



HILLINGDON
LONDON



North Planning Committee

Date: WEDNESDAY, 1 AUGUST
2018

Time: 7.00 PM, OR UPON THE
RISING OF THE MAJOR
APPLICATIONS PLANNING
COMMITTEE, WHICHEVER
IS LATEST

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

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

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Duncan Flynn (Vice-Chairman)
Councillor Scott Farley
Councillor Becky Haggart
Councillor Henry Higgins
Councillor John Oswell
Councillor Devi Radia
Councillor Robin Sansarpuri
Councillor Steve Tuckwell

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This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=116&Year=0>

Putting our residents first

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Useful information for residents and visitors

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A useful guide for those attending Planning Committee meetings

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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;

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.

4. The Committee may ask questions of the

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 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

PART I - Members, Public and 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.

	Address	Ward	Description & Recommendation	Page
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Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	53 & 53a Hawthorne Avenue, Eastcote - 15248/APP/2018/982	Eastcote & East Ruislip	Four two-storey, two-bed, semi-detached dwellings with associated parking and installation of vehicular crossover to front, involving demolition of existing detached bungalows. Recommendation: Refusal	1 - 20
6	27 Ducks Hill Road, Northwood - 40711/APP/2017/4470	Northwood	Two two-storey, semi-detached dwellinghouses with habitable roofspace to include associated parking and amenity space and vehicular crossover, involving demolition of existing dwellinghouse. Recommendation: Approval	21 - 40

7	Land to the rear of 40 Ducks Hill Road, Northwood - 73183/APP/2017/3355	Northwood	Two-storey, four-bed, detached dwelling with habitable roofspace and detached double garage with associated parking and amenity space and installation of vehicular crossover from Cygnet Close. Recommendation: Refusal	41 - 58
8	46 The Drive, Northwood - 65098/APP/2018/1128	Northwood	Demolition of existing building (containing three self-contained flats) and replacement with a new three-storey building containing one three-bedroom and seven two-bedroom self-contained flats. Proposal includes basement parking (resubmission following 65098/APP/2016/3555). Recommendation: Refusal	59 - 90
9	4 Willow End, Northwood - 70835/APP/2017/4023	Northwood Hills	Installation of timber staircase for access (retrospective). Recommendation: Approval	91 - 102

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
10	5 Chiltern Road, Eastcote - 54673/APP/2018/1363	Eastcote & East Ruislip	Part two-storey, part single-storey side / rear extension and conversion of roofspace to habitable use to include two side dormers. Recommendation: Approval	103 - 118
11	178 - 182 High Street, Ruislip - 28388/APP/2018/1303	West Ruislip	Change of use of part of ground floor from Use Class A1 (Shops) to Use Class A2 (Letting Office), including new entrance and alterations to rear and side elevations. Recommendation: Approval	119 - 130

PART I - Plans for North Planning Committee

	Address	Ward	Description & Recommendation	Page
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11	ENFORCEMENT REPORT			189 - 200
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Report of the Head of Planning, Transportation and Regeneration

Address 53 & 53A HAWTHORNE AVENUE EASTCOTE

Development: Four two storey, 2-bed, semi detached dwellings with associated parking and installation of vehicular crossovers to front, involving demolition of existing detached bungalows.

LBH Ref Nos: 15248/APP/2018/982

Drawing Nos: Design and Access Statement Part 1
Design and Access Statement Part 2
Transport Statement
53HA/P202 C
53HA/P201 A

Date Plans Received: 15/03/2018 **Date(s) of Amendment(s):** 15/03/2018

Date Application Valid: 23/03/2018

1. SUMMARY

Planning permission is sought for the erection of 4 two storey, two bedroom semi-detached dwellings with associated parking and installation of vehicular crossovers to front, involving the demolition of both the existing bungalows.

It is noted that there has been strong objections raised by local residents including a Petition. However taking all material planning considerations into account, the proposal is not considered to have a negative impact upon the visual amenity of the site or the surrounding area, would not result in an unacceptable loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers.

Notwithstanding the above the provision of off street parking spaces is insufficient and therefore is considered unacceptable. The application proposes inadequate provision of off-street car parking for the four residential units which in conjunction with the loss of on-street parking, results in additional on-street parking stress in an area where such parking is at a premium, which would be detrimental to the free flow of traffic and give rise to conditions prejudicial to highway and pedestrian safety.

As such the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The application proposes inadequate provision of off-street car parking for the four residential units which in conjunction with the loss of on-street parking, results in additional on-street parking stress in an area where such parking is at a premium, which would be detrimental to the free flow of traffic and give rise to conditions prejudicial to highway and pedestrian safety. Accordingly, the scheme is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November

2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE5	New development within areas of special local character
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3

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. In this instance pre-application advice was sought which highlighted the issues relating to the lack of off-street parking provisions.

4

You are advised that the development represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the proposal would trigger a CIL liability which is estimated to be £29,985.93 and MCIL of £11,741.01 from Section 8 of Spreadsheet which is due on commencement of this development. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The site currently comprises of nos.53 and 53a, which are single storey detached bungalows on the South Western side of Hawthorne Avenue with their principal front elevations facing North East. No.53 is brick built under a hipped roof with an attached garage on the side, to the North West. The area to the front is entirely covered in hard-standing providing off street parking and to the rear is part covered in hard standing with the majority laid to lawn. 53a is finished in pebble dash render set under a hipped gable roof with the main access on the side elevation. There is a single storey detached garage set to the rear and side. The area to the front is entirely covered in hard-standing providing off street parking and to the rear is part covered in hard standing with the majority laid to lawn.

To the South East is no.51 which is also a detached bungalow with no.53 immediately abutting a public pathway on the South Eastern boundary that leads from Hawthorne Avenue to Lime Grove. The rear boundary is shared with no.48a Lime Grove which is also a detached bungalow. To the North is no.55 which is a two storey detached property and to the rear of no.53a, is no.50 Lime Grove which is a two storey detached property.

The street scene is residential in character and appearance comprising mainly single storey detached bungalows on the Western side and semi detached two storey properties on the opposite side of the road. The majority of these have off-street parking to the front.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

The proposal involves the demolition of both the existing bungalows and the erection of 4, two storey, two bedroom semi-detached dwellings with associated parking and installation of vehicular crossovers to front.

These would effectively be set within two detached, two storey properties with a total of 6 car parking spaces, to the front of the proposed dwellings and a separate rear garden amenity space for each dwelling. An amended site plan was submitted which illustrates the provision of a total of 6 car parking spaces with three vehicle crossovers to the front.

3.3 Relevant Planning History

15248/APP/2017/2554 53 Hawthorne Avenue Eastcote

Single storey side/rear extension.

Decision: 07-09-2017 Approved

15248/APP/2017/738 53 Hawthorne Avenue Eastcote

Two storey, 4-bed, detached dwelling with habitable roof-space, involving demolition of existing bungalow.

Decision: 26-05-2017 Refused

15248/PRC/2017/189 53 & 53a Hawthorne Avenue Eastcote

Proposed demolition of existing bungalows and erection of 4 new semi detached houses.

Decision: 15-01-2018 OBJ

Comment on Relevant Planning History

15248/APP/2017/2554 - Single storey side/rear extension. Approved 07.09.2017

15248/APP/2017/738 - Two storey, 4-bed, detached dwelling with habitable roof-space, involving demolition of existing bungalow. Refused on 26.05.2017 for the following reasons

1. The proposal, by reason of its location in close proximity to the site boundaries would result in a cramped overdevelopment of the site which would detract from the open character and appearance of the surrounding area and the visual amenities of the street scene. The proposal would therefore be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed two storey replacement dwelling, by reason of its design and proximity, would result in an overly dominant and incongruous feature in relation to the street scene, the neighbouring property (No 53a Hawthorne Avenue) and the wider locality, and as such would result in a visually intrusive and an un-neighbourly form of development, resulting in a material loss of residential amenity. Therefore the proposal would be contrary to policies BE13, BE15, BE19, BE20, BE21 and BE22 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's Supplementary Planning Documents HDAS Residential Extensions.

15248/PRC/2017/189 - Proposed demolition of existing bungalows and erection of 4 new semi detached houses. The new dwellings would effectively be set within two detached, two and half storey properties with a total of 4 car parking spaces, one to the front of each

proposed dwelling. There was no in principle objection, however the proposal, was considered to be bulky and excessive in scale, especially in regard to the mass, scale and roof form, resulting in a development which would be out of keeping with the general pattern of development within the area. In addition the report highlighted the standard requirement for the provision of 8 car parking spaces. Report issued 15.01.2018

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

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

- BE5 New development within areas of special local character
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.3 (2011) Increasing housing supply
- LPP 3.4 (2011) Optimising housing potential
- LPP 3.5 (2011) Quality and design of housing developments
- LPP 7.2 (2011) An inclusive environment
- LPP 7.4 (2011) Local character
- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres

NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

33 neighbouring properties were consulted on 27.03.2018 and on 10.04.2018. A site notice was also displayed to the front of the site on 06.04.2018.

There have been 26 objections received in total from residents, and from Eastcote Residents Association and Eastcote Village Conservation Panel, which all express strong objections to the principle of this type of development at this location.

In addition a Petition was raised which states the proposal would be:

- over-development of the site.
- encroach on adjacent properties
- out of keeping with the environment.
- overlook a bungalow and downstairs maisonette to the rear.

Eastcote Village Conservation Panel:

It is considered that this proposal will be an over development of the site. Pre application advice was sought, changes have been made to the drawings used for that advice. Hawthorn Avenue is a residential road, however it is used widely as a cut through therefore very busy. It is not a wide road. The PTAL is 2 (poor). The pre application advice dated 15th January 2018, shown in the parking assessment does not make any sense. It is referring to 4 x 3 storey town houses not to 4 x 2 bedroom 2 storey houses. However, the pre application advise does state the that the parking arrangements for the two town houses is not adequate, with the caveat that the lack of off street parking would be an issue if a similar application was submitted. This current application requires two extra dropped kerbs for access, which are very close together which could cause a hazard to pedestrians. The bedroom sizes appear to be for 2 double bedrooms therefore it is possible these dwellings will generate more than one car per dwelling. On street parking will cause congestion on this busy road. The change from one storey bungalows to two storey houses will be detrimental to the street scene, giving a very closed in effect, especially as there would be four dwellings instead of two. It will be an over development of the site. New housing stock rarely includes bungalows, to lose the current stock means that older people are being denied choice, not everyone wants to live in a flat when they downsize. The older population is increasing, there should be adequate suitable living accommodation available for them. We ask that the application be refused. However, should the LPA be inclined to approve the application we ask that permitted development rights be removed by condition, to prevent later applications to extend the habitable rooms into the loft space, thereby achieving 4 bedroom town houses.

In general the local objections and Eastcote Residents Association can be summarised as follows:

- housing stock of bungalows appears to be being steadily eroded in the Eastcote area - such dwellings are needed by a variety of people, not just the elderly, but also others with various needs that are best served by independent ground level living.
- The combined plots are undersized for the proposed development.
- They will certainly be overbearing to those in the Lime Grove properties backing onto them, even though we see that the 21-metre overlooking distance will be exceeded.
- concerns regarding the cross-overs, suggest this raises safety risks, both for cars going in and out of their front gardens and for pedestrians. As there is no turning circle within the demise, cars will either have to back out onto, or back in from, the road.
- Should it be approved, could a condition be added to ensure all further permitted rights are removed, particularly to ensure that roof spaces cannot be used to provide further habitable rooms in any of the houses.
- cramped over-development of the site which would detract from the open character and appearance of the area and visually blur the amenities of the street scene.
- one of the bungalows has been extensively adapted for wheelchair use and single floor living.
- bungalows are in short supply in the area.
- bungalows should be preserved
- one of the bungalows has previously been refurbished for a disabled person and if this building was demolished it would be a lost asset to the community.
- Development will cause shortage of bungalows in area.
- area has become over developed and is putting a strain on social services such as doctors and schools as well as public transport.
- The two properties that the application wishes to demolish are neither derelict nor decrepit. It would be pure vandalism to allow their demolition.
- will effect the roads culture and cause environmental issues within the road and Eastcote.
- cause traffic issues through out the street which will cause an increase of accidents and incidents.
- visually intrusive.
- Inadequate parking, plus noise of approx 8 cars from a small area.
- Direct effect on the community atmosphere.
- Reduced Sunlight/daylight to surrounding houses.
- Un-neighbourly form of development.
- Direct over looking our personnel space.
- un-neighbourly and unacceptable. This effort is directly in line to sales and letting profit and not the betterment of family culture Eastcote and Hawthorne Avenue currently provides.
- new buildings would detract from the character of the street.
- applicant is not allowing the elderly to down size in the future
- new buildings would detract from the character of the street.
- overlooking to the rear
- parking will become an issue, this will mean more cars within a small residential road where parking is already limited due to permits.
- Hawthorne Avenue has already been over developed
- detract from the character and appearance of the street
- overly dominant feature on the street, and will be overlooking the houses opposite
- The plans are also missing any internal doorways leading into the Kitchen/Dining areas.
- The proposed parking provision of 1 space per residential unit also appears to fall short of the applicable standard of 2 spaces per dwelling.
- If planning is granted it will also bring a lot of construction noise Monday-Saturdays.
- 2 additional vehicle crossovers would remove existing parking spaces.
- could set a precedent for the future, developing remaining bungalows into flats & houses.
- concern is that this is really for a HMO
- loss of light and privacy
- congestion and parking issues

- existing bungalows are neither derelict nor decrepit - no need for their demolition.
- The gaps between the houses and the boundary walls is too narrow to allow the safe positioning of a ladder, or scaffolding in order for the new house-holder to be able to perform maintenance functions.
- proposed parking appears tight and could result in vehicles encroaching onto footpath.
- health issues if approved resulting from dust and pollution of construction to for those with respiratory problems.
- should put Hillingdon Residents First.

In response to the objections a detailed response was submitted, dated 09.05.2018 by the agent rebutting the objections and making reference to the originally submitted Design and Access Statement. In addition minor amendments have been made to the plans and submitted which shows the proposed properties moved back by 0.75 m to provide greater separation between the front elevations and the end of the parking bays. Sufficient rear amenity space is also retained and the 45 degree lines demonstrate that the proposals would not adversely impact upon neighbouring amenity. In addition the plans now show internal access to the open plan kitchen/dining room.

Internal Consultees

TREES/LANDSCAPE - No Objections:

This site is occupied by two dissimilar detached bungalows on the West side of Hawthorne Avenue. The dwellings have garages and off-street parking space within the front gardens. This residential street is composed of a mix of housing types including two-storey semi-detached houses and detached bungalows. There are no trees or landscape features of merit and no TPO's or Conservation Area designations affecting the site.

Comment: A previous application ref. 2017/738 was refused. The current application will not involve the loss of trees or landscape features of merit. It is not clear what the intended site layout will be but the front gardens should be designed to provide a minimum of 25% site coverage with soft landscape. Bins and bike stores should be secure and discretely sited - ideally within the back gardens. Landscape conditions should be imposed to ensure that saved policies BE23 and BE38 are satisfied

Recommendation: No objection subject to conditions RES9 (Parts 1, 2 and 5).

HIGHWAYS:

Officer comments: The parking standard requires 2 spaces per unit hence a total quantum of up to 8 spaces should be provided on-site to comply with the adopted parking standard. Although initially it was thought that the proposed four spaces could be acceptable, upon further review of the site and surroundings, an objection has now been raised due to the significant shortfall in the parking provisions. The Highways Officer comments received on 11th July are set out below:

Site Characteristics

The site is located and set within a small residential catchment in Eastcote to the west of Field End Road which is designated as classified in the borough's hierarchy of roads.

The site consists of two detached bungalows which are to be demolished to facilitate the proposal. Hawthorne Avenue is contained within a Controlled Parking Zone (CPZ) operating from Monday to Saturday - 9am to 5pm. The surrounding residential units have ample onsite parking provisions which inherently reduce parking demand and pressures on-street.

The site is relatively remote from public transport connections and hence exhibits a PTAL of 2 which is considered as below average.

Parking Provision/Access & Internal Layout

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide 4 x two bed semi-detached residential units. The maximum parking standard requires 2 spaces per unit hence a total quantum of up to 8 spaces should be provided on-site to comply with the adopted parking standard. A quantum of 4 spaces (1 per unit) is proposed and therefore falls well below this maximum level of requirement. It is therefore considered that a refusal on insufficient parking grounds is justifiable and in line with pre-application advice afforded to the applicant which highlighted a parking requirement of 2 spaces per plot.

Cycling Provision

In terms of cycle parking there should be a minimum provision of 1 secure and accessible spaces for each of the dwelling units (totalling 4 spaces) in order to conform to the adopted minimum borough cycle parking standard. A secure compound has been indicated within the submission but without specific detail in cycle number terms. Notwithstanding this point the provision of preferably 2 spaces per unit requirement can be secured via planning condition.

Vehicle Access Arrangements

To facilitate access to the new parking space for each unit, the two existing carriageway crossings on Hawthorne Avenue would be replaced by 4 new individual crossings which would necessitate closure or adjustment of the existing crossings. The proposal is acceptable in this respect as there is broad compliance with the Council's crossing standard which sets out the maximum allowable dimensions of a width of 4.58 m at the kerb-line and 2.44 m at the back of footway.

It is highlighted that once the new or existing crossing points are realised it will be necessary to match existing kerbing and footway to the redesigned layout with a relocation of an existing lamp column on the public highway. Henceforth the new access points and any footway adjustments will need to be constructed to an appropriate Council standard (as discussed above) including the relocation of the said light column, under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase potential traffic generation as compared to the two existing bungalows. However peak period traffic movement into and out of the site would not be expected to exceed 1-2 additional vehicle movements during the peak morning and evening hours. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse would continue to be collected from Hawthorne Avenue and an indicative bin store location is depicted on plan to the rear of the properties. It is presumed that the service/access gap in-between the two-semi detached units would be utilised to move the bins from the rear to the property frontage. A site management regime should ensure that waste collection distances do not exceed 10 m from the point of collection from the public highway in order to conform to good practice. Therefore a suitable on-site management planning condition is sought.

Conclusion

The application has been reviewed by the Highway Authority who are concerned that the proposal

would exacerbate local parking stress due to the insufficient on-plot parking provisions, and would therefore raise highway safety concerns, contrary to policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016). Refusal on insufficient parking grounds is therefore recommended.

Officer Comments:

An amended site plan was submitted which now illustrates the provision of a total of 6 car parking spaces with three vehicle crossovers to the front. This would result in the addition of an extra crossover from the existing two already in situ. This is however less than the required total of 8 and therefore it is considered that the application is recommended for refusal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 17 of the National Planning Policy Framework (NPPF) (2012) states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

Policy H3 of the Hillingdon Local Plan states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site.

The development proposes the erection of 4 two storey, two bedroom semi-detached dwellings with associated parking and installation of vehicular crossovers to front, involving the demolition of both the existing bungalows. In principle the demolition of the existing dwellings to be replaced with additional units is acceptable however, it is subject to all other material planning considerations being judged acceptable.

Policy 3.5 of the London Plan (2016) requires housing developments to be of the highest quality internally, externally and in relation to their context and to the wider environment. New homes are expected to have adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose, and to meet the changing needs of Londoners over their lifetimes. Any application is expected to take this into consideration and illustrate how the proposal would meet the requirements set out in the London Plan.

7.02 Density of the proposed development

The density ranges set out in the London Plan are not used in the assessment of schemes of less than 10 units.

Minimum gross internal floor and storage is a further measure of the suitability of the size of a proposed dwelling. DCLG guidance identifies that two storey, 2 bedroom properties for 4 persons should provide a minimum 81 sq.m, including 2 sq.m of inbuilt storage. The proposed new dwellings would have total floor area of 95.7 sq.m.

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

Local Plan Part 1 Policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan (November, 2012)

seeks to ensure that new development complements or improves the character and amenity of the area.

Furthermore Policies BE13 and BE15 of the of the Hillingdon Local Plan: (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.

In order to safeguard visual and residential amenity, Local Plan: Part 2 policy BE22 confirms that buildings of two-or more storeys in height should be set back a minimum of 1 m from the side boundary of the property for the full height of the building.

The NPPF (2012) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

The previous proposal involving the single new dwelling along with the scheme subject to the formal pre-application advice were materially different, in that they were all not set in from the side boundaries by the required 1 metre. This proposal now illustrates the both the proposed dwellings set in from their respective side boundaries, whilst also maintaining the 1 metre separation between each dwelling. Indeed the proposed replacement dwelling at no.53 would now set further away than the existing bungalow which sits on the side boundary. Although the neighbouring property is a bungalow there is now adequate separation especially given the public footpath running between the two. The replacement dwelling at no.53a would be slightly closer to the side boundary than the existing dwelling, however the neighbouring property at no.55 is a two storey property and the 1 metre set in, is still maintained. Therefore it is considered that on balance the proposal is acceptable and would not appear as an over-development or cramped on site. The open character and appearance of the surrounding area and the visual amenities of the street scene are therefore maintained. Furthermore the proposed two detached properties would be set back from the main road and the prevailing building line to the front thereby reducing their presence on the overall street scene.

