



HILLINGDON
LONDON



Central & South Planning Committee

Date: WEDNESDAY, 12 APRIL
2017

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

To Councillors on the Committee

Councillor Ian Edwards (Chairman)
Councillor David Yarrow (Vice-Chairman)
Councillor Shehryar Ahmad-Wallana
Councillor Roy Chamdal
Councillor Alan Chapman
Councillor Jazz Dhillon
Councillor Janet Duncan
Councillor Manjit Khatra
Councillor Brian Stead

Published: Tuesday, 4 April 2017

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This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=123&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

You can watch the public (Part 1) part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.



It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

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Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm EXIT and assemble on the Civic Centre forecourt. Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



A useful guide for those attending Planning Committee meetings

Security and Safety information

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Mobile telephones - Please switch off any mobile telephones before the meeting.

Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more people who live, work or study in the borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 10
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

PART I - Members, Public and the Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Cherry Yard (South), Holloway Farm,Harmondsworth Road - 2688/APP/2016/4029	Heathrow Villages	Temporary Change of use of land from a commercial plant growing area to car parking for staff for 5 years (Retrospective) Recommendation: Refusal	11 - 24 86 - 90
7	Holloway Farm, Harmondsworth Road - 2688/APP/2016/3948	Heathrow Villages	Change of use of land from garden centre/nursery to a vehicle maintenance area involving erection of workshop and demolition of glass house and poly tunnels (Retrospective) Recommendation: Refusal	25 - 40 91 - 96

8	5, Granville Road - 1404/APP/2017/271	Hillingdon East	Conversion of existing house to two self contained flats. Recommendation: Refusal	41 - 54 97 - 107
9	16 Iver Lane - 22813/APP/2016/4577	Uxbridge South	Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include 1 rear dormer. Recommendation: Refusal	55 - 62 108 - 112

PART II - MEMBERS ONLY

The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

10 Enforcement Report 63 - 74

11 Enforcement Report 75 - 84

PART I - Plans for Central and South Planning Committee 85 - 112

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Minutes



CENTRAL & SOUTH PLANNING COMMITTEE

21 March 2017

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Ian Edwards (Chairman), David Yarrow (Vice-Chairman), Shehryar Ahmad-Wallana, Roy Chamdal, Alan Chapman, Jazz Dhillon, Janet Duncan and Brian Stead</p> <p>LBH Officers Present: Meghji Hirani (Planning Contracts & Planning Information), Roisin Hogan (Planning Lawyer), Manmohan Ranger (Transport Consultant), James Rodger (Head of Planning and Enforcement) and Luke Taylor (Democratic Services Officer)</p> <p>Ward Councillors Present: Councillors Judith Cooper and Richard Mills</p>
217.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies of absence were received from Councillor Khatra.</p>
218.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Edwards disclosed he had received emails regarding Item 6, but had responded by passing these emails onto officers and had no further involvement.</p> <p>Cllr Chamdal confirmed he had also received emails regarding Item 6, but did not respond to the emails and deleted them.</p> <p>Cllr Duncan left the room during the discussion of Item 19, as she had involvement in the case.</p>
219.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>That the minutes of the meeting held on 2 March 2017 were agreed.</p>
220.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
221.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that items marked Part 1 would be considered in public, and items</p>

marked Part II would be considered in private.

222. **1 COLLINGWOOD ROAD - 57541/APP/2016/2713** (*Agenda Item 6*)

Change of use from single dwelling house (Use Class C3) to six-person House of Multiple Occupancy (Use Class C4).

Officers introduced the application which sought planning permission for a change of use from a single family dwelling to a house in multiple occupation to accommodate six persons, and noted the addendum. The application was deferred at the meeting on the 18 January 2017 to allow for a site visit and for officers to clarify the provision of amenity space. The site visit took place on 15 March.

A petitioner, objecting to the application, informed the Committee that there was already an HMO in operation nearby which had resulted in anti-social behaviour and criminal damage nearby. There were problems with on-street parking in the area, and this has caused a danger to local residents, and the high wall on the property would also cause danger as people leaving the property would not be able to see what was coming around the corner if they reversed out the property. Furthermore, the siting of the bins on the property would impact on access as the gates would open onto the bins and limit the space available for cars. There was also a concern that children being housed in the property would be given their own room, and not be supervised by parents, while the lounge layout would cause an issue for wheelchair users.

The agent and applicant for the application then spoke to the Committee, and commented that the proposal would comply with HMO standards, as laid out for a six-person property. Concerns of anti-social behaviour would be safeguarded, as guests would be on a short license agreement and could be evicted if they caused any problems. The Committee heard that of the 31 signatures on the petition, nearly half were not nearby neighbouring properties. Responding to questions from the Committee, the applicant confirmed that short license agreements would be suitable for tenants who did not want to be tied down and could be housed at any time, making a six-month lease undesirable. The applicant also confirmed to the Committee that the outbuildings would be demolished as part of the plans.

Councillor Richard Mills, Ward Councillor for Brunel, addressed the Committee and expressed concerns regarding amenity space and parking arrangements. He sought clarification that the parking spaces were not included in the amenity space, and that this amenity space was deemed sufficient for a six-person HMO. Councillor Mills also confirmed that defensive planting was a good idea to help the occupants' privacy, but would this also affect the amenity space provided.

Officers clarified that the parking was not included in the amenity space, and the amenity space would be sufficient, even with the proposed landscaping.

Responding to concerns from the Committee, Planning Officers confirmed that there was not an oversaturation of HMOs in the area, and the Highways Officer confirmed that parking was deemed acceptable as the bins would be offset from the parking space. An informative would be added to the application to ensure that the crossover for the third parking space was acceptable, ensuring a white line was visible on the dangerous corner. Officers also confirmed that concerns about fire risks were covered by legislation outside of the Planning Committee remit, but that the property would have to comply with this legislation or plans would need to be changed and returned to the Committee.

Members sought clarification on whether the short-term nature of the leases meant the property was a hostel, and the Head of Planning and Enforcement confirmed that a robust condition on the application to ensure it was used for Class C4 (HMO) use only would prevent the property being used as a hostel.

Councillors confirmed that the demolition of the outbuildings was necessary to ensure that enough amenity space was available for occupants, and the addition of "including the demolition of outbuildings" would be added to the proposal to ensure this took place.

Officers confirmed that a number of conditions were required, including conditions to parking, landscaping, outbuilding removal, permitted development rights removal and the removal of the window from the lounge to bedroom. As such, Members moved the officers recommendation, as revised in the addendum, with delegated authority to allow the Chairman and Labour Lead, in conjunction with the Head of Planning and Enforcement, to agree the relevant conditions.

The proposal was seconded, and upon being put to a vote, was unanimously agreed.

- **RESOLVED:** That the application was approved, subject to additional conditions.

223. **3 FIELD WAY - 16250/APP/2016/4408** (*Agenda Item 7*)

Part two-storey, part single-storey rear extension and first-floor side extension.

Officers introduced the report and noted the addendum. The application sought permission for a part two-storey, part single-storey rear extension and first-floor side extension.

A petitioner spoke in objection to the application, confirming that comments in December 2016 regarding the original design led to a reduced depth in the proposal, and they were grateful for these changes, however, the loss of the catslide roof and proposed wall would lead to a loss of daylight and sunlight to the lounge of 1 Field Way. The Committee heard that the proposed extension would open onto windows just a metre from the property, and that the bulk, siting and loss of amenity for 1 Field Way were unacceptable, while the overhang at the gutter meant the property was just 0.5m from the boundary, and would lead to significant overshadowing and set a precedent.

The agent for the application spoke and commented that the property has a lawful development certificate, but the alternative proposal before the Committee was more acceptable and harmonised with the street scene. During the consultation, there was one objection and one letter of support from neighbouring properties. The loss of light to 1 Field Way would affect the side-windows, which were not priority windows and were made of obscured, coloured glass. Therefore the loss of light would be minimal.

Councillor Judith Cooper, Ward Councillor for Uxbridge South, addressed the Committee and informed them that the Field Way was an area of special character and required development to enhance the street scene, not just to remain in keeping with the scene. Councillor Cooper stated that the catslide roof is integral to the development and changing this would impact on neighbouring residents and the street scene.

The Planning Team Leader confirmed that the two windows at 1 Field Way that were to

	<p>be affected were secondary windows on the side of the house, made from coloured, obscured glass, and the room had primary windows to the front and rear. The Committee heard that the catslide roof was not necessary to the area of special character, as there was only one other roof of this design in the area.</p> <p>Councillors commented that they wished to preserve the area of special character, but the application before them was preferable to that under the permitted development plans. Members agreed that the removal of permitted development rights was important to prevent dormers on the property, and stated that change at the property was inevitable, but the current application was preferable to the original plans.</p> <p>The officers' recommendation, subject to the removal of permitted development rights, was moved, seconded and unanimously agreed upon being put to a vote.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved, subject to the removal of permitted development rights.
224.	<p>BRUNEL UNIVERSITY - 532/APP/2016/4572 (<i>Agenda Item 8</i>)</p> <p>Single-storey rear extension, plant enclosure, vehicle access gates, ramp and new fencing.</p> <p>Officers introduced the application which sought a rear extension, changes to access, landscaping and new fencing, and highlighted that the proposal would not have any significant impact on the openness of the Green Belt.</p> <p>Members moved the officer's recommendation, and this was seconded and unanimously agreed when put to a vote.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved.
225.	<p>BRUNEL UNIVERSITY - 532/APP/2016/4568 (<i>Agenda Item 9</i>)</p> <p>Removal of condition 1 (Retention of Structures) of planning permission ref: 532/APP/2013/1586 dated 10/10/2013 (single-storey structure to accommodate three test chambers and associated roof plant for a temporary period of ten years, following demolition of existing building).</p> <p>Officers introduced the application which sought permission to remove condition 1 of planning permission reference 532/APP/2013/1586 as the building was designed to last as long as other buildings on the site, and it is still in use.</p> <p>The Committee moved and seconded the officer's recommendation, and when it was put to a vote, it was unanimously agreed.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved.
226.	<p>140 RYEFIELD AVENUE - 29498/APP/2016/3975 (<i>Agenda Item 10</i>)</p> <p>Change of use from retail (use Class A1) to a mixed-use comprising restaurants / hot food takeaway (Use Class A3/A5) involving installation of an extract duct to the side.</p> <p>Officers introduced the application to the Committee.</p>

	<p>Responding to Councillors' concerns, the Planning Team Leader confirmed that the proposed flue was to the side of the building, adjacent to a residential property, but it discharged 1m above roof level. A condition was also in place regarding the noise of the extract duct.</p> <p>Members moved, seconded and unanimously agreed the officers' recommendation.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved.
227.	<p>GRANGE HOUSE, 9 GRANGE ROAD - 1489/APP/2016/4156 (<i>Agenda Item 11</i>)</p> <p>Change of use from a dwellinghouse (Use Class C3) to a twelve-person House of Multiple Occupation (Sui Generis) with alterations to front and internally.</p> <p>Officers introduced the application which sought a change of use from dwellinghouse to sui generis to create a seven-bed, 12-person HMO with alterations to front and internally.</p> <p>Members expressed concern that the application exceeds the policy on maximum occupants at an HMO.</p> <p>The Head of Planning and Enforcement confirmed that the Planning Committee were unable to refuse the application due to it only providing one kitchen, as this was covered under other legislation, and Planning Committee's do not have this authority.</p> <p>The Committee agreed that the application was an over-intensification of the site, and a proposal to refuse the application on the grounds of over-intensification of the site and noise disturbance was moved.</p> <p>The motion to refuse the application was seconded, and upon being put to a vote, unanimously agreed.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was refused.
228.	<p>6 HAMILTON ROAD - 5670/APP/2017/42 (<i>Agenda Item 12</i>)</p> <p>Two-storey side extension, single-storey front extension, single-storey rear extension and conversion of roof space to habitable use to include a rear dormer.</p> <p>Officers introduced the application and noted the addendum.</p> <p>A petitioner spoke in objection to the application, commenting that the layout of side windows was common in the road, and while residents expected reasonable development on the road and would support a well-designed home at the site, this was not happening. As such, the petitioner requested the Committee support the officers' recommendation.</p> <p>Councillor Cooper, Ward Councillor for Uxbridge South, commented that the application had caused the local residents a lot of distress and urged the Committee to refuse the application.</p> <p>Members commented that the area was an area of special local character, and the side</p>

	<p>windows on properties in the area are common and a feature of that character.</p> <p>The officer's recommendation then was moved, seconded, and unanimously agreed.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was refused.
229.	<p>48 WALLINGFORD ROAD - 71488/APP/2015/4721 (<i>Agenda Item 13</i>)</p> <p>Erection of two detached buildings to accommodate a storage depot and ancillary office (Use Class B8).</p> <p>Officers introduced the report and noted the addendum.</p> <p>Members expressed concern about future use of the site intensifying and resulting in an increase of night-time vehicle use. It was proposed that a condition be added to restrict the use of HGVs and night-time vehicles should the need arise.</p> <p>The Committee proposed to move the officers' recommendation, with delegated authority to the Chairman and the Labour Lead Member to agree a condition prohibiting night time vehicle traffic movements. This proposal was seconded and unanimously agreed.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved.
230.	<p>FOOTPATH OPPOSITE 35 FALLING LANE - 72106/APP/2017/464 (<i>Agenda Item 14</i>)</p> <p>Installation of 12.5m high telecommunications monopole and associated works (Application for prior approval under Schedule 2, Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015).</p> <p>Officers introduced the report to the Committee, noting the conditions on landscaping and removing permitted development rights for additional cabinets.</p> <p>Members moved, seconded and unanimously agreed the officers' recommendation.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was approved.
231.	<p>LESSER BARN, HUBBARDS CLOSE - 5971/APP/2016/3922 (<i>Agenda Item 15</i>)</p> <p>Rebuilding or existing barn with internal and external alterations to create two three-bedroom dwellings with associated parking and landscaping.</p> <p>Officers introduced the application which sought planning permission for the rebuilding and conversion of the Grade II Listed Lesser Barn into two three-bedroom residential units.</p> <p>It was confirmed that this application was a re-submission of the 2012 approved application 5971/APP/2011/2438, which has since expired. As such, Members proposed to defer the application to clarify the legal position on a listed building application that was linked to an application which had expired.</p> <p>The proposal was moved, seconded, and unanimously agreed when put to a vote.</p> <ul style="list-style-type: none"> - RESOLVED: That the application was deferred.

232.	<p>ENFORCEMENT REPORT (<i>Agenda Item 16</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer’s report was agreed. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
233.	<p>ENFORCEMENT REPORT (<i>Agenda Item 17</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer’s report was agreed. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
234.	<p>ENFORCEMENT REPORT (<i>Agenda Item 18</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer’s report was agreed. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which</i></p>

	<p><i>requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
235.	<p>ENFORCEMENT REPORT (Agenda Item 19)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer’s report was agreed. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
236.	<p>ENFORCEMENT REPORT (Agenda Item 20)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer’s report was agreed. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
237.	<p>ENFORCEMENT REPORT (Agenda Item 21)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action was agreed, and delegated authority given to the Head of Planning and Building Control to confirm the enforcement action needed at the property. 2. That the Committee resolved to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of

	<p>issuing the formal breach of condition notice to the individual concerned.</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.12 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Luke Taylor on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

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Report of the Head of Planning, Sport and Green Spaces

Address CHERRY YARD (SOUTH), HOLLOWAY FARM HARMONDSWORTH ROAD
WEST DRAYTON

Development: Temporary Change of use of land from a commercial plant growing area to car parking for staff for 5 years (Retrospective)

LBH Ref Nos: 2688/APP/2016/4029

Drawing Nos: 1049 Holloway Farm Mitigator
1619/TP/01
1619/TP/02
Noise Assessment
Design and Access Statement
Historic Environment Assessment
Arboricultural Report
Transport Statement
Landscape Assessment

Date Plans Received: 03/11/2016

Date(s) of Amendment(s):

Date Application Valid: 03/11/2016

1. SUMMARY

The application seeks retrospective planning permission for the temporary change of use of land from a commercial plant growing area to car parking for staff (5 years). The parking area is being used as temporary overspill parking for CCH Ltd. The site is currently a vehicle maintenance depot, a use which is currently unauthorised and for which an application for retrospective permission has been submitted under application reference 2688/APP/2016/3948.

The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal. The development causes harm to the openness and purposes of the Green Belt and no very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London

Plan (2016) and the NPPF.

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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
LPP 7.16	(2016) Green Belt
LPP 7.8	(2016) Heritage assets and archaeology
NPPF9	NPPF - Protecting Green Belt land
NPPF12	NPPF - Conserving & enhancing the historic environment

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 saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

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. The Council's supports pre-application discussions.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of an area of land within the Southern half of Cherry Yard, Holloway Farm, Harmondsworth Road located to the North of the village of Harmondsworth. The land is currently used as a parking area and is bounded to the North, South and West by a metal fence with barbed security wire. Trees and vegetation provide screening between the car park and Holloway Close to the West. The parking area accommodates 38 car parking spaces for CCH Ltd coach driving staff. The application site lies within the Metropolitan Green Belt and within an Archaeological Priority Area (APA) as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012). The site's pre-existing use contained a plant growing area associated with the former garden centre/nursery.

3.2 Proposed Scheme

The application seeks retrospective planning permission for the temporary change of use of land from a commercial plant growing area to car parking for staff (5 years). The parking area is being used as temporary overspill parking for CCH Ltd. The site is currently a vehicle maintenance depot, a use which is currently unauthorised and for which an application for retrospective permission has been submitted under application reference 2688/APP/2016/3948.

3.3 Relevant Planning History

2688/APP/2000/1862 Cch Cars - Holloway Farm Harmondsworth Road West Drayton
ERECTION OF A SIDE EXTENSION WITH TWO ROLLER SHUTTER DOORS

Decision: 06-12-2000 Approved

2688/APP/2003/1301 Holloway Farm Harmondsworth Road West Drayton
ERECTION OF A SINGLE STOREY BUILDING FOR AGRICULTURAL USE (CONSULTATION UNDER SCHEDULE 2, PARTS 6 AND 7 OF THE TOWN AND COUNTRY PLANNING (GENEF PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 11-06-2003 PRQ

2688/APP/2003/1782 Holloway Farm Holloway Close Harmondsworth
ERECTION OF A SINGLE STOREY BUILDING FOR AGRICULTURAL USE (CONSULTATION UNDER SCHEDULE 2, PART 17 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 05-08-2009 NFA

2688/APP/2016/3948 Holloway Farm Harmondsworth Road West Drayton
Change of use of land from garden centre/nursery to a vehicle maintenance area involving erect of workshop and demolition of glass house and poly tunnels (Retrospective)

Decision:

Comment on Relevant Planning History

The following planning history is considered to be of relevance to the application:

2688/APP/2000/1862 - Erection of side extension with two roller shutter doors - APPROVED

2688/H/91/1547 - Erection of a 630m² glasshouse with ancillary w.c./store/office and associated car parking, landscaping and security fencing to provide a retail plant centre (involving demolition of existing nursery). APPROVED

3588 - change of use of vacant farm building and agricultural land to a chauffeur driven car hire business and ancillary activities. Refused but allowed at appeal under reference APP/R5510/A/91/182590/P9

In reference to the re-use of agricultural buildings the Inspector advised:

"their use as vehicle storage and as a rest room does not detract from the appearance of the area. From the photographs you provided, the repairs and minor works which have been done have probably improved the appearance of the buildings. The new fence or wall effectively shields most of the parked vehicles from view from the public highway."

In reference to the surrounding area the Inspector advised:

"Bearing in mind the other buildings and uses within the triangle of land around the site, the present use of the appeal site does not, in my view, detract from the character and appearance of the area."

