space

The proposed building maintains a similar front building line to the existing dwelling and

would be set back from the front building line of both adjacent properties. To the rear the building will extend approximately 4.7m beyond the rear no. 25a, set back 5.9m from that property. To the other side it would project approximately 11.78m to the rear of no. 27 set back approximately 16.73m. Although the proposal would exceed normal policy guidance given the degree of separation and that the plans indicate the proposal would not compromise a 45 degree line of sight from the neighbouring properties, it is not considered that the proposal would significantly impact on the amenity of the neighbouring occupiers by virtue of visual amenity, overbearing or loss of light.

The principle windows serving the proposed units would face front and rear. The side windows would serve non habitable rooms or as secondary windows and could be conditioned to be obscure glazed and non opening below 1.8m. To the rear of the site no. 6 Firs Walk is set back by approximately 30m.

The layout shows that the nearest house would be sufficiently remote from adjoining properties with a separation distance in excess of 21m between habitable rooms and would not compromise a 45 degree line of sight from the nearest habitable windows.

As such the proposal would comply with Policy DMHB 11 of the Local Plan: Part Two (2020).

7.09 Living conditions for future occupiers

The provision of good quality housing is a key aspect of the London Plan and Local Plan housing policies. Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat.

Policy DMHB 16 of the Local Plan: Part Two (2020) requires all housing development to have adequate provision of internal space in order to provide an appropriate living environment.

The standards require a 2 bed, 4 person flat to have a minimum floor area of 70sqm and for a 3 bed, 5 person flat the requirement is 86sqm. The submitted floor plans indicate the proposal would comply with policy requirements. With all the flats exceeding minimum floor space requirements.

It is considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light and therefore comply with Policy 3.5 of the London Plan (2016).

There is a basement flat which faces a terrace area, in officers opinion the depth of the terrace area means it would provide an acceptable outlook and receive an acceptable level of daylight/sunlight. The applicant has also submitted a detailed daylight and sunlight report. The results confirm that all of the rooms analysed will receive daylighting levels above the BRE guideline levels.

Policy DMHB 18 advises that all new residential development will be required to provide good quality and useable private outdoor amenity space. In assessing the quality of all amenity space in development proposals, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight. Table 5.3 identifies a requirement of 25sqm for each 2 bed property and 30sqm for a 3 bed property, giving a total requirement of 225sqm. The proposal is set in a large plot and would provide approximately 750sqm, which is in excess of this requirement. Policy DMHB 16 also requires that any ground floor flat should have a defensible space of not less than 3m

in depth in front of any habitable window. The proposal identifies a terrace area to the rear of unit 8 in compliance with policy requirements.

7.10 **Traffic impact, car/cycle parking, pedestrian safety**

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would produce a marginal increase in traffic generation from the site as compared to the existing single dwelling unit however peak period traffic movement into and out of the site would not be expected to rise beyond 2-3 vehicle movements during the morning and evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Vehicular Access and Internal Arrangements

The Highways Officer has advised that in highway impact terms there is no 'in principle' objection in principle to the revised access and internal roadway dimension and layout which broadly conform to best practice design standards (DfT (Manual for Streets (MfS) circa 2007) for new development road and parking layouts) as there is adequate turning space to allow for passenger vehicles using the site to enter and leave the plot in a forward gear which is recommended practice on safety grounds.

In addition satisfactory highway visibility splays at the revised access point should be delivered by ensuring that there is unobstructed visibility for a height of 0.6m for a distance of at least 1-2 m on both sides of the new opening at the back of footway.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The Council's maximum standard requires between 1-1.5 spaces to be provided on-site for each of the flatted units up to a scale of 2 bedrooms with 2 spaces per unit for the larger 3 bedroom components. This would total a requirement of 13 to 14 spaces. 13 spaces (including 2 disabled compliant) are proposed at surface level hence the standard is met (albeit at the lower end of the range). The allocation of spaces would benefit from a parking allocation plan secured by way of condition in order to secure adequate provision for each unit.

Electric Vehicle Charging Points (EVCP's)

In line with the emerging London Plan, within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 3 'active' and 10 'passive' spaces should therefore be provided. The applicant has confirmed this aspect which is welcomed.