Whilst the design and style of the properties along Hawthorne Avenue varies, it is noted that the general design of the proposed dwellings have taken inspiration from no.55 Hawthorne Avenue, with the mock tudor frontage and the roof forms, overall massing and scale now being similar to the neighbouring property. The proposed dwellings are relatively simple in design and uncomplicated with a hipped roof detail and of a similar height to the adjacent property. Given the hipped nature of the design and the angle of pitch, it is considered that the roofs would not appear unduly bulky within the street scene. The two storey projected bays set under the modest gable pitched roofs appear subordinate and would not appear out of character within the general street scene. The single storey rear extension element would be subordinate set under a flat roof in accordance with HDAS requirements and not readily visible from the main the surrounding area. Nor would they impinge on any 45 degree lines of sight to either neighbouring property.

Following pre-application advice and the revisions made to the scheme the current proposal has now been amended and, in terms of its siting, design and appearance the proposal is considered to be in keeping with the character and appearance of the surrounding area. Therefore the proposal is in keeping with the architectural character and appearance of the wider area and complies with the requirements of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon

Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in three principal ways. The effect of the siting, bulk and proximity of a new building on the general outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Paragraph 4.9 of the Hillingdon Design & Accessibility Statement: Residential Layouts (July 2006) further advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. It goes on to advise that 'where a two storey building abuts a property or its garden, adequate distance should be maintained to overcome possible domination'. Generally, 15 m will be the minimum acceptable back to back distance between buildings whilst a minimum of 21 m overlooking distance should be maintained.

No.48a and 50 Lime Grove which are directly to the rear of the application site are over 21 m away and therefore at sufficient distance from the proposal.

No.51 is immediately to the South East of the application site and is separated by the public footpath. Furthermore the proposed replacement dwelling at no.53 Hawthorne Avenue is now set in 1 metre from the side boundary, unlike the existing dwelling which sits on the boundary. In addition given siting and the orientation of the properties it is considered that given the positions of the rising and setting of the sun there would be no significant adverse impact to this property.

Given the siting and distance from adjoining properties, it is considered that the proposed dwellings would not result in over dominance, loss of outlook or loss of light to the neighbouring property. It is noted that there are two windows proposed on each side elevation facing nos.51 and 55 Hawthorne Avenue and also facing both the proposed dwellings. For each dwelling, at ground floor one window serves the entrance/hallway cloakroom and on the first floor the main bathroom. It is therefore recommended that these are conditioned to be permanently obscure glazed and fixed shut below 1.8 m.

Whilst concerns have been raised over overlooking and loss of privacy, it is considered there is sufficient distance, which complies with the Council's standard, between the proposed dwellings and the surrounding properties so as not to cause any significant or unacceptable harm. There will be no impingement of any 45 degree sight lines. It is considered that the proposed dwellings would not increase overlooking over and above that already experienced from adjacent two storey buildings. The impact on the amenities of the neighbouring properties is therefore considered to be satisfactory.

As such it is considered that the proposal would not result in an un-neighbourly form of development and complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

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.

Floorspace

In terms of the internal floorspace, the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015) sets out minimum internal space standards which must be achieved, relating to room sizes, ceiling height and internal floor space requirements.

DCLG guidance identifies that two storey, 2 bedroom properties for 4 persons should provide a minimum 81 sq.m, including 2 sq.m of inbuilt storage. The proposed new dwellings would have total floor area of 95.7 sq.m.

In addition the two double bedrooms proposed for each dwelling would be 16.8 sq.m and 14.3 sq.m, which are well above the minimum requirement of 11.5 sq.m.

Amenity space

Section four 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 dwellings they serve. It should be of an appropriate size, having regard to the size of the houses and the character of the area.

Each proposed dwelling would have a rear garden space of 60 sq.m. As a 2 bed dwelling the minimum level of amenity space required to meet Council standards would be 40 sq.m and 60 sq.m for a three bed. Therefore the proposal meets the necessary requirements.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan 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 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. The parking standard requires 2 spaces per unit hence a total quantum of up to 8 spaces should be provided on-site to comply with the adopted parking standard. Although initially it was thought that the proposed four spaces could be acceptable, upon further review of the site and surroundings, an objection has now been raised due to the significant shortfall in the parking provisions. The Highways Officer comments received on 11th July are set out below:

Site Characteristics

The site is located and set within a small residential catchment in Eastcote to the west of

Field End Road which is designated as classified in the borough's hierarchy of roads. The site consists of two detached bungalows which are to be demolished to facilitate the proposal. Hawthorne Avenue is contained within a Controlled Parking Zone (CPZ) operating from Monday to Saturday - 9am to 5pm. The surrounding residential units have ample onsite parking provisions which inherently reduce parking demand and pressures on-street. The site is relatively remote from public transport connections and hence exhibits a PTAL of 2 which is considered as below average.

Parking Provision/Access & Internal Layout

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide 4 x two bed semi-detached residential units. The maximum parking standard requires 2 spaces per unit hence a total quantum of up to 8 spaces should be provided on-site to comply with the adopted parking standard. A quantum of 4 spaces (1 per unit) is proposed and therefore falls well below this maximum level of requirement. It is therefore considered that a refusal on insufficient parking grounds is justifiable and in line with pre-application advice afforded to the applicant which highlighted a parking requirement of 2 spaces per plot.

Cycling Provision

In terms of cycle parking there should be a minimum provision of 1 secure and accessible spaces for each of the dwelling units (totalling 4 spaces) in order to conform to the adopted minimum borough cycle parking standard. A secure compound has been indicated within the submission but without specific detail in cycle number terms. Notwithstanding this point the provision of preferably 2 spaces per unit requirement can be secured via planning condition

Vehicle Access Arrangements

To facilitate access to the new parking space for each unit, the two existing carriageway crossings on Hawthorne Avenue would be replaced by 4 new individual crossings which would necessitate closure or adjustment of the existing crossings. The proposal is acceptable in this respect as there is broad compliance with the Council's crossing standard which sets out the maximum allowable dimensions of a width of 4.58 m at the kerb-line and 2.44 m at the back of footway.

It is highlighted that once the new or existing crossing points are realised it will be necessary to match existing kerbing and footway to the redesigned layout with a relocation of an existing lamp column on the public highway. Henceforth the new access points and any footway adjustments will need to be constructed to an appropriate Council standard (as discussed above) including the relocation of the said light column, under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase potential traffic generation as compared to the two existing bungalows. However peak period traffic movement into and out of the site would not be expected to exceed 1-2 additional vehicle movements during the peak morning and evening hours. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion

and road safety.

Operational Refuse Requirements

Refuse would continue to be collected from Hawthorne Avenue and an indicative bin store location is depicted on plan to the rear of the properties. It is presumed that the service/access gap in-between the two-semi detached units would be utilised to move the bins from the rear to the property frontage. A site management regime should ensure that waste collection distances do not exceed 10 m from the point of collection from the public highway in order to conform to good practice. Therefore a suitable on-site management planning condition is sought.

Conclusion

The application has been reviewed by the Highway Authority who are concerned that the proposal would exacerbate local parking stress due to the insufficient on-plot parking provisions, and would therefore raise highway safety concerns, contrary to policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016).

Refusal on insufficient parking grounds is therefore recommended.

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with.

7.12 Disabled access

If the scheme is found acceptable a condition would be recommended to secure the development was built to M4(2) in accordance with Policy 3.8 c of the London Plan.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Hillingdon Local Plan Part Two Policy BE38 seeks the protection and retention of existing trees and landscape features of merit and considers where appropriate the provision of additional landscaping as part of a proposed development. There are no trees or other landscape features existing on site. However the front garden area to the proposed properties are expected to provide 25% of soft landscaping and this would therefore need to be included by way of condition.

Furthermore the council's Trees and Landscape officer has raised no objections subject to conditions and states:

This site is occupied by two dissimilar detached bungalows on the West side of Hawthorne Avenue. The dwellings have garages and off-street parking space within the front gardens. This residential street is composed of a mix of housing types including two-storey semi-detached houses and detached bungalows. There are no trees or landscape features of merit and no TPO's or Conservation Area designations affecting the site.

Comment: A previous application ref. 2017/738 was refused. The current application will not involve the loss of trees or landscape features of merit. It is not clear what the intended site layout will be but the front gardens should be designed to provide a minimum of 25% site coverage with soft landscape. Bins and bike stores should be secure and discretely sited - ideally within the back gardens. Landscape conditions should be imposed to ensure that saved policies BE23 and BE38 are satisfied.

Recommendation: No objection subject to conditions RES9 (Parts 1, 2 and 5).

7.15 Sustainable waste management

Policy 5.17 of the London Plan requires that all new development provide adequate facilities for the storage of waste and recycling. This matter is the subject of a condition.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is not within a flood zone. However a sustainable water management condition is recommended.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Issues of property value and return on investments are not material planning considerations in the assessment of the proposal. If this proposal were deemed acceptable, it would not set a precedent for other development as all applications are assessed on their own merit with regard to compliance with planning policy. Also it is not considered that this increase in residential units would significantly impact upon local services. It is acknowledged that the redevelopment of the site would result in some disruption from construction works, however this would be for a limited time and hours of construction works are restricted and controlled by other legislation. Rights of Light are a civil matter and not a material planning consideration. The other planning issues raised from the responses are addressed in the main body of the report.

In addition it has also been confirmed that there are no council records showing that a disabled facilities grant has ever been provided for no.53A Hawthorne Avenue.

7.20 Planning Obligations

It is highlighted that once the new or existing crossing points are realised it will be necessary to match existing kerbing and footway to the redesigned layout with a relocation of an existing lamp column on the public highway. Henceforth the new access points and any footway adjustments will need to be constructed to an appropriate Council standard (as discussed above) including the relocation of the said light column, under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

In addition it is considered that the quantum of proposed on-site parking is acceptable, only when a 'Resident Permit Restriction' is applied to any future occupiers of the new units which will encourage a lesser car ownership level per dwelling thereby mitigating against potential impacts on the highway. This stipulation would be achieved via legal agreement.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

The Council's Community Infrastructure Levy Charging Schedule was adopted on 1st August 2014. The additional habitable floor space created will be chargeable at £95 per square metre.

The scheme would also be liable for payments under the Community Infrastructure Levy. On the 1st April 2012 the Mayoral Community Structure Levy came into force. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as

part of the development.

The proposal would trigger a CIL liability which is presently calculated to be;

LBH CIL £29,985.93

Mayor of London CIL £11,741.01

Total £41,726.94

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

Planning permission is sought for the erection of 4 two storey, two bedroom semi-detached dwellings with associated parking and installation of vehicular crossovers to front, involving the demolition of both the existing bungalows.

It is noted that there has been strong objections raised by local residents including a Petition. However taking all material planning considerations into account, the proposal is not considered to have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the provision of off street parking spaces is acceptable in this location and the proposed crossovers are not considered to detract from pedestrian or highway safety.

As such the application is recommended for approval, subject to conditions and the prior completion of a section 106 agreement in respect of parking limitations.

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: Hardeep Ryatt

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**53 & 53A Hawthorne Avenue
 Eastcote**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
15248/APP/2018/982

Scale:
1:1,250

Planning Committee:
North Page 19

Date:
July 2018



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Report of the Head of Planning, Transportation and Regeneration

Address 27 DUCKS HILL ROAD NORTHWOOD

Development: 2 x two storey, semi-detached dwellinghouses with habitable roofspace to include associated parking and amenity space and vehicular crossover, involving demolition of existing dwellinghouse.

LBH Ref Nos: 40711/APP/2017/4470

Drawing Nos: TS17-137G/1
TS17-137G/3
TS17-137G/6
TS17-137G/7
PL A104
PL A105
PL A106
PL A100 Rev. C
PL A101 Rev. F
PL A102 Rev. F
PL A103 Rev. F

Date Plans Received: 11/12/2017 **Date(s) of Amendment(s):** 11/12/2017

Date Application Valid: 22/12/2017

1. SUMMARY

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE19 states the LPA will seek to ensure that new development within residential areas compliments or improves the amenity and the character of the area.

The proposal is not considered to have a negative impact upon the visual amenity of the site or the surrounding area, would not result in an unacceptable loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the provision of 6 off street parking spaces is acceptable in this location and the proposed crossover is not considered to detract from pedestrian or highway safety.

It is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 5497 PL A100 G; 5497 PL A101 F; 5497 PL A102 F and 5497 PL A103 F, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 RES7 Materials (Submission)

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

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 19 and 29 Ducks Hill Road.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

5 HO6 Obscure Glazing

The first floor windows facing 19 and 29 Ducks Hill Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

6 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no extension or roof alteration to either of the dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 RES10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted

to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

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

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

11 NONSC Non Standard Condition

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

INFORMATIVES

1 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.

2 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3 I15 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

4 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

5 I70 LBH worked applicant in a positive & proactive (Granting)

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, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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

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

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the Eastern side of Ducks Hill Road with the principal front elevation facing West. The existing property is a large detached bungalow finished in white render set under a hipped roof. The dwelling is set in a spacious corner plot with mature landscaped gardens and boundary treatment to the front and rear. The property is only one of six detached properties located within this private cul-de-sac just off the main road. The local street scene is of detached properties set in reasonable individual plots. The existing property itself is not readily visible from Ducks Hill Road at present as it is set back within its plot and behind large mature trees and hedges. Indeed this part of Ducks Hill Road is generally characterised by trees and hedges running alongside the road and in fact none of the properties on the West side of the road are particularly visible.

It is clear that the original site was originally much larger and was part of the area now occupied by 27a Ducks Hill Road.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

This application seeks permission for the demolition of the existing detached bungalow and the erection of 2 x two storey semi detached dwellings with habitable roofspace, to include associated parking; amenity space and a new vehicular crossover.

3.3 Relevant Planning History

40711/A/99/0065

Downside, 27 Ducks Hill Road Northwood

Erection of a two storey side extension and two front dormer windows and three rear dormer windows in the existing/proposed roof slope

Decision: 09-06-1999 Approved

40711/APP/2017/2475 27 Ducks Hill Road Northwood

Three x 4-bed attached townhouses with habitable roofspace, parking and amenity space and installation of vehicular crossover to front.

Decision: 22-09-2017 Withdrawn

40711/APP/2017/4475 27 Ducks Hill Road Northwood

Three storey building with basement level to form 7 x 2-bed flats with associated parking and amenity space, involving demolition of existing chalet bungalow.

Decision:

40711/PRC/2017/66 27 Ducks Hill Road Northwood

Demolition of single detached property and erection of 3 new houses

Decision: 15-06-2017 OBJ

40711/PRC/2017/70 27 Ducks Hill Road Northwood

Demolition of single unit and build of 3 new

Decision: 10-05-2017 NFA

Comment on Relevant Planning History

40711/APP/2017/2475 - Three x 4-bed attached townhouses with habitable roofspace, parking and amenity space and installation of vehicular crossover to front - Withdrawn

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

Part 2 Policies:

AM14 New development and car parking standards.

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

9 neighbours were consulted for a period of 21 days expiring on the 18 January 2018. A site notice was also erected on the lamp post to the front of the property. There were 4 responses and a petition objecting to the proposal and raising the following issues:

- The existing building has more character than any new semi detached building that might replace it
- Living opposite a construction site would be an eyesore and a hindrance to local traffic and parking
- Out of keeping with the street scene in the cul de sac, which are individual detached properties

- Loss of light and sunlight
- Loss of privacy
- Vehicular access to the site will be restricted to the A4180 as the cul de sac is private
- The positioning of the proposed access would require the repositioning of the street light and possibly a telegraph pole
- Potential impact of highway safety from the new access
- Potential impact on the sewage pumping station
- Noise and disruption to neighbours
- No details of fencing or walling of the site
- Fails to harmonise with the existing surrounding properties
- Devalue the prices of the surrounding properties
- Impact on the historic character of no. 29 Ducks Hill Road
- Overdominant
- Impact on Party Wall

Revised plans were submitted on the 28th March to attempt to address concerns raised. A further 14 day consultation was carried out expiring on 11th April, with 3 further responses, raising the following issues:

- There is no urgent need for any more properties of this type in Northwood
- The market price will be far too excessive for the average earner
- More affordable housing for first time buyers instead of potential but to let properties
- Increased traffic congestion during construction
- Noise and pollution disruption/hindrance during construction
- The removal of the rear dormers is noted
- The reduction in height is a superficial gesture and does not address the previous concerns raised
- Still too close to the side boundaries
- Issues previously raised are still applicable

Officer response: In regards to planning disruption as a result of construction is considered transitory in nature and not sufficient reason to refuse planning consent in its own right. Property values are not a material planning consideration. Party Wall issues and connection to services are civil matters to be agreed between the developer, owners and service providers.

Northwood Residents Association - No response.

Internal Consultees

Access Officer -

Any grant of planning permission should include the following condition: The dwelling(s) would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010).

Highways -

Parking Provision

The maximum standard requires 2 spaces per unit hence a quantum of up to 4 spaces should be provided on-site to comply with the adopted parking standard. 4 spaces are shown and this is welcomed as the location exhibits a low PTAL level of 2 which encourages a provision toward the maximum end of the standard.

In terms of cycle parking there would be a provision of 2 secure and accessible spaces for each of the housing units to conform to the adopted borough cycle parking standard. This has not been clearly demonstrated but as there is space for such provision, it should not be an issue. It does however need to be clarified for planning purposes.

New Access Provision

There is an existing carriage crossing onto Ducks Hill Road which will become redundant. It will therefore be necessary to reinstate the adjacent raised kerbing on the public footway to maintain footway/roadway continuity.

It is proposed to create a new access central to the whole site envelope several metres north of the existing. It will consist of a double size crossing which conforms to the borough's standards in terms of permissible scale. There are some obstacles in the way which include an existing lamp column and telegraph pole which will need relocation at the applicant's cost.

To maintain the adequate sight-lines at the new site entrance it is recommended that a front boundary height condition is applied to maintain a lower height of frontage wall for at least one metre on either side of the new entrance. Ideally the height would not exceed 1.2 m to achieve the aim of adequate visibility.

The new access and extinguishment of old will need to be undertaken to an appropriate council standard under a S278 (Highways Act 1980) agreement.

Trip Generation

The proposal would marginally increase traffic generation from the site as compared to the existing single dwelling unit. However peak period traffic movement into and out of the site is expected to rise by up to 2 vehicle movements during the peak morning and evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse collection will continue via the public highway. There are no further observations.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion

The Transport assessment submitted with the application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Tree/Landscaping -

The front and side garden is bounded by a mature evergreen (conifer) hedge, above which can be seen small trees. - While the existing vegetation is of no particular merit, it does provide a dense green buffer facing Ducks Hill Road, which contributes to the verdant character and appearance of the area. Vehicular access is to the rear, via the cul de sac. There is little back garden as such, with most of the area paved over. There are no TPO's or Conservation Area designations affecting vegetation on the site.

The proposed layout removes the existing green buffer along the front boundary and replaces it with a thinner strip of soft landscape within the site, which is required to screen the car park. Trees are indicated along the front boundary, which are outside the site? - It is not clear who owns the verge beyond the red line of the site boundary or whether the applicant has any control of this land? While the car park will dominate the front garden there are reasonable strips of potential soft landscaping around the site edges. According to Hillingdon's design guidance, at least 25% of the area of front

garden should be retained as 'soft' landscape. The layout provides rear back gardens although it is not clear how the level changes across the site will be accommodated in a way that provides safe access for all? A high quality landscape scheme is required in accordance with saved policy BE23 and BE38. No objection subject to the above observations and conditions for landscaping and tree protection.

Additional comments on amended plans

Further to my comments of 31/01/2018 (which still apply), the amended layout plan (ref. 5497_PL_A100 Rev E) now shows the red line of the site with planting outside the front boundary - which is not within the control of the applicant. Is this existing vegetation (to be retained) or new planting to be agreed with another land owner? The layout shows no planting on the front boundary within the site, yet front boundary planting will be an essential landscape requirement. Prior to determination, the applicant should provide a topographic survey showing all existing vegetation and plans which show existing / retained vegetation, vegetation to be removed and new planting.