That decision may not have considered the green belt impacts of the vehicle parking in the way now expected by, for example, the NPPF.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
LPP 7.16	(2016) Green Belt
LPP 7.8	(2016) Heritage assets and archaeology
NPPF9	NPPF - Protecting Green Belt land
NPPF12	NPPF - 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

4 neighbouring properties were consulted by letter dated 10.11.16 and a site notice was displayed to the front of the site which expired on 12.12.16

4 letters of objection have been received raising concerns about the retrospective nature of the works which are in conflict with Green Belt Policy and cause traffic problems, out of keeping with the rural nature of the site and surroundings in this Green Belt location.

Heathrow Safeguarding: No Safeguarding Objections.

Heathrow Villages Conservation Area Advisory Panel:

The applicants identify the fact that the site is in the Green Belt, and pose the question of whether the development that has taken place without consent is inappropriate in the Green Belt. We believe it is, and we fear it would set a precedent, and this this would then be just the first of many applications that would transform the whole area of the previous agricultural holding into a commercial and/or industrial zone. The application also mentions the effect of the development on the openness of the Green Belt and on the character and appearance of the surrounding area. We believe the car parking would significantly affect the views from the bridge over the M4 and the stretch of Harmondsworth Road to the South of the motorway, especially in winter when the screening provided by the trees on the boundary along the road is reduced. Instead of a rural outlook the view would mirror those of many car parks all around Heathrow, and the rural setting of Harmondsworth village would also be affected. The integrity of Harmondsworth is also threatened by the proposals to expand Heathrow Airport, but these proposals have not been given the go-ahead so there is every reason to preserve and enhance the village and its surroundings. Following on from this, we do not believe the harm the car park would do to its surroundings is outweighed by other considerations, so there are no very special circumstances that would be necessary to justify the development. We therefore expect the application to be refused. We have two further observations that the Planning Committee should perhaps take into consideration:

- 1) The application describes the use as "a temporary staff car park for CCH Ltd" with space for 38 cars. However, we cannot see how 38 staff can work from the small yard which is all that CCH admit to using as it has room to park far fewer than 38 coaches. We do not therefore believe the use will be as stated on the application.
- 2) Inspection of the area between the car park for which retrospective permission is being sought

and the M4 shows that there have been other significant changes made. The greenhouses have been demolished and recently replaced by a large structure, and an area nearer the M4 is also being used for car parking. These developments suggest to us that our fears of creeping development are well-founded, and we hope enforcement action will be taken in regard to these developments on the adjacent land.

Ward Councillor: Requests that the application is reported to Committee for consideration.

Internal Consultees

Highways Officer:

This retrospective application is to change the use of a parcel of land at the Cherry Yard site in Harmondsworth Road West Drayton to staff car parking (38 spaces). The applicant has supplied a Transport Statement by Paul Mew dated October 2016 in support of the application. This application is for a period of 5 years while the operator, CCH, finds a suitable alternative site for their coach/minibus operation. Currently 44 coaches and mini-buses are stored on site and from as early as 3am drivers arrive to take the coaches out for work and this carries on through the day. The coaches/minibuses return throughout the day and return by end of the day (up to 11:30 pm). Harmondsworth Road is a classified road under the Council's road network. The site has a PTAL value of 2 (poor) so it is likely that many of the workforce will rely on private cars for trip making. There are drivers for each of the coaches/minibuses along with 6 depot staff and there can be as many as 55 staff employed at the site. The TS identified the traffic generation of the site and the use of the car park. There are approximately 122 trips to and from the site each day and the use of the car park was made predominantly by coach/minibus drivers. This activity has been taking place for some time and the impact of the traffic during peak periods is likely to be minimal as the spread of trips is over a long working day. The proposal is to provide car parking by applying a removable gravel surface to the existing agricultural land adjacent to the existing depot. The TS also looked at the suitability of the shared access onto Harmondsworth Road in terms of visibility and shows that there was sufficient sight distances. Given the proximity of the site to Heathrow Airport I suggest a condition restricting the use of the car park for airport related car parking is added to any approval. On the basis of the above comments I have no significant objections to the application.

Landscape Officer:

The triangular-shaped site is occupied by an area of gravelled hard-standing which was formerly a commercial plant growing area and is currently used for car parking. The site is accessed from the west of Harmondsworth Road and lies just South of the boundary of the M4. The compound is surrounded by a chain link fence, with a mature hedgerow (with trees) along the West boundary with Holloway Close. The M4, to the North, lies in a cutting, above which there are tree-lined slopes which screen views into the site. To the East of the site there is a tree-lined embankment supporting the carriageway as it rises towards the bridge over the M4.

COMMENT: The site lies within the Green Belt, a designation which requires special circumstances to justify development. An Arboricultural Report, by Greenlight, provides a survey of trees close to the site. The report confirms that there are no protected trees on, or close to, the site and no 'A' grade trees. Of the 19 No. trees, groups and hedges surveyed, there are 10 No. B grade trees, 1 No. U grade tree. The remaining trees, group and hedge are C grade. The report concludes that no trees have been, or will be, affected by the change of use. The site is relatively discrete and the main views over the site are glimpsed through the roadside trees by North-bound traffic. A Landscape Assessment, by Greenlight, concludes (6.5) that the qualities of openness and permanence (as required in the Green Belt) have not been altered as a result of the the changes. The proposal is to re-surface the car park with Grasscrete or similar. Grasscrete itself (a particular product) is not recommended. Nor is the attempt to establish re-inforced grass. If the car park is to be in regular use, grass will not establish. However, some form of re-inforced (permeable) gravel surface will be

considered suitable, as will the planting of mixed native hedgerows around the car park. If the application is recommended for approval, landscape conditions should be imposed.

RECOMMENDATION: No objection subject to conditions COM8, COM9 (parts 1, 2, 4, 5 and 6), COM10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The whole of the application site is designated as Green Belt. The principle of development is required to be established under National and Local Green Belt Policy which is addressed in section 7.05 below.

7.02 Density of the proposed development

Not applicable to this application.

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

The application site is located within both the Harmondsworth archaeological priority area (APA) and the Heathrow Area archaeological priority zone (APZ). Both are designated by the local authority in recognition of the prehistoric potential, and the Harmondsworth APA includes the potential for evidence of Saxon settlement activity.

A desk-top appraisal has been submitted in support of this application which concludes that Archaeological survival is likely to be moderate to high across the site. Previous topsoil removal within the site may have had an impact on any archaeological remains present immediately beneath the topsoil, although cut features such as pits, ditches and foundations likely survive intact.

The main impact associated with the proposed development, which has been constructed, will be from preliminary site stripping and demolition, the installation of site fencing and welfare facilities and the laying of any new services or drainage trenches. Whilst the works are relatively shallow, they have the potential to truncate or remove any archaeological remains as such remains are likely to be close to the current ground surface. It is possible that the bases of cut features survive below the truncation level.

No archaeological work is recommended on the basis that the scheme has already been completed and any remains that might have been present will have already been truncated, or possibly removed entirely. In light of the sensitivity of the site and its location within APA and APZ, any development proposed for the site is very likely to require further archaeological assessment, both desk-based and field-based, as part of any future planning application.

7.04 Airport safeguarding

The application was referred to Heathrow Aerodrome Safeguarding and a response was received, which stated that the proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria,

7.05 Impact on the green belt

The National Planning Policy Framework (NPPF) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF states that once Green Belt boundaries have been defined, LPAs should plan positively to enhance the beneficial use of the Green Belt. NPPF paragraph 81 sets out that LPAs should plan positively to enhance beneficial use of the Green Belt, including providing access, opportunities for recreation, landscape enhancement, and improvement of derelict and damaged land.

The NPPF lists five purposes of including land in the Green Belt. These are listed as:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns;
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land
- The fundamental aim of Green Belt Policy is to keep land permanently open."

Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states the LPA will not grant planning permission for new buildings or changes of use of existing lands and building other than for purposes essential for and associated with the uses specified below:

- i) agriculture, horticulture, forestry and nature conservation;
- ii) open air recreational facilities;
- iii) cemeteries.

Policy OL4 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) states the replacement or extensions of buildings within the Green Belt will only be permitted if the development would not result in any disproportionate change in the bulk and character of the original building; the development would not significantly increase the built up appearance of the site and, having regard to the character of the surrounding area, the development would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

"Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

The proposal does not conform to the types of development allowed by Saved Policy OL1, the London Plan or the NPPF and as such the proposal comprises inappropriate development, requiring very special circumstances to justify the proposal. The applicants have advanced that there are no buildings proposed as part of this application. Paragraph 90 of the NPPF states engineering operations which would be required to resurface the ground to provide car parking area are "not inappropriate in Green Belt" provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. It is however noted that the application is one of two applications at the site. The second application, reference 2688/APP/2016/3948 seeks retrospective planning

permission for the buildings with this current application being separated to deal with the change of use and hardstanding of the parking area. The two applications should be considered together given that one cannot function without the other.

It is considered that the proposed commercial development at Cherry Farm, to include the hardsurfacing, enclosure and the parking of up to 38 cars would intrude into the undeveloped landform and result in loss of openness to the Green Belt. Should the development be allowed, this part of the Green Belt land would fail to fulfill its functions of checking unrestricted urban sprawl, or assist in safeguarding the countryside from encroachment.

It is noted that the applicant has suggested agreement to conditions, which provide mitigation proposals to enclose the car parking area further than it already is, to include a mixed species hedgerow to the boundary and the creation of a permeable surface to replace the existing hard surface. However it is considered that the suggested amendments would not overcome the in principle objection to the development and use of the land which is considered inappropriate development within the Green Belt.

It is therefore considered that the development would cause harm to the openness and purposes of the Green Belt and no very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the layout and appearance of new development harmonises with features of the area which are considered desirable to retain or enhance.

The application site is visible from public vantage points, including the most prominent view from Harmondsworth Road, There is some Vegetation along the roadside boundary with Harmondsworth Road, but views into the site are possible. The site itself was fundamentally open in character. Whilst not of significant landscape value, the site fulfilled its Green Belt function of keeping land open and free from development, of maintaining the character and identity of individual settlements and making a clear distinction between rural and urban environments.

On balance, it is considered that the proposal fails to conserve and enhance the visual amenity of the Green Belt, or harmonise with features of the area which are considered desirable to retain or enhance, contrary to Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Saved Policy OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

There are no residential properties in the immediate vicinity of the site.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers 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. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The application is supported by a Transport Statement which confirms that this application is for a period of 5 years while the operator, CCH, finds a suitable alternative site for their coach/minibus operation. Currently 44 coaches and mini-buses are stored on site and from as early as 3 am drivers arrive to take the coaches out for work and this carries on through the day. The coaches/minibuses return throughout the day and return by end of the day (up to 11:30 pm). Harmondsworth Road is a classified road under the Council's road network. The site has a PTAL value of 2 (poor) so it is likely that many of the workforce will rely on private cars for trip making. There are drivers for each of the coaches/minibuses along with 6 depot staff and there can be as many as 55 staff employed at the site. The TS identified the traffic generation of the site and the use of the car park. There are approximately 122 trips to and from the site each day and the use of the car park was made predominantly by coach/minibus drivers. This activity has been taking place for some time and the impact of the traffic during peak periods is likely to be minimal as the spread of trips is over a long working day. The proposal is to provide car parking by applying a removable gravel surface to the existing agricultural land adjacent to the existing depot. The TS also looked at the suitability of the shared access onto Harmondsworth Road in terms of visibility and show that there was sufficient sight distances. The Highways Officer has advised that given the proximity of the site to Heathrow Airport, no objection is raised on highway grounds subject to a condition restricting the use of the car park for airport related car parking.

7.11 Urban design, access and security

The issues are addressed in the sections above.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

The site lies within the Green Belt, a designation which requires special circumstances to justify development. An Arboricultural Report, by Greenlight, provides a survey of trees close to the site. The report confirms that there are no protected trees on, or close to, the site - and no 'A' grade trees. Of the 19 No. trees, groups and hedges surveyed, there are 10 No. B grade trees, 1 No. U grade tree. The remaining trees, group and hedge are C grade. The report concludes that no trees have been, or will be, affected by the change of use. The site is relatively discrete and the main views over the site are glimpsed through the roadside trees by North-bound traffic. A Landscape Assessment, by Greenlight, concludes (6.5) that the qualities of openness and permanence (as required in the Green

Belt) have not been altered as a result of the the changes. The Council's Landscape Officer has advised that the proposal is to re-surface the car park with Grasscrete or similar. - Grasscrete itself (a particular product) is not recommended. Nor is the attempt to establish re-inforced grass. If the car park is to be in regular use, grass will not establish. However, some form of re-inforced (permeable) gravel surface will be considered suitable, as will the planting of mixed native hedgerows around the car park. Notwithstanding the in principle objection to the proposal, the Council's Landscape Officer has advised that if the application is recommended for approval, landscape conditions should be imposed.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The comments raised throughout the consultation period are addressed in the sections above.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Since the end of August 2015 applications which are for development which was not authorised need to be assessed as to whether the unauthorised development was intentional. If so, then this is a material planning consideration. In this case officers have no indication that this was an intentional breach of planning control.

The expediency of enforcement action will need to be considered after this decision has been taken.

7.22 Other Issues

No other issues raised.

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 to this application.

10. CONCLUSION

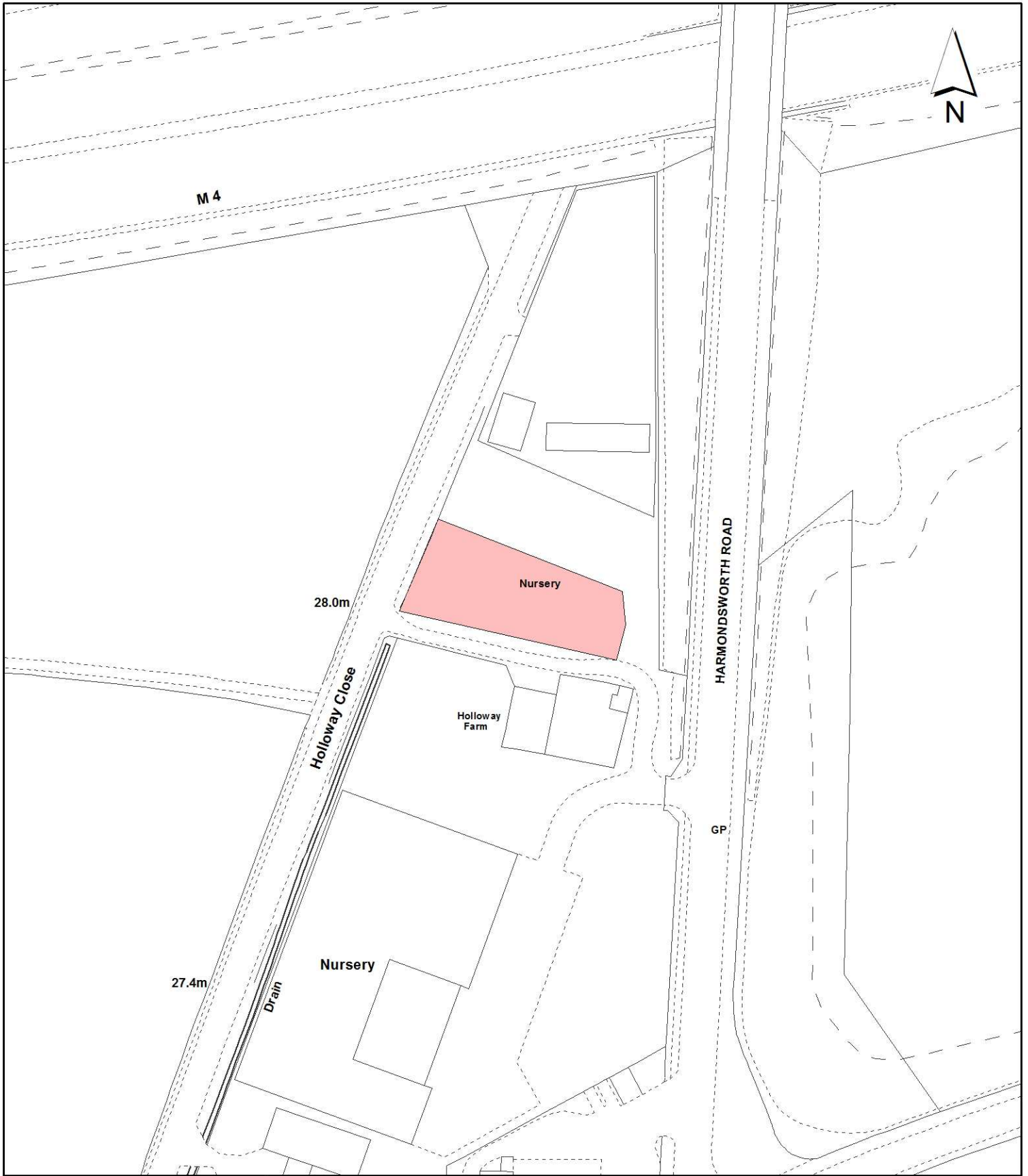
The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal. The development causes harm to the openness and purposes of the Green Belt and no very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
NPPF

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Cherry Yard (South),
 Holloway Farm,
 Harmondsworth Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

2688/APP/2016/4029

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HOLLOWAY FARM HARMONDSWORTH ROAD WEST DRAYTON

Development: Change of use of land from garden centre/nursery to a vehicle maintenance area involving erection of workshop and demolition of glass house and poly tunnels (Retrospective)

LBH Ref Nos: 2688/APP/2016/3948

Drawing Nos: Landscape Assessment
Historic Environment Assessment
Arboricultural Report
Transport Statement
Noise Assessment
Planning, Design and Access Statement
1618/TP/01
1618/TP/02
1618/TP/04
1618/TP/03

Date Plans Received: 26/10/2016

Date(s) of Amendment(s):

Date Application Valid: 07/12/2016

1. SUMMARY

This planning application seeks retrospective planning approval for the recent change of use, demolition and resurfacing of part of the site to accommodate a vehicle maintenance building with three service tracks. As part of the proposal, the pre-existing access from Holloway Close has been closed and a new access track has been created adjacent to Harmondsworth Road. In terms of buildings, the green three-door garage building has replaced the glasshouse in the same position and the storage building remains. The polytunnel has been removed and part of the plant growing area has been replaced by hardstanding. The single storey building has a flat roof with a height of 6.9 metres. The building services vehicles associated with CCH Ltd 's operation at Holloway Farm. The staff room supports the full-time mechanics and provides support facilities.

The building and use are commercial in character and are in conflict with the fundamental aims of Green Belt Policy. In conclusion, this Green Belt land would no longer effectively fulfil its function of checking unrestricted urban sprawl, assist in safeguarding the countryside from encroachment, or preserve the setting and special character of historic importance, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 and OL4 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or

cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

2 NON2 Non Standard reason for refusal

The proposed development, by reason of the siting, overall size, bulk and height of the proposed buildings, the associated infrastructure and the increased intensity of use would prejudice the openness of the Green Belt, resulting in an unacceptable degree of urbanisation. The proposal is therefore contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
LPP 7.16	(2016) Green Belt
LPP 7.17	(2016) Metropolitan Open Land
LPP 7.8	(2016) Heritage assets and archaeology
NPPF9	NPPF - Protecting Green Belt land
NPPF12	NPPF - Conserving & enhancing the historic environment

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 saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016).

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

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. The Council's supports pre-application discussions.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of land within the Northern half of Cherry Yard, Holloway Farm, Harmondsworth Road located to the North of the village of Harmondsworth. Within the larger commercial area (known as Holloway Farm), there is the entrance to the Holloway Farm commercial area. The private track splits three ways. One track leads to the entrance for CCH Ltd depot immediately to the West. The track to the left leads to a large retail plant nursery and beyond the nursery is the parking area for CCH Ltd which is the subject of planning application reference 2688/APP/2016/4029.

