

Report of the Head of Planning, Transportation and Regeneration

Address 26 HIGHLAND ROAD NORTHWOOD

Development: Conversion of existing dwelling to 2 x 2-beds unit with associated amenity space and parking

LBH Ref Nos: 49247/APP/2021/1060

Drawing Nos: Location Plan
01
02 B
03 A
Design & Access

Date Plans Received: 17/03/2021 **Date(s) of Amendment(s):**

Date Application Valid: 17/03/2021

1. SUMMARY

Based on the plans and supporting documents that have been submitted, the proposal cannot be supported. The development proposed would not be in keeping with the character of the local area by reason of its design, scale, siting and relationship within the plot boundaries. The proposed 2 bed dwellinghouse would result in a cramped form of development that would be harmful to the character and appearance of the street scene.

The site has a PTAL of 2, which is considered poor and heightens dependency on the use of private motor transport. The application has been reviewed by the Highway Authority, which is concerned that the proposal would potentially exacerbate local parking stress due to the insufficient and substandard layout of on-plot parking provision, and would therefore raise highway safety concerns, contrary to Local Plan and London Plan (2021) policies.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The application property forms part of a continuous line of properties with a rigid building line and uniform plot widths. It is considered that the proposed sub-division of the property would, by reason of the resultant narrow plot widths, result in a cramped form of development which would be harmful to the character and appearance of the street scene. It would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

2 NON2 Non Standard reason for refusal

The proposed development fails to demonstrate the adequacy of on-plot car parking provisions, which may therefore lead to undue on-street parking demand to the detriment of on-street parking capacity and public/highway safety contrary to Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).and Policy T6/T6.1 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically 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).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
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
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H10	(2021) Housing size mix
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

5 I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for

appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site contains a two storey, semi-detached dwellinghouse, located on the west side of Highland Road and backing on to Northwood Recreation Ground. The application property is set back from the adjacent highway with front garden laid in hardstanding with a low brick wall forming boundary treatment along the front of the application site. There is an existing vehicular access off Highland Road to the driveway providing off-street parking space. To the side is an existing two storey side extension. To the rear is an enclosed garden area.

From No.26 Highland Road (the application site) which is the last property on the bend in the road, all the way to No.96 Highland Road (close to the junction with Cranbourne Road) there is a continuous line of properties with a rigid building line and uniform plot widths (which is replicated by the odd numbers across the road too).

3.2 Proposed Scheme

The application is seeking planning permission for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house, which at present comprises a two-storey side extension, with associated amenity space and one off-street parking space.

3.3 Relevant Planning History

49247/APP/2005/2611 26 Highland Road Northwood

ERECTION OF A FRONT CANOPY OVER THE ENTRANCE DOOR, PART SINGLE STOREY, PART TWO STOREY SIDE EXTENSION AND PART SINGLE STOREY, PART TWO STOREY REAR EXTENSION (INVOLVING DEMOLITION OF EXISTING CONSERVATORY AND OUTBUILDINGS)

Decision: 17-01-2006 Refused

Appeal: 13-12-2006 Allowed

49247/APP/2005/3554 26 Highland Road Northwood

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

Decision: 17-02-2006 Approved

49247/APP/2006/2946 26 Highland Road Northwood

DETAILS OF HARDSTANDING IN COMPLIANCE

WITH CONDITION 4 OF PLANNING PERMISSION
49247/APP/2005/3554 DATED 17-02-2006 :
ERECTION OF SINGLE-STOREY PART SIDE AND REAR EXTENSION (INVOLVING
DEMOLITION OF EXISTING GARAGE)

Decision: 15-03-2007 Approved

Comment on Relevant Planning History

As listed above

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 (2021)

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.

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

Part 2 Policies:

DMEI 9 Management of Flood Risk
DMH 2 Housing Mix
DMH 4 Residential Conversions and Redevelopment
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

DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
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NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes

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 neighbouring properties and Northwood Residential Association were consulted via letters on 22-03-21. 8 representations and a signed petition with 35 signatures were received objecting to the proposal on the following grounds.

1. Inadequate parking provision
2. Impact on residential amenity in terms of noise pollution
3. The proposed development would be out of character and overbearing to adjacent properties
4. Drainage issues
5. Traffic congestion

Internal Consultees

Tree/Landscape officer: There is no recent planning history. There is no objection to the proposal to sub-divide the existing house, however, details of the external spaces including parking in the front garden and the layout of the private amenity / garden space should be conditioned. Details of the management and maintenance of any shared / communal external space should also be provided. RECOMMENDATION No objection subject to conditions RES9 (parts 1,2,4 and 5)

Highway officer

The proposal is for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house which at present consists of a two-storey side extension. 1 parking space is to be provided on the frontage with 1 space for No.26 being retained. A single existing carriageway crossing would need modification to facilitate unfettered vehicular access for both No.26 and the new unit.