Officer response:

The agent has confirmed the trees shown on the site plan are indicative only and a topographical survey has now been submitted showing the position of existing trees and hedgerow.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF has a requirement to encourage the effective use of land by re-using land. Policy 3.4 of The London Plan (2015) promotes the optimisation of housing output within different types of location. Policy 3.8 of The London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in the residential accommodation will be sought, subject to other policies in the plan.

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

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2015) seeks to ensure that the new development takes into account local context and character, the design principles in Chapter 7 and public transport capacity development should optimise housing output for different types of location within the relative density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.

The site has a Public Transport Accessibility Level (PTAL) of 2 (poor). The London Plan (2015) range for sites with a PTAL of 2 - 3 in a suburban area is 35-65 units per hectare. Based on a total site area of 0.0875 ha the site would have a residential density of 23 units per hectare, which is slightly below this range.

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more

appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

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

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 BE13 ensures development harmonises with the existing street scene or other features of the area which are considered desirable to retain or enhance. BE19 ensures new development complements or improves the amenity and character of the area. The NPPF (2012) also notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

The main body of the proposed building measuring 18.05 m in width and 9.85 m in depth set beneath a hipped roof of 9.75 m in height. To the front the proposal includes a central 4.7 m deep two storey gabled projection with a maximum height of 7.15 m. The proposed building is set back 3.4 m from the side boundary adjacent to the cul de sac, 2.55 m from the shared boundary with no. 29. Although the width of the proposed building is wider than the existing it is noted that the gap distance from the cul de sac has been increased from 2.1 m and although the gap to no. 29 is reduced from 6.75 m to 2.55 m this would exceed the 1.5 m requirement for extensions as advised for large more extensive plots. At a height of 9.65 m this is an increase on the original building from 8.8 m, so would also be higher. However the submitted street scene indicates this would be against the ridge height of 10.9 m of the neighbouring property at no. 29; therefore in the context of the wider street scene a pair of dwellings of this height would be acceptable. The main body of the dwelling would respect the established front building line and as seen at nos. 15 -19, front projections are a characteristic of this part of the road as are other examples of front dormers windows.

As such it is considered that the proposal respects the character of the street scene and the wider area and complies with the requirements of Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Layouts.

7.08 Impact on neighbours

Policies OE1, OE3 and BE24 of the Hillingdon Local Plan (November 2012) require the design of new developments to protect the amenity and privacy of neighbouring dwellings. Also the proposed development should not breach the 45 degree guideline when taken from the rear elevation of the neighbouring dwelling, ensuring no significant loss of light, loss of outlook or sense of dominance in accordance with Policy BE20 and BE21 of the Hillingdon Local Plan (November 2012).

The Council's HDAS 'Residential Layouts' advises at paragraph 4.9 that buildings should avoid being over dominant from neighbouring properties and normally a minimum 15 m separation distance should be maintained between habitable room windows and elevations of two or more storeys (taken from a 45 degree splay from the centre of habitable room windows). Paragraph 4.12 of the guidance also advises that where habitable room windows

face each other, a minimum 21 m distance is required to safeguard privacy. This also applies to an area of private amenity space or patio, normally taken to be the 3 m depth of rear garden immediately adjoining the rear elevation of a residential property. HDAS 'Residential Extensions' also advises that in order to protect daylight and sunlight to neighbouring properties, proposals should not protrude too far and as a guide for a detached property 4 m would be acceptable.

To the North the proposed building would maintain the front building line and project approximately 4 m beyond the rear of the adjacent property at no. 19, which is set back approximately 9.9 m and separated by the cul de sac leading to nos. 21 - 27a. To the South no. 29 will be separated by approximately 8.9 m with the proposed building projecting approximately 1.7 m to the front but not beyond the rear. The plans indicate the proposed building would not compromise a 45 degree line of sight from the front and rear facing windows of these properties. It is noted that no. 29 has a number of windows on the flank wall facing the site but there are no records to demonstrate what rooms these serve. In the neighbour response the owner has expressed concerns over the impact of the development on this side of his dwelling but has only identified that the window at ground floor level serves the kitchen. The case officer did not note any windows on site that appeared to serve habitable rooms.

To the East no. 21 is angled at approximately 60 degrees to the application site, with the front facing the cul de sac and set back by approximately 18.5 m. Nos. 23 and 25 face the rear of the property set back 25.8 m and 36.5 m respectively. No. 27a is a small chalet style conversion of a former outbuilding of no. 27. This is set at right angles to the property facing the end of the cul de sac approximately 12 m away. This property does not have any windows directly facing the site and the plans do not indicate that the proposal would compromise a 45 degree line of site from the nearest windows.

It is therefore considered that the proposal would not significantly impact of the amenity of the adjoining neighbours by reason of significant loss of light, loss of outlook or sense of dominance in accordance with Policy BE20 and BE21 of the Hillingdon Local Plan (November 2012).

There are 2 windows proposed at first floor in the side elevations however these would serve en-suite bathrooms and could be conditioned to be obscure glazed and non-opening below 1.8 m. Concerns have been raised over the potential loss of privacy particularly with the addition of first and second floor windows. Direct overlooking between habitable rooms would be limited no. 23 and 25, which at a distance of 25.6 m and 36.7 m would be in excess of the 21 m guidance. The revised plans submitted have reduced the depth of the building at first floor level to increase the separation to the private amenity space to the front of no. 27a to 21 m. Therefore it is not considered that the proposal would significantly impact on the amenity of the neighbouring properties by virtue of a loss of privacy. As such the proposal would comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan (November 2012) and guidance in HDAS: Residential Layouts.

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. The proposed dwellings have a floor area of upwards of 229 sq.m for a 5 bed 10 person property over 3 floors against a requirement of 154 sq.m, which is acceptable.

It is considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light, and therefore comply with the SPD: New Residential Layouts: Section 4.9.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part Two- Saved UDP Policies (November 2012) requires developments to comply with the Council's Car Parking Standards, although this policy predates the National Planning Policy Framework. This requires the establishment of criteria to be considered when setting local parking standards including the accessibility of the development and the availability of and opportunities for public transport. The site has a poor PTAL rating and would require the provision of 1.5 car parking spaces plus 2 cycle space per unit.

In consideration of this proposal the Highway Officer has advised that the minimum of two parking spaces per unit provided would be acceptable. In terms of cycle parking there would be a provision of 2 secure and accessible spaces for each of the dwellings to conform to the adopted borough cycle parking standard. This could be conditioned for submission if all other aspects of the proposal were acceptable.

The Highway Officer has advised that they are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

The Council's HDAS guidelines require a minimum of 100 sq.m for a five bedroom property. The proposal is set in a good sized plot and the plans indicate a garden area for unit 1 of approximately 141 sq.m and for unit 2, 192 sq.m in excess of this requirement. It is therefore considered the proposal complies with the requirements of policy BS24 of the Hillingdon Local Plan (November 2012).

7.12 Disabled access

The Access Officer has advised that any grant of planning permission should include the following a condition requiring compliance with Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010).

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, Landscaping and Ecology

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. 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 Landscape Officer has advised that the proposed layout removes the existing green

buffer along the front boundary and replaces it with a thinner strip of soft landscape within the site, which is required to screen the car park. Trees are indicated along the front boundary, which are outside the site and would appear to be in the pavement and as such should be disregarded. While the car park will dominate the front garden there are reasonable strips of potential soft landscaping around the site edges. According to Hillingdon's design guidance, at least 25% of the area of front garden should be retained as 'soft' landscape. The layout provides rear back gardens although it is not clear how the level changes across the site will be accommodated in a way that provides safe access for all. A high quality landscape scheme is required including details of the proposed hard and softlandscaping, including aspects such as proposed means of enclosure. These details could be conditioned for submission if all other aspects of the proposal were acceptable.

7.15 Sustainable waste management

Details for the provision of a bin storage area could be conditioned for submission if all other aspects of the proposal were acceptable.

7.16 Renewable energy / Sustainability

Not relevant to this application.

7.17 Flooding or Drainage Issues

Not relevant to this application.

7.18 Noise or Air Quality Issues

Not relevant to this application.

7.19 Comments on Public Consultations

In regards to planning disruption as a result of construction is considered transitory in nature and not sufficient reason to refuse planning consent in its own right. Property values are not a material planning consideration. Party Wall issues and connection to services are civil matters to be agreed between the developer, owners and service providers. All other issues are addressed within the body of the report.

7.20 Planning Obligations

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

Presently calculated the amounts would be as follows;

LBH CIL £48,303.69

London Mayoral CIL £18,913.34

Total CIL £67,217.03

7.21 Expediency of enforcement action

Not applicable to this proposal.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The property is located within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). This proposal considers the demolition of the existing bungalow and the erection of 2 x two storey, semi-detached dwellinghouses with habitable roofspace to include associated parking and amenity space and a replacement vehicular crossover.

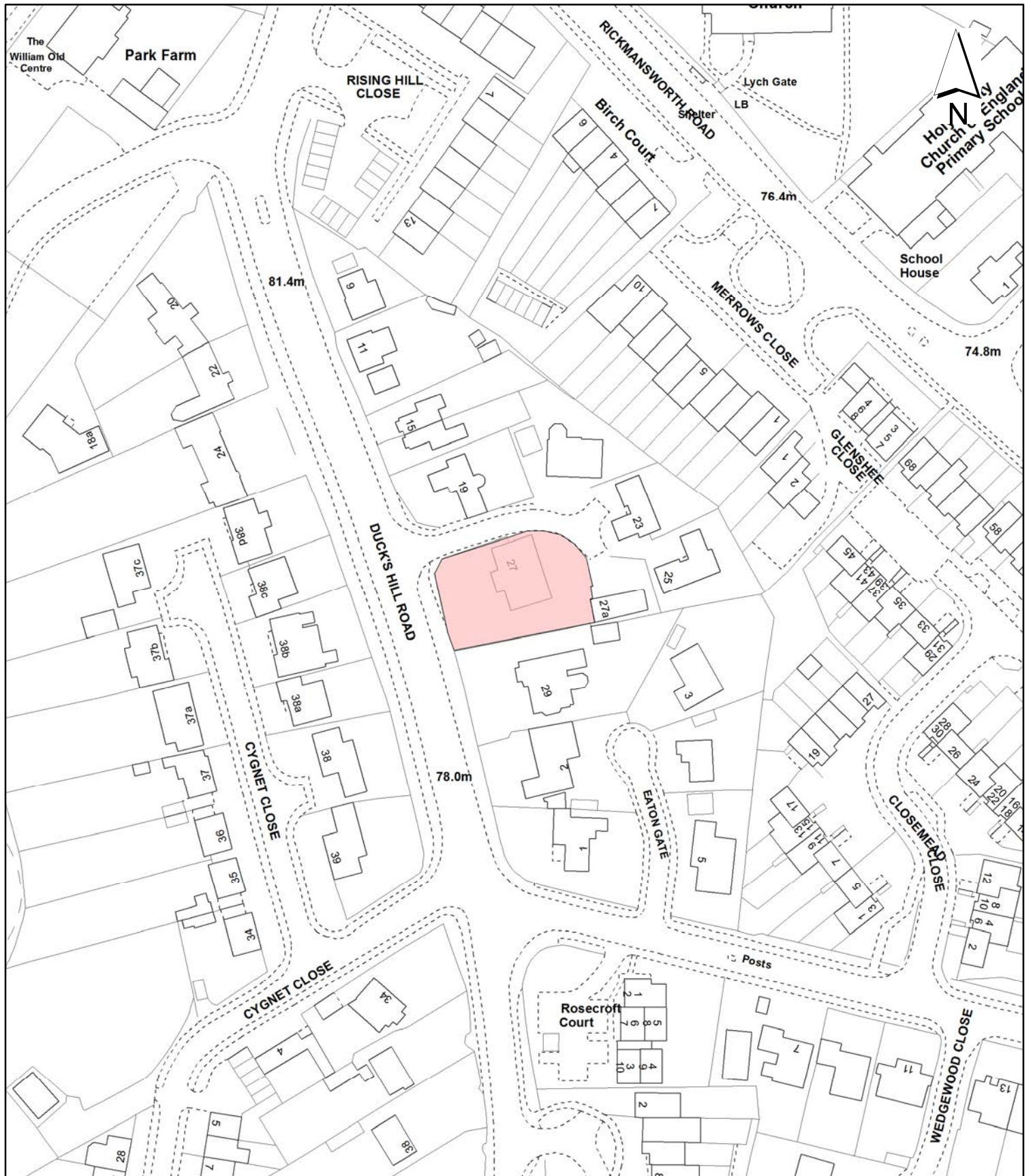
The proposal is not considered have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the off street parking provision is acceptable and the proposed replacement crossover is not considered to detract from pedestrian or highway safety.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).
Hillingdon Local Plan Part 2.
The London Plan (July 2016).
Supplementary Planning Document HDAS: Accessible Hillingdon.
National Planning Policy Framework.

Contact Officer: Liz Arnold

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**27 Ducks Hill Road
 Northwood**

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

Planning Application Ref:
40711/APP/2017/4470

Scale:
1:1,250

Planning Committee:
North Page 39

Date:
July 2018



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Report of the Head of Planning, Transportation and Regeneration

Address LAND REAR OF 40 DUCKS HILL ROAD NORTHWOOD

Development: Two storey, 4-bed, detached dwelling with habitable roof space and detached double garage with associated parking and amenity space and installation of vehicular crossover from Cygnet Close.

LBH Ref Nos: 73183/APP/2017/3355

Drawing Nos: 1274/P/1A
1274/P/6A
1274/P/7A
Location Plan
1274/P/2
1274/P/3
1274/P/4
Design & Access Statemen
Tree Report

Date Plans Received: 14/09/2017 **Date(s) of Amendment(s):** 14/09/2017

Date Application Valid: 14/09/2017

1. SUMMARY

The application is referred to committee as a result of receipt of a petition with 38 signatures objecting to the loss of 2 TPO'd trees. The applicant has appealed on grounds of non-determination. Thus the recommendation is based on the decision that would have been reached in the absence of an appeal.

The application is for a development to provide a detached two-storey 4- bedroom dwelling with associated parking and amenity space. The site is to the rear of No 40 Ducks Hill Road which together with No. 38 has been subject to extensive planning history including two recent approvals for both flats and detached dwellings. It is a relatively flat site but characterised by mature hedges to the boundaries and mature trees to the boundary with Cygnet Close where the vehicular and pedestrian access is proposed .

It is considered that the applicant has not demonstrated that there will not be the loss of protected trees.

The proposed development would constitute a form of backland development that would fail to maintain the open and verdant character and appearance of the surrounding area. Furthermore, the proposed development, by reason of its design, would result in a building which would detract from the character and appearance of the street scene, causing harm to the visual amenities of the surrounding area.

It is considered that the proposal, as submitted, does not involve an acceptable form of vehicular and pedestrian access off Cygnet Close. It is noted that the applicant has not served notice on land owners of intervening land which exists between the public highway and the application site. It is considered that the site must be determined as a 'land locked' site. This causes serious concerns regarding access for emergency service vehicles,

refuse collection, pedestrian accessibility and parking stress.

For these reasons, as outlined in this report, it is recommended that the Planning Inspectorate be informed that the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development would constitute a form of backland development that would fail to maintain the open and verdant character and appearance of the surrounding area. The proposal is therefore contrary to Part One Policy BE1 and Part 2 Policies BE13 and BE19 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), and Policy 3.5 of the London Plan (March 2016).

2 NON2 Non Standard reason for refusal

The proposed development, by reason of its design, would result in a incongruous building which would detract from the character and appearance of the street scene, causing harm to the visual amenities of the surrounding area. The proposal is, therefore, contrary to Part 1 Policy BE1 and Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan (November 2012).

3 NON2 Non Standard reason for refusal

It is considered that the proposal, as submitted, does not involve an acceptable form of vehicular and pedestrian access off Cygnet Close. It is noted that the applicant has not served notice on land owners of intervening land which exists between the public highway and the application site. It is considered that the site must be determined as a 'land locked' site. This causes serious concerns regarding access for emergency service vehicles, refuse collection, pedestrian accessibility and parking stress. The application is therefore considered to be contrary to Saved policies AM7 and AM14 of the of the Hillingdon Local Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016).

4 NON2 Non Standard reason for refusal

The proposed development makes inadequate provision for the protection and long-term retention of amenity trees protected by Tree Preservation Order number 742. The loss of these trees, would harm the appearance, amenity and wooded character of the area contrary to Saved Policy BE38 of the Hillingdon Local Plan (November 2012)

INFORMATIVES

1 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), the London Plan Policies (2015). 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 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).

3 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 (2015) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
EM6	(2012) Flood Risk Management
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

4

You are advised that the proposed development represents chargeable development under the London Borough of Hillingdon and the Mayor's Community Infrastructure Levy Charging

Schedules. Should the appeal be allowed the development would be liable.

5 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located to the rear of No.40 Ducks Hill Road with direct access from Cygnet Close. Cygnet Close is characterised by two storey detached and terraced houses. Ducks Hill Road is characterised by detached houses with some semi-detached houses and flats in a verdant setting.

The site is relatively flat with mature hedges to the boundaries and mature trees to Cygnet Close. The site is adjoined by a small terrace of two storey dwellings to the North (nos. 5-10 Cygnet Close). There is a new development of detached two storey dwellings to the South. To the West is the turning area at the end of Cygnet Close fronted by a small terrace of two storey dwellings (Nos 19-21 Cygnet Close) To the East is Nos 38-40 Ducks Hill Road with planning permission for 4 no. 4 bed 2 storey dwellings.

The site is covered by Tree Preservation Order (TPO) 742.

3.2 Proposed Scheme

The proposal is for a two storey, 4-bed detached dwelling with associated parking and amenity space. The proposal incorporates roofspace accommodation. A separate garage and parking area is shown forward of the proposed dwelling.

3.3 Relevant Planning History

71798/APP/2016/2997 38 And 40 Ducks Hill Road Northwood

Erection of a three storey building to create 9 x 3-bed self-contained flats with car parking within basement, with associated parking and landscaping, installation of vehicular crossover to front and detached summerhouse to rear, involving demolition of existing houses.

Decision: 05-01-2017 Refused **Appeal:** 09-02-2018 Dismissed

71798/APP/2017/2381 38 And 40 Ducks Hill Road Northwood

4 x 4-bed, semi-detached dwellings with habitable roofspace to include installation of vehicular crossover, associated parking and amenity space, involving demoltion of existing dwellings.

Decision: 01-09-2017 Approved

71798/APP/2017/803 38 And 40 Ducks Hill Road Northwood

Erection of a three storey building to create 9 x 3-bed self-contained flats with car parking within basement, with associated parking and landscaping, installation of vehicular crossover to front and detached summerhouse to rear, involving demolition of existing houses (Resubmission).

Decision: 30-05-2017 Refused **Appeal:** 09-02-2018 Dismissed

71798/APP/2018/803 38 And 40 Ducks Hill Road Northwood

Demolition of existing dwellings and erection of a part three-storey, part two-storey building to create 8 x 3-bed self-contained flats with basement car parking, remodelled access from Ducks Hill Road and communal amenity space including an outbuilding

Decision: 25-06-2018 Approved

71798/PRC/2016/71 38 And 40 Ducks Hill Road Northwood

Erection of three storey detached building to create 9 residential flats following demolition of 38 and 40 Ducks Hill Road.

Decision: 06-06-2016 OBJ

Comment on Relevant Planning History

There is no specific history relating to this part of the site. However, the forward part of the site has been subject of extensive planning history. Most recently -

71798/APP/2017/2381 - Nos 38-40 Ducks Hill Road. Erection of 4 x 4-bed, semi-detached dwellings with habitable roofspace to include installation of vehicular crossover, associated parking and amenity space, involving demolition of existing dwellings. (Approved 01/09/2017)

71/98/APP/803 - Nos 38-40 Ducks Hill Road. Demolition of existing dwellings and erection of a part three-storey, part two-storey building to create 8 x 3-bed self-contained flats with basement car parking, remodelled access from Ducks Hill Road and communal amenity space including an outbuilding (Approved 25/06/2018)

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

Part 2 Policies:

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
EM6	(2012) Flood Risk Management
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbours were notified on 22/09/2017 and a site notice was displayed on 29/09/2017. An additional site notice was displayed on 16/10/2017

By the end of the consultation period 6 objections were received from neighbours and an additional objection from the Northwood Residents Association. In summary -

- (1) This is backland development and therefore unacceptable.
- (2) It is not, as claimed by the applicant, previously developed land.
- (3) Overdevelopment .
- (4) Loss of light.
- (5) Overlooking and loss of privacy.
- (6) Unsatisfactory traffic generation.
- (7) Loss of mature trees covered by a TPO.
- (8) Loss of habitat for birds and insects.
- (9) Noise and dust from construction.
- (10) Unsatisfactory consultation, neighbours not notified.