3.2 Proposed Scheme

The application seeks full retrospective planning permission for the change of use from garden centre/nursery to a vehicle maintenance area involving erection of workshop and demolition of glass house and poly tunnels

This planning application seeks retrospective planning approval for the recent change of use, demolition and resurfacing of part of the site to accommodate a vehicle maintenance building with three service tracks. As part of the proposal, the pre-existing access from Holloway Close has been closed and a new access track has been created adjacent to Harmondsworth Road. In terms of buildings, the green three-door garage building has replaced the glasshouse in the same position and the storage building remains. The polytunnel has been removed and part of the plant growing area has been replaced by hardstanding. The single storey building has a flat roof with a height of 6.9 metres. The building services vehicles associated with the CCH Ltd operation at Holloway Farm. The staff room supports the full-time mechanics and provides support facilities.

3.3 Relevant Planning History

2688/A/79/1839	Former Holloway Farm (Nurseries)	Holloway Close Harmondswc
	Erection of a dwelling house for agricultural worker (outline application)	

Decision: 26-02-1980 Refused

2688/APP/2000/1862 Cch Cars - Holloway Farm Harmondsworth Road West Drayton
ERECTION OF A SIDE EXTENSION WITH TWO ROLLER SHUTTER DOORS

Decision: 06-12-2000 Approved

2688/APP/2003/1301 Holloway Farm Harmondsworth Road West Drayton
ERECTION OF A SINGLE STOREY BUILDING FOR AGRICULTURAL USE (CONSULTATION
UNDER SCHEDULE 2, PARTS 6 AND 7 OF THE TOWN AND COUNTRY PLANNING (GENERAL
PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 11-06-2003 PRQ

2688/APP/2003/1782 Holloway Farm Holloway Close Harmondsworth
ERECTION OF A SINGLE STOREY BUILDING FOR AGRICULTURAL USE (CONSULTATION
UNDER SCHEDULE 2, PART 17 OF THE TOWN AND COUNTRY PLANNING (GENERAL
PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 05-08-2009 NFA

2688/APP/2016/4029 Cherry Yard (South), Holloway Farm Harmondsworth Road West Dra
Temporary Change of use of land from a commercial plant growing area to car parking for staff f
5 years (Retrospective)

Decision:

2688/C/84/0377 Former Holloway Farm (Nurseries) Holloway Close Harmondswc
Erection of greenhouse to use as a nursery. (section 53)

Decision: 04-07-1984 GPD

2688/E/86/0710 Former Holloway Farm (Nurseries) Holloway Close Harmondswc
Erection of glass house and offices and car parking.

Decision: 03-10-1986 Approved

2688/F/89/2504 Holloway Farm Holloway Close Harmondsworth
Change of use of vacant farm building and agricultural land to a chauffeur driven car hire busine
and ancillary activities

Decision: 23-11-1990 Refused **Appeal:** 20-09-1991 Allowed

2688/H/91/1547 Former Holloway Farm (Nurseries) Holloway Close Harmondswc
Erection of a 630m2 glasshouse with ancillary w.c. /store/office and associated car parking,
landscaping and security fencing to provide a retail plant centre (involving demolition of existing
nursery)

Decision: 13-07-1992 Approved

2688/L/92/1224 Former Holloway Farm (Nurseries) Holloway Close Harmondswc
Details of landscaping, fencing, drainage, land contamination and materials in compliance with conditions 4,8,10 and 11 of planning permission ref:2688H/91/1547 dated 13.7.92; Erection of a 630 m2 glasshouse etc, to provide a retail plant centr

Decision: 27-10-1993 Refused

Comment on Relevant Planning History

The following planning history is considered to be of relevance to the application:

2688/APP/2000/1862 - Erection of side extension with two roller shutter doors - APPROVED

2688/H/91/1547 - Erection of a 630m² glasshouse with ancillary w.c./store/office and associated car parking, landscaping and security fencing to provide a retail plant centre (involving demolition of existing nursery). APPROVED

3588 - change of use of vacant farm building and agricultural land to a chauffeur driven car hire business and ancillary activities. Refused but allowed at appeal under reference APP/R5510/A/91/182590/P9

In reference to the re-use of agricultural buildings the Inspector advised:

"their use as vehicle storage and as a rest room does not detract from the appearance of the area. From the photographs you provided, the repairs and minor works which have been done have probably improved the appearance of the buildings. The new fence or wall effectively shields most of the parked vehicles from view from the public highway."

In reference to the surrounding area the Inspector advised:

"Bearing in mind the other buildings and uses within the triangle of land around the site, the present use of the appeal site does not, in my view, detract from the character and appearance of the area."

That decision may not have considered the green belt impacts of the vehicle parking in the way now expected by, for example, the NPPF.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Central & South Planning Committee - 12th April 2017
PART 1 - MEMBERS, PUBLIC & PRESS

- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
 PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
 AM7 Consideration of traffic generated by proposed developments.
 AM14 New development and car parking standards.
 BE13 New development must harmonise with the existing street scene.
 BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
 OL1 Green Belt - acceptable open land uses and restrictions on new development
 OL4 Green Belt - replacement or extension of buildings
 LPP 7.16 (2016) Green Belt
 LPP 7.17 (2016) Metropolitan Open Land
 LPP 7.8 (2016) Heritage assets and archaeology
 NPPF9 NPPF - Protecting Green Belt land
 NPPF12 NPPF - 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

3 neighbouring properties were consulted by letter dated 12.12.16 and a site notice was displayed to the front of the site which expired on 11.1.17.

2 letters of objection have been received raising concerns about the retrospective nature of the works which are in conflict with Green Belt Policy and cause traffic problems, out of keeping with the rural nature of the site and surroundings in this Green Belt location.

Heathrow Villages Conservation Area Advisory Panel.

We are appalled by this large-scale development and change of use that has been made without the benefit of planning permission. This development bears out the concerns we previously raised (in relation to the recent application for the adjacent plot, 2688/APP/2016/4029) of creeping development; our fears are unfortunately well-founded. What makes the offence worse is the fact that the site is in the Green Belt, and that the development that has taken place without consent is inappropriate in the Green Belt. The openness of the Green Belt and the character and appearance of the surrounding area have been affected by the unauthorised development. We also note that the

site is regularly used as a coach park by large numbers of vehicles, though this additional use is not mentioned in the application. Although the applicant states that the new building is only 6.9 m high, compared with the 7.0 m of the demolished greenhouse, what they fail to note is that the cladding of the new building is opaque and therefore easily visible while the transparency of the greenhouse meant only its growing contents were visible; the footprint of the new building is also over half as large again as that of the greenhouse. The new building is an eyesore and clearly visible from the adjacent road; its size, scale and overall mass are not appropriate on this Green Belt site. In summary: The current use is not appropriate in the Green Belt. The new buildings affect the openness of the Green Belt and the character and appearance of the surrounding area. There are no very special circumstances that would be necessary to justify the development. We therefore expect the application to be refused, and trust that effective enforcement action will speedily follow.

Ward Councillor: Requests that the application is reported to Committee for consideration.

Internal Consultees

Highways Officer:

This application is for a change of use from an existing garden centre/nursery (A1 use) to Sui Generis (vehicle maintenance) at Holloway Farm Harmondsworth West Drayton. Harmondsworth Road is a classified road on the Council's road network. The applicant has submitted a Transport Statement by Paul Mew dated October 2016 in support of the proposed change of use at the site. The site has its main access off Harmondsworth Road but there is a side access/egress on Holloway Close. The green belt site has a PTAL value of 2 (poor) so there will be a strong reliance on private cars for trip making. The existing vehicular access to the site on Harmondsworth Road was previously used by the nursery/plant sales business. The proposed change of use will involve the facility, that has been already built, having coaches parked on site along with vehicles being serviced by mechanics based on the site. The TS estimated the traffic generated by the site as being approximately 400 two-way trips per day which is probably comparable to the A1 use that operated on the site until recently. The site includes a large parking area where buses/coaches are parked on gravelled areas along with an area where vehicles are waiting to be serviced. There are only 3 staff employed directly on the site. The TS also provided information on traffic volumes and travel speeds along Harmondsworth Road to show that the geometry at the access junction accords with appropriate design standards. Given the comparable traffic generation to the previous use and the geometry of the site access I do not have significant highway concerns over the application.

Landscape Officer:

This site is occupied by a vehicle maintenance workshop which has replaced the glasshouse, poly tunnels and plant storage associated with the former plant nursery/garden centre business. The site is relatively discretely sited with the trees and woodland alongside the M4 (in cutting) screening views from the North. The most public view of the site is from the East with glimpses through the tree-lined embankment supporting the Harmondsworth Road bridge as it rises to cross the M4. Access to the site is available from Holloway Close to the West, through a tall (overgrown) hedgerow. Mature vegetation to the West of Holloway Close screens the site from longer distance views from the West.

COMMENT: The site lies to the North of a car park, the subject of a separate recent application ref. 2016/4029. The site lies within the Green Belt, a designation which requires very special circumstances to justify development, or for the development to be appropriate. The main issues are likely to be: 1. Whether the proposal is inappropriate in the Green Belt, 2. The effect on the openness of the Green Belt, 3. The degree of harm and whether very special circumstances prevail. An Arboricultural Report, by Greenlight, dated October 2016 has been submitted. The report confirms that there are no protected trees on, or close to, the site - and no 'A' grade trees. 19 No. individual trees, groups and hedges have been plotted and assessed. of these, there are 10 No.

'B' grade trees, 1 No. 'U' grade tree with the remaining eight trees rated 'C'. The report concludes that no trees have been, or will be, affected by the change of use. The Landscape Assessment, by Greenlight, concludes (6.5) that the qualities of openness and permanence (as require in the Green Belt) have not been altered as a result of the changes. If the remaining Green Belt tests are satisfied, landscape conditions should be imposed to ensure that the site contributes to the character and appearance of the area.

RECOMMENDATION: No objection subject to conditions COM8, COM9 (parts 1, 2, 4, 5 and 6), COM10.

EPU:

With reference to the above, I reviewed the noise report by Sharps Redmore report ref: 1616373 dated 20 October 2016. The report demonstrates that the LAMax at the nearest receptor 160m away would be 49 dB at the facade and internally it would be 34 dB. This is below the WHO recommended of 45 dB, LAMax. With regards to the workshop noise breakout, the predicted facade level noise at the nearest receptor 160 m away is 33 dB and internally it is predicted to be 18dB. This is below the recommended internal noise level in BS 8233:2014.

I have no objection to this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The whole of the application site is designated as Green Belt. The principle of development is required to be established under National and Local Green Belt Policy which is addressed in section 7.05 below.

7.02 Density of the proposed development

Not applicable to this application.

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

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The application site lies within the Harmondsworth and the Heathrow Area Archaeological Priority Area. The applicants supporting statement confirms that the impact of the proposal on the APA and APZ has been assessed by the Museum of London Archaeology (MOLA) who have confirmed that the impact of the proposed scheme would have been the preliminary site works including preliminary site stripping and demolition, the installation of site fencing and welfare facilities, and construction of the ground floor slabs. These would possibly truncate or remove any archaeological remains found between the modern ground and brickearth, if present, including evidence of prehistoric or later settlement. This would reduce the overall heritage asset significance. The bases of cut features could survive below this truncation level. MOLA have confirmed that no archaeological work is recommended on the basis that the scheme has already been completed and any remains that might have been present will have already been truncated, or possibly removed

entirely. In light of the sensitivity of the site and its location within an APA and an APZ, any future development proposed for the site is very likely to require further archaeological assessment, both desk-based and field-based, as part of any future planning application. The applicant is now aware of any archaeological features being found during the preliminary site works and construction of the ground floor slabs.

7.04 Airport safeguarding

The proposal does not conflict with safeguarding criteria,

7.05 Impact on the green belt

The National Planning Policy Framework (NPPF) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF states that once Green Belt boundaries have been defined, LPAs should plan positively to enhance the beneficial use of the Green Belt. NPPF paragraph 81 sets out that LPAs should plan positively to enhance beneficial use of the Green Belt, including providing access, opportunities for recreation, landscape enhancement, and improvement of derelict and damaged land.

The NPPF lists five purposes of including land in the Green Belt. These are listed as:

- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns from merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns;
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land
- The fundamental aim of Green Belt Policy is to keep land permanently open."

Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states the LPA will not grant planning permission for new buildings or changes of use of existing lands and building other than for purposes essential for and associated with the uses specified below:

- i) agriculture, horticulture, forestry and nature conservation;
- ii) open air recreational facilities;
- iii) cemeteries.

Policy OL4 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) states the replacement or extensions of buildings within the Green Belt will only be permitted if the development would not result in any disproportionate change in the bulk and character of the original building; the development would not significantly increase the built up appearance of the site and, having regard to the character of the surrounding area, the development would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

"Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

The application seeks retrospective planning approval for the recent change of use, demolition and resurfacing of part the site to accommodate a vehicle maintenance building with three service tracks. As part of the proposal, the pre-existing access from Holloway Close has been closed and a new access track has been created adjacent to Harmondsworth Road. In terms of buildings, the green three-door garage building has replaced the glasshouse in the same position and the storage building remains. The polytunnel has been removed and part of the plant growing area has been replaced by hardstanding. The single storey building has a flat roof with a height of 6.9 metres. The building services vehicles associated with the CCH Ltd operation at Holloway Farm.

The development is contrary to both National and Planning policies which seek to prevent urban sprawl by keeping land permanently open. Whilst it is acknowledged that the site has an authorised use for a chauffeur driven car hire business and retail plant sales, the use was confined largely to an existing former agricultural building which the Inspector on appeal considered did not detract from the appearance of the area.

This application seeks permission for a purpose built vehicle maintenance building which is not required for:

- i) agriculture, horticulture, forestry and nature conservation;
- ii) open air recreational facilities;
- iii) cemeteries.

The building which measures 15.75m x 15.75m at a height of 6.9m and a further flat roofed element measuring 2.8m x 9.95m to the rear, is a substantial structure which by virtue of its use is considered to be inappropriate development within the Green Belt. The building and use are commercial in character and are in conflict with the fundamental aims of Green Belt Policy. In conclusion, this Green Belt land would no longer effectively fulfil its functions of checking unrestricted urban sprawl, assist in safeguarding the countryside from encroachment, or preserve the setting and special character of historic importance, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. In addition, Policy BE13 of the Hillingdon Local Plan (November 2012) acknowledges that 'development will not be permitted if the layout and appearance fail to harmonise with the existing street scene'.

The site itself previously contained a glasshouse which has been replaced by the green three-door garage building in the same position and the storage building remains. The polytunnel has been removed and part of the plant growing area has been replaced by hardstanding. The single storey building has a flat roof with a height of 6.9 metres. Whilst not of significant landscape value, the site previously fulfilled its Green Belt function of

keeping land open and free from development, of maintaining the character and identity of individual settlements and making a clear distinction between rural and urban environments. The new building and change of use of the site is very much more commercial in character and much more visible such that it is considered to formalise and urbanise the application site, which prejudices the openness of the Green Belt, resulting in an unacceptable degree of urbanisation. The proposal is therefore contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OL1 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

7.08 Impact on neighbours

Policy OE1 of the adopted Hillingdon Local Plan - Saved UDP Policies (November 2012) seeks to ensure that new development protects the residential amenities of existing dwellings in terms of siting, appearance, noise and vibration. There are no residential properties in the vicinity of the application site and as such there will not be any impact on residential amenity. The application is supported by a Noise assessment. The Council's EPU officer has advised that the report demonstrates that the LAMax at the nearest receptor 160 m away would be 49 dB at the facade and internally it would be 34 dB. This is below the WHO recommended of 45 dB, LAMax. With regards to the workshop noise breakout, the predicted facade level noise at the nearest receptor 160 m away is 33 dB and internally it is predicted to be 18 dB. This is below the recommended internal noise level in BS 8233:2014. The proposal is therefore considered to comply with Policies OE1, BE19 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) in that respect.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers 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. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The application is supported by a Transport Statement which confirms that this application is for a period of 5 years while the operator, CCH, finds a suitable alternative site for their coach/minibus operation. Currently 44 coaches and mini-buses are stored on site and from as early as 3 am drivers arrive to take the coaches out for work and this carries on through the day. The coaches/minibuses return throughout the day and return by end of the day (up to 11:30 pm). Harmondsworth Road is a classified road under the Council's road network. The site has a PTAL value of 2 (poor) so it is likely that many of the workforce will rely on private cars for trip making. There are drivers for each of the coaches/minibuses along with 6 depot staff and there can be as many as 55 staff employed at the site. The TS identified the traffic generation of the site and the use of the car park. There are approximately 122 trips to and from the site each day and the use of the car park was made predominantly by coach/minibus drivers. This activity has been taking place for some time and the impact of the traffic during peak periods is likely to be minimal as the spread of trips is over a long working day. The proposal is to provide car parking by applying a removable gravel surface to the existing agricultural land adjacent to the existing depot. The TS also looked at the suitability of the shared access onto Harmondsworth Road in terms of visibility and show that there was sufficient sight distances. The Highways Officer has advised that given the proximity of the site to Heathrow Airport, no objection is

raised on highway grounds subject to a condition restricting the use of the car park for airport related car parking.

7.11 Urban design, access and security

The issues are addressed in the sections above.

7.12 Disabled access

No issues raised

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

The site lies within the Green Belt, a designation which requires special circumstances to justify development. An Arboricultural Report, by Greenlight, provides a survey of trees close to the site. The report confirms that there are no protected trees on, or close to, the site - and no 'A' grade trees. Of the 19 No. trees, groups and hedges surveyed, there are 10 No. B grade trees, 1 No. U grade tree. The remaining trees, group and hedge are C grade. The report concludes that no trees have been, or will be, affected by the change of use. The site is relatively discrete and the main views over the site are glimpsed through the roadside trees by North-bound traffic. A Landscape Assessment, by Greenlight, concludes (6.5) that the qualities of openness and permanence (as required in the Green Belt) have not been altered as a result of the the changes. The Council's Landscape Officer has advised that the proposal is to re-surface the car park with Grasscrete or similar. - Grasscrete itself (a particular product) is not recommended. Nor is the attempt to establish re-inforced grass. If the car park is to be in regular use, grass will not establish. However, some form of re-inforced (permeable) gravel surface will be considered suitable, as will the planting of mixed native hedgerows around the car park. Notwithstanding the in principle objection to the proposal, the Council's Landscape Officer has advised that if the remaining Green Belt tests are satisfied, landscape conditions should be imposed to ensure that the site contributes to the character and appearance of the area.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The issues are addressed in the sections above.

7.19 Comments on Public Consultations

The comments are addressed in the sections above.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Since the end of August 2015 applications which are for development which was not authorised need to be assessed as to whether the unauthorised development was

intentional. If so, then this is a material planning consideration. In this case officers have no indication that this was an intentional breach of planning control.

The expediency of enforcement action will need to be considered after this decision has been taken.

7.22 Other Issues

No other issues raised.

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 to this application.