The surrounding roadways are generally devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The site exhibits a Public Transport Accessibility Level (PTAL) of 2 which is considered as poor and therefore heightens dependency on the ownership and use of private motor transport.

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 maximum parking requirement for the 2-bedroom house equates to 2 on-plot spaces in order to fully comply with Hillingdon's adopted parking standard. 1 space is proposed hence there is a deficit in provision. This parking deficit is further compounded by the existing address (No.26) losing two on-plot parking spaces which cumulatively may cause undue parking displacement and stress on the public highway.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

Electric Vehicle Charging Point (EVCP) Provision

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces (80%) being designated as 'passive' provisions. In this case, the new unit should incorporate 1 'active' space in order to future proof for anticipated demand.

Cycle Parking Provision

In terms of cycle parking, there would be a requirement to provide 1 secure and accessible space for the 2-bedroom unit in order to meet the Council's adopted cycle parking standard. 2 cycle spaces, for both the existing and proposed house, are shown located to the front and rear of the build respectively which is considered appropriate and therefore acceptable.

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. As a consequence of the scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

Operational Refuse Requirements

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. The proposed positioning of the bin "collection" area on the frontage therefore indicates conformity. There are no further observations.

Conclusion

Refusal on insufficient on-plot parking grounds is recommended as follows:-

"The proposed development fails to demonstrate the adequacy of on-plot car parking provisions, which may therefore lead to undue on-street parking demand to the detriment of on-street parking capacity and public/highway safety contrary to Local Plan: Part 2 Development Plan (2020) Policy DMT 6 and Policy T6/T6.1 of the London Plan (2021).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT

The National Planning Policy Framework (February 2019) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the National Planning Policy Framework supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H10 of the London Plan (2021) promotes the optimisation of housing output within different types of location. Policies H10 of the London Plan and DMH 2 of the Local Plan (Part Two) also encourage the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

At the local level Policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

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

The application seeks to intensify the already established residential use of the site and in some cases the principle of development may be considered acceptable. In this case the matters of relevance are the impact on the character and appearance of the streetscene, neighbours impacts and parking/highway impact.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in the supporting Table 5.3. and that all developments will be expected to meet habitable rooms standards.

The proposed scheme includes 1 dwelling across the 0.0587 ha site area. The site has a Public Transport Accessibility Level (PTAL) of 2 and Table 5.3. stipulates a density standard of 35 - 50 or 105 - 175 hr/ha . The proposed scheme would sit outside the upper density range recommended by Policy DMHB 17. However the density matrix should not be applied mechanistically enabling account to be taken of other factors relevant to optimising potential such as local context, design, transport, social infrastructure open space.

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

Not applicable

7.04 Airport safeguarding

Not applicable

7.05 Impact on the green belt

Not applicable

7.07 Impact on the character & appearance of the area

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 of the Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) sets out specific principles for all new development in order to ensure buildings are designed to the highest standards and integrates with the character and appearance of the street scene.

Policy DMHB 12 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that development should be well integrated with the surrounding area and accessible. It should: ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area

The proposal is for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house which at present consists of a two-storey side extension. The submitted drawings show that the subject building to be used as a separate 2-bed house attached to the host property at No.26 Highland Road. From No.26 Highland Road (the application site) which is the last property on the bend in the road, all the way to No.96 Highland Road (close to the junction with Cranbourne Road) there is a continuous line of properties with a rigid building line and uniform plot widths (which is replicated by the odd numbers across the road too). This very high degree of building uniformity gives a very strong character to the streetscene. By subdividing the plot in half it is considered that this would have a much more conspicuous impact than at other locations where there is less uniformity in the streetscene. Furthermore the very narrow plot width of the subdivided new unit would it is considered result in a cramped form of development that would be harmful to the character of the Highland Road street scene.

Together the above policies require that new development is of the highest possible standards of design and layout, and that it can take place without material detriment to the existing character of the area. The development proposed is considered to be harmful to the character and appearance of the street scene. It would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

The proposal is for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house which at present consists of a two-storey side

extension. The proposed sub-division to create a 2 bed dwellinghouse will not involve external alteration to the current built form to create new window openings. The sole identifiable change would be an entrance door on the side elevation and the splitting up of the plot in two. These changes are not considered likely to have sufficient adverse impact on neighbours to justify refusing the application in this respect. The proposed development would not have an unacceptable impact on the living conditions of the neighbouring properties in terms of loss of light or outlook, overlooking and loss of privacy. The proposal, therefore, would accord with the above aforementioned policies.

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards.