A petition containing 38 signatures was also submitted objecting to the loss of 2 no, TPO'd trees.

Officer Comment: The objector is correct that this is not previously developed land under the definition in the NPPF. As such there is no presumption in favour and it can be referred to as 'backland development'. The records show that the particular objector was notified. Notwithstanding whether the letter arrived the householder had clearly had an opportunity to comment and their views are summarised above. Officer's twice erected site notices to ensure a thorough public consultation. Noise and dust from construction are not a planning matter. All planning matters are considered below.

Internal Consultees

Trees/Landscape Officer (summarised comments):

The loss or threat to trees was subject to discussion with the applicant's agent which led to amended drawings being submitted. Despite this the Trees Officer further commented that the section diagram was too optimistic and shows a relatively flat line across the front of the site. The ground slopes upwards after the pavement, so this scheme would damage too many roots of retained trees in his view.

In the light of the above, the application should be refused. The applicant has failed to demonstrate that the trees, protected by TPO 742, will be unaffected by the development and has not made provision for their long term protection. The loss of the trees will have a detrimental impact on the amenity and character of the area.

Highways Officer:

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide a 4 bedroom detached residential unit. In order to comply with the maximum parking standard there is a requirement for 2 on-plot spaces to be provided. A quantum of 4 spaces are proposed which includes 2 spaces within a new double garage.

Although this level of provision exceeds the maximum standard, the higher level of provision is welcomed as the location exhibits a below average PTAL level which encourages a higher provision owing to the resultant elevated reliance on the private motor car.

The proposed internal parking and road layout arrangement conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the sufficient turning space within the site arrangement which would allow vehicles using the site to enter and leave in a forward gear which is the

recommended practice on highway safety grounds.

Access to the new roadway and the said parking spaces would be gained via a newly created aperture in Cygnet Close. This is considered acceptable in principle as the positioning would not cause any predicted detriment to the public highway in terms of safety or the free flow of vehicular traffic. However it is noted that there appears to be a 'ransom strip' present between the site envelope and the adopted public highway in Cygnet Close which precludes the creation of an opening unless the applicant can show legal title to the ransom strip.

This has not been provided within the submission hence it is presumed that a formal land registry 'title' affiliated to the applicant does not exist which precludes the right of way over this piece of land and the formation of a new crossing point. On this premise the proposal, as it stands, does not demonstrate a deliverable design in terms of pedestrian/vehicular access to the site and on-plot parking provision and should therefore be refused on that premise.

Cycling Parking Provision

In terms of cycle parking there should be a provision of at least 2 secure and accessible spaces for the new dwelling in order to conform to the adopted minimum borough cycle parking standard. A secure compound has been indicated within the new garage with 4 spaces indicated which is compliant to the standard.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The proposal would clearly increase traffic generation from what is currently a dormant site. However peak period traffic movement into and out of the site would not be expected to exceed 1-2 additional vehicle movements during the peak morning and evening hours. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse would be collected from Cygnet Close via the proposed opening (see above).

An indicative refuse collection point is depicted on plan in vicinity of this opening which is considered acceptable as it conforms to the 'waste collection' standards. There are no further observations.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. It would need to be secured under a suitable planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are concerned that the proposal, as submitted, cannot be delivered as the creation of a new vehicular and pedestrian access located off Cygnet Close would not be achievable due to the applicant failing to demonstrate a land registry title deed to the ransom strip at this aperture, contrary to policies AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016). Refusal on the above grounds is therefore recommended.

Officer Comment: It can be clarified that the extent of the 'ransom strip' is such that it must be considered that there is no legal means for refuse collection or emergency vehicle access to the site.

Access Officer - no objection subject to compliance with Part M of the Building Regulations.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In order to establish the acceptability of the principle of developing this site for residential purposes, it is necessary to take into account currently adopted planning policy and to a lesser extent, emerging policy. Paragraph 7.29 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) suggests that backland development may be acceptable in principle subject to being in accordance with all other policies, although Policy H12 does resist proposals for tandem/backland development which may cause undue disturbance or loss of privacy.

The London Plan (2016) provides guidance on how applications for development on garden land should be treated within the London Region. The thrust of the guidance is that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.

The Mayor's Housing Supplementary Planning Guidance, November 2016 also provides further guidance on the interpretation of existing policies within the London Plan as regards garden development. Paragraph 1.2.44 advises that when considering proposals which involve the loss of gardens, regard should be taken of the degree to which gardens contribute to a community's sense of place and quality of life (Policy 3.5), especially in outer London where gardens are often a key component of an area's character (Policies 2.6 and 2.7). The contribution gardens make towards biodiversity also needs to be considered (Policies 7.18 and 7.19) as does their role in mitigating flood risk (Policies 5.12 and 5.13). Gardens can also address the effects of climate change (Policies 5.9 - 5.11).

The NPPF (March 2012) at paragraph 53, advises that LPAs 'should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'

The Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties. Specifically, the policy advises that development should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase flood risk. Thus whilst taking into account site circumstances, there has been a general strengthening of the presumption against residential development within rear gardens at national, strategic and local level.

The proposed development would impact on the character and appearance of the area, resulting in the loss of an area of undeveloped land that contributes to the character of the area and the amenities of existing residents that surround the site.

This is particularly apparent from the end of Cygnet Close, where the access to the proposed site would be created and the house constructed. This area currently forms a break in the built form and an area of private amenity that contributes to the character and appearance of the street scene. This break in built form is considered essential to allow for

the prominence of the trees and hedges to remain the dominant visual feature safeguarding the current character of the area. Although the development meets minimum distances to side boundaries, the overall issue is loss of this important verdant parcel of land which is considered to make a very positive contribution to the character and bio-diversity of the surrounding area.

The proposal would therefore fail to retain the open and green nature that is characteristic of the area, and would be contrary to Policy BE1 of the adopted Hillingdon Local Plan: Part One Strategic Policies (November 2012), Policies BE13 and BE19 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (March 2016).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Paragraph 4.1 of HDAS Residential Layouts specifies that in new developments numerical densities are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units, such as this proposal. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal.

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

The proposed dwelling would be closest to the garage of No10 Cygnet Close and would be visually read in the context of this streetscene. There is a strong building line from No 5 to No 10 Cygnet Close. The proposed dwelling does not respect the appearance of the dwellings in Cygnet Close or the building line. It similarly does not respect any of the other nearby new developments as regards to design and appearance. It would appear as an incongruous dwelling at odds with the surrounding streetscene.

As such the proposed development, by reason of its design, would result in a building which would detract from the character and appearance of the street scene, causing harm to the visual amenities of the surrounding area. The proposal is, therefore, contrary to Part 1 Policy BE1 and Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21, BE 22 and BE24 seek to ensure that the design of extensions does not have unacceptable impacts on the living conditions at neighbouring properties. The policies are supported by the Hillingdon Design and Accessibility Statement: Residential Extensions.

The Council's Supplementary Planning Document HDAS: Residential Layouts requires buildings of two or more storeys to maintain at least a 15 m separation distance from adjoining properties to avoid appearing overdominant and a 21 m distance maintained between facing habitable room windows and private amenity space, considered to be a 3 m deep 'patio' area adjoining the rear elevation of a property to safeguard privacy.

Whilst the proposed development would result in a harmful change in character of the area, it is considered that there would be no material impact on the amenities of adjoining occupiers. Appropriate conditions could be imposed on any planning permission granted to ensure that there would be no adverse impact on the amenities of the adjoining occupiers, such as, for example through the provision of obscure glazing, or preventing the installation of roof extensions and dormers, or outbuildings.

The site adjoins the side garage to No. 10 Cygnet Close and sides onto new development in Muscovy Place. There is a single storey element on this side where it is intended to retain the hedge. The development is over 15 metres from the nearest dwelling in Muscovy Close. It is closer than 15 metres to No. 10 Cygnet Close. However, there are no side windows in No. 10 Cygnet Close and given the relevant angles between the proposed dwelling and that property it would be difficult to demonstrate an overbearing impact.

There would thus be no significant adverse impact in terms of loss of light or privacy, or overlooking or any overbearing impact or visual intrusion that would justify a refusal of planning permission.

In this respect the proposal is therefore considered to comply with Policies BE20, BE21 and BE24 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Policy BE24 seeks to protect the privacy of residents. HDAS and the London Plan (2016) recommend minimum sizes in relation to internal floor area for new dwellings.

Internal floor areas are assessed against the Housing Standards (Minor Alterations to the London Plan 2016). The house, as shown on the plans would be a 2 storey, 4 bedroom, 7 person house, requiring a minimum internal floor area of 121 m². (based on 3 storeys - the proposal incorporates roof space accommodation. The plans show an internal space in excess of 200 square metres.

This is above the minimum standard required by the London Plan and therefore the application provides sufficient internal living space. In this respect it would accord with 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).

Paragraph 4.15 of the Council's adopted Supplementary Planning Document HDAS: Residential Layouts sets out the requirement for amenity space provision for new developments and states that for a 4 bedroom house a minimum of 100 sq.m should be provided.

The proposals incorporate rear amenity space well in excess of this minimum standard.

The proposal is therefore in accordance with 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.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide a 4 bedroom detached residential unit. In order to comply with the maximum parking standard there is a requirement for 2 on-plot spaces to be provided. A quantum of 4 spaces are proposed which includes 2 spaces within a new double garage.

Although this level of provision exceeds the maximum standard, the higher level of provision is welcomed as the location exhibits a below average PTAL level which encourages a higher provision owing to the resultant elevated reliance on the private motor car.

The proposed internal parking and road layout arrangement conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the sufficient turning space within the site arrangement which would allow vehicles using the site to enter and leave in a forward gear which is the recommended practice on highway safety grounds.

Access to the new roadway and the said parking spaces would be gained via a newly created aperture in Cygnet Close. This is considered acceptable in principle as the positioning would not cause any predicted detriment to the public highway in terms of safety or the free flow of vehicular traffic. However it is noted that there appears to be a 'ransom strip' present between the site envelope and the adopted public highway in Cygnet Close which precludes the creation of an opening unless the applicant can show legal title to the ransom strip.

This has not been provided within the submission hence it is presumed that a formal land registry 'title' affiliated to the applicant does not exist which precludes the right of way over this piece of land and the formation of a new crossing point. On this premise the proposal, as it stands, does not demonstrate a deliverable design in terms of pedestrian/vehicular access to the site and on-plot parking provision and should therefore be refused on that premise.

Cycling Parking Provision

In terms of cycle parking there should be a provision of at least 2 secure and accessible spaces for the new dwelling in order to conform to the adopted minimum borough cycle parking standard. A secure compound has been indicated within the new garage with 4 spaces indicated which is compliant to the standard.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase traffic generation from what is currently a dormant site. However peak period traffic movement into and out of the site would not be expected to exceed 1-2 additional vehicle movements during the peak morning and evening hours. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety

Operational Refuse Requirements

Refuse would be collected from Cygnet Close via the proposed opening (see above). An indicative refuse collection point is depicted on plan in vicinity of this opening which is considered acceptable as it conforms to the 'waste collection' standards. There are no further observations.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. It would need to be secured under a suitable planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are concerned that the proposal, as submitted, cannot be delivered as the creation of a new vehicular and pedestrian access located off Cygnet Close would not be achievable due to the applicant failing to demonstrate a land registry title deed to the ransom strip at this aperture, contrary to policies AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016). Refusal on the above grounds is therefore recommended.

7.11 Urban design, access and security

See elsewhere in the report. One neighbour has raised issues of security as a result of proximity of the garage to the boundary. The proposed garage is within private land and it is not considered that exceptional security issues arise.

7.12 Disabled access

The application does not specifically address the needs of disabled people. This element of the proposal could therefore be conditioned if all other parts of the proposals were deemed to be acceptable.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The tree officer has objected to the scheme as a result of potential loss of trees. The matter was discussed with the applicant but a satisfactory solution could not be found. This is considered elsewhere in the report. There is no evidence of the presence of protected species.

7.15 Sustainable waste management

The site is landlocked so must be considered on the basis that there are not satisfactory refuse collection arrangements.

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 main planning issues raised by consultees related to this being backland development, out of keeping with the general character of the area, loss of trees and wildlife and loss of amenity. These are dealt with elsewhere in the report

Concerns are also raised with regard to the impact of construction traffic, and whilst the comments are noted, the harm would be of a temporary nature could not be considered to

be a reason for refusal on this application.

7.20 Planning obligations

Community Infrastructure Levy (CIL) -

The application is subject to Community Infrastructure Levy. 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.

Therefore the Hillingdon & Mayoral CIL Charges for the proposed development of 211 sq metres of additional floorspace are as follows:

Hillingdon CIL = £26,472.93

Mayoral CIL = £10,365.49

Total = £36,838.42

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act

1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

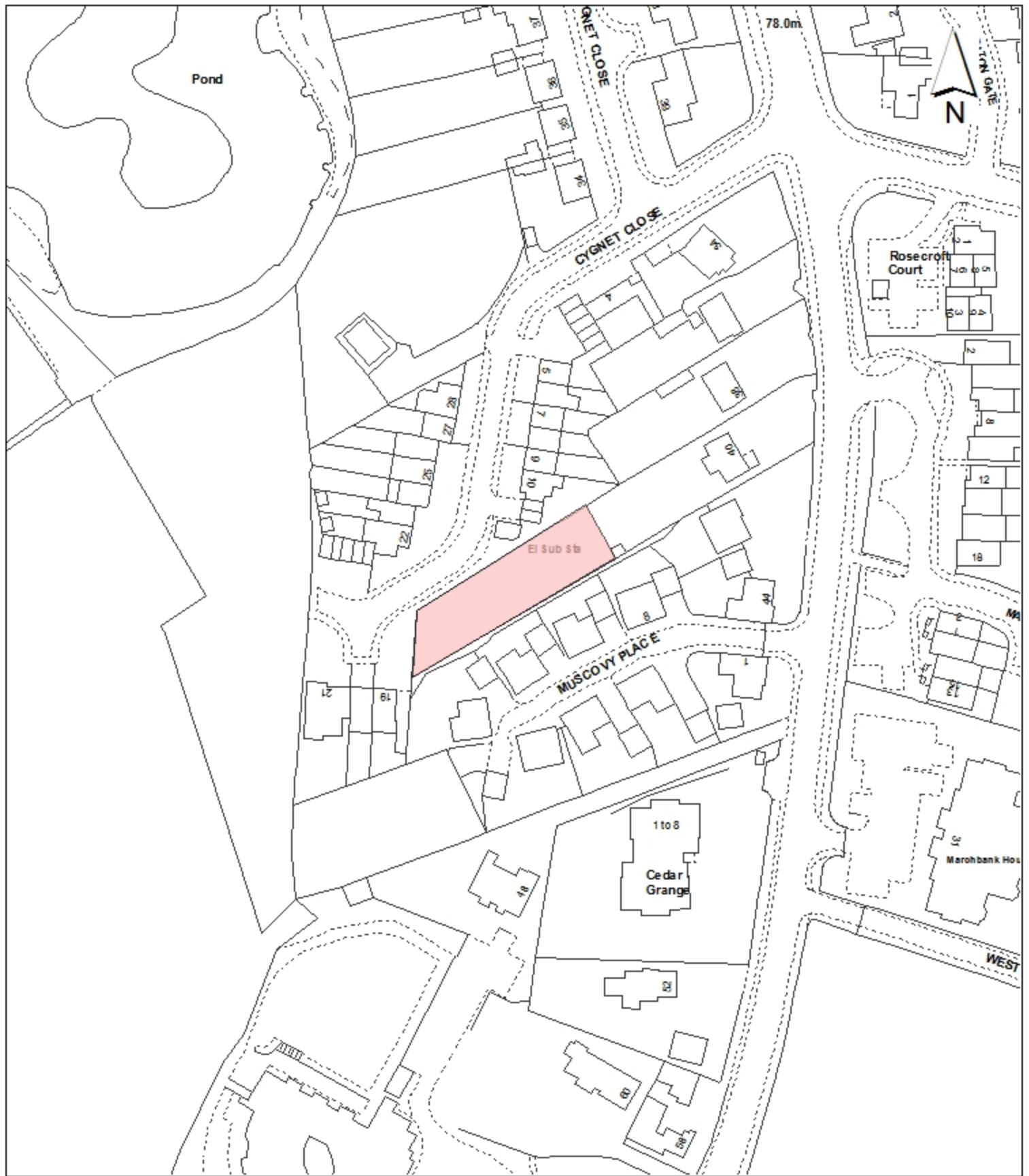
The proposed development would constitute a piecemeal form of backland development that would fail to maintain the open and verdant character and appearance of the surrounding area. Furthermore, the proposed development, by reason of its design, would result in a building which would detract from the character and appearance of the street scene, causing harm to the visual amenities of the surrounding area. It is not considered that the applicant has demonstrated that protected trees will not be harmed. Furthermore there is a ransom strip onto Cygnet Close and the applicant has not demonstrated how this matter has been addressed. For these reasons outlined in this report, this application is 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: Cris Lancaster

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Land rear of 40 Ducks Hill Road
Northwood**

Planning Application Ref:

73183/APP/2017/3355

Planning Committee:

North Page 57

Scale:

1:1,250

Date:

July 2018

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

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 46 THE DRIVE NORTHWOOD

Development: Demolition of existing building (containing three self-contained flats) and replacement with a new three-storey building containing 1 x 3 bedroom and 7 2 bedroom self contained flats. Proposal includes basement parking (Resubmission following 65098/APP/2016/3555)

LBH Ref Nos: 65098/APP/2018/1128

Drawing Nos: 16-08/103B Elevations - Sheet 2
Ecological Appraisal (January 2016)
Bat Assessment (October 2015)
16-08/105B Residential Amenity Space
Heritage Statement (February 2018)
16-08/101B Site Layout Plan
16-08/100B Proposed Floor Plan
16-08/102B Elevations Sheet 1
16-08/103B Elevations Sheet 2
Buildings Survey (16 March 2018)
16-08/10A Existing Building and Location Plan
2288/1 Topographic Survey

Date Plans Received: 26/03/2018

Date(s) of Amendment(s):

Date Application Valid: 27/03/2018

1. **SUMMARY**

The application seeks permission for the erection of a detached three storey building with a basement level to create 8 self contained flats (7 x 2 bed, and 1 x 3 bed) with associated landscaping works following demolition of existing building containing three self contained flats.

This is a re-submission of a previously refused scheme (application reference 65098/APP/2016/3555), that was also dismissed at appeal. It is considered that the reasons for refusal have not been properly addressed.

22 objections have been received which raise a number of concerns primarily regarding the impact of the proposal on the visual amenity of the area and on neighbours. The Northwood Resident's Association and Ruislip, Northwood & Eastcote Local History Society similarly raise an objection to the proposal. A petition of objection has also been received.

The Council's Conservation and Urban Design Team has raised an objection regarding the loss of the undesignated heritage asset (the existing residential building known as Dane End) and the impact on the visual amenity of the area by virtue of the design and scale of the proposed development within the site.

Furthermore, due to insufficient and inadequate external amenity space provision and lack of defensible space, the proposal would result in substandard residential accommodation for future occupiers.

It has also not been demonstrated that the proposal would not result in an adverse impact on drainage, flooding, ground water conditions, and structural stability, contrary to policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

Having considered the proposal against all of the relevant planning policies, the development is not considered acceptable and should be refused for the reasons set out in the recommendation.

2. RECOMMENDATION

1 NONSC Loss of Heritage Asset and Impact on Visual Amenity

The development proposal would result in the loss of a non designated heritage asset of significant historic, architectural, and social value, and the development by virtue of its design, scale and built form represents an incongruous development of the site, failing to respect the existing urban grain of the area, appearing dominant and out of keeping with its character and appearance and therefore, harmful to the visual amenity of the area, contrary to adopted policies BE1 and HE1 of the Local Plan Part 1 (2012); policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016).

2 NONSC Loss of Privacy to Neighbours

The proposed development incorporates habitable room windows within close proximity of and facing habitable room windows that serve neighbouring properties that would allow overlooking, resulting in loss of privacy, and harming the residential amenity of occupiers within No. 50 'The Drive', contrary to policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document - Residential Layouts.