Cycling Provision

There should be a provision of at least 1 secure and accessible space for each of the 2 bedroom flatted units with 2 spaces for the 3 bedroom provisions (totalling 13 spaces) in order to conform to the adopted minimum borough cycle parking standard. 16 spaces are proposed to the rear of the site located within a secure and accessible compound which is

considered acceptable.

7.11 Urban design, access and security

As previously discussed.

7.12 Disabled access

The dwelling(s) would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

7.13 Provision of affordable & special needs housing

Not relevant to this proposal.

7.14 Trees, Landscaping and Ecology

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. 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.

The site lies within the area covered by Tree Preservation Order No. 781. The current submission includes a tree report by ArbolEuro Consulting. The report covers all the detailed assessment set out in BS5837:2012. The Tree/Landscape Officer has advised that they have no objection subject to the provision of pre commencement Demolition and Construction Method Statement incorporating tree protection details and landscape conditions including detailed specification of a bespoke no-gig retaining wall along the edge of the driveway.

7.15 Sustainable waste management

Not applicable to this proposal.

7.16 Renewable energy / Sustainability

Not applicable to this proposal.

7.17 Flooding or Drainage Issues

Although the site itself is not in a flood plain or critical drainage area a basement is proposed. The applicant was advised prior to the application being submitted that the Council will need to be satisfied that the proposals will address impact of the new basement to the surrounding areas, and to ensure that the surface water from the development is managed so that the risk of flooding to the site and neighbouring land / properties is not increased.

A 100 page Basement Impact assessment and surface water drainage report forms part of the planning submission. The report has been prepared to the requirements of LBH Policy DMHD 3 of the Local Plan: Part 2 (2020), which advises that the Council will require an assessment of the schemes impact on drainage, flooding, groundwater conditions and structural stability.

The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that proposals will avoid adversely affecting drainage and run off and cumulative impacts upon structural stability.

The report concludes that:

- no aquifers are below the development site;
- there is low ground water level at the development site with no / negligible risk of groundwater flooding
- the site has a low risk of flooding from all other known sources including fluvial, pluvial,

artificial sources etc.

- There are no below ground streams or watercourses near the new basement
- There are no structures or roads within 5m of the new basement

Therefore, based on the data set out in the report and the assessment made, it is deemed that the basement will be suitable with no impact on land within or outside the development boundary.

With regard to impacts on neighbouring dwellings the report concludes that the basement should not adversely impact on the structural stability of neighbouring property subject to the recommended construction/mitigation, which is described as: Mitigation Measures:

'Construction methods to allow for suitable support of excavation sides. Monitoring of adjacent ground and structures for instability to be carried out during the construction period.'

The Council's flood and water management officer has been consulted and raises no concerns regarding the basement aspect of the proposals.

In conclusion the proposals are considered to comply with the requirements of Policy DMHD 3 of the Local Plan: Part 2 (2020),

7.18 Noise or Air Quality Issues

Not applicable to this proposal.

7.19 Comments on Public Consultations

7.20 Planning Obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for additional floorspace for residential developments is £95 per square metre and office developments of £35 per square metre. This is in addition to the Mayoral CIL charge of £35 per sq metre.

The existing floor area as advised in the CIL application form is 277.9sqm. The total proposed floor area as measured from the submitted plans is 1188.44sqm. This would be an increase of 910.54sqm. This would equate to:

Hillingdon CIL £86,501.30

Mayoral CIL £31,868.90

Total = £118,307.20

7.21 Expediency of enforcement action

Not applicable to this proposal.

7.22 Other Issues

Refuse Bin Store Provision

Refuse collection will continue via the roadway (Dene Road). In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. In addition, refuse carrying distances from the new dwellings to the point of collection should not exceed the recommended standard of 30m. As depicted, the bin store appears to satisfy the above parameter hence there are no further observations.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the

development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

Although this is a substantial building, given the existing development on the site, the proposed design and the scale of the plot, it is considered on balance that it would respect the character and appearance of the wider street scene and would not be detrimental to the amenity of the neighbouring occupiers. The proposal would provide adequate living and amenity space and no objections have been raised by the Highways or Conservation Officers.

It is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).

Hillingdon Local Plan Part 2 (January 2020).