10. CONCLUSION

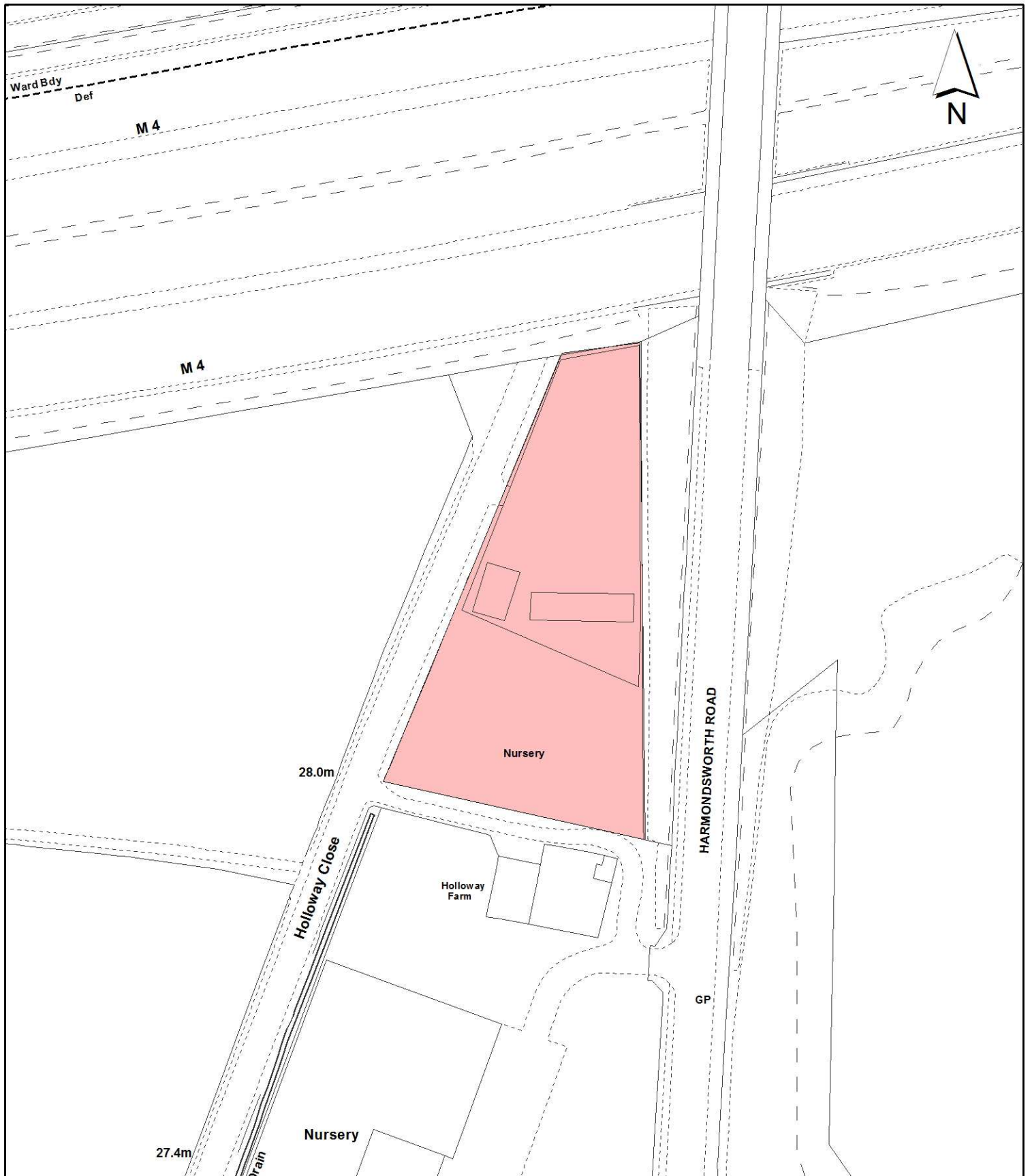
The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal. The development causes harm to the openness and purposes of the Green Belt and no very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OL1 and OL4 of the the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Holloway Farm,
 Harmondsworth Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

2688/APP/2016/3948

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2017



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address 5 GRANVILLE ROAD HILLINGDON

Development: Conversion of existing dwelling to 1 x 1 bedroom and 1 x 2 bedroom self contained flats

LBH Ref Nos: 1404/APP/2017/271

Drawing Nos: Planning/Design And Access Statement
15/HP/23 Rev. B
15/HP/22
15/HP/21
15/HP/20
15/HP/51 Rev. A
15/HP/41 Rev. A
Proposed Site Plan
Existing Block Plan (1:500)
Proposed Block Plan (1:500)
Transport Statement

Date Plans Received: 25/01/2017

Date(s) of Amendment(s):

Date Application Valid: 09/02/2017

1. SUMMARY

The application seeks planning permission for the conversion of the dwelling into 2 self-contained flats. The proposal does not involve any external alterations to the property and accordingly it does not have any impact upon the character and appearance of the street scene. Furthermore the proposal does not result in any adverse impact upon residential amenity. However the proposal provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor flat and would give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. In addition, the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking /queuing to the detriment of public and highway safety and contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposal provides an indoor living area of an unsatisfactory size for the occupiers of

the first and second floor two bedroom flat. The proposal therefore gives rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), 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).

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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H7	Conversion of residential properties into a number of units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality 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 saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies

from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

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 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

3. CONSIDERATIONS

3.1 Site and Locality

The application property comprises of a mid terraced two storey dwelling located on the Northern side of Granville Road which lies within the Developed Area as identified within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The property has been recently extended by way of a loft conversion involving a rear dormer window. A single storey rear extension has also been built. The property benefits from one off street parking space and an existing enclosed rear garden measuring approximately 80 square metres. The application property has a right of way over the shared access to the rear garden between numbers 7 and 9 Granville Road.

3.2 Proposed Scheme

The application seeks planning permission for the conversion of the existing house to provide two self contained flats. There are not proposed to be any external alterations to the building. The ground floor flat would comprise of a 1 bed (2 person) flat with open plan kitchen, living area and study with an internal floor area of 61 square metres. The first and second floor 2 bed (4 person) flat would have an internal floor area of 74 square metres. The submitted plans confirm that each property would be provided with an area of external amenity space. The occupants of the second floor flat would be required to access their rear garden area via the shared driveway to the side (given the terraced nature of the property).

3.3 Relevant Planning History

1404/APP/2014/4142 5 Granville Road Hillingdon

Single storey rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflights (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 18-02-2015 Approved

1404/APP/2014/4144 5 Granville Road Hillingdon

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 2.8 metres

Decision: 21-01-2015 PRN

1404/APP/2015/4553 5 Granville Road Hillingdon
Conversion of existing house to two self containing flats

Decision: 01-02-2016 NFA

1404/APP/2016/1650 5 Granville Road Hillingdon
Conversion of existing house to two self-contained flats.

Decision: 24-11-2016 Refused

Comment on Relevant Planning History

1404/APP/2016/1650 - Conversion of existing house to two self-contained flats was refused for the following reasons:

1. The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the units, would result in an over-development of the site detrimental to the residential amenity of future occupiers. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposal fails to demonstrate that adequate provision for refuse and recycling storage can be provided within the site, and that the proposal would result in refuse and recycling storage taking place on the public highway to the detriment of local visual amenity and the free and safe movement of pedestrians. The proposal is therefore contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

This application seeks to show that those issues have been overcome in this submission.

1404/APP/2014/4142 - Single storey rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflights (Application for a Certificate of Lawful Development for a Proposed Development). Approved and implemented.

1404/APP/2014/4144 - Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 2.8 metres. Approved and implemented.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

**Central & South Planning Committee -
PART 1 - MEMBERS, PUBLIC & PRESS**

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality 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

The Oak Farm Residents Association and 4 neighbouring properties were consulted by letter dated 13.2.17 and a site notice was displayed to the front of the site which expired on 15.3.17. 2 responses received raising the following issues:

1. The owners of 9 Granville Road set up the alleygating system to deter burglaries, fly tipping and loitering. The police have advised that the pathway become overgrown with thorns and bushes to deter criminals using the path as a means of escape. The occupants of Number 7 and 9 are the sole users of the alleyway. The alleygate has reduced crime significantly. However, the alleygate is not an alternative back door for gardens.
2. Noise and disturbance from previous building works.
3. Currently there is no garden at the front of number 5, it is a series of cracked concrete paving which does not comply with guidelines on drainage and driveways.
4. The proposed application does not improve nor complement the character of the area. Granville Road has been made up of families for many years and this development would be moving away from encouraging the 'community' to continue as the two flats will not be able to accommodate families due to the size of the flats.
5. It has been proposed that the first floor flat will be able to access the garden through the alleyway

between number 7 and 9 Granville Road. This will not protect the privacy of the occupants at number 7 or 9 Granville Road as this opens up the risk of friends and acquaintances of the occupants of the first floor flat at number 5 having access to the back of the homes of number 7 and 9 which will ultimately result in loss of privacy.

6. The application to use the access of the ally between 7 and 9 Granville would impact the ability for the adjacent sites (which have development potential) to make developments due to the continual access to their amenity.

7. The application proposes to use the driveway for two vehicles. If this is the case this would restrict space for waste disposal. If two cars are parked in the driveway there would not be space available for bins to be provided as proposed in the application. The drive way is not a large space. This will therefore result in waste being left on the pavement which will be inconvenient to the general public who use the walkway.

8. The borough of Hillingdon has a long standing problem with Foxes going through rubbish at night. If the waste at number 5 is not disposed of adequately as there will no doubt be an increase in waste this problem with the foxes is going to increase even further.

9. Acceptance of this application would result in the loss of off-street parking.

10. The application has stated that one off-street parking space will be provided for each flat. This statement is not a true statement as there is not enough space outside number 5 to provide two off street parking spaces. Further, I am unsure how this can be guaranteed as all off-street parking spaces are for all members of the public to use and so guaranteeing a parking space such as this would be impossible.

11. Number 7 already suffers parking issues due to the shops nearby and the open space in front of the property. Vehicles tend to park in front of the house whether it is for a few minutes or for longer period. In attempting to tackle this problem we have registered our driveway (reference PER 223588) as we have been blocked many times during the day and night. Allowing number 5 Granville to be converted into two flats will no doubt increase this issue due to more parking spaces not being available on the road.

12. Granville Road is a bus-route and therefore it is important space is made available for busses to pass through. Granville Road already suffers from heavy traffic especially during peak times as people use Granville Road as a short cut to either join Long Lane and/or bypass the traffic on Long Lane. The additional parked vehicles on the road as a result of this application would increase the difficulty for busses and vehicles to pass smoothly through the road and would as a result increase the traffic on the top end of Granville Road (joining Long Lane).

13. The increase in traffic would impact the ability of occupants of the properties at the top end of the road to exit their properties quickly if they ever have to in an emergency.

14. There is no wall/fence separating the driveway of number 7 and the shared driveway. Providing access to the occupants of the 2-bedroom flat would encourage them to walk across the driveway of number 7 unless a wall/fence is installed. The reason no wall/fence has been installed is because a close member of the extended family is disabled and when visiting on a regular basis their vehicle requires the person adequate space to manoeuvre in and out of the car safely. With a wall/fence erected the door of the car will be unable to fully open and the disabled person will be unable to exit the vehicle adequately.

15. With number 5 Granville being converted into two flats it is a strong possibility that the occupants may not stay for very long periods and therefore the flats will see different occupants on a continuous basis. As a result of this it will be difficult to create a trusting relationship with the occupants which creates a further risk exposure to 7 and 9 Granville. However if the property remains as it is, there is a possibility that a family will occupy the property and remain in the property for a considerable time, thus keeping in line with the character of the community on Granville Road.

Oak Farm Residents Association:

Strongly object to houses being converted into flats. 1. There are more flats being built than houses 2. Residents of any areas need gardens to relax in and when children are born a garden is definitely required especially in these dangerous times we are now experiencing 3. Granville Road is a U2 Bus

Route. It is crowded with vehicles and a nightmare for all drivers (not just Bus Drivers) to use as there are so few gaps. May we suggest that before any decision is made on this application that Granville Road, Long Lane etc are checked in the evening.

Ward Councillor: Requests that the application is reported to Committee for consideration.

Internal Consultees

Highways Officer:

The current proposals would include the same parking provisions as the previous application, which were deemed adequate. Considering that the relevant planning policies have not changed since the previous submission, it is concluded that these provision are still adequate and no objection is raised on highway grounds.

In order to ensure that parking provisions are met, the following conditions are proposed:

- Details of parking arrangements in the forecourt and parking allocation shall be supplied to and approved in writing by the council before commencement of works. The available off street parking space shall be allocated to the 2-bedroom flat.
- Details of secure and covered bicycle storage for a minimum of 2 bicycles shall be supplied to and approved in writing by the council before commencement of works.

Officer note: The submitted plans do not accurately reflect the width of the plot which would not enable the imposition of conditions to secure an acceptable parking layout.

The Landscape Officer raised no objection to the previous application and provided the following comments:

This site is occupied by a mid-terrace house to the East of the junction with Long Lane. There are no TPO's or Conservation Area designations affecting the site. No reference is made to the parking arrangements. However, in common with many of the neighbouring properties, the small front garden has already been paved over, contrary to Hillingdon's design guidance and recommended SUDS practice.

No objection subject to landscape conditions to secure satisfactory parking arrangements, bin storage and amenity space provision (to the rear).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within an established residential area, as such, there would be no objection in principle to the intensification of the residential use of the site, providing that it accords with all relevant planning policies.

In particular, paragraph 7.15 of the Hillingdon Local Plan (November 2012) recognises that Policy H7 of the Hillingdon Local Plan (November 2012) serves to ensure that 'conversions achieve satisfactory environmental and amenity standards'

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to ensure that new development 'takes into account local context and character, the design principles in Chapter 7 and that public transport capacity development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals that 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, or not, and its impact on adjoining occupiers.

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

Not applicable to this application.

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

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. Furthermore Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

The proposal does not include any external alterations to the property. It is therefore considered, in visual terms, that the proposal would not result in any harm to the visual amenity of the area and that it would be in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The proposal would not result in any external alterations to the property and is not considered to result in an unacceptable loss of residential amenity to occupants of nearby properties. No details have been provided to demonstrate that adequate sound insulation could be provided; however, this could be dealt with by way of condition in the event of an approvable scheme.

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 through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A two bedroom (4 person) flat over two stories is required to provide an internal floor area of 79m² and a one bedroom (2 person) dwelling is required to provide 50m² of internal floor area. With a floor area of approximately 70m² the proposed first and second floor flat fails to meet the minimum internal floor area standards in accordance with the London Plan. The proposal therefore provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor two bedroom flat. The proposal therefore gives rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2015), The Housing Standards Minor Alterations to The London Plan (March 2016), Policies BE19 and H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016).

Section 4 of the Council's HDAS: Residential Layouts states that developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats which they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area.

The private rear garden area measures approximately 80 square metres in area. The supporting statement confirms that the area closest to the rear of the building would be utilised by the the ground floor flat (1 bed), with the area of the existing garden furthest away being allocated to the first floor 2 bed flat. This rear area would be accessed via a shared walkway to the rear of the site, access to which is between a gated entrance located between 7 and 9 Granville Road.

The revised application includes the access way to the rear garden within the red edged application site area. Whilst the access to the first floor flat is rather long and convoluted, the applicant has demonstrated that the occupants of the property do enjoy access rights. It is considered, on balance, that it would be unreasonable to refuse planning permission on the grounds of insufficient private amenity space provision for the occupants of the proposed first floor flat.

Concerns have been raised by the occupants of the two properties at 7 and 9 Granville Road, that the proposed development and use of the access pathway to the rear garden would result in an increased security risk. It is noted that the pathway is currently gated. The applicant has confirmed that the occupants of the application property enjoy a right of access across this land to gain access to the rear garden area. The use of this access way would not therefore be increased above any existing use that can be made of it, and it would be unreasonable to refuse the application for this reason.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers 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. Policy AM14 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The submitted plans indicate that two parking spaces are to be provided on the frontage with 2 secure cycle spaces being provided to the rear. Whilst the submitted plan indicates that both parking spaces would measure 2.4m in width with a pedestrian access of 1m between. It is apparent from the site visit that the width of the frontage is inadequate to provide this parking layout. Furthermore, whilst the submitted plan is annotated to confirm the measurements of each parking space, the actual measurement of each space on the submitted plans of the width of each space is 2.3m which is inadequate. Therefore the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

These issues are covered elsewhere in the report.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The Council's Landscape Officer has confirmed no objection is raised to the proposal subject to the imposition of landscaping conditions to secure acceptable landscaping, refuse storage and car parking layout within the frontage. The proposal is therefore considered acceptable in accordance with Policy BE38 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The submitted plans indicate that refuse storage will be provided for each flat within the frontage and can be secured by way of condition.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Noise issues are addressed in the section above.

7.19 Comments on Public Consultations

The comments raised by consultees are addressed in the report above.

7.20 Planning obligations

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

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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 to this application.

10. CONCLUSION

In summary, The principle of development is considered acceptable. The proposal does not involve any external alterations to the property and does not have any impact upon the character and appearance of the street scene. Furthermore the proposal does not result in any adverse impact upon residential amenity. However the proposal provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor flat and would give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. In addition, the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety.

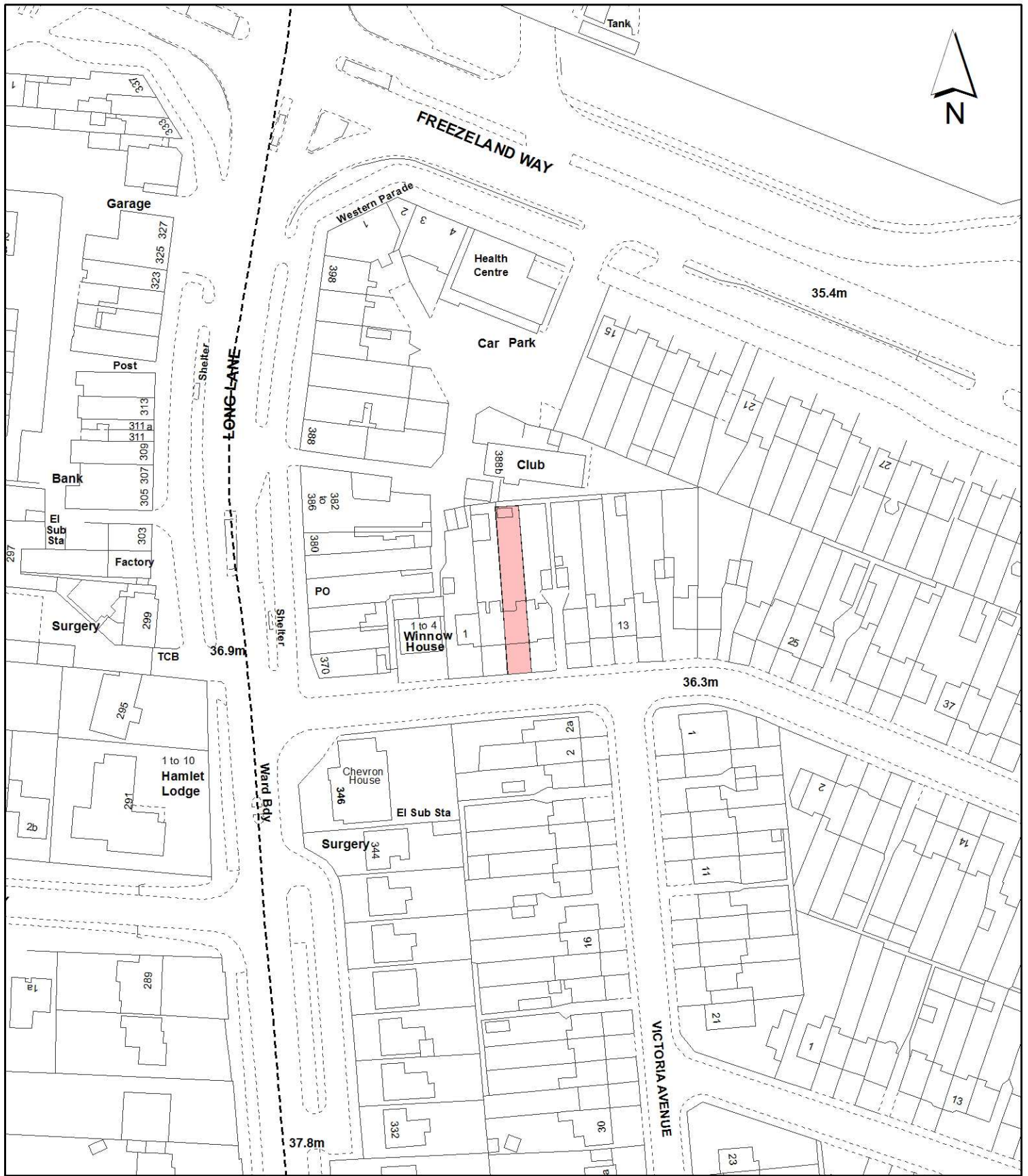
The application is therefore recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
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: Residential Layouts
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

5 Granville Road

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
1404/APP/2017/271

Scale:
1:1,250

Planning Committee:
Central & South
 Page 53

Date:
April 2017



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Report of the Head of Planning, Sport and Green Spaces

Address 16 IVER LANE COWLEY UXBRIDGE

Development: Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include 1 rear dormer

LBH Ref Nos: 22813/APP/2016/4577

Drawing Nos: IL PA 01 Rev. A
IL PA 02 Rev. C
IL PA 03 Rev. A

Date Plans Received: 20/12/2016

Date(s) of Amendment(s):

Date Application Valid: 03/01/2017

1. CONSIDERATIONS

1.1 Site and Locality

16 Iver Lane is a two storey semi-detached dwelling which lies on the North East side of Iver Lane. The property benefits from a long rear garden and associated parking space at the front of the property.