3 NONSC Insufficient and Inadequate Outdoor Amenity Space

The development proposal, by virtue of insufficient and inadequate external amenity space provision would offer substandard residential accommodation for future occupiers to their detriment, contrary to policy BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

4 NONSC Flooding

The proposed development has failed to demonstrate that it would not result in adverse impact on drainage, flooding, ground water conditions, and structural stability, contrary to policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

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 or congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE18	Design considerations - pedestrian security and safety
BE17	Design and layout of new development at Heathrow Airport
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units

H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 2.8	(2015) Outer London: Transport
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.16	(2015) Waste self-sufficiency
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
PO-EDU	Revised Chapter 4: Education Facilities of the Planning Obligations

POBS	Supplementary Planning Document, adopted 23 September 2010
SPD-PO	Planning Obligations Supplementary Planning Document, July 2008
SPG	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Residential layouts and house design. Air Quality Supplementary Planning Guidance, adopted May 2002

3

Please be advised that the current vehicular ramp access to the basement is not considered acceptable for the reasons set out in this report. In addition, the car parking space at ground level would also raise highway safety concerns. Had this application been recommended for approval, conditions would have been sought to address these issues. Also, a S106 would have been sought for appropriate highway works to the access point.

4

Please be advised that the submitted Ecological Appraisal and Bat Assessment Report are not considered to be sufficiently up-to-date. Had this application been recommended for approval, conditions would have been sought to address this issue.

5 171 **LBH worked applicant in a positive & proactive (Refusing)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the '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. 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 rectangular site measures approximately 0.15 hectares and is located on the west side of 'The Drive', approximately 330m south of its junction with Rickmansworth Road. The property is neither listed nor located within a conservation area. There are Tree Preservation Areas to the north and east of the site, but none covering the property itself.

'The Drive' is characterised by mainly large detached two and three storey dwelling houses, well set back from the public highway, and surrounded by spacious verdant grounds. To the west of the site there is a cluster of dwellings accessed via a road that adjoins the application site to the south. Further to the south, there is a two storey dwelling positioned facing north-eastwards onto 'The Drive', beyond which is Haste Hill Golf Course. To the east, there is mainly two storey detached houses, well set back from the public highway with long drives and mature gardens.

3.2 **Proposed Scheme**

The proposal seeks to provide a 3-storey building and basement to provide 8 (7 x 2 bedroom and 1 x 3 bedroom) self contained units. The proposal also includes an access ramp leading to 16 car parking spaces (including 2 disable parking spaces) within the basement. The

footprint of the proposed building would total 355.6 square metres.

3.3 Relevant Planning History

65098/APP/2016/3555 46 The Drive Northwood

Erection of detached three storey building with basement level to create nine self contained flats with associated landscaping works following demolition of existing building containing three self contained flats.

Decision: 06-12-2016 Refused

Appeal: 03-03-2017 Dismissed

65098/APP/2016/835 46 The Drive Northwood

Erection of detached three storey building with basement level to create nine self contained flats (8 x 3 bed and 1 x 4 bed unit) with associated landscaping works following demolition of existing building containing three self contained flats.

Decision: 19-05-2016 Withdrawn

Comment on Relevant Planning History

A previous application (reference 65098/APP/2016/3555) was refused at the North Committee Meeting on 6th December 2016 for the following reasons:

- Loss of heritage asset and impact on visual amenity;
- Loss of privacy to neighbours;
- Loss of outlook and sense of enclosure;
- Lack of defensible space and poor outdoor amenity space; and
- Insufficient information regarding drainage and flood management.

An appeal was lodged against the decision and was dismissed on 3rd March 2017.

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- 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.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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BE18	Design considerations - pedestrian security and safety
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H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water

run-off - requirement for attenuation measures

HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 2.8	(2015) Outer London: Transport
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LPP 7.19	(2015) Biodiversity and access to nature
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LPP 7.21	(2015) Trees and woodland
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
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LPP 8.2	(2015) Planning obligations
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SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG	Residential layouts and house design.
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

Letters were sent to neighbouring properties and a site notice was erected. All forms of consultation expired 21/05/2018. 22 objections and 1 comment in support were received from members of the public. The concerns raised were similar to those raised to the previous application and are summarised below:

- The proposal is excessive in width, depth and height resulting in an over-dominant development that would be intrusive in streetscene.
- Overdevelopment of the site and out of keeping with the general pattern of development in the area
- Beyond the established building line fronting the highway
- Excessive footprint
- The design is poor and out of keeping with the character and appearance of the area
- Loss of privacy to neighbouring properties
- Cause a detrimental sense of enclosure to neighbouring properties, particularly No. 50
- 'The Drive' already experiences parking stress and inadequate and substandard car parking provision will worsen the situation
- Increased vehicular movements would worsen air quality and cause noise.
- Increased congestion will be a hazard to pedestrians.
- Loss of existing building (Dane End House) is probably the oldest house in 'The Drive' and is a detached Edwardian family residence of an unusual and attractive appearance with major historical and architectural merit.
- Impact on wider infrastructure including water supply
- Reduce the value of neighbouring properties
- Subsidence from excavation works in relation to the basement
- Disturbance during construction from noise, traffic and dust
- Removal of trees from the site
- Adverse impact on drainage and may lead to flooding due to excessive basement
- Failed to address the issue of drainage which was raised for the previous application
- The stagger of the existing houses 52, 50 and 46 affords an uncrowded vista to the east. The proposed building will blot this out completely.
- Loss of light to neighbouring properties.
- Sets a precedent for more flat development.

- Increased pressure on local services.
- Arboricultural impact assessment is missing.
- There are no renewable energy or sustainable development proposals.

The comment in support of the development raises the following points:

- Only 2 people are able to live in property as top flat is uninhabitable.
- A new building would provide more residential accommodation.
- The cost to improve the living standards of the property are beyond the residents.
- The existing building is an eye sore and the proposed would complement visual amenity.

Northood Residents Association Comments:

The Northwood Residents Association endorses the comments made by an objector whose comments have been taken into account.

Greater London Archaeology Advisory Service Comments:

No comment.

Thames Water Comments:

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Internal Consultees

Conservation and Urban Design Officer Comments:

BACKGROUND:

Taken from Conservation comments for 65098/APP/2016/3555:

The existing detached attractive building is located on a modest plot along 'The Drive' in Northwood. Originally known as Dane End, the property dates from the early 19th Century and was built by local architects Swannell and Sly, who were well known of their time and responsible for many other notable buildings around Northwood and Rickmansworth. This was the first property to be built along the road. Dane End was originally built as a single family dwelling on a substantially sized plot, this comprised of where numbers 48, 50, 52 and 54 are now situated. The existing property is well characterised with a steeply pitched gambrel roof form with eaves finishing at ground floor level and gable ends at either side. The property can be described as 2 and a half storeys in height, which is externally finished with a tiled roof, render, and brick. The property is uniquely orientated with a recessed porch/patio area on the south elevation and an 'M' shaped projecting gable on the north elevation. There is also a single storey element attached to the northern aspect of the main property which may have been the original service wing of the building. The principal elevation (eastern elevation) features the entrance door which is situated under a recessed porch area and characterised by a substantial timber post. Taking into account the historical, architectural and social value of the existing building it would be considered a building of significant heritage value and can be termed as a heritage asset. Therefore, we would regret the loss of such a significant building.

Whilst the original plot of the building was subdivided in the past for the construction of 4 other properties, the existing site remains relatively open and visible from various aspects, maintaining the semi-rural/ suburban principles that the property was most likely originally built with. The southern elevation of the property is visible via the access-way for Nos. 48, 50 and 52. The elevation facing onto 'The Drive' had previously been well screened from the road by well established mature trees. The existing boundary treatments to the site are commendable and consist of natural boundaries such as hedges, mature trees and short close boarded timber fencing. Dane End is well set back from the road respecting the building lines of adjacent properties. It is uniquely orientated which adds to the character of the property and the road.

'The Drive' as a road is a dead end, which leads to Haste Hill Golf course. It is dominated by two storey, detached single family dwellings on modest to substantially sized plots, which contribute to the suburban character of the area. The properties are centrally positioned on their respective plots and maintain substantial gaps between neighbouring properties. They are well set back from the road giving a lane-like characteristic to the road. Whilst properties along 'The Drive' have been altered and modernised, large built-for-purpose flat developments are not a known or established feature, and would be considered an unwelcome precedent.

This application was refused and dismissed at appeal (APP/R5510/W/16/3164371). The current application also proposes demolishing the house and replacing it with an apartment block of eight flats incorporated within a traditionally styled building which is visually broken up into two houses joined by a glazed link. This is in contrast to the previous application which read as one large detached building. This application is accompanied by a Heritage Statement from the Heritage Collective.

COMMENTS:

The non-designated heritage asset: 46 The Drive

The Heritage Collective statement's main point is their view that 46 The Drive "falls within the very lowest level of heritage significance" and that the benefits of the proposed development would outweigh the "very small degree of harm in heritage terms" of demolition. They reach the conclusion of the low level of heritage significance through an evaluation of the building against the Council's eligibility criteria for local listing. They give the building a rating of 4 thereby suggesting that it falls below the Council's rating for inclusion in the local list.

Firstly it needs to be emphasised that a non-designated heritage asset does not need to be included on a local list to be regarded as such. This is made explicit in the NPPF's glossary for Heritage asse

"Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)."

And in the NPPG which states that there is "no requirement" to place non-designated heritage assets on a local list but that LPAs are "encouraged" to make clear and up to date information on non-designated heritage assets available. This was upheld by the Inspector's report for the appeal (APP/R5510/W/16/3164371) in point 13 where he also stated that he was satisfied that the building "has a sufficient degree of significance because of its heritage interest to be given due regards as a non-designated heritage asset". This remains pertinent to this application.

Having stated the above I would disagree with the Heritage Collective's view that the building falls below the 5-9 bracket for inclusion on the local list. They score the building 0 for Architectural/Artistic interest point e) designed by notable local or national architects engineers or designers. They themselves describe the architects Swannell and Sly as "a prolific, commercial practice of architects and builders that exploited the building boom in the outer suburbs of north-west London/Hertfordshire". In other words that they were high profile and had a strong association with the area. Their rationale it seems for scoring zero is that none of the buildings are listed and when national and metropolitan archives were searched (presumably online) there was only one result. I don't believe that either of these facts merits the conclusion that Swannell and Sly were not notable or local and therefore the score must be higher than 0 taking it into the 5-9 bracket for inclusion on the local list.

The proposal and its impact on the character and appearance of the area:

There have been marginal reductions in the scale and siting of the current proposal. The number of apartments has been reduced by one to eight. When viewed from the road where previously the building had been one single block it is now divided into two with a glazed link, the area above this is now open. The south east corner is set further back from the front boundary to sit more closely in line with the rest of the building.

However, the alterations do not go far enough to counter concerns that it will have a negative impact on the character and appearance of the area. Where previously the footprint was a "T" shape, the central rear projection has simply been shifted to the south to form an "L" shape. It remains three storeys filling the plot very much as it did previously, thereby replacing the open character of the existing house and garden with one that is cramped and at odds with the prevailing centrally sited detached family dwellings set well back from The Drive.

Conclusion

Number 46 The Driveway is a non-designated heritage asset whose demolition would be highly regrettable. I dispute the Heritage Collective's view that it is of low heritage value but instead argue that it easily merits the status of local listing and that its heritage value and significance have been

accepted by the appeal inspector. The proposed development remains an overly large and bulky built form whose visual division into two properties and small alterations in the front building line do not alter the view that it is an inappropriate development on this suburban road and would be an incongruous addition within the street scene. I therefore dispute the Heritage Collective's view that the benefit of the development would outweigh the harm of demolition of the heritage asset. On the contrary in view of NPPF 135 the demolition of number 46 would be of great harm to the heritage asset and the proposed replacement building would not offset this

RECOMMENDATION: Refusal

Trees and Landscaping Officer Comments:

SITE CONTEXT

This site is occupied by a two-storey house, set back from the road, within an exceptionally large plot with a wide frontage. The existing house is situated slightly off-centre, towards the rear of the site. A driveway along the north boundary leads to a double garage on the same boundary. Close to the garages, there is an off-site purple beech tree (approximately 10 metres in height), in the front garden of house number 44. This is not indicated on the plans - but should be. Otherwise, the large garden contains no trees of merit and no other significant landscape features. The purple beech is a protected tree, T4 on the schedule of TPO 441.

COMMENT

This submission follows the previous application ref. 2016/1128, which was refused. According to the response to the planning questionnaire (Q15), there are no off-site trees close to the site which may influence it. In fact, the protected copper beech is close enough to the site to influence it - or be adversely influenced by the development.

The proposed site layout (drawing No. 16-08/105B) fails to show the location / retention of the copper beech.

Although the proposed layout should not have a direct impact, protective measures will be required to safeguard the tree from indirect impacts - including the demolition of the existing garages.

The external amenity space will be dominated and severely compromised by the footprint of the ramp to the underground car park.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

RECOMMENDATION

No objection subject to conditions RES6, RES8, RES9 (parts 1,2,4,5 and 6) and RES10.

Highways Officer Comments:

With this re-submission, there is very little to add to previous Highways Officer comments made regarding the prior application for 9 flats (65098/APP/2016/3555). These comments are still valid and can therefore be applied to this new application but with minor variations which are summarised below :

A) The number of unit and mix has altered from 9 flats (3x1,2x2,4x3 beds) to 8 flats (7x2,1x3 beds) resulting in a slightly lower parking requirement of 12 rather 14 spaces. 16 basement spaces are

proposed which is considered acceptable.

B) The cycle parking requirement has now reduced from 13 to 9 spaces and the provision remains at 24 spaces which is welcomed and is therefore acceptable.

C) A suitable bin store has now replaced the redundant disabled bay on the site frontage.

In summary there is no transport/highways related objection to the proposal as was previously the case.

Flooding and Water Management Officer Comments:

When determining proposals for basement and other underground development, the Council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. We will require developers to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area;

REASON: The proposal could increase flood risk and is therefore not in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMHD 3: Basement Development in emerging Hillingdon Local Plan Part 2 Development Management Policies, Policy 5.12 Flood Risk Management of the London Plan 2016), and National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

A site investigation must be undertaken to inform the proposal, to establish the principle of the basement. Where groundwater is found suitable mitigation provided. For information a proposal where a basement extends the full width of a plot will not be looked on favourably. This basement is proposed to extend on two sides right to the edge of the site boundary, therefore not allowing appropriate mitigation should that be required. Allowance should be left on all sides so that groundwater flows do not impact on the surrounding area. This area has had numerous reports of springs arising and development diverting flows causing flood risk to neighbours.

Environmental Protection Unit Officer Comments:

I have taken a look through the submitted information and there is potential for noise and vibration issues during the construction phase and also internal noise issues needs to be addressed to protect future occupants from noise. These can be dealt with by way of condition and therefore I do not have any objections to the application and suggest the following should you be mindful to grant the application.

Prior to commencement of the development hereby approved, a demolition method statement and a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for pest control, dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.

Approved details shall be implemented throughout the project period.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site.

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and vibration.

Metropolitan Police Comments:

I do not object to this proposal, however do request that a condition is applied, to ensure that secured by design accreditation is achieved. This would ensure that appropriate levels of security and crime prevention measures are installed.

Access Officer Comments:

I have no accessibility observations to make at this stage, however, the following planning conditions should be attached to any grant of planning permission:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 d, is achieved and maintained.

i. Ninety percent of the dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) Accessible and Adaptable dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan policy 3.8 c, is achieved and maintained.

ii. Prior to the occupation of the dwellings hereby approved, evidence of compliance with the prescribed standards for M4(2) and M4(3) dwellings as set out in Approved Document M to the Building Regulations (2010), 2015 edition, shall be submitted to the Local Planning Authority.

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 (c) and (d), is constructed.

Legal Officer Comments:

Mr Whale, Counsel for Page Homes Limited, has provided advice on the inspector's appeal decision dated 3 March 2017 and our pre-application preliminary assessment dated 15 January 2018. The latter has not been provided to me, I will need to see this in order to comment on it.

With regards to the inspector's decision, this was made some time before the High Court case of *Bohm v Secretary of State for Communities and Local Government*. Mr Whale says that the inspector did not adopt the approach explained in that case, which is to consider the application as a whole ie consider the demolition of the existing building and the construction of the new building. The inspector can only have been expected to comply with paragraph 135 of the National Planning Framework. I have however considered if his decision had been made after the *Bohm* case, whether his decision does accurately followed the guidance in *Bohm*.

The relevant parts of the judgment in *Bohm* is at paragraphs 34 to 35 which I have reproduced below

'The Inspector also had to apply the policy test in para 135 of the NPPF. Unsurprisingly, given that an NDHA does not itself have statutory protection, the test in para 135 is different from that in paras 132-4, which concern designated heritage assets. Paragraph 135 calls for weighing "applications" that affect an NDHA, in other words the consideration under that paragraph must be of the application as a whole, not merely the demolition but also the construction of the new building. It then requires a balanced judgement to be made by the decision maker. The NPPF does not seek to prescribe how that balance should be undertaken, or what weight should be given to any particular matter. This is the analysis that the Inspector undertook in the decision letter. She considered the significance of the NDHA in its own right in paras 3-11. Her conclusion in para 10 was that the building had some limited local heritage interest, but that did not weigh significantly in favour of retention. At para 11 she weighed up the loss of the building with the construction of the new building, which she said would be acceptable and would promote and reinforce local distinctiveness. She concluded that there would not be an adverse impact from the loss. This was precisely the "balanced judgement" that she was required to do under para 135.'

I disagree with Mr Whale. It is clear to me that the inspector considered the significance of the existing building in its own right at paragraphs 12 to 14. His conclusion is that the loss of the building would have a harmful effect on the character and appearance of the street scene. At paragraphs 10 and 11 and 15-31 the inspector has considered the proposed development in full and he has arrived at his decision by considering both the loss of the existing building and the effects of the proposed development. This is all of no real relevance in any event as planning appeal decisions can only be challenged in the High Court on a point of law within six weeks of the decision, meaning the deadline for any legal challenge was passed a long time ago.

Ecology Officer Comments:

An Ecological Appraisal report dated January 2016 and a Bat Assessment report dated October 2015 have been submitted with this application. Despite the findings of these reports, this information is not considered to be sufficiently up-to-date given the relevant surveys were carried out on the 22nd September 2015. Therefore, if this application was to be approved, conditions regarding the submission of an up-to-date Ecological Appraisal and Bat Assessment should be imposed.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

HDAS Residential Layouts SPD states that redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.

Policy DMH 4 'Residential Conversions and Redevelopment' of the emerging Development Management Plan states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties have been being redeveloped into flats.
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 square metres; and
- iv) units are limited to one unit per floor for residential conversions.

Given that the existing building comprises flats, the principle of flats within this site has been established.

The Local Plan proposals map does not allocate the site for any specific land use. There is currently a residential building containing 3 flats within the site. In principle, optimising or making better use of an existing residential use to increase London's housing stock is supported in planning policy terms, subject to the development not causing any material harm.

7.02 Density of the proposed development

DENSITY

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The application site has an area of 0.15 hectares and the proposal seeks to provide 1x 3 bedroom and 7 x 2 bedroom units. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 1a/1b (Very Poor). Table 3.2 of the London Plan (2016) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 35-55 units per hectare (u/ha) for units with a typical size of 3.8 - 4.6 habitable rooms per unit (hr/u).

The development would have a density of 53 units per hectare and 166 habitable rooms per hectare. The proposed thereby complies with the guidance in the density matrix. Nevertheless, the proposal should be considered against the other relevant planning policies to weigh up whether the proposal constitutes over development of the site and is harmful as a result.

HOUSING MIX

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) seek to ensure a practicable mix of housing units are provided within residential schemes.

These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan (2016) states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 8 units with a housing mix of 1 x 3 bedroom and 7 x 2 bedroom units. The housing mix proposed at this location serves to provide one family sized unit and is considered acceptable.

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

The site is not located within an area of archaeological interest. Nonetheless, the proposal includes a basement. Therefore, should the application be considered acceptable, a condition should be imposed to safeguard any potential archaeological finds that are of significance.

7.04 Airport safeguarding

Given the scale and nature of the proposal, there is not considered to be any airport safeguarding concerns.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Adopted policy BE1 of the Local Plan Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Adopted policy HE1 of the Local Plan Part 1 (2012) requires all new development to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) seek to ensure that the new development complements or improves the character and amenity of the area, whilst 'saved' policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

Policy 7.8 'Heritage Assets and archaeology' of the London Plan (2016) recommends that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate and development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy 7.9 'Heritage Led Regeneration' of the London Plan (2016) explains that the significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and

economic vitality.

The existing detached attractive building is located on a modest plot along 'The Drive' in Northwood. Originally known as Dane End, the property dates from the early 19th Century and was built by local architects Swannell and Sly, who were well known of their time and responsible for many other notable buildings around Northwood and Rickmansworth. This was the first property to be built along the road. Dane End was originally built as a single family dwelling on a substantially sized plot, this comprised of where numbers 48, 50, 52 and 54 are now situated.