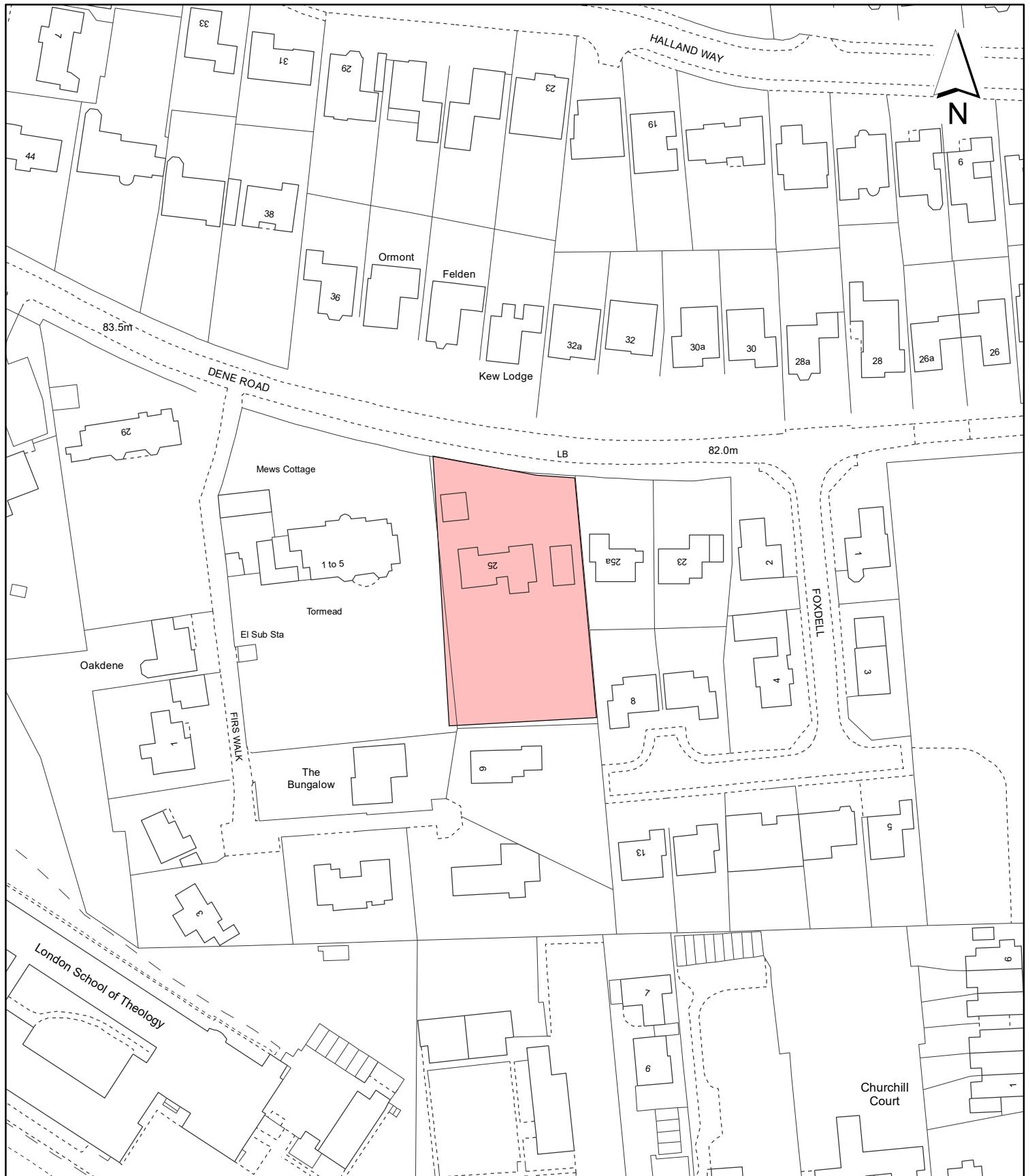
The London Plan (2016).

Supplementary Planning Document 'Accessible Hillingdon'.

National Planning Policy Framework.

Contact Officer: Liz Arnold

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<p>Notes:</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>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).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Site Address:</p> <p>25 Dene Road Northwood</p>	<p>LONDON BOROUGH OF HILLINGDON Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>
	<p>Planning Application Ref:</p> <p>46479/APP/2020/3055</p>	<p>Scale:</p> <p>1:1,250</p>
	<p>Planning Committee:</p> <p>North</p>	<p>Date:</p> <p>January 2021</p>