Policy DMHB 16 (Housing Standards) requires that new housing development complies with the space standards as detailed below

Paragraph 5.60 of the Adopted Local Plan states that when assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons.

Below is the required minimum floor space standards;

2 bed, 3 person = 70 sqm

3 bed, 4 person = 90 sqm

The proposal will provide internal floor space measuring 142.4 sq.m and 71.2 sq.m for host dwelling at 26 Highland Road and the new unit respectively.

The proposal thus accords with Policy DMHB 16 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies LPP D4 and LPP D6 of the London Plan (2021), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

Technical housing standards requires that the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area. In this instance, the applicant has failed to submit a section drawing to show the proposed accommodation within the roofspace would meet the requirement. As such, it has not been possible to assess the compliance of the development as it relates to the provision of habitable accommodation within the roofspace. This is considered to weigh against the proposal in this instance.

Policy DMHB 18 of the Hillingdon Local Plan (2020) recognises that new residential buildings should 'provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings'.

Policy DMHB 18 states:

"All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3."

2/3 bedroom dwellinghouse = 60 sq.m

The existing unit would retain 175 sq.m of garden space and the proposed would benefit from 200 sq.m of outdoor space. In this regard the proposed development would exceed the minimum standards, which is considered a positive aspect of the scheme and would accord Policy DMHB 18 of the adopted Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal is for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house which at present consists of a two-storey side extension. 1 parking space is to be provided on the frontage with 1 space for No.26 being retained. A single existing carriageway crossing would need modification to facilitate unfettered vehicular access for both No.26 and the new unit.

The surrounding roadways are generally devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The site exhibits a Public Transport Accessibility Level (PTAL) of 2 which is considered as poor and therefore heightens dependency on the ownership and use of private motor transport.

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 maximum parking requirement for the 2-bedroom house equates to 2 on-plot spaces in order to fully comply with Hillingdon's adopted parking standard. 1 space is proposed hence there is a deficit in provision. This parking deficit is further compounded by the existing address (No.26) losing two on-plot parking spaces which cumulatively may cause undue parking displacement and stress on the public highway.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

Cycle Parking Provision

In terms of cycle parking, there would be a requirement to provide 1 secure and accessible space for the 2-bedroom unit in order to meet the Council's adopted cycle parking standard. 2 cycle spaces, for both the existing and proposed house, are shown located to the front and rear of the build respectively which is considered appropriate and therefore acceptable.

The application has been reviewed by the Highway Authority, which is concerned that the proposal would potentially exacerbate local parking stress due to the insufficient and substandard layout of on-plot parking provision, and would therefore raise highway safety concerns, contrary to Local Plan and London Plan (2021) policies.

7.11 Urban design, access and security

The proposal is for the sub-division of an existing semi-detached dwelling to create a

separate (but attached) 2-bedroom house which at present consists of a two-storey side extension. It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light.

7.12 Disabled access

Not applicable

7.13 Provision of affordable & special needs housing

Not applicable

7.14 Trees, Landscaping and Ecology

The application site is occupied by a two-storey semi-detached house located on the west side of Highland Road, backing on to Northwood Recreation Ground. There are no TPO's or Conservation Area designations affecting the site. No trees will be affected as a result of the proposed development. Given that there is no sufficient details of the external spaces including parking in the front garden and the layout of the private amenity / garden space submitted by the applicant, this aspect of the development can be conditioned if the application is minded for an approval.

7.15 Sustainable waste management

Operational Refuse Requirements

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. The proposed positioning of the bin "collection" area on the frontage therefore indicates conformity. There are no further observations.

7.16 Renewable energy / Sustainability

Not Applicable

7.17 Flooding or Drainage Issues

Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding and are further supported by Policies 5.13 and 5.15 of the London Plan (March 2016).

Paragraph 6.46 of the LPP2 states that Sustainable drainage systems (SuDS) are vital in addressing Hillingdon's surface water flood risk, which is predicted to rise as climate change increases the frequency of heavy rainfall and as further new development and intensification within the Borough increases the volume of waste and surface water going into the existing drainage infrastructure. SuDS manage runoff from developments, reducing the quantity of water entering drains, especially at peak periods, improving the quantity of runoff and promoting amenity and biodiversity benefits from using water in the environment.

Whilst the application site is located within an area identified as a Critical Drainage Area, the current proposal will not involve any development/construction of built form within the site, as the subject property relates to an existing structure. The proposal, therefore, is unlikely to exacerbate the current flood risk within the immediate surroundings.

7.18 Noise or Air Quality Issues

Not applicable

7.19 Comments on Public Consultations

Please refer to the Main Planning Issues section of this report.

7.20 Planning Obligations

The Council adopted its own Community Infrastructure Level (CIL) on 1st August 2014 and the charge for residential developments is £95 per square metre of additional floorspace.