The existing property is well characterised with a steeply pitched gambrel roof form with eaves finishing at ground floor level and gable ends at either side. The property can be described as 2 and a half storeys in height, which is externally finished with a tiled roof and painted render. The property is uniquely orientated with a recessed porch/patio area on the south elevation and an 'M' shaped projecting gable on the north elevation. There is also a single storey element attached to the northern aspect of the main property which may have been the original service wing of the building. The principal elevation (eastern elevation) features the entrance door which is situated under a recessed porch area and characterised by a substantial timber post.

The Council's Conservation Officer has stated that taking into account the historical, architectural and social value of the existing building it would be considered a building of significant heritage value and can be termed as a non-designated heritage asset.

Paragraph 135 of the National Planning Policy Framework (2012) states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposal would result in the complete loss of a non designated heritage asset without demonstrating that this loss would be outweighed by any public or wider benefits. The loss of the building would harm the visual amenity, heritage and social interest of the area. Therefore, the principle of development is unacceptable.

Whilst the original plot of the building was subdivided in the past for the construction of 4 other properties, the existing site remains relatively open and visible from various aspects, maintaining the semi-rural/ suburban principles that the property was most likely originally built with. The southern elevation of the property is visible via the access-way for Nos. 48, 50 and 52. The elevation facing onto 'The Drive' had previously been well screened from the road by well established mature trees.

Dane End is well set back from the road respecting the building lines of adjacent properties. It is uniquely orientated which adds to the character of the property and the road.

'The Drive' leads to Haste Hill Golf course. It is dominated by two storey, detached single family dwellings on modest to substantially sized plots, which contribute to the suburban character of the area. The properties are centrally positioned on their respective plots and maintain substantial gaps between neighbouring properties. They are well set back from the road giving a lane-like characteristic to the road. Whilst properties along 'The Drive' have been altered and modernised, large purpose built flat developments are not a known or

established feature.

The footprint and scale of a building should take into account the size of the site and in turn be proportionate to the space available. The proposed building would be detached and would measure a width of approximately 32.25m. 'The Drive' is characterised by mainly large detached dwellinghouses. However, none would be so wide. No. 44, the adjoining neighbour is one of the largest on the street and it measures approximately 20m wide, whereas most of the other properties are smaller. The depth of the proposed building is also excessive, as it measures approximately 21.45m, this being notably deeper than any of the other buildings on 'The Drive'.

The footprint can determine the built form of a building. However, the built form must respond positively to the established streetscape. The bulk of a building can be defined by its form, height and materiality. Taking into account the perceived bulk of the building, the built form would be considered an incongruous addition along this road. The complicated nature of various projecting elements to the front and rear of the property creates an obtrusive built form, which would not be considered an appropriate design aesthetic along this road. The inclusion of a basement extends the built form of the building below ground and across the entire site leaving limited open space around the proposed building. It does not adequately respond to the sense of openness currently characterising this site and neighbouring properties.

The excessive depth and width of the building is considered to be out of keeping with the existing urban grain of the area and is exacerbated by its positioning within the plot. The proposed building would be positioned approximately 7m to 9m back from the front boundary with the public highway. The neighbouring property (No. 44) is set back 24m and most of the buildings in the street maintain a 14-15m set back from the public highway. It is acknowledged that to the south, No. 54 is closer to the highway. However, this property does not directly face 'The Drive' and is much smaller in scale. In addition, the topography and verdant nature of the site reduces the dominance of No. 54 in the streetscene.

Due to the recent removal of some trees on the site, this has increased the visibility of the site from 'The Drive'. The proposed building would be positioned approximately 15m beyond the building line of No. 44 and 5m beyond No. 42. The proposal would not respect the established building line of the street and given its combined width and height, it would be considered to appear dominant in the streetscene. In addition, the proposal would be considered detrimental to the established rhythmic placing of the existing properties along the road given its width and lack of appropriate set back from the front boundary.

The proposed building would be set back 2.7m from the adjacent access-way. Unlike the previous refusal, it is not considered that the proposed building would have an oppressive impact on this access-way used by properties to the rear.

SUBMITTED HERITAGE STATEMENT

The submitted Heritage Statement (February 2018) notes the Council and the Inspector's consideration of the building as a non-designated heritage asset and criticises the lack of a criteria-based analysis of the relative interest of the building. It is concluded within the statement that when the property is assessed against the Council's eligibility criteria for the inclusion of a building in the local list, the house at no. 46 The Drive would fall within the lowest degree of heritage significance and would not have sufficient criteria. The description

of the property as "uniquely orientated" within a previous Officer report is criticised and it is noted that other properties are similarly orientated. A small degree of interest for the building is noted within the Heritage Statement but its value is criticised. For example, the rear elevation of the house is described as banal by virtue of its service abutment, "clutter" of vents and down pipes. It is considered within this report, that the orientation of the building emphasises this character of the building.

The submitted Heritage Statement (February 2018) assesses the impact of the proposal. It notes that the design has been revised so that the development does not appear as a single property, but a pair of houses. Further, it is highlighted that other properties take up most of their plot widths. It also notes that the proposed design incorporates features, such as timber framed gables, chimneys, dormer windows, porches and timber balconies and utilises a varying palette of materials in order to add to the character of the proposed building. The bulk, scale and built form of the proposed development has been reduced from that of the appeal scheme. The statement also indicates that the increased density should not be considered a deviation from the overall pattern of development on The Drive. It is highlighted that the established building lines vary and that no.54 would remain the closest to the highway. The statement concludes that the proposed Edwardian style buildings would harmonise with the local context.

CASE OFFICER SUMMARY

Despite the conclusions made within the submitted Heritage Statement (February 2018), it is considered that the Council's Conservation Officer comments and Appeal Inspector's decision regarding application reference 65098/APP/2016/3555 hold notable material weight in the consideration of this application. The proposed development would still result in the loss of a non designated heritage asset of significant historic, architectural, and social value, and the development by virtue of its design, bulk, scale, built form, and positioning within the site, represents an incongruous over development of the site, failing to respect the established building line or existing urban grain of the area, appearing dominant and out of keeping with its character and appearance and therefore, harmful to the visual amenity of the area, contrary to adopted policies BE1 and HE1 of the Local Plan Part 1 (2012); policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016).

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under policy BE20, whilst potential impacts on daylight/sunlight (policy BE21) and privacy (policy BE24) are also assessed.

Policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest property to the development is to the west, No. 50. This property is primarily residential but has a osteopathy clinic as part of the ground floor. The proposed development would be located approximately 4.6m from the shared boundary with this neighbour at its closest point and 10m from the house. At its closest point, the main eaves

line of the development would measure 6m high and a maximum height at the ridge of 10.3m. The flank wall of No. 50 faces the development site and this neighbour has two secondary windows located on this elevation at ground level. At first floor level, there is a primary habitable room window. It is noted that the development complies with the 25 degree test in relation to this window. However, given the height and proximity of the proposal, it is likely to result in loss of outlook to this neighbour and a detrimental sense of enclosure. In addition, the Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document (Residential Layouts) states that 15m will be the minimum acceptable distance between buildings that abut a property or its garden. The distance between No. 50 and the development is much less. Therefore, and despite compliance with the 25 degree test, the proposal is still considered to adversely affect the level of daylight to the first floor level bedroom window to this neighbour. Furthermore, at first floor level, there is a balcony proposed to a living room that would permit overlooking of this window. This would be considered to cause significant loss of privacy and harm to the residential amenity of its occupiers.

The building as proposed would be positioned forward (towards the public highway) from where the existing building is situated on the site. Therefore, unlike the existing residential building, the windows on the southern side wall of No. 44 would not directly face the nearest parts of the proposed building. The nearest parts of the development would be located approximately 16m from this property and is at a slightly lower ground level. Therefore, the impact on outlook and daylight would be less on this neighbour.

To the south, the main front wall of No. 54 is located approximately 23m away from the development. It is noted that there are habitable room openings proposed at first and second floor levels. However, the Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document (Residential Layouts) only requires that a minimum of 21m is maintained as a distance between facing habitable room windows. The proposal thereby accords with this requirement. No. 54 has a wing that contains a window and projects closer to the development, but it is angled slightly away from where the development would be positioned. It is also noted that there is a row of evergreen trees between the sites. Overall, it is not considered that the proposal would result in an unacceptable loss of outlook, detrimental sense of enclosure to openings or loss of privacy to No. 54.

The neighbouring properties on the opposite side of 'The Drive' are located approximately 35m from the development, which would be sufficient to ensure that their occupiers were not impacted by loss of privacy, daylight, outlook, or a detrimental sense of enclosure.

To conclude, the proposed development incorporates balconies/habitable room windows within close proximity of and facing habitable room windows that serve neighbouring properties that would allow overlooking, resulting in loss of privacy, and harming the residential amenity of occupiers within Nos. 50 and 54 'The Drive', contrary to policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document - Residential Layouts.

Also, the proposed development, by virtue of its design, width, depth, height and proximity to neighbouring properties would result in loss of daylight, outlook, and a detrimental sense of enclosure to neighbouring properties, particularly, Nos. 50 and 54 'The Drive', harmful to the residential amenity of occupiers and contrary to policy BE21 and BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document - Residential Layouts.

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. All of the units would be multi aspect and would be considered to benefit from adequate outlook and natural daylight.

Level access from the street to the building would be could be conditioned should the application be approved. The core is appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

The site is not located in an area that suffers from exposure to excessive noise or poor air quality. Therefore, the proposed accommodation is unlikely to suffer from poor air quality or excessive noise, in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 7.14 and 7.15 of the London Plan (2016).

EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting.

The Hillingdon Design and Access Statement for Residential Layouts SPD requires that a 2 bed bedroom flat provides 25 square metres of amenity space per flat and that 3+ bedroom flats provide 30 square metres per flat.

The overall amenity space requirement for this development is 205 square metres of usable and conveniently located communal garden space. Drawing reference '16-08/105 B' indicates that the proposed amenity space for each flat is as follows:

- Flat 1 - 84.1 square metres
- Flat 2 - 80.6 square metres
- Flat 3 - 68.6 square metres
- Flat 4 - 4.8 square metres (balcony)
- Flat 5 - 6.5 square metres (balcony)
- Flat 6 - 8.2 square metres (balcony)
- Shared amenity space - 241.4 square metres

Paragraph 4.9 of the Hillingdon Design and Access Statement for Residential Layouts SPD states that amenity space should receive adequate daylight and sunlight. Further, paragraph 4.17 states that developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size

of the flats and the character of the area. Where houses have been converted into flats, adequate garden space should be provided according to the number of units created. Space situated adjacent to roads or parking areas will not be considered suitable.

Given the shape and size of some of the proposed amenity space, the quantum of sufficient and adequate amenity space is considered to be less than what is indicated on drawing reference '16-08/105 B'.

Regarding Flat 1, the proposed amenity space to the rear would generally be considered adequate but the strip of space towards the side of the proposed building would not be considered usable or of sufficient quality. Flat 1 is therefore considered to have access to approximately 67 square metres of sufficient and adequate amenity space.

Regarding Flat 2, the proposed amenity is situated adjacent to both a road and an access way. The strip of land to the side of the proposed building is also of a shape and size which is not considered to be usable. Thus, Flat 2 is not considered to have access to any sufficient and adequate amenity space.

Regarding Flat 3, most of the proposed amenity space to the front of the proposed building is considered to be of an adequate standard. The narrow strip of space leading to this space is not, however, considered to qualify. Further, the proposed amenity space to the rear is of such a narrow shape and small size that it is not considered to be usable. Its location immediately next to the proposed access ramp serving the underground car park further reduces its quality. Thus, Flat 3 is considered to have access to approximately 26 square metres of sufficient and adequate amenity space.

Similarly, the shared amenity space to the rear of the site is a narrow strip, located adjacent to the proposed access ramp serving the underground car park and is thereby inconvenient to access. The shared amenity space to the front of the site is situated adjacent to a road. Hence, both proposed forms of shared amenity space are not considered to be sufficient or adequate.

It is recognised that Flats 4, 5 and 6 would benefit from their own private terraces/balconies. It is also noted that the second floor units would not have access to such private amenity space.

Overall, the proposed flats would be served by substandard amenity space and would only have access to approximately 112.5 square metres of sufficient and adequate amenity space. This is a shortfall of 92.5 square metres. Hence, the development proposal would be contrary to policy BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012

- Children's Play Space

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that developments that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

7.10 Traffic impact, car/cycle parking, pedestrian safety

TRAFFIC IMPACT/PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

The access to the site would remain in a similar location to existing. However, the plans indicate that it would be enhanced by improving the grass verge and visibility. The access is unlikely to raise any highway safety concerns, although should this application be approved a S106 to secure highway works would be required.

The development would increase the number of units from 3 to 8. This level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads.

The development provides parking at basement level accessed via a ramp. It would have a gradient of 1:12 which is considered acceptable. However, it contains bends which could raise highway safety concerns. Therefore, should the application be approved, a condition should be imposed to ascertain a signal scheme for the ramp to safeguard future users or to deliver other measures to address this highway safety concern. In addition, the parking space at ground level has potential to raise highway safety concerns by causing a conflict between vehicles entering/exiting the basement and vehicles manoeuvring in and out of the space. However, the Council's Highway Engineer considers the proposal to provide more

car parking than is needed. Therefore, this space could be removed from the scheme to make it acceptable.

Subject to conditions, the proposal is considered to be acceptable in terms of access, traffic impact, and pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.3 of the London Plan (2016).

CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standard

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development would provide a total of 16 car parking spaces and includes 2 disabled parking bays. Given the site has a PTAL of 1a/1b, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electric charging points.

The proposal includes provision for 24 cycle parking spaces which would be located at basement level. They would be secure and sheltered, however, there is concern regarding their access. Specifically, whether there is cycle friendly doors and lift with adequate width and automation. Should the application be granted, a condition to secure adequate access to/from the cycle parking for cyclists would be required.

Overall, subject to conditions, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.9 and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

URBAN DESIGN

Please see 'Impact on the character & appearance of the area' section of this report for

consideration of how the design of the development impacts the visual amenity of the area

ACCESSIBILITY

Subject to a condition to ensure that all of the units would be designed to the standards of 'accessible and adaptable' M4(2) of Approved Document M of the Building Regulations (2015), the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016) and ensure the delivery of a range of housing types that meet the diverse needs of Londoners and an ageing population.

SECURITY

Please see 'Living conditions for future occupiers' section of this report for consideration of security.

7.12 Disabled access

Please see 'Living conditions for future occupiers' and 'Urban design, access and security' sections of this report for consideration of disabled access.

7.13 Provision of affordable & special needs housing

Should this application be approved, highways works to secure an appropriate access from 'The Drive' would be sought.

In addition, local and mayoral CIL would be required.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

As stated by the Council's Trees and Landscaping Officer, the protected copper beech tree is close enough to the site to influence the development or be adversely influenced by the development. The proposed site layout (drawing No. 16-08/105B) fails to show the location

or retention of the copper beech tree, and protective measures would be required to safeguard it against any indirect impacts. It is also noted that the external amenity space will be dominated and severely compromised by the footprint of the ramp to the underground car park. If the application was to be approved, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

Subject to conditions as requested by the Council's Tree and Landscaping Officer, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

ECOLOGY

An Ecological Appraisal report dated January 2016 and a Bat Assessment report dated October 2015 accompanies the planning application and concludes that the site is of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. As stated by the Council's Ecology Officer, this information is not considered to be sufficiently up-to-date. Therefore, if this application was to be approved, conditions regarding the submission of an up-to-date Ecological Appraisal and Bat Assessment would be imposed.

Subject to these conditions, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Waste storage would be provided at ground level in a self contained refuse building next to the access road to the basement. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Given the scale and nature of the proposed development, it is not considered likely to raise significant sustainability concerns.

7.17 Flooding or Drainage Issues

The site is not located in an area at risk from flooding. However, when determining proposals for basement and other underground development, the Council will require an assessment of the impact of the scheme on drainage, flooding, groundwater conditions and structural stability. A site investigation should be undertaken to inform the proposal, and where groundwater is found then suitable mitigation should be provided.

In the absence of this site investigation/assessment, the proposal is recommended for refusal by the Council's Flood and Water Management Officer due to potential adverse impact from the development on drainage, flooding, ground water conditions, and structural stability.

The proposed development has failed to demonstrate that it would not result in adverse impact on drainage, flooding, ground water conditions, and structural stability, contrary to policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

Given the scale and nature of the proposed development, it is not considered likely to cause significant noise or air quality issues, in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 7.14 and 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

Please see 'external consultees' section of this report.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

CONTAMINATION

The Council's Environmental Health Officer has been consulted on the proposal and raises no concern regarding contamination subject to the imposition of a condition for soil testing. On this basis, the proposal is not considered likely to cause harm to future occupiers or construction workers, in accordance with policy 5.21 of the London Plan (2016).

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

Having considered the proposal against all of the relevant planning policies, the development is not considered acceptable and should be refused.

The proposals have failed to overcome the previous reasons for refusal. More specifically, the development proposal would result in the loss of a non designated heritage asset of significant historic, architectural, and social value, and the development by virtue of its design, bulk, scale, built form, and positioning within the site, represents an incongruous over development of the site, failing to respect the established building line or existing urban grain of the area, appearing dominant and out of keeping with its character and appearance and therefore, harmful to the visual amenity of the area, contrary to adopted policies BE1 and HE1 of the Local Plan Part 1 (2012); policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016).

The proposed development incorporates habitable room windows within close proximity of and facing habitable room windows that serve neighbouring properties that would allow overlooking, resulting in loss of privacy, and harming the residential amenity of occupiers within No. 50 'The Drive', contrary to policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document - Residential Layouts.

The proposed development, by virtue of its design, width, depth, height and proximity to neighbouring properties would result in loss of daylight, outlook, and a detrimental sense of enclosure to neighbouring properties, particularly, No. 50 'The Drive', harmful to the residential amenity of occupiers and contrary to policy BE21 and BE23 of the Hillingdon

Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Hillingdon Design and Accessibility (HDAS) Supplementary Planning Document - Residential Layouts.

The development proposal, by virtue of insufficient and inadequate external amenity space provision would offer substandard residential accommodation for future occupiers to their detriment, contrary to policy BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

The proposed development has failed to demonstrate that it would not result in adverse impact on drainage, flooding, ground water conditions, and structural stability, contrary to policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (2016)

National Planning Policy Framework (2012)

Technical Housing Standards - Nationally described space standards (2015)

Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Guidance - Community Safety

Council's Supplementary Planning Guidance - Land Contamination

Council's Supplementary Planning Document - Accessible Hillingdon

Council's Supplementary Planning Document - Affordable Housing

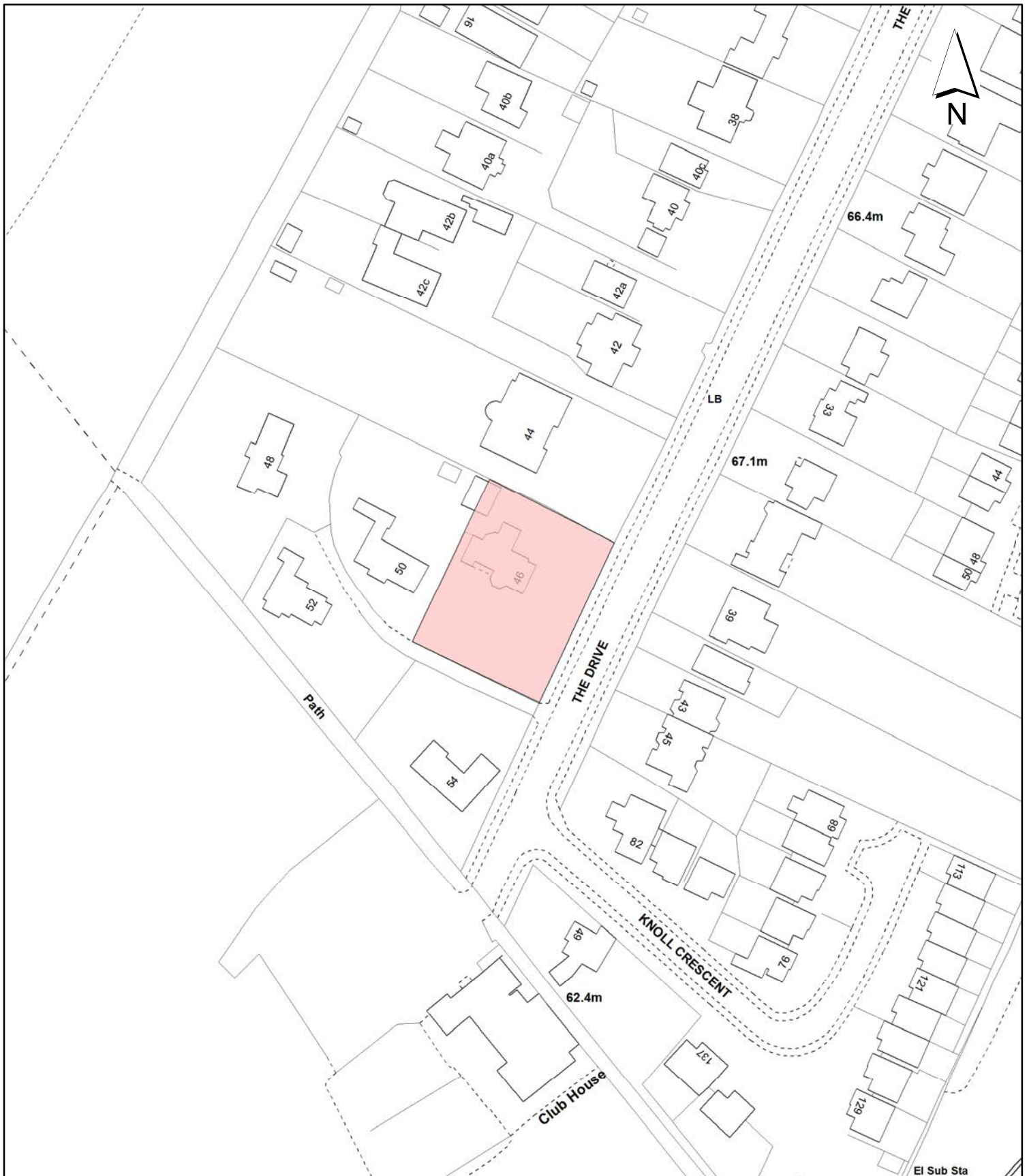
Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Document - Planning Obligations

The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**46 The Drive
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

65098/APP/2018/1128

Scale:

1:1,250

Planning Committee:

North Page 90

Date:

July 2018



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 4 WILLOW END NORTHWOOD

Development: Installation of timber staircase for access (Retrospective)

LBH Ref Nos: 70835/APP/2017/4023

Drawing Nos: Location Plan
VC/64/P-2/01
VC/64/P-2/02
VC/64/P-2/03
VC/64/P-2/05
VC/64/P-2/06
VC/64/P-2/04 Rev. A

Date Plans Received: 06/11/2017 **Date(s) of Amendment(s):**

Date Application Valid: 06/11/2017

DEFERRED ON 31st January 2018 FOR FURTHER INFORMATION ON

This application was deferred at the North Applications Committee Meeting on the 31st January.