1.2 Proposed Scheme

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include 1 rear dormer.

1.3 Relevant Planning History Comment on Planning History

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

6 neighbouring properties were consulted by letter dated 6th January 2017. A site notice was also displayed to the front of the site which expired on 1 February 2017. Seven responses received raising the following concerns:

- 1) Objection to the rear extension.
- 2) Number 18 Iver Lane is built at a different level to 16 Iver Lane.
- 3) The new windows will look straight down their garden and into my living room, where I spend a lot of my time.
- 4) Do not approve with the rear end plans of the back of the house.

- 5) Do not like how far the rear extension comes out and feel it will block sunlight in the afternoons to my kitchen and half of my garden.
- 6) The dormer window will overlook everyone's garden close by and just feel that the whole thing is too big.
- 7) Do not agree with the two storey extension or the loft conversion.
- 8) At present our view are of trees and blue sky, if the extension is permitted our view will be of a tall brick wall.
- 9) The extension will also cause a significant loss of privacy.
- 10) The dormer windows will be too close to our property being only 150mm from the party wall.
- 11) We have a single storey extension as the other eight houses in a row, and feel that the proposed extension will be completely out of place with the character of the other houses.
- 12) When we applied some years ago for a rear extension, we were told that a double would not be possible because of light and restrictions to neighbour.
- 13) With 5 bedrooms is it feasible to have only one upstairs bathroom.
- 14) Also there will be no side or rear access, the only escape route being the front door.
- 15) With the six bedrooms being occupied with no garage or off street parking. at present they park two cars on the road and a commercial vehicle parked outside by the flower beds completely blocking the public footpath, which is not showing up on the plans.
- 16) Concerns over the scale, and impact the proposal would have on parking and traffic on Iver Lane.
- 17) Noise as a commercial vehicle is parked which generates a considerable amount of noise.
- 18) Highways safety as existing parking accommodates two vehicles and an additional large commercial vehicle which overhangs their existing driveway boundary lines blocking a public highway on a daily basis.
- 19) The proposed development is over-bearing, out of scale and out of character in terms of appearance in comparison to existing developments in the vicinity,

OFFICER COMMENT: The issues raised are covered in the main report.

Ward Councillor: Requests that the application is reported to committee for consideration.

EPU: No objection subject to control of environmental nuisance from construction work informative.

Flood and Water Management Officer: The site lies in Flood Zone 1 and is not considered to be at risk of flooding.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

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

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwellings, provision of acceptable residential amenity for the application property and provision of adequate off-street car parking.

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. Furthermore Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development that would fail to harmonise with the existing streetscene, or which would fail to safeguard the design of existing and adjoining sites. Policy BE22 requires extensions and buildings of two or more storeys in height to be set back a minimum of 1m from the side boundary of the property for the full height of the building.

The council has also produced detailed design guidance and the adopted Supplementary Planning Document (SPD) HDAS: Residential Extensions is relevant in this case.

In relation to the single storey rear element of the proposal, Section 3.0 states that for semi-detached houses with a plot more than 5m wide, an extension up to 3.6m deep is acceptable. A range of roof types may also be acceptable and must not exceed 3.4m in height.

With regards to the proposed part two storey, part single storey side extension, paragraph 5.1 of the SPD requires all extensions and buildings of two or more storeys in height to be set back a minimum of 1m from the side boundary of the property for the full height of the building. This is to ensure the protection of the character and appearance of the streetscene and the gaps between properties, preventing houses from combining visually to form a terraced appearance. It also states that if there is an existing single storey side extension within 1m of the boundary, which is to be retained then the first floor extension should be set in a minimum of 1.5m.

Paragraph 5.6 of the SPD specifies that for two storey side extension to a semi-detached dwelling, the ground and first floor should be set back 1m from the main front building line

to ensure a subordinate appearance to the existing house. Paragraph 5.8 specifies that the height of the proposed roof should be at least 0.5m lower. Paragraph 5.9 requires the design of the roof to follow that of the existing roof. An existing hipped roof should be extended with a subordinate hipped roof. Paragraph 5.10 specifies that the width of a side extension should be between half and two thirds of the main house depending on the plot size and character of the area.

Section 6 on two storey or first floor rear extensions specifies that for semi-detached houses with a plot more than 5m wide, an extension up to 3.6m deep is acceptable. The new roof should appear subordinate to the original roof and so have a ridge height at least 0.5m lower than the original roof. Poor designs and applications out of character with their surroundings will be rejected. If adjoining houses benefit from extensions, then permission may be given for a new extension of a similar depth if it does not result in the loss of daylight, sunlight or outlook to neighbouring properties.

The proposed single storey rear extension would measure 4m and 3.30m in height, the depth exceeds the advice contained within the SPD. However, it is noted that the adjoining neighbouring property at 14 Iver Lane benefits from a similar depth of extension. The single storey rear extension is proposed to have a flat roof which would be similar in appearance to neighbouring property's extension. The proposal in relation to neighbouring property number 18 Iver Lane would be set in by 2.35m. Therefore, in terms of its visual impact this element of the scheme is considered acceptable.

With regard to the part single storey, part two storey side extension, whilst it is accepted that some form of structure to the side currently exists, this is lightweight, with a corrugated pvc roof and part brick, part pvc walls. It is clear that this would not support a first floor extension above and would thus need to be removed to facilitate the proposed extensions. The submitted plans do not suggest that this structure would be retained. This being the case, the proposal is clearly for a two storey extension. In such a situation the requirement of Policy BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Paragraph 5.1 of the adopted SPD is very clear. The extension should be set in from the side boundary by a minimum of 1m for the full height of the building. In this case, the ground floor is not set in at all from the side boundary. Even if it was accepted that the ground floor would be retained, which in this case is very unlikely, then the requirement is that the first floor is set from the side boundary by 1.5m. The proposal does not even comply with this requirement, being set in by only 1m at first floor level.

Paragraph 5.6 of the SPD specifies that for two storey side extension to a semi-detached dwelling, the ground and first floor should be set back 1m from the main front building line. The proposed extensions, aligns with the main front building line at ground floor level, but is set back 1m at first floor level, which does not comply with the requirements of the SPD.

Given the above, the scale of the proposed two storey side/rear extension is such that it would fail to appear as a subordinate addition and result in a cramped form of development, infilling the characteristic space to the side, which is a feature of the road, to an unacceptable degree. The proposal would thus be detrimental to the appearance of the original house, the visual amenities of the street scene and the character and appearance of the wider area and is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

Section 6.0 of the SPD, states that two storey rear extensions will only be allowed where there is no significant over-dominance, overshadowing, loss of outlook and daylight. The maximum depth for a semi-detached house on a plot more than 5 metres wide is 3.6 metres from the original rear wall. The height of the extension should be at least 0.5 metres lower than the original roof and roof lines should be parallel to those of the existing building and the eaves line.

The proposed extension would have a depth of 4m and would have a hipped roof which would be 2.1m lower than the ridge of the existing pitched roof. The roof style matches the existing roof and the eaves would be built in line with the existing eaves. Although the extension would be more than the recommended guideline it is considered that in relation to the nearest habitable windows of neighbouring properties, 18 and 14 Iver Lane the proposed extension would not breach the 45 degree angle from the nearest window of a habitable room. Therefore, it is considered that the proposed development would not constitute an un-neighbourly form of development in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The proposed dormer, whilst not meeting the requirement for set-ins from the side in relation to the boundary with 14 Iver Lane is not considered of such scale and bulk as to be considered unacceptable.

In terms of the garden area at least 100sq.m of rear private garden should be retained to provide adequate amenity space for a four bedroom dwelling. The resultant amenity space would be over 100sq.m which would be in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Whilst the the proposal would result in the loss of two car parking spaces within the carport area, two spaces could still be provided on the frontage in accordance with Policy AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed part two storey, part single storey side/rear extension, by reason of its size, scale, bulk and proximity to the side boundary, would result in a closing of the visually open gap between it and the neighbouring property, 18 Iver Lane, giving rise to a cramped form of development, which would be detrimental to the visual amenities of the street scene and the surrounding area generally. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The proposed two storey side extension, by virtue of its siting, size, scale and design, including the lack of a set back from the front at all levels, would fail to appear as a subordinate addition and would thus be detrimental to the appearance of the original house, the visual amenities of the street scene and the character and appearance of the

wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

INFORMATIVES

- 1 On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.
- 2 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 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

Standard Informatives

- 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 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

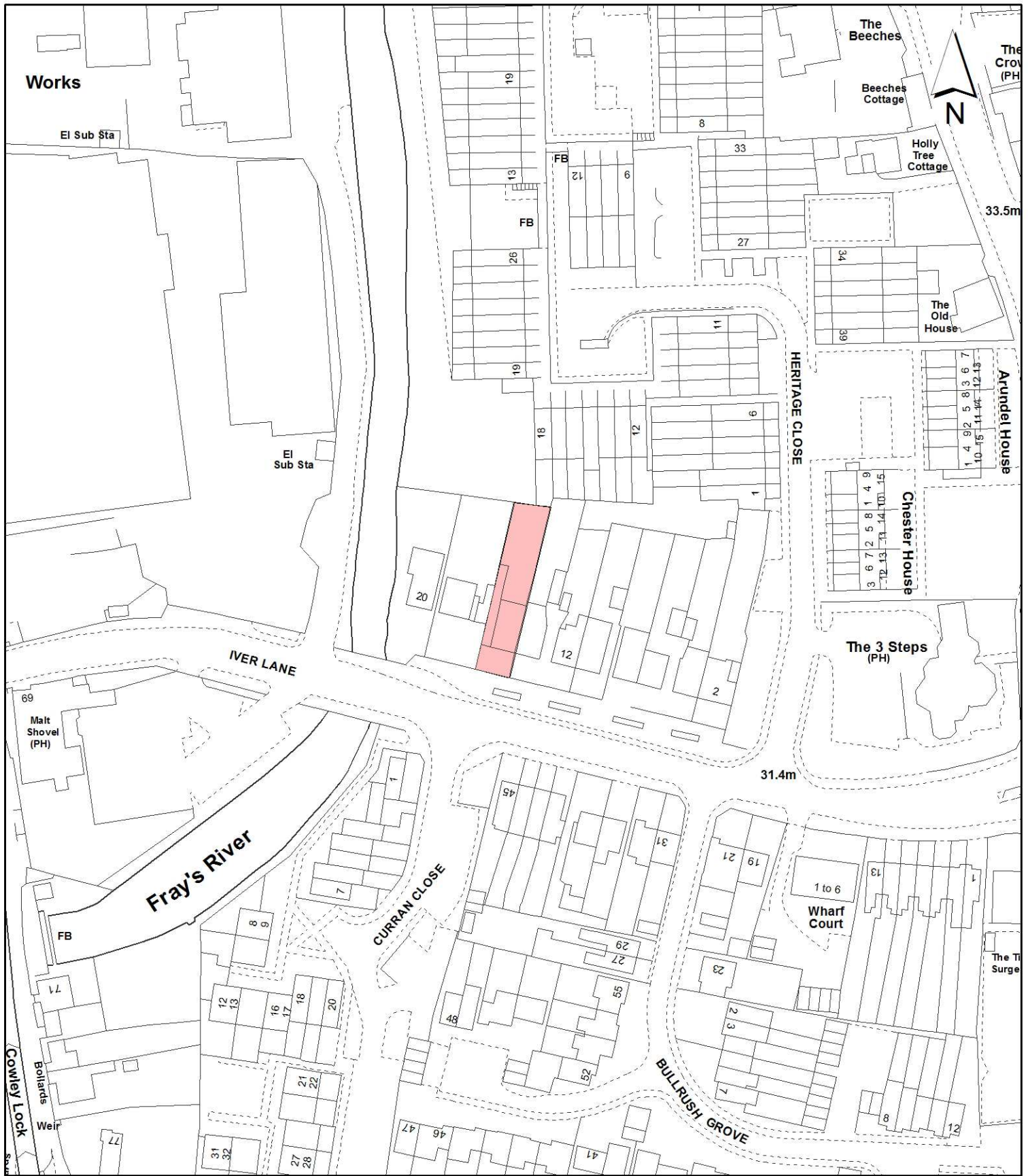
Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments

Contact Officer: Manpreet Viridi

Telephone No: 01895 250230



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 Site boundary

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Site Address:

16 Iver Lane

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
22813/APP/2016/4577

Scale:
1:1,250

Planning Committee:
Central & South

Date:
April 2017



HILLINGDON
 LONDON

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Plans for Central & South Applications Planning Committee

Wednesday 12th April
2017



HILLINGDON
LONDON



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www.hillingdon.gov.uk

Page 85

Report of the Head of Planning, Sport and Green Spaces

Address CHERRY YARD (SOUTH), HOLLOWAY FARM HARMONDSWORTH ROAD
WEST DRAYTON

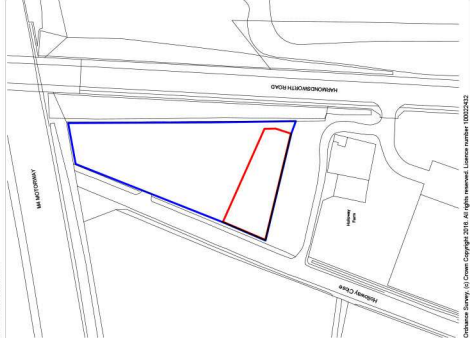
Development: Temporary Change of use of land from a commercial plant growing area to
car parking for staff for 5 years (Retrospective)

LBH Ref Nos: 2688/APP/2016/4029

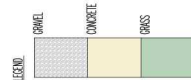
Date Plans Received: 03/11/2016

Date(s) of Amendment(s):

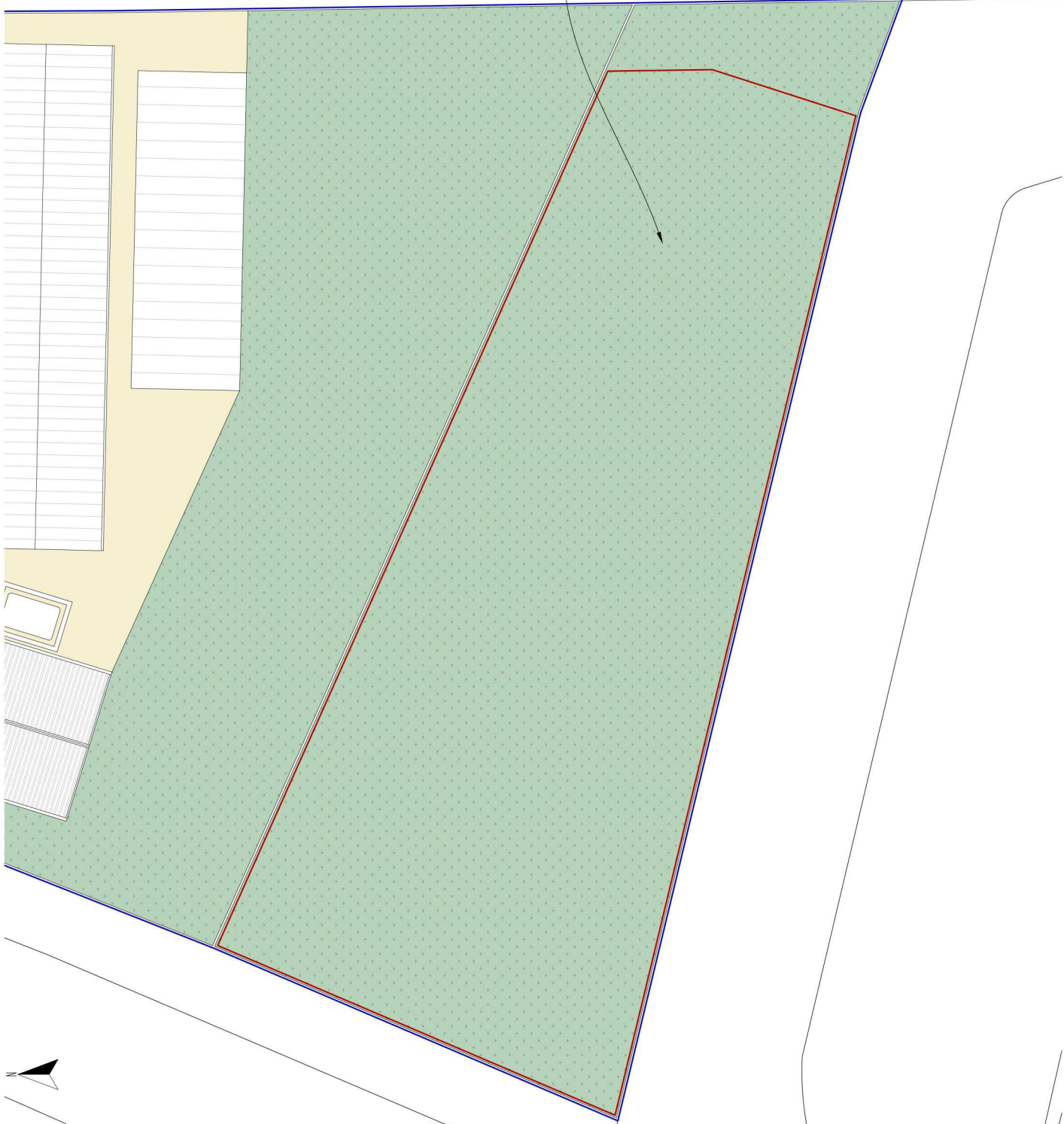
Date Application Valid: 03/11/2016



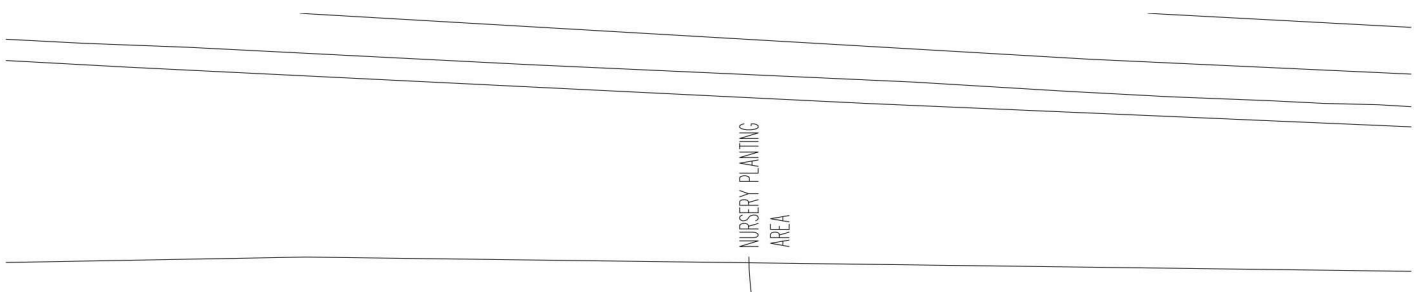
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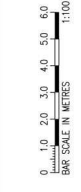
Holloway Close