This is in addition to the Mayoral CIL charge of £60 per square metre.

7.21 Expediency of enforcement action

None

7.22 Other Issues

None

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

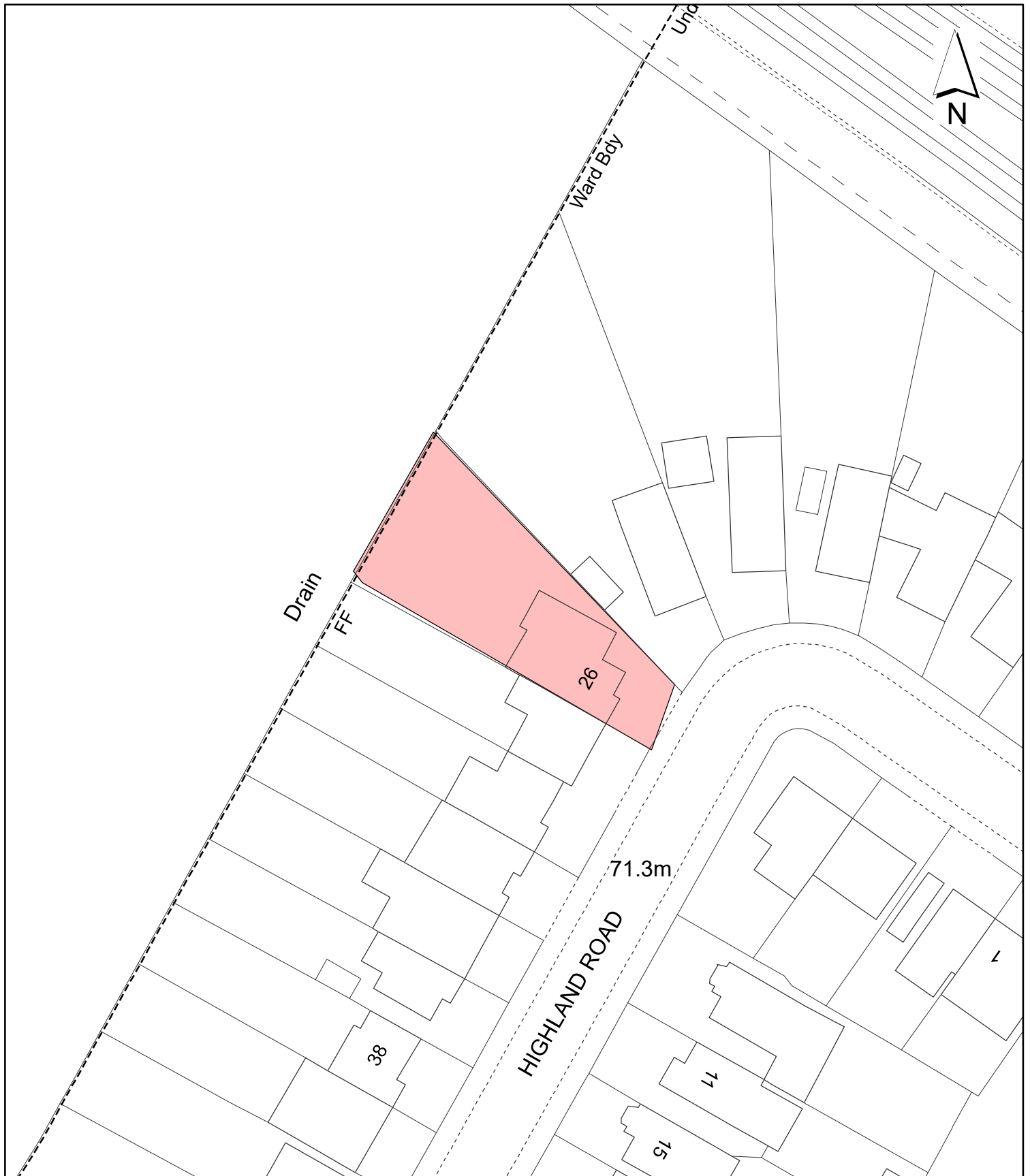
The proposal, based on the plans and supporting documents that have been submitted cannot be supported, as the development proposed would not be in keeping with the character of the local area by reason of its design, scale, siting and relationship within the plot boundaries. The proposed 2 bed dwellinghouse would unbalance the symmetry of the pair of semi-detached dwellings. It would result in a cramped form of development that would be harmful to the character and appearance of the street scene.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2021)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Batatunde Aregbesola

Telephone No: 01895 250230



Notes:



Site boundary

For identification purposes only.

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Site Address:

**26 Highland Road,
Northwood**

Planning Application Ref:

49247/APP/2021/1060

Scale:

1:600

Planning Committee:

North

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

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