The application was deferred to allow officers to negotiate with the applicant regarding the potential removal of the balustrades, changes to soft landscaping, the colour of the staircase, and the materials used in its construction.

Since the application was deferred, plan reference 'VC/64/P-2/04 Rev. A' was submitted providing details of the proposed floor plan including some landscaping details. This shows that the land adjacent to the existing staircase is to be landscaped and that four conifer trees are to be planted in order to screen the staircase. No detail was included to indicate that the balustrades were to be removed and the applicant confirmed, by email, that these were to be retained for safety reasons. Two photographs were also submitted of a tin of 'Hampshire Oak Anti-Slip Decking Stain' which appears to be a dark brown colour. It is, however, noted that no plan or statement was submitted to confirm that this staining was to be used for the existing staircase.

The following details were requested but were not submitted by the applicant:

- A statement detailing the staining of the stairs to include the specific colour to be used manufacturer and product details;
- A written specification of planting and cultivation works to be undertaken;
- A schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate; and
- A schedule for implementation.

If this application was to be approved, it is recommended that it is subject to conditions requiring further information regarding the planting and cultivation works, the schedule of plants and the schedule of implementation.

A site visit was conducted on the 13th July 2018. This confirmed that some form of landscaping works had been undertaken and that the staircase had been stained to a dark brown colour. However, the layout and type of landscaping did not match that which is shown on plan reference 'VC/64/P-2/04 Rev. A'. The plan shows that four conifer trees were proposed and only three were observed on site. From the site visit, it is evident that these trees are lined up immediately next to the staircase, whereas the revised plan indicates that these were to be positioned further away and more spread out. Turf has been laid next to the staircase as part of the landscaping works. As shown by the photographs, these do not appear to have bedded down and have not been sufficiently maintained, likely owing to the recent extreme weather conditions. Nonetheless, the works that have been undertaken do assist the determination of the application.

From the street scene, the staircase can still be seen but the mitigatory measures do serve to reduce any impact on visual amenity. It is considered that the staircase does not significantly harm the character and appearance of the subject property or the wider Area of Special Local Character. The proposal thereby accords with the requirements of Policies BE5, BE6, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Further, it is not considered that the staircase significantly harms the residential amenities of adjoining property occupiers by increased overshadowing, loss of sunlight, visual intrusion or over-dominance. Hence, the proposal complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Extensions.

This application is reported back to committee so a decision can be made.

RECOMMENDATION

This application is recommended for approval.

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises a large detached two storey property situated on the North Western side of Willow End, a cul de sac, and occupies a corner position at the end, with the turning circle to the front. It has an integral garage projecting forward, which has a cat slide roof with dormer above, set at right angles to the main body of the building. To the rear there is similar feature facing the garden. The property also benefits from a single storey side extension. It has a suitably sized landscaped garden to the front and a large rear garden. It is set on a hillside, slightly higher than the road to the front, with the land to the North at a higher level.

The street scene is residential in character and appearance comprising similar detached properties.

The application site lies within the Gatehill Farm Estate Area of Special Local Character and the Green Belt as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). This site is covered by Tree Preservation Order (TPO) 433a

1.2 Proposed Scheme

This application seeks permission for the erection of an external timber staircase to the front of the side extension, leading to a gateway and giving access onto the pathway to the side of the property.

1.3 Relevant Planning History

70835/APP/2015/1528 4 Willow End Northwood
Single storey side extension

Decision Date: 22-06-2015 **Approved** **Appeal:**

70835/APP/2016/2265 4 Willow End Northwood
Single storey side extension

Decision Date: 15-08-2016 **Approved** **Appeal:**

Comment on Planning History

70835/APP/2016/2265 - Single storey side extension (approved)

70835/APP/2015/1528 - Single storey side extension (approved)

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- 14th December 2017

3. Comments on Public Consultations

7 neighbouring properties were consulted for a period of 21 days expiring on the 5 December 2017 and a site notice was also erected on the gates at the entrance of the private road.

Three responses were received from nearby residents, raising the following issues:

- This will compromise the security of the houses in Willow End, if the gate is left unlocked for any reason, as it almost certainly will. Without the gate the cul de sac is more secure.
- Staircase is unsightly and out of keeping with Willow End and the whole Gateshill Estate.

A petition against the proposal has also been submitted by the Gateshill Residents Association with 28 signatures.

Northwood Residents Association - No response.

Northwood Hills Residents Association - No response.

Gatehill Residents Association - Willow End is a cul de sac of 9 detached houses built in the early 90's. All are of similar design and have been built with the same materials. The applicant has added a large timber staircase and landing to the front of his house. It protrudes in front of the house by 0.8 m. The spindles rise to almost the height of the eaves of the single storey it sits in front of. It sits across the frontage and covers 2.3 m. In addition, there is a large landing or platform area set above head height. This is contrary to policy. There are staircases made of timber, nor any other materials built in the frontage of properties in Willow End or the wider Gatehill Estate. External staircases are not a standard

feature of properties so this proposal cannot be considered in any way to harmonise with the building or the street scene.

The landing area could be used as an external seating area. Decking is required to be a maximum of 0.3 m above ground level so this large platform of 1.7 m by 0.8 m at a height of 1.7 m above ground level does not comply with policy.

This large erection is a visual intrusion on the street scene, which neither complements nor improves the amenity of the area. It is an absolute eyesore and the bright colours stand out rather than blend in with the rest of the houses. It dominates the street scene especially as the houses at the top of the cul de sac are higher than the surrounding area.

The owner advises he will use the staircase to access his back garden via the public footpath. He chose to extend his house right up to the boundary thus making a conscious decision to deprive himself of access to his back garden. His self imposed lack of access should not be used as an excuse for ignoring Council Policies when so much harm will be imposed on other residents.

Officer response: There is no specific policy requirement governing the height of a raised platform. Within the context of the Town and Country Planning (General Permitted Development) Order 2015 a "raised platform" is defined as a platform with a height greater than 0.3 m. Any platform exceeding this would require planning permission, having regard to adopted policy. All other issues raised are addressed within the report.

Trees/Landscaping - This site is covered by TPO 433a. This is a retrospective application involving the installation of an external timber staircase from the front garden leading via a gate into the woodland. It is not known what vegetation has been removed but no protected trees have been affected. The front garden close to the staircase has been damaged by the construction work and needs to be restored/replanted. No objection subject to a landscaping condition.

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

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM14 New development and car parking standards.

BE5 New development within areas of special local character

BE6 New development within Gate Hill Farm and Copsewood Estates areas of special local character

BE13 New development must harmonise with the existing street scene.

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

BE20 Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
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.
LPP 3.5	(2016) Quality and design of housing developments
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

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 original dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwellings and provision of acceptable residential amenity for the application property.

The National Planning Policy Framework states that the essential characteristics of Green Belts are their openness and their permanence and their fundamental aim is to "prevent urban sprawl by keeping land permanently open". Paragraph 90, the NPPF indicates that certain other forms of development 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 the Green Belt.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place. Policies BE5, BE6, BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should "harmonise with the existing street scene or other features of the area."

The relevant section of Policy BE6 states that;

Within the Areas of Special Local Character at Gate Hill Farm and Copsewood Estates, fencing should be unobtrusive and in materials appropriate to the character and appearance of the Estate.

The proposed staircase is situated immediately adjacent to the recently constructed side extension and in relation to the scale of the original dwelling is relatively minor. As such it is not considered that it would fundamentally reduce the openness of the Green Belt in this location.

The staircase extends to the height of the existing bank at the side of the property and is of wooden construction. It measures 1 m in width, a total of 2.55 m in depth including 5 steps leading up to a platform of 0.8 m in depth. This platform then widens to 1.7 m in width, which allows space for a person to stand to one side and open the gateway inwards. The staircase is then enclosed on either side by wooden railings of 1 m in height. In terms of visual appearance this is a new construction which stands out against the unplanted bank. It is set against the backdrop of a replacement fence and new gateway situated along the side

boundary of the property at a height of 1.85 m. This element of the proposal is visually more intrusive when viewed from Willow Close, as it is higher. However as this is permitted development it is outside the control of this planning application.

Concerns have been raised about the visual impact of the proposal with the GRA commenting that staircases are not a characteristic of the area, however Northwood is set on a hillside and quite a number of properties are set at differing levels. Although wooden steps are not generally seen at the front of properties, there are many examples of stone or brick steps. Wooden steps are also seen often to the side or rear of properties. The main visual impact is due to the bright colour of the new timber, which could be addressed with a dark brown staining to match the stained wooden features of the main dwelling. It is also noted that the Landscape Officer has advised that the bank should be replanted, which would also help mitigate any impact on the visual amenity of the street scene. These details could be conditioned to be submitted if all other aspects of the proposal were acceptable. Therefore, on balance, it is considered that the proposal would not significantly harm the character and appearance of the subject property or the wider Area of Special Local Character. Therefore the proposal accords with the requirements of Policies BE5, BE6, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE24 states that the proposal should protect the privacy of the occupiers and their neighbours and policy BE20 states that buildings should be laid out to allow adequate daylight to penetrate and amenities of existing houses safeguarded. Given the position away from the neighbouring properties, it is not considered that the proposed staircase would significantly harm the residential amenities of the occupiers of the adjoining properties from increased overshadowing, loss of sunlight, visual intrusion or over-dominance. It is noted concern was raised over the potential for the raised deck to be used for sitting out on, however given the scale of that area and the minimum distance of in excess of 23 m to the nearest property opposite, it is not considered this would result in any additional loss of privacy to that already existing from the road. Therefore the proposal complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Extensions.

The proposal would not compromise the provision of private amenity space or parking requirements.

Concern has also been raised over the potential for a compromise of security to the properties in the area as a result of the proposal. The actual gate providing access to the cul de sac from the footpath is permitted development. Although the staircase under consideration does lead to the gateway, even if this proposal was refused and the staircase removed, steps set into a restored bank would not require consent and could be provided. As such it would be unreasonable to refuse permission on this basis.

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.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers VC/64/P-2/04; VC/64/P-2/05 and VC/64/P-2/06.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

2 RES7 Materials (Submission)

Within 3 months of the date of approval for this proposal details of a stained finish for the staircase shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

Within 3 months of the date of approval for this proposal details of a landscape scheme shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

Standard Informatives

- 1 The decision to GRANT 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 GRANT 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
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM14	New development and car parking standards.
BE5	New development within areas of special local character
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
BE13	New development must harmonise with the existing street scene
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
LPP 3.5	(2016) Quality and design of housing developments
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Environment and Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.
- Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning, Environment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.
- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
- 9 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

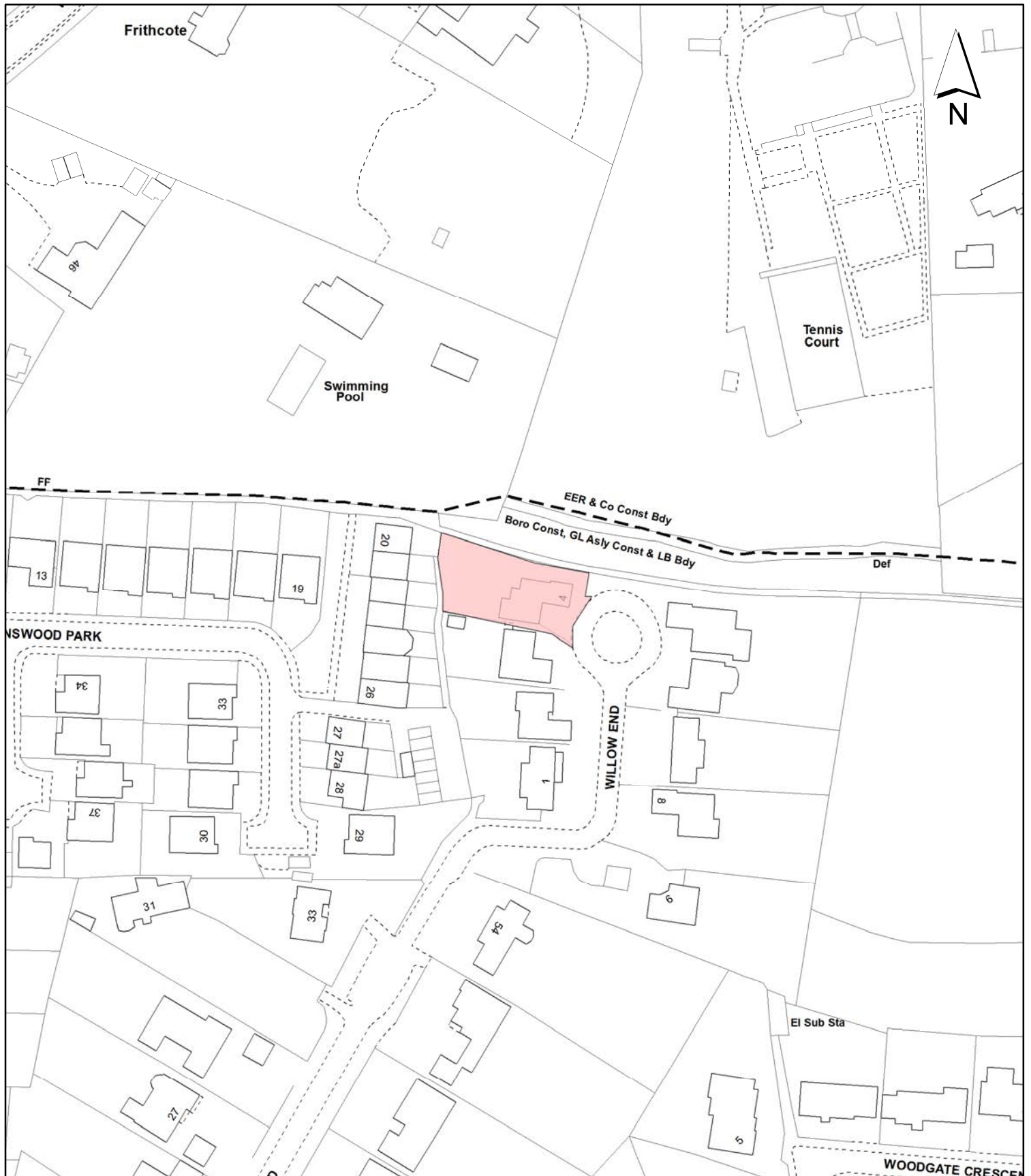
D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**4 Willow End
 Northwood**

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

Planning Application Ref:
70835/APP/2017/4023

Scale:
1:1,250

Planning Committee:
North Page 101

Date:
July 2018



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Report of the Head of Planning, Transportation and Regeneration

Address 5 CHILTERN ROAD EASTCOTE MIDDLESEX

Development: Part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include 2 x side dormers.

LBH Ref Nos: 54673/APP/2018/1363

Drawing Nos: Location Plan
MKM/17/CHI05/PL12 pg02
MKM/17/CHI05/PL12 pg03
MKM/17/CHI05/PL12 pg04
MKM/17/CHI05/PL12 pg01

Date Plans Received: 20/04/2018 **Date(s) of Amendment(s):**

Date Application Valid: 20/04/2018

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises a detached two-storey dwelling located on the Northern side of Chiltern Road with the principal elevation facing South. The property is brick built set under a hipped roof. To the West side is an attached single storey garage which is in turn attached to the neighbouring property's garage, no.3 Chiltern Road. The area to the front is mainly covered in hard-standing providing off-street parking. To the opposite side is a side gate which leads to the rear. To the rear of the property is a raised patio section which leads down to the main garden which is attractively landscaped with the majority laid to lawn.

To the East of the application site lies No.7 Chiltern Road, a two storey detached property, which is set forward of the application property and has been extended at both ground and first floor level to the rear. To the West of the application site lies No.3 Chiltern Road, a two storey detached property which has been extended at ground level along the boundary with the application site. There are some differences in levels between these individual properties; the land slopes from West to East down Chiltern Road, and slopes to the North to the rear of the properties.

The street scene is residential in character and appearance comprising detached properties. The site lies within a Developed Area as identified in the policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). It lies a little distance to the East of the Eastcote Village Conservation Area.

1.2 Proposed Scheme

The application seeks planning permission to erect a part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include 2 x side dormers.

However it should be noted that planning permission has already been granted

(54673/APP/2017/3666) for the part two storey, part single storey side/rear extension. This element involved a double storey rear extension projecting 4 metres from the rear elevation which at ground level wraps around to the side to join the rear of the existing garage. The single storey element to the side would have a flat roof 3 metres high.

This proposal would involve the addition of the two side dormers. These have been revised with a reduction in size and the position of both dormers amended so that they would be appropriate in terms of set in, set down and set back from their respective roof slopes. In addition the dormer window on the West elevation has been enlarged.

1.3 Relevant Planning History

54673/APP/2000/226 5 Chiltern Road Eastcote Middlesex
ERECTION OF A FIRST FLOOR FRONT EXTENSION OVER ENLARGED NEW OPEN PORCH

Decision Date: 05-06-2000 Approved **Appeal:**

54673/APP/2017/3666 5 Chiltern Road Eastcote Middlesex
Part two storey, part single storey side/rear extension.

Decision Date: 06-12-2017 Approved **Appeal:**

54673/APP/2018/368 5 Chiltern Road Eastcote Middlesex
Application for a non-material amendment to planning permission Ref: 54673/APP/2017/3666 dated 06/12/2017 (Part two storey, part single storey side/rear extension) to allow for amendments to drawing numbers to approved plans

Decision Date: 07-03-2018 Approved **Appeal:**

Comment on Planning History

54673/APP/2017/3666 - Part two storey, part single storey side/rear extension. Approved on 06.12.2017

54673/APP/2000/226 - Erection of a first floor front extension over enlarged new open porch. Approved 05.06.2000

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

5 neighbouring properties along with Eastcote Residents Association were consulted on 24.04.2018 and a site notice was displayed to the front of the site on 27.04.2018. A further consultation with neighbours took place in respect of the amended plans.

The local ward councillor has called this application in and requested that this be determined at the North Planning Committee.

Two neighbouring objections have been received:

1. Proposal would be detrimental to our property and are not in keeping with the amenity of the local area:

- The proposed loft conversion and side dormers by reason of their design and position would result in a visually intrusive and an un-neighbourly form of development, causing a material loss in residential amenity to the occupiers of No.3 Chiltern Road through loss of privacy.