NURSERY PLANTING AREA



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client
HOLLOWAY PLC

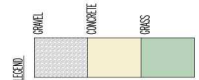
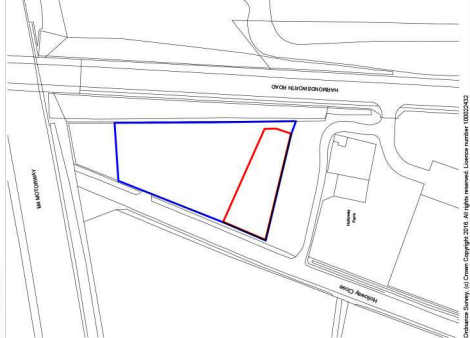
project
HOLLOWAY PARK, HAMMONDS HILL ROAD, WEST BRISTOL, BR 5
Site
PRE-EXISTING SITE PLAN - STAFF CAR PARK

scale
1:100 (A1)

date
SEP 16

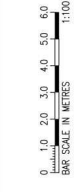
drawn by
BSP/PAI





Holloway Close

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revisions

client
 HANDEY PLC

project
 HOLLOWAY PARK, HARWOOD ROAD, WEST BRISTOL, BR 55
 site
 EXISTING SITE PLAN - SITE CAR PARK

scale
 1:100 (A1)

date
 SEP 16

dra. no.
 1619/P/1/02



Planting Schedule


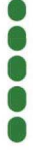


Recommended plants based on species found in the local vicinity

Species	% / distribution	Height (cm)
1m Mixed Species Planting (new hedgerow)		
Hawthorn <i>Crataegus monogyna</i>	70%	40-60
Hazel <i>Corylus avellana</i>	20%	100-120
Blackthorn <i>Prunus spinosa</i>	5%	40-60
Crab apple <i>Malus sylvestris</i>	5%	40-60
Plant new hedgerow belts at a rate of 8 plants per metre in 2 staggered rows.		
Hedgerow specifications:		
All hedgerow plants: 1+1 transplants		
Spacing:		
1m wide hedgerow belt : 8 plants per metre in 2 staggered rows .25m centres		

Details of plants required

Species	Number
Site boundary new 1m wide hedgerow belt double row (approx. 110m) southern, and northern boundaries of car park	
Hedgerow plants	
<i>Crataegus monogyna</i>	616
<i>Corylus avellana</i>	176
<i>Prunus spinosa</i>	44
<i>Malus sylvestris</i>	44
Total	880

KEY

-  EXISTING vegetation
-  NEW hedgerow planting
-  EXISTING grass
-  NEW grasscrete (or similar)



HARMONDSWORTH ROAD

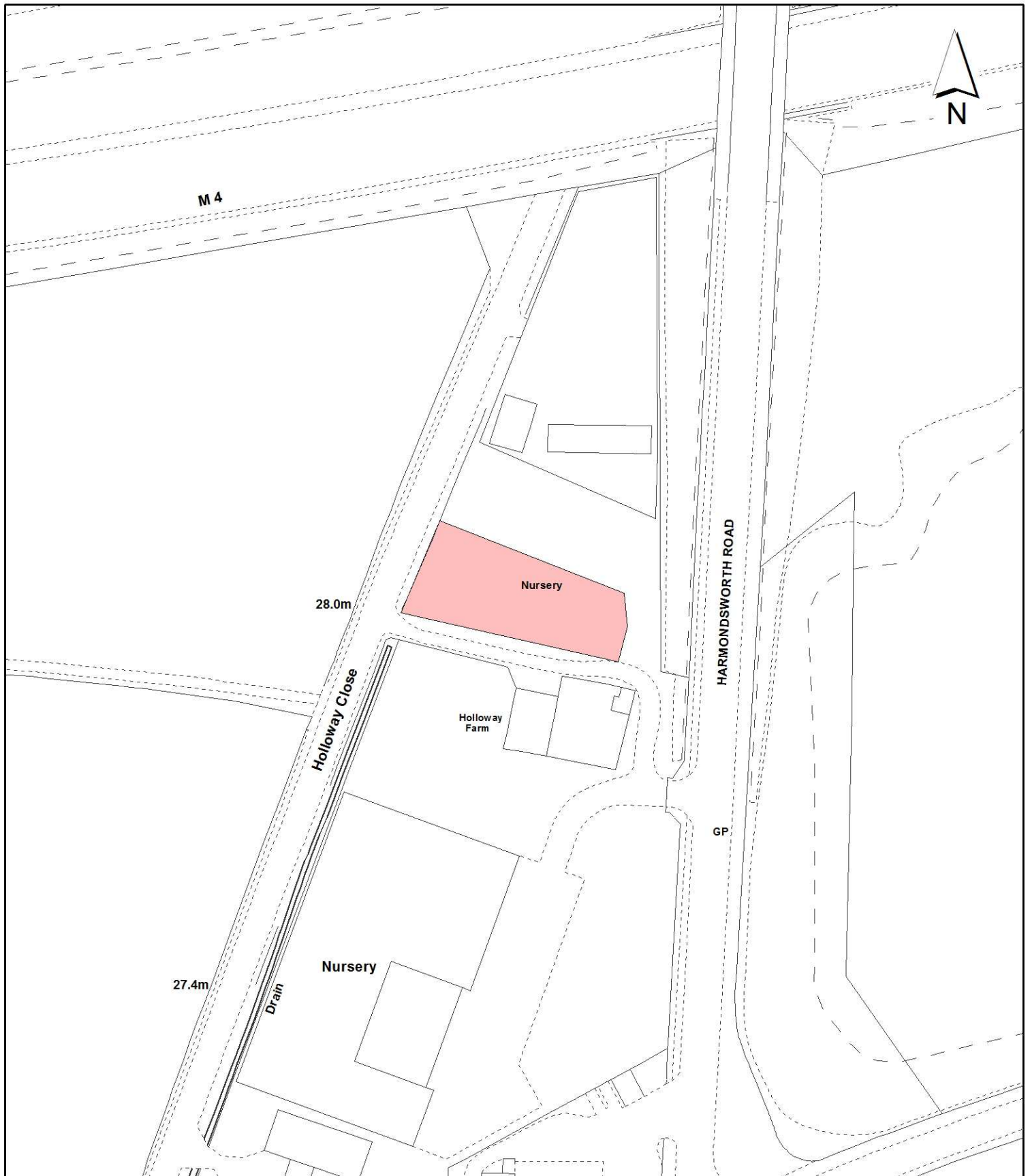
Holloway Close



Project	Holloway Farm	Drawn	JW	Checked	ES
Client	Transdev Plc	No.	1049 Holloway Farm Mitigation	Revision	
Title					
Mitigation planting					
Scale					
DO NOT SCALE					
Date					
24 October 2016					

greenlight
environmental consultancy

The Old Lion, All Saints South
Eimham, Halesworth, IP19 0NZ
T (office): 01986 888041
T (mobile): 07771 727 204
www.greenlightco.co.uk



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Site Address:

**Cherry Yard (South),
 Holloway Farm,
 Harmondsworth Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

2688/APP/2016/4029

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2017



HILLINGDON
 LONDON

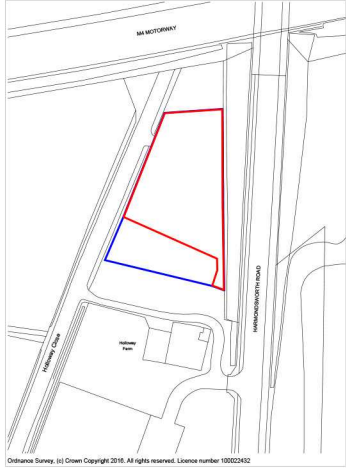
Report of the Head of Planning, Sport and Green Spaces

Address HOLLOWAY FARM HARMONDSWORTH ROAD WEST DRAYTON
Development: Change of use of land from Use Class A1 (Garden Centre/Nursery) to Sui Generis to use as a vehicle maintenance area involving erection of workshop and demolition of glass house and poly tunnels. (Retrospective)
LBH Ref Nos: 2688/APP/2016/3948

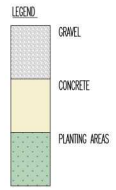
Date Plans Received: 26/10/2016 **Date(s) of Amendment(s):**
Date Application Valid: 07/12/2016

M4 MOTORWAY

LOCATION PLAN 1:1250



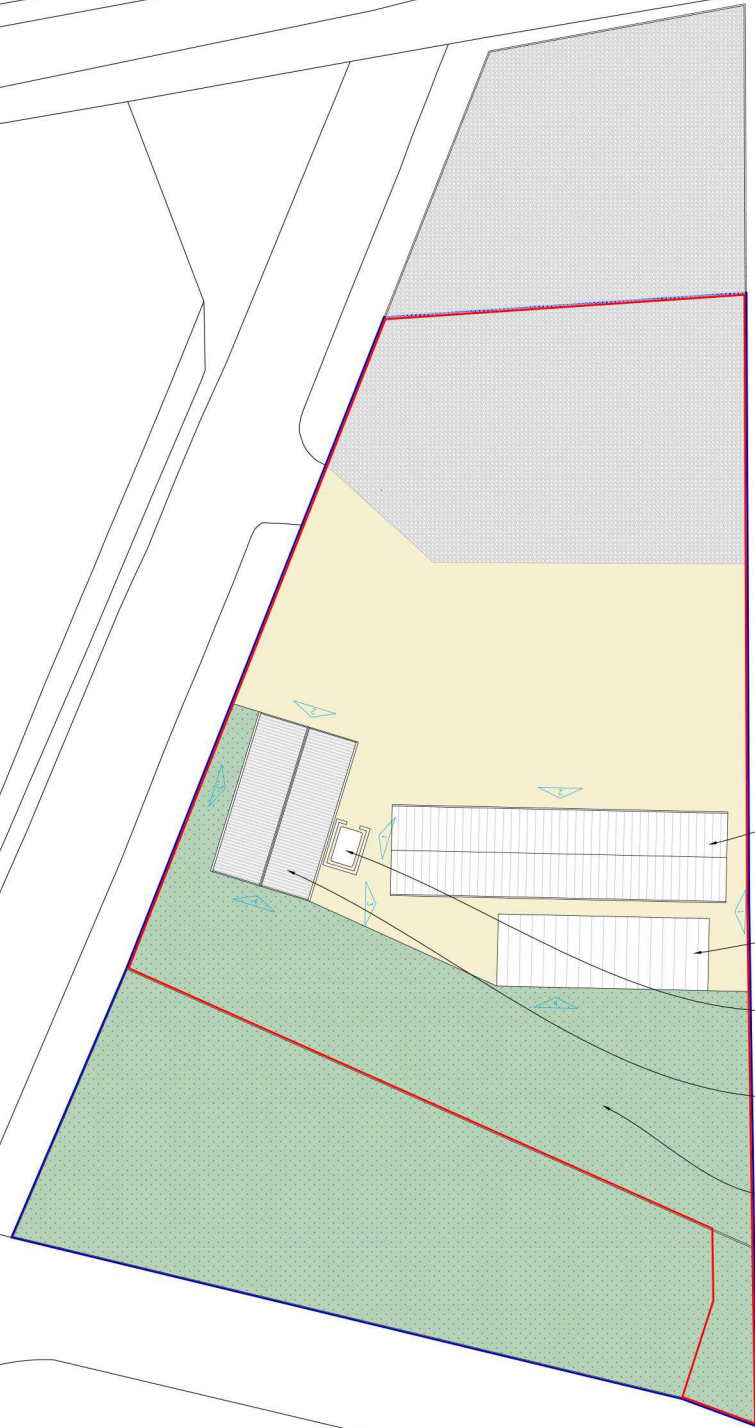
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Holloway Close

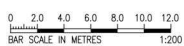
Holloway Farm

HARMONDSWORTH ROAD



- GLASS HOUSE
- POLY-TUNNEL
- BUNDED HEATING OIL TANK
- STORAGE SHED
- NURSERY PLANTING AREA

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client
TRANSDEV PLC.

project
HOLLOWAY FARM, HARMONDSWORTH ROAD, WEST DRAYTON, UEST SUS

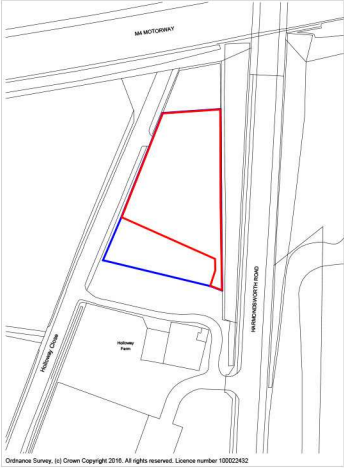
scale 1:200 (A1) date SEP 16 dwg. no. 1616/TP/01

title
PRE-EXISTING SITE PLAN - CHERRY YARD

WEA
WEA PLANNING
25 Victoria Road, London, W8 1JH
Telephone: 020 3488 9122 Email: wea@weaplanning.co.uk
Web: www.weaplanning.co.uk

M4 MOTORWAY

LOCATION PLAN 1:1250

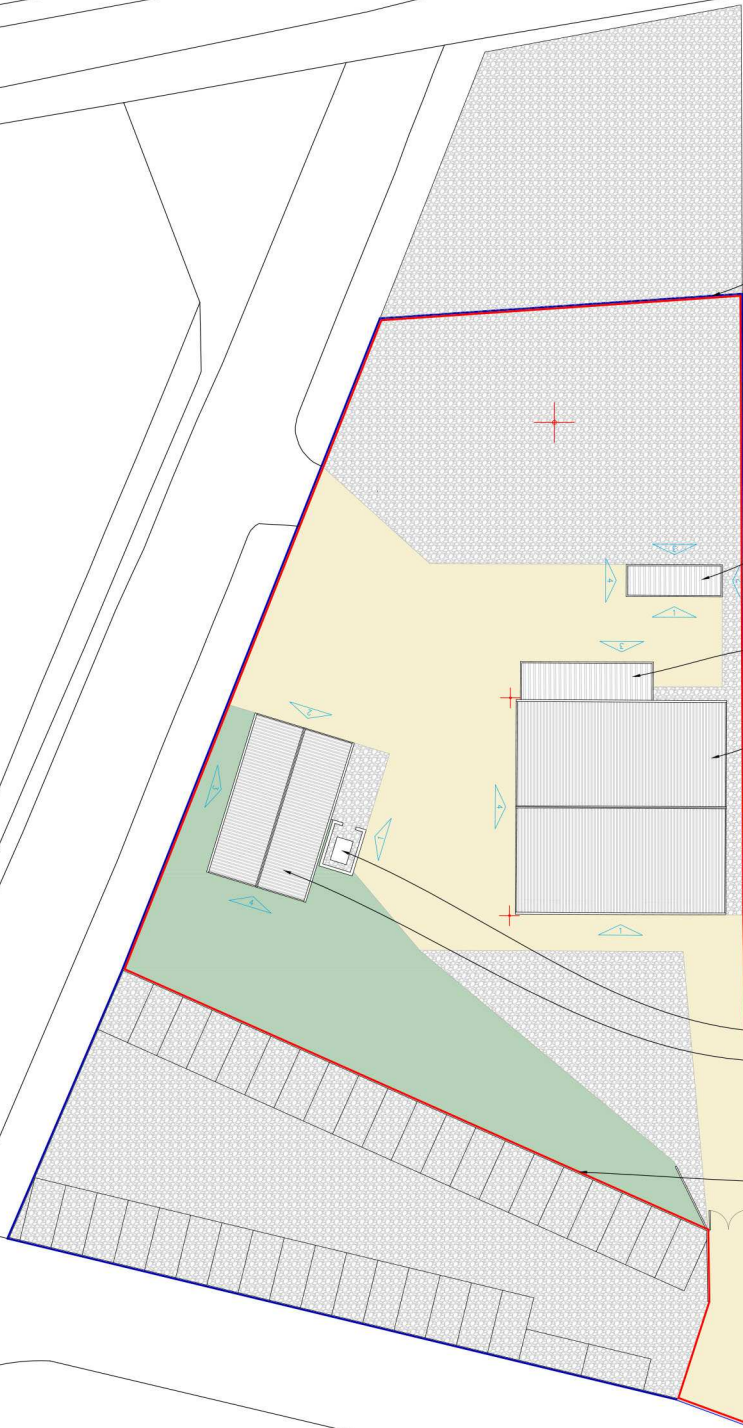


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- LEGEND**
- GRAVEL
 - CONCRETE
 - CONCRETE
 - GRASS
 - CCTV MAST
 - BOLLARD LIGHT



Holloway Close



2M HIGH WIRE FENCING

STORAGE CONTAINER

STAFF ROOM

VEHICLE MAINTENANCE BUILDING

"ADBLUE" TANK

RETAINED STORAGE SHED

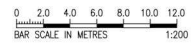
2.5M HIGH WIRE FENCING



Holloway Farm

HARMONDSWORTH ROAD

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Page 93

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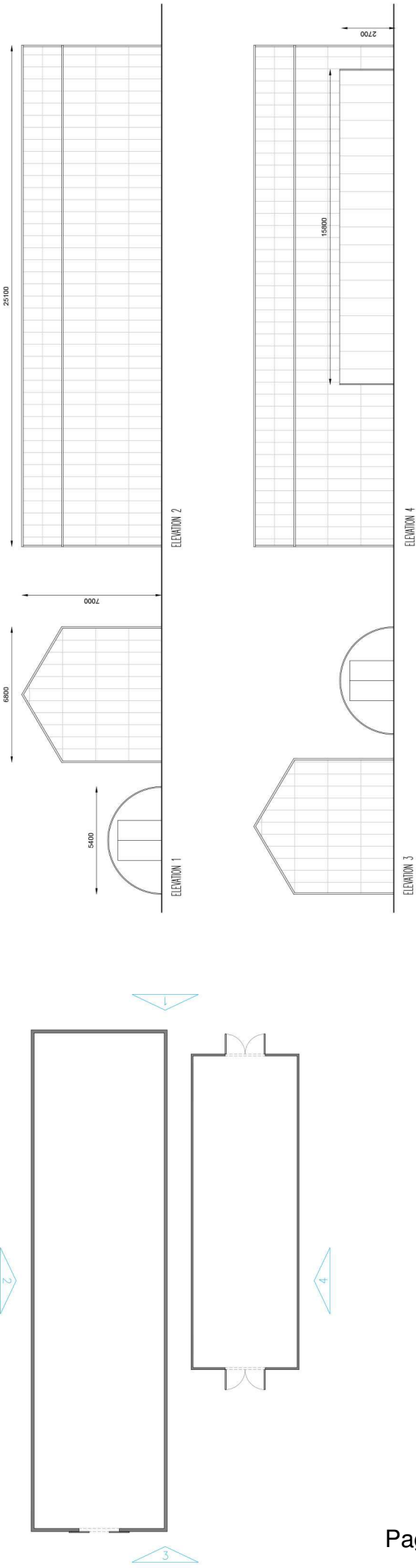
project
HOLLOWAY FARM, HARMONDSWORTH ROAD, WEST DRAYTON, UEST SUS

scale 1:200 (B1) date SEP 16 dwg. no. 1616/TP/03

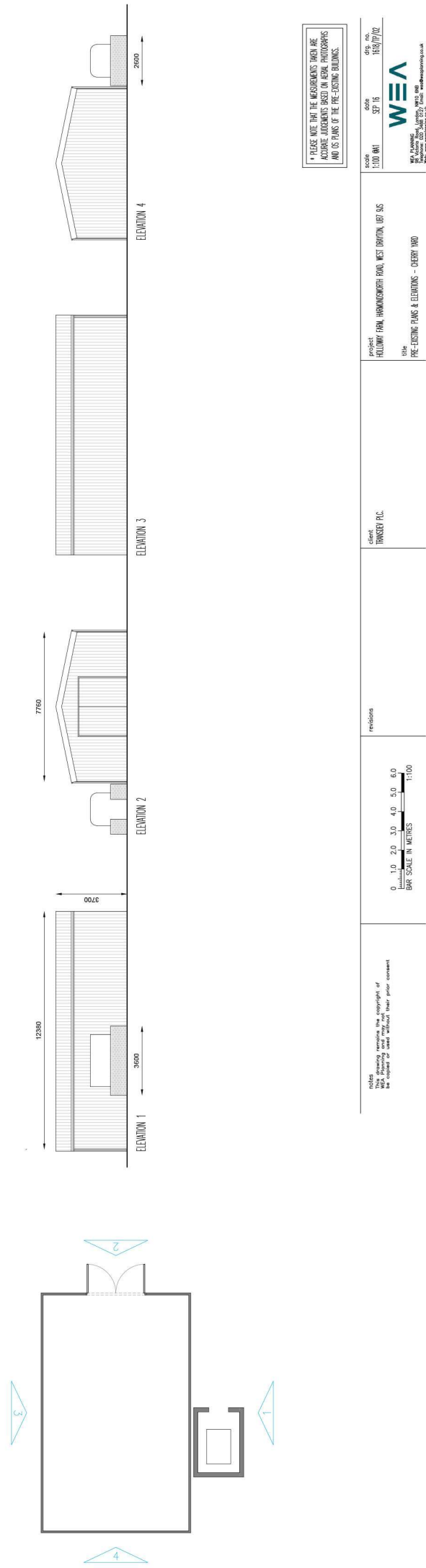
title
EXISTING SITE PLAN - VEHICLE MAINTENANCE AREA



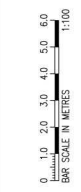
GLASSHOUSE/POLY-TUNNEL* GLASSHOUSE_GA = 161.1m²_GA 170.6m²_POLY-TUNNEL_GA = 81.1m²_GA = 85.3m²_____



STORAGE_SHED/BUNDED HEATING OIL TANK STORAGE_SHED_GA = 92.6m²_GA = 96.6m²_____



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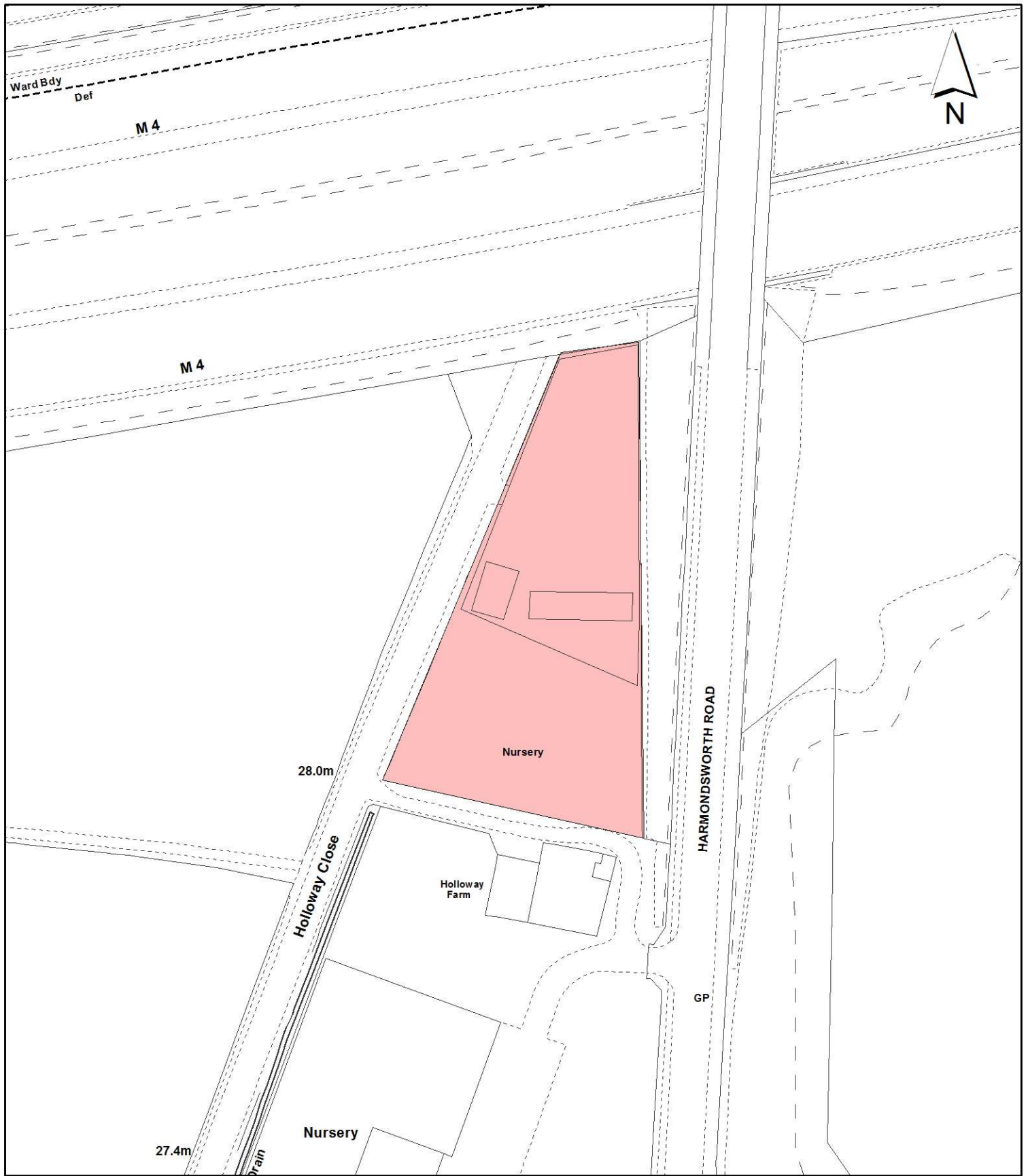
revisions

client
TRANSECT PLC

project
FALCONRY FARM, HARMONDSWORTH ROAD, WEST BRANTON, BET 3/5
site
PRE-CASTING PLANS & ELEVATIONS - CLIENT WARD

scale
1:100 (M1)
date
SEP 16
dra. no.
1516/PP/02
WEA
WEA PLANNING
100, BRANTON ROAD, WEST BRANTON, BET 3/5
TEL: 01263 714111 FAX: 01263 714112
WWW.WEAPLANNING.CO.UK

* PLEASE NOTE THAT THE MEASUREMENTS TAKEN ARE APPROXIMATE JUDGMENTS BASED ON AERIAL PHOTOGRAPHS AND ON PLANS OF THE PRE-EXISTING BUILDINGS.



Notes:

 Site boundary

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Site Address:

**Holloway Farm,
 Harmondsworth Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

2688/APP/2016/3948

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 5 GRANVILLE ROAD HILLINGDON

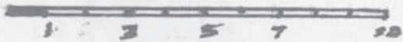
Development: Conversion of existing house to two self contained flats.

LBH Ref Nos: 1404/APP/2017/271

Date Plans Received: 25/01/2017

Date(s) of Amendment(s):

Date Application Valid: 09/02/2017



SCALE 1:200

GRANVILLE ROAD

TO LONG LANE

SIG

SIG

COVE 0072

COVE

FLAT 2

FLAT 1

BIND

BIND

PLANT

5

7

3

1

SHARED ACCE.

FLAT 1 AMENITY

FLAT 2 AMENITY

SHARED ACCESS

388 B CLUB LONG LANE

SITE PLAN

Block Plan

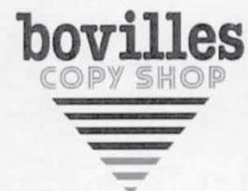


5 Granville Road,
Uxbridge,
Hillingdon,
UB10 9AD

OS MasterMap 1250/2500/10000 scale
16 June 2016, ID: JEW-00537859
maps.johnwright.com

1:500 scale print at A4, Centre: 507703 E, 184696 N

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100019980



copyshop@bovilles.co.uk
tel: 01895 450321

Block Plan



5 Granville Road,
Uxbridge,
Hillingdon,
UB10 9AD

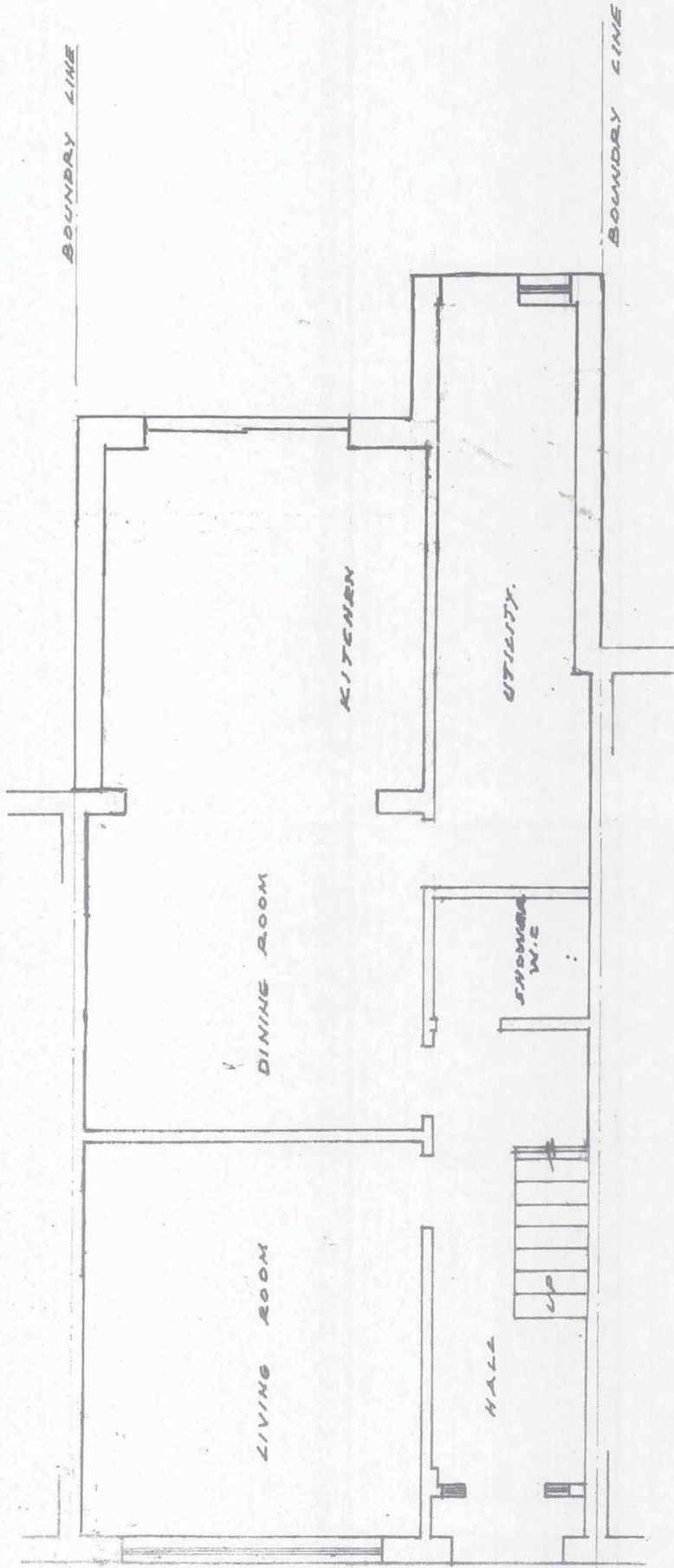
OS MasterMap 1250/2500/10000 scale
16 June 2016, ID: JEW-00537859
maps.johnewright.com

1:500 scale print at A4, Centre: 507703 E, 184696 N

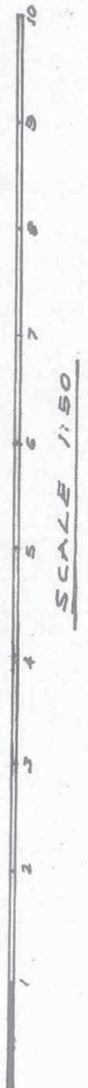
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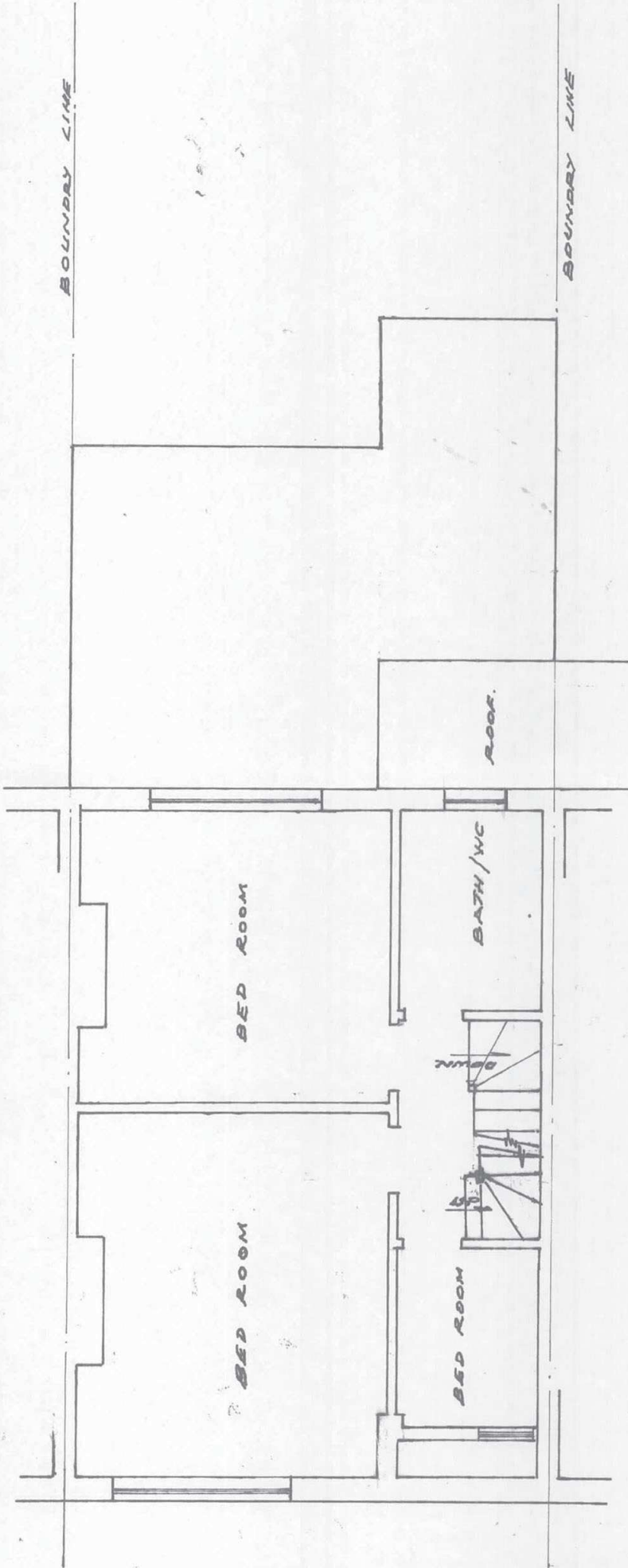
copyshop@bovilles.co.uk
tel: 01895 450321



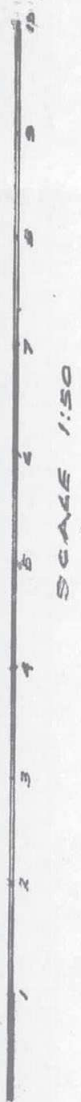
EXISTING
GROUND FLOOR PLAN.



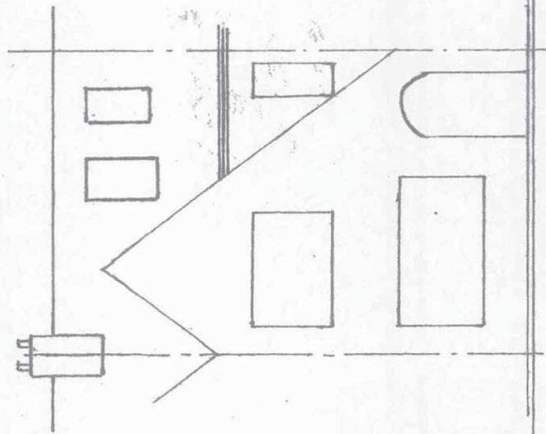
5 GRANVILLE ROAD HILLINGDON UB10 9AD			
EXISTING GROUND FLOOR PLAN.			
SCALE	1:50	DRAWN	V.P
DRG NO	15/HP/41	REV.	N/A



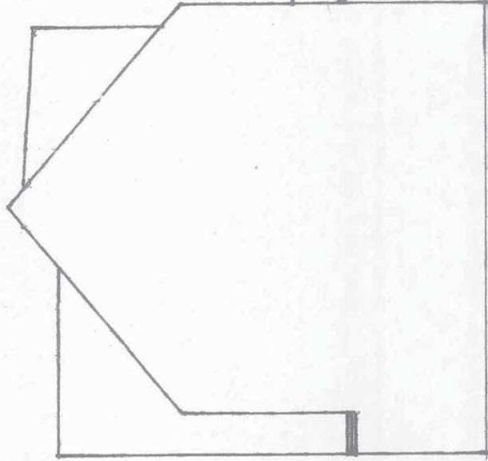
EXISTING
FIRST FLOOR PLAN.



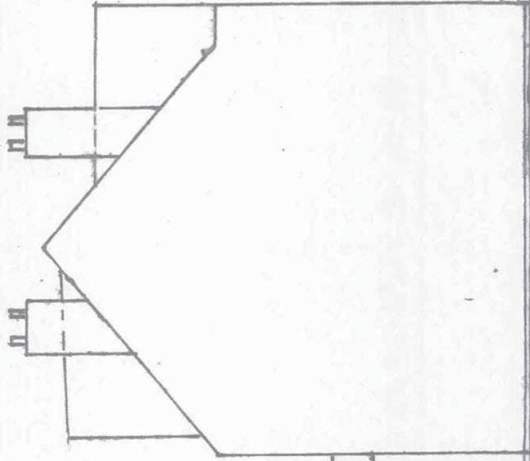
5 GRANVILLE ROAD HILLINGDON UB10 9AD	
EXISTING FIRST FLOOR PLAN.	
SCALE 1:50	DRAWN V.P
DRG N ^o 15/HP/ST	REV. N ^o A



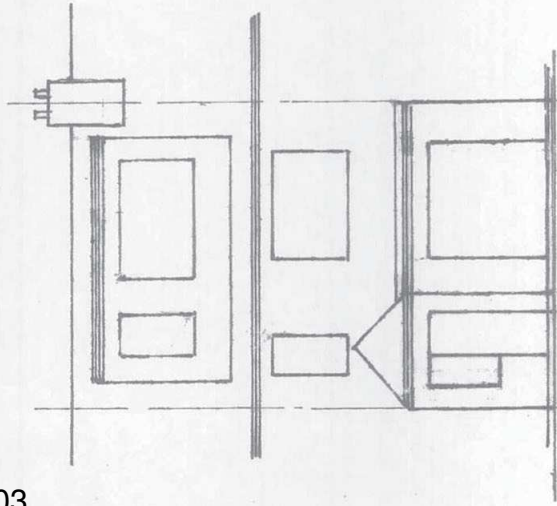
EXISTING FRONT ELEVATION.



EXISTING SIDE ELEVATION.



EXISTING SIDE ELEVATION.



EXISTING REAR ELEVATION.

NOTE:
 PROPOSED BUILDING WORK AND
 MATERIALS TO MATCH EXISTING

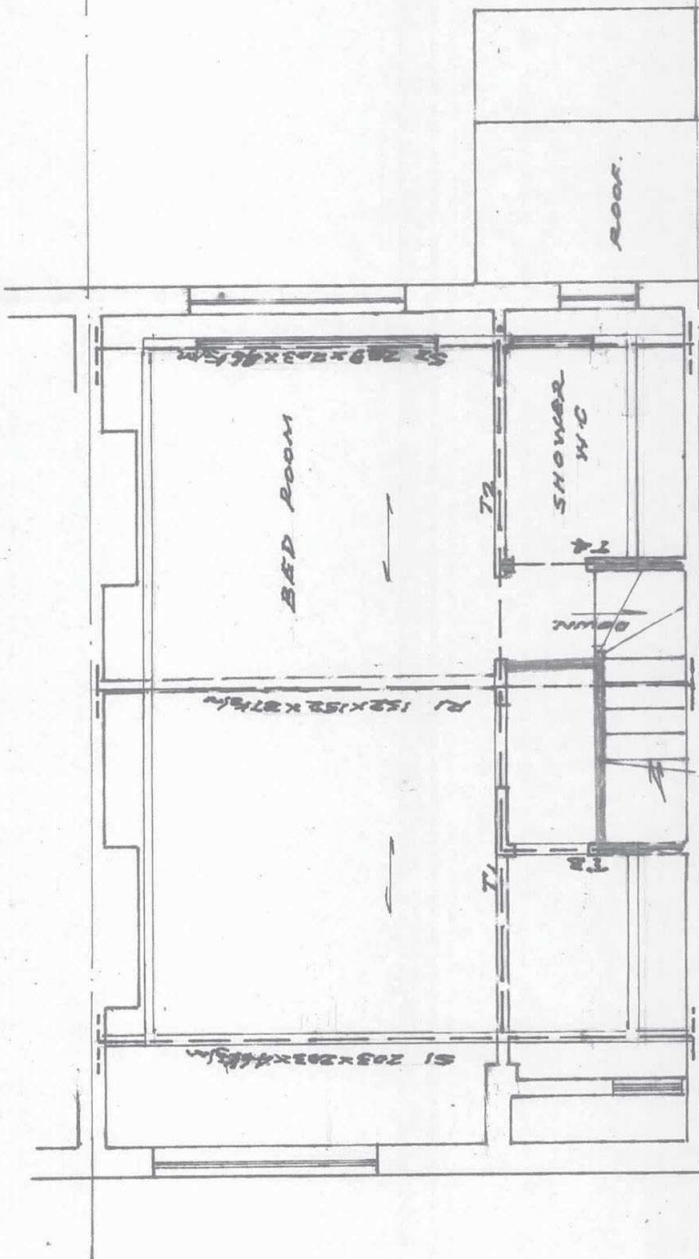
PROPOSED ELEVATIONS
 SIMILAR TO EXISTING

1 2 3 4 5 6 7 8 9 10
 SCALE 1:100

5 GRANVILLE ROAD HILLINGDON UB10 9AD	
EXISTING & PROPOSED ELEVATIONS	
SCALE 1:100	DRAWN Y.P
DWG NO 15/HP/13	REV. NO A, B
	2006

BOUNDARY LINE

BOUNDARY LINE



EXISTING SIMILAR.
PROPOSED
SECOND FLOOR PLAN.

50x100 STUD WALL

JOIST HANGER

50x150 TIMBER BUILT AT 600/c 10' BATH.

50x100 EXISTING CEILING JOISTS AT 400/c

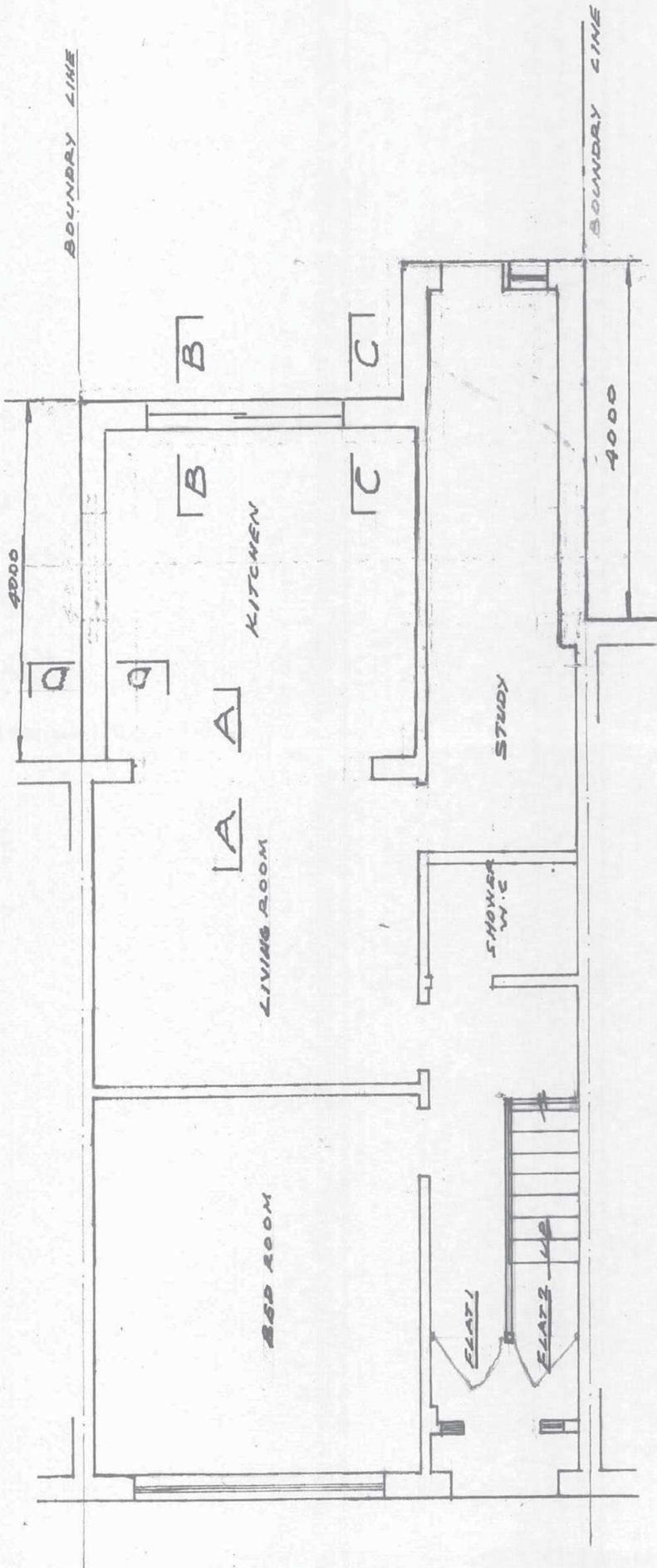
1-1

ALL STEEL JOISTS
 FIRE PROTECTED ONE HOUR.
 NULL FIRE PAINTED.

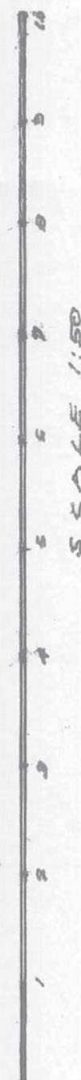


SCALE 1:50

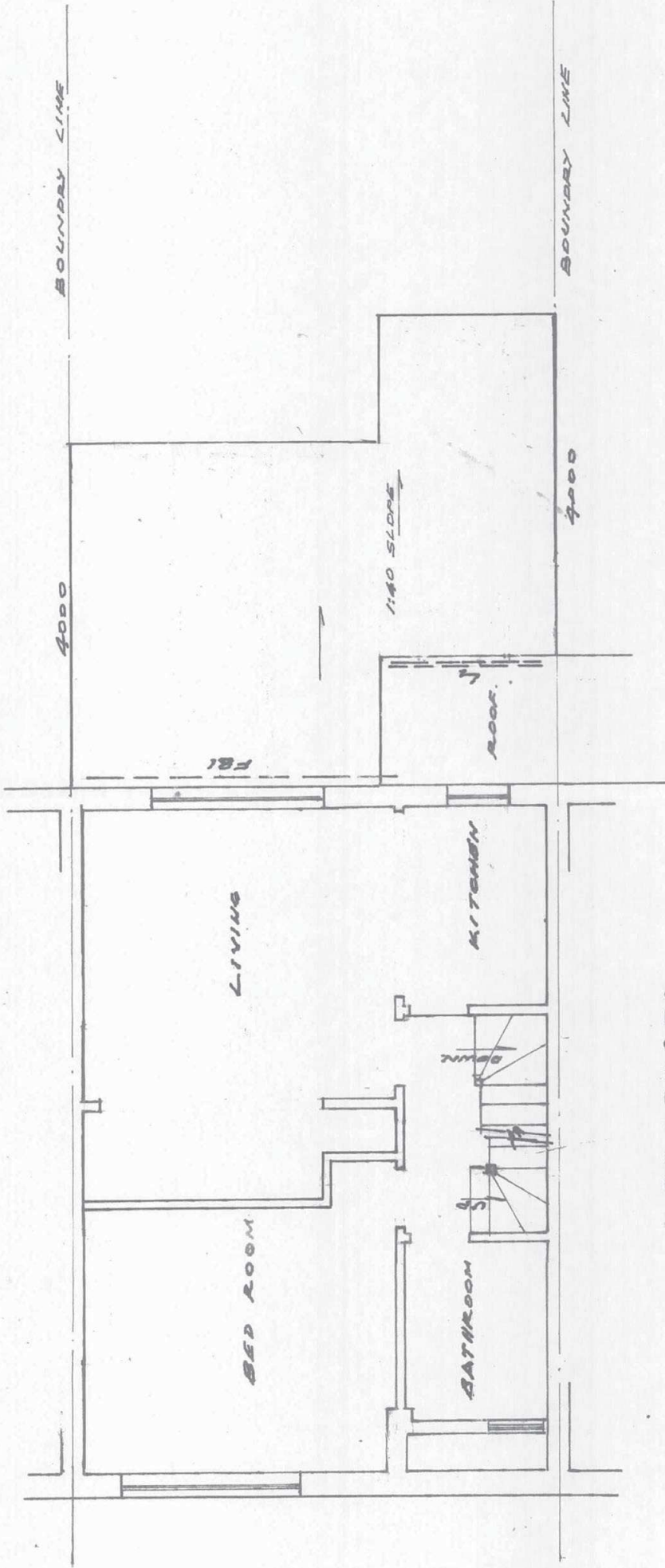
5 GRANVILLE ROAD		HILLINGDON UB10 9AD	
EXISTING #.			
PROPOSED FLAT Z			
SECOND FLOOR PLAN.			
SCALE	1:50	DRAWN	V.P
DRG NO	15/HP/22	REV.	N9



PROPOSED.
GROUND FLOOR PLAN.



5 GRANVILLE ROAD HILLINGDON UB10 9AD		
PROPOSED FLAT 1. GROUND FLOOR PLAN.		
SCALE 1:50	DRAWN	V.P
DRG N ^o 15/HIP/20		REV. N ^o 9

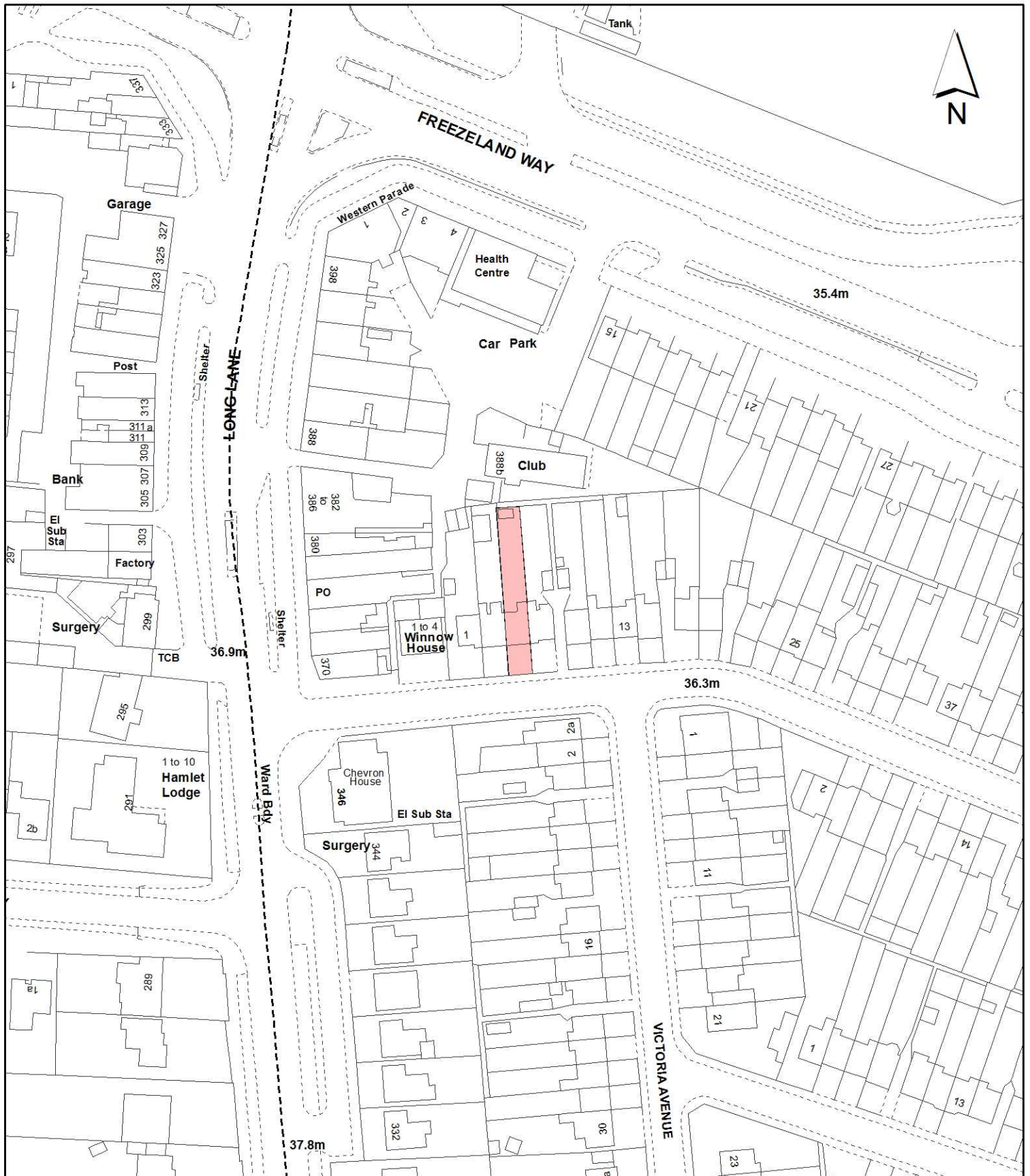


PROPOSED
FIRST FLOOR PLAN.



SCALE 1:50

5 GRANVILLE ROAD			
HILLINGDON UB10 9AD			
PROPOSED FLAT 2.			
FIRST FLOOR PLAN.			
SCALE	1:50	DRAWN	V.P.
DRG NO	15/H/21	REV.	Nº



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Site Address:

5 Granville Road

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
1404/APP/2017/271

Scale:
1:1,250

Planning Committee:
Central & South

Date:
April 2017



HILLINGDON
 LONDON

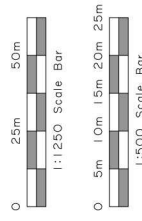
Report of the Head of Planning, Sport and Green Spaces

Address 16 IVER LANE COWLEY UXBRIDGE
Development: Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include 1 rear dormer.
LBH Ref Nos: 22813/APP/2016/4577

Date Plans Received: 20/12/2016 **Date(s) of Amendment(s):** 20/12/0016
Date Application Valid: 03/01/2017



1:1250 LOCATION PLAN



1:500 SITE PLAN

No.	Date	By	Contents
Revisions			

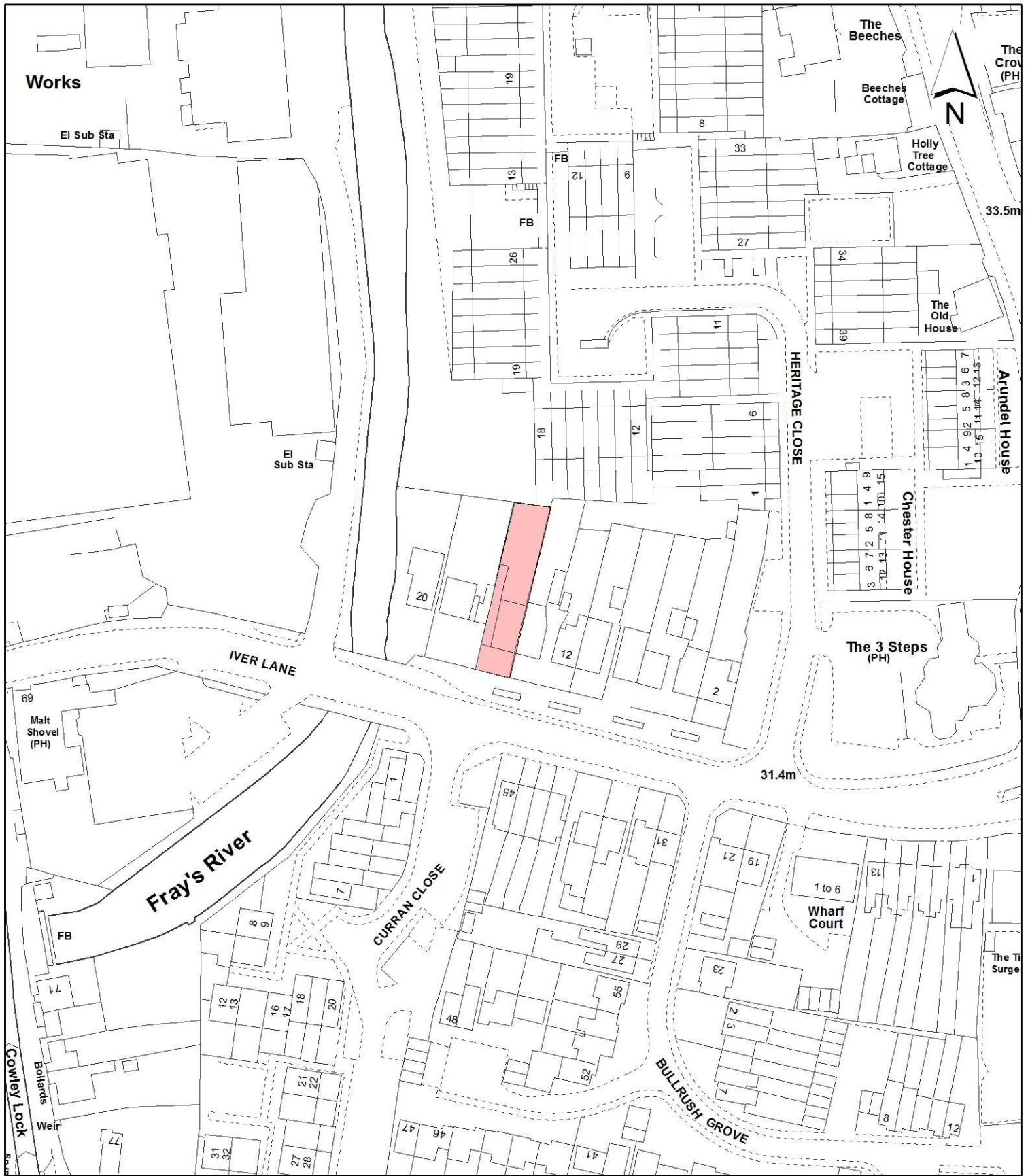
Drawing Title	Location Plan & Site Plan
---------------	---------------------------

Project
Part two storey, part single storey side & rear extension and rear dormer window to facilitate a loft conversion

Scale	Date	Drawn by
As stated	December 2016	SD

Client Details
Mr & Mrs Mahal 16 Iwer Lane Cowley Uxbridge UB8 2JD

Dwg.No.	Rev.
IL PA 03	A



Notes:

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Site Address:

16 Iver Lane

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
22813/APP/2016/4577

Scale:
1:1,250

Planning Committee:
Central & South
 Page 112

Date:
April 2017