- The proposed side aspect windows (the loft dormer window and the additional 1st floor window) will have a view directly into one of our bedrooms and through into our bathroom. As a father with a wife and 2 young children I find this positioning entirely unacceptable. Even if these new windows are frosted, they will still have a direct line of sight when the windows are opened for ventilation. This is exacerbated by the lower height of property No 5 relative to property No 3.

- There is no precedent in the road for these style of houses to have dormers visible from the front. It will change the character of the front aspect and be visually obtrusive.

- We would want reassurances that any approved extension will not affect our future ability to extend on top of our garage. If this is the case I would like detailed out what restrictions this would put into place for ourselves.

2. Dormer windows of the roof extension resulting in overlooking and affecting the privacy of our neighbouring property, notably into the front west bedroom window and rear west ground floor roof lantern.

Height and bulk of the roof extension obscuring natural daylight to the existing rooms on the west of our property.

Size, scale and bulk of the proposed development being incongruous with the existing street scene.

Lack of provision for parking necessitated by the additional living space/bedrooms.

Amended drawings were submitted and therefore the application was subject to a second round of consultation. Therefore, in addition to the above, an existing objector submitted a further second detailed objection with photographs. This followed a meeting on site at their property with the officer, who himself took various photographs with the owners full consent. The second letter of objection emailed on the 2nd July states:

The proposed two storey rear extension and additional dormers, by reason of its size, depth, height and proximity to the shared boundary line would result in a visually intrusive and an un-neighbourly form of development, causing a material loss in residential amenity to the occupiers of No.3 Chiltern Road through loss of light, loss of outlook, loss of privacy and overshadowing. I've detailed specific points below that I do not feel I've been addressed in this application.

1. No consideration has been given to the acute drop in garden level at the back of the houses. The garden level is circa 1.14 metres below the floor level in our property. As number 5 would like to continue the floor level of the main house back into the garden, the resulting extension would be very high in comparison to our garden and the rear ground floor windows would be above the fence line causing loss of privacy. This additional height to the single story extension would extend above our existing garage. At garden level this would result in a wall to our eastern edge of some 3.84 metres (approx)

2. The proposed extension will cast much of the Southern part of our garden in shadow over autumn, winter and spring months This will affect the sunlight across the back windows and established flower beds of our North facing garden as currently we receive light from the

East in the morning hours

3. The side windows and windows to the rear of the extension will cause an overlooking problem and loss of privacy into our garden. Even if these windows are frosted, they could be changed in the future. We are fortunate to have a good level of privacy in both gardens, we feel that this would be severely compromised

4. Our side aspect windows in the rear bedroom will be cast into darkness and all views obscured. Our rear bedroom has 2x side aspect windows that we consider a feature of the property and one of the reasons that we bought the property. The rearmost window's view would be completely obscured. Using the 45 degree rule the uppermost extension projects over this line of sight. We feel that the 45 degree angle should be taken from this side aspect window which is part of the feature of the original dwelling.

A note from the planning officers report states,

"Paragraphs 6.2 and 6.3 of the HDAS SPD specify that any two storey/first floor rear extension will only be considered where they do not extend beyond a 45 degree line of sight taken from the nearest of the first floor window of any room of the neighbouring properties. The nearest first floor window is the rear most side aspect window. The proposed second floor extension would breach the 45 degree rule. The rear bedroom of No 3 has 2 side aspect, clear glazed windows. These currently offer plenty of light picturesque views. If the proposed extension went ahead in its current form it would block the view and light from these side aspect windows.

A note from the planning officers report states,

"Policy BE20 requires any new development to be laid out so as to protect the daylight and sunlight levels of existing houses. Policy BE21 requires new extensions by virtue of their siting, bulk and proximity to not result in a significant loss of residential amenity to neighbouring properties and Policy BE24 should protect the privacy of the occupiers and their neighbours."

5. The single floor extension will encroach on the foundations of our garage extension. We feel this intrusion would weaken the wall and cause damp issues.

6. Number 5 is already set back circa 1m from our property We feel that this would accentuate the issues listed above and have a greater effect on our property.

7. The dwellings at both 3 Chiltern Road and 5 Chiltern Road are currently classed as detached. we feel that the current proposal could devalue our property and shift it more towards being seen as 'semi-detached' than it currently is.

8. The proposed side aspect windows (the loft dormer window and the additional 1st floor window) will have a view directly into one of our bedrooms and through into our bathroom. As a father with a wife and 2 young children I find this positioning entirely unacceptable and inappropriate. Even if these new windows are frosted, they will still have a direct line of sight when the windows are opened for ventilation. A top opening aperture would look directly into the bedroom and through to my bathroom door. They would see anyone walking out of the shower. As discussed the 1.8 m height is only relevant if the properties are the same height. My property is around 80 cm higher than number 5's therefore so would then put any opening of this first floor window below eye line rather than above.

In Summary:

Whilst we have no objection to anybody improving their house, we feel that consideration to neighbouring properties has not been given due care and attention in this application. In fact both Cllr's Denys and Haggar whom we have kept in touch with have stated that they can

understand why we are concerned. I have attached their comments below..*

*These comments have not been included in this report.

We note with interest that number 7 Chiltern Road were not allowed a 2 story extension and were required to inset the first floor nearest to our neighbours at number 5 in order to satisfy the requirements of number 5 Chiltern Road in 2016. A note from number 7's original planning application (that was turned down) states:

"Planning application ref.58095/APP/2013/1302 for a part two storey, part single storey rear extension, involving demolition of existing rear conservatory was refused for the following reason:

1. The proposed two storey rear extension, by reason of its size, depth, height and proximity to the shared boundary line would result in a visually intrusive and an unneighbourly form of development, causing a material loss in residential amenity to the occupiers of No.5 Chiltern Road through loss of light, loss of outlook and overshadowing.

Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012) and to the Council's adopted Supplementary Planning Document HDAS: Residential Extensions."

We feel that this is also applicable regarding the proposed extension of number 5.

In addition an existing objector further added,

Dormer windows of the roof extension resulting in overlooking and affecting the privacy of our neighbouring property, notably into our front West bedroom window and rear West ground floor roof lantern. This concern now heightened by the additional window in the East side dormer showing in the amended plan. Height and bulk of the roof extension obscuring natural daylight to the existing rooms on the West of our property. Size, scale and bulk of the proposed development being incongruous with the existing street scene. Lack of provision for parking necessitated by the additional living space/bedrooms, exacerbating an existing issue of lack of parking space for cars residing at No 5.

Officer Comments:

The submitted plans illustrate that all the proposed side windows serve bathrooms or landing areas and can therefore be conditioned to be obscured glazing as the plans indicate. 1.7 m is the usual eye height of a tall adult and is set from within the floorspace; 1.8 m allows for even taller adults. Therefore it is considered there would be no issues in regards to overlooking or privacy. Only relevant planning matters can be considered under this planning application and the proposal is in accordance with the relevant requirements in HDAS Guidance which will be expanded below in the main body of the report. In addition the proposal if granted would not restrict any right for either neighbour to submit their own planning applications. Each planning application before the Council would need to be determined on its individual merits taking all other material factors into consideration.

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:

AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2011) 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 original dwelling, the impact on the visual amenities of the surrounding area including the setting of the nearby Conservation Area, the impact on residential amenity of the neighbouring dwellings, provision of acceptable residential amenity for the application property and the availability of 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.

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. This policy reflects the relevant legal duties. The Conservation officer does not suggest there is any impact upon the setting of the Conservation Area.

Policy BE15 of the Hillingdon Local Plan Part two (Saved UDP Policies) requires alterations and extensions to existing buildings to harmonise with the scale, form and architectural composition of the original building. Policy BE13 requires the layout and appearance of extensions to harmonise with the existing street scene and Policy BE19 ensures any new development complements or improves the amenity and character of the area.

The Council's Adopted SPD the Hillingdon Design and Accessibility Statement: Residential Extensions (December 2008) or HDAS, contains design guidance (below) for all types of extensions which should appear subordinate in scale to the original building.

Paragraphs 6.2 and 6.3 of the HDAS SPD specify that any two storey/first floor rear extension will only be considered where they do not extend beyond a 45 degree line of sight taken from the nearest of the first floor window of any room of the neighbouring properties. Paragraph 6.4 of the HDAS SPD specifies that where the 45 degree line of sight criteria can be met, then two storey rear extensions at detached properties should not exceed a maximum depth of 4 metre. Paragraph 6.6 of the HDAS states the height of the extension should not normally exceed the height of the existing building. The roof lines of the extension should normally be parallel to those of the existing building and the eaves line.

Section 7.0 of the Hillingdon SPD relating to Loft Conversions and Roof Extensions states careful consideration should be given to the volume, height, proportion and position and overall appearance of any dormer windows. It is important to create an extension that appears secondary to the size of the roof face within which it will be set. Roof extensions as wide as the house can create the appearance of an effective flat roofed third storey which will be refused permission. Roof slopes which are visible only from other gardens can still impact upon the character and appearance of the residential area, and is just as important for such roof extensions to relate well to the proportions and massing of the existing house and its neighbours.

The proposal involves a double storey rear extension projecting 4 metres from the rear elevation which at ground level wraps around to the side to join the rear of the existing garage. The single storey element to the side would have a flat roof 3 metre high. The two storey and single storey element would not appear disproportionate to the scale and form of the original house. The two storey element would sit directly behind the existing dwelling and would not be visible from the street scene. Both the depths and heights comply with the HDAS guidance and given its position directly to the rear of the main dwelling, would appear subservient to the main roof.

The proposal in terms of its scale, form and size would respect the character and appearance of the original house and would not detract from the visual amenities of the surrounding area. In addition the Council's conservation officer had also confirmed in the previous application, that they had no objections, stating that the proposals would not have any impact on the character or appearance of the Eastcote Village Conservation Area, (including its setting) or any other heritage assets.

In addition the proposed loft conversion by reason of the overall size, depth and height of the side dormers, are considered not to have a visually intrusive and over-dominant impact upon the residential amenities of the existing and proposed extended property or other nearby properties. There are also examples of similar side dormers in close proximity within the existing street-scene. The proposed windows would provide an adequate outlook and natural light to the rooms they would serve. The proposed internal layout has been appropriately designed such that the proposed side dormers would serve the new staircase and shower room; thus ensuring their respective windows can be obscure glazed and the lower section is non opening. A condition will be included accordingly. that offers a continuing control. The proposed dormer windows have been revised with a reduction in size and the position of both dormers amended so that they would be appropriate in terms of set in, set down and set back from their respective roof slopes. In addition the dormer window on the West elevation has been enlarged in order to soften the appearance to ensure it appears as a glazed dormer window and not simply a flat roof addition. Furthermore the side dormers would be set back from the main front elevation and roof by

7.8 metres and therefore would not be readily visible from the front at street level. As such, the proposal would be in compliance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE4, BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE20 requires any new development to be laid out so as to protect the daylight and sunlight levels of existing houses. Policy BE21 requires new extensions by virtue of their siting, bulk and proximity to not result in a significant loss of residential amenity to neighbouring properties and Policy BE24 should protect the privacy of the occupiers and their neighbours.

Both the neighbouring properties benefit from ground floor extensions. No.3 is to the West and has been extended along the side boundary to the application site such that the proposed extension would not actually extend the 4 metres beyond their extended rear elevation closest to the side boundary. No.7 to the East is set back from the application site and has been extended which results in the proposed ground floor extension sitting behind their rear elevation. The first floor rear extension extends along the original building line, which is set in 0.955 metres from the side boundary to the East with no.7. No.7 is also set back from the application site and has been extended. To the West the application site is separated from the neighbouring dwelling at no.3 by the widths of their respective garages, resulting in a separation gap of approximately 4 metres at first floor level. The submitted plans illustrate the proposal would be clear of the 45 degree lines taken from both the neighbouring rear elevations. Side windows which are secondary windows are not applicable for 45 degree assessments under the HDAS requirements contrary to the objection submitted. Reference has also been made to the no.7 Chiltern Road which had a similar first floor extension staggered so that it would not impinge on the 45 degree line for the neighbouring property at no.5 Chiltern Road. The objection raised is that this proposal should follow the same principle and have a staggered rear elevation. However the reason why no such requirement is necessary is because the submitted plans illustrate there is no impingement on the 45 degree lines taken from the main rear elevation. Indeed the plans in fact are taken from the corner of the proposed building line and not from the centre of the rear windows, so the potential impact would actually be less than depicted on the submitted plans. This is also as a result of the separation distances from the properties with no.7 being much closer to no.5 than no.5 being to no.3. The application site is separated from the neighbouring dwelling at no.3 by the widths of their respective garages, resulting in a separation gap of approximately 4 metres at first floor level.

Furthermore it should also be noted that there is an existing window on the side elevation facing no.3 which is obscured glazed and serves the staircase. The proposal additional window on the first floor would serve the new staircase and would be obscurely glazed and non-opening below 1.8 metres. The proposed window on the opposite side would serve the bathroom and so again can be conditioned to be obscurely glazed and non-opening below 1.8 metres, as per the current arrangement on that elevation. The same also applies to the dormer windows which serve the staircase and bathroom. These can safely be conditioned to be obscurely glazed and non-opening below 1.8 metres. Whilst it may well be possible to have some visibility through these windows when they would be open these would be very small and temporary. Clearly, following the officer's site visit there is and would be more visibility from the side windows at no.3 Chiltern Road, which are not obscurely glazed into and towards the application site. Therefore on balance it is not considered sufficient grounds to merit a refusal simply on this basis and the imposition of the condition is regarded as

sufficient to protect the amenity of both neighbours.

In addition following the natural path of the sun rising from the East and setting in the West, it is considered there would be minimal additional adverse impact to no.3, which is located to the West of the application site and has a good separation distance from the existing and proposed extended dwelling. The existing properties tend to cause their own shadow over their rear gardens towards the middle of the day because of their orientation. Therefore it is considered that there would not be any unacceptable loss of amenity or overlooking to the adjacent properties. As such, the proposal is in compliance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Therefore, the application proposal would not constitute an un-neighbourly form of development and would be in compliance with the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) BE20, BE21 and BE24 and section 3.0 of the HDAS: Residential Extensions.

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to The London Plan (March 2016)

Policy BE23 states all extensions should provide or maintain external amenity area which is sufficient to serve the occupants of the property in terms of its size and usability. The application site would maintain a rear amenity area of well over 100 square metres to continue to accord with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to the Council's Supplementary Planning Documents HDAS Residential Extensions (December 2008).

The proposed development would retain off road car parking spaces to the front of the property and would continue to accord with Policy AM14 of the Hillingdon Local Plan Part Two: Saved UDP Policies (November 2012) and to the Council's Supplementary Planning Documents HDAS Residential Extensions (December 2008).

Therefore taking all matters into consideration the application is recommended for approval subject to conditions.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, numbers MKM/17/CHI05/PL12 pg01, MKM/17/CHI05/PL12 pg02, MKM/17/CHI05/PL12 pg03 and MKM/17/CHI05/PL12 pg04.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and The London Plan (2015).

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 3 or 7 Chiltern Road.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 HO6 Obscure Glazing

The windows at ground floor on the side elevation facing 7 Chiltern Road and all the windows on both side elevations at first floor level and the dormer windows, facing both 3 and 7 Chiltern Road shall be glazed with permanently obscured glass to at least Level 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 HO7 No roof gardens

Access to the flat roof over the single storey rear extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

To prevent overlooking to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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 The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.
- 5 The Party Wall Act 1996 requires a building owner to notify, and obtain formal

agreement from, any adjoining owner, where the building owner proposes to:
carry out work to an existing party wall;
build on the boundary with a neighbouring property;
in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

Standard Informatives

- 1 The decision to GRANT 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 GRANT 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:

AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
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.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2011) Quality and design of housing developments

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Environment and Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning, Environment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.

- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take

appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Hardeep Ryatt

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**5 Chiltern Road
 Eastcote**

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

Planning Application Ref:
54673/APP/2018/1363

Scale:
1:1,250

Planning Committee:
North Page 118

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address 178-182 HIGH STREET RUISLIP

Development: Change of use of part of ground floor from Use Class A1 (Shops) to Use Class A2 (Letting Office) including new entrance and alterations to rear and side elevations

LBH Ref Nos: 28388/APP/2018/1303

Drawing Nos: S-03
S-02
S-01.

Date Plans Received: 06/04/2018 **Date(s) of Amendment(s):**
Date Application Valid: 23/04/2018

1. **SUMMARY**

The application seeks permission for the change of use of part of ground floor from Use Class A1 (Shops) to Use Class A2 (Letting Office) including changing an existing window to a door and increasing the depth of 2 windows on the side elevation and changing an existing door to a window and reducing the depth of two windows on the rear elevation.

There is no objection in principle to the scheme as the scheme involves no complete loss of an A1 Use. The change of use is not considered to result in an adverse impact upon highway safety or parking and would not detract from the residential amenities of nearby properties. Therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 **Time Limit**

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

REASON

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

2 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number S-02 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 HO4 **Materials**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be

retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building shall be used only as a letting office and for no other purposes within Use Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To prevent potentially inappropriate changes of use without proper consideration of the impacts on the highway network or on the amenity of future residents of the scheme in accordance with Policy OE1 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 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.

2 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3 I15 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be

carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

4 170 LBH worked applicant in a positive & proactive (Granting)

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, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a corner plot that is located at the Southern end of the Western side of High Street, Ruislip, and on the junction intersection between High Street and Kingsend to the West. To the East and South of the intersection are Pembroke Road and West End Road.

The site is situated within the Ruislip Village Conservation Area and the Primary Shopping Area of the Ruislip Town Centre, as identified in the policies of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). The site comprises a three storey end-of-terraced building, which has recently been extended. It is currently in use as a Class A1 retail unit on the ground floor, with residential above.

3.2 Proposed Scheme

This application seeks permission for the change of use of part of ground floor from Use Class A1 (Shops) to Use Class A2 (Letting Office) including a new entrance on the side elevation and alterations to the window details on the rear and side elevations.

3.3 Relevant Planning History

28388/APP/2015/3834 178 - 182 High Street Ruislip

Change of use of first and second floors from Use Class A1 (Retail) To Use Class C3 (Residential) to form 3 x 2-bedroom and 3 x 1-bedroom self contained flats involving first floor rear extension, glazed balustrades to form private/communal terraces to rear, external alterations and internal refuse bin and cycle storage (Resubmission)

Decision: 13-04-2016 Approved

28388/APP/2016/3332 178 - 182 High Street Ruislip

First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage.

Decision: 11-01-2017 Refused **Appeal:** 25-07-2017 Allowed

28388/APP/2017/1447 178 High Street Ruislip

First and second floor rear extension, extension and conversion of roofspace to habitable use to include 3 front dormers, 4 side dormers and change of use from retail (Use Class A1) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to form communal terrace and alteration to bin/cycle storage (Use Class C3)

Decision: 09-10-2017 Approved

28388/APP/2017/4279 178-182 High Street Ruislip

Enclosed entrance area to rear

Decision: 19-01-2018 Approved

28388/APP/2017/4375 178-182 High Street Ruislip

Details pursuant to condition 4 (Refuse Storage screening) of the Secretary of State's Appeal Decision ref: APP/R5510/W/17/3173139 dated 25/07/2017 (LBH ref: 28388/APP/2016/3332 dated 03/09/2016): First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage

Decision: 24-01-2018 Approved

28388/APP/2017/4376 178-182 High Street Ruislip

Details pursuant to condition 5 (Sound Insulation) of the Secretary of State's Appeal Decision ref: APP/R5510/W/17/3173139 dated 25/07/2017 (LBH ref: 28388/APP/2016/3332 dated 03/09/2016): First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage.

Decision:

28388/APP/2017/4377 178-182 High Street Ruislip

Details pursuant to condition 6 (Cycle Storage) of the Secretary of State's Appeal Decision Ref: APP/R5510/W/17/3173139 dated 25/07/2017 (LBH ref: 28388/APP/2016/3332 dated 03/09/2016): First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage

Decision: 24-01-2018 Approved

28388/APP/2017/4378 178-182 High Street Ruislip

Details pursuant to condition 7 (Wall/Fence Enclosures) of the Secretary of State's Appeal Decision ref: APP/R5510/W/17/3173139 dated 25/07/2017 (LBH ref: 28388/APP/2016/3332 dated 03/09/2016): First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage.

Decision: 24-01-2018 Approved

28388/APP/2017/849 178 - 182 High Street Ruislip

Single storey and first floor rear extension for use as an entrance lobby

Decision: 04-05-2017 Approved

28388/APP/2018/334 178-182 High Street Ruislip

Details pursuant to condition 3 (Materials) of planning permission Ref: 28388/APP/2017/4279 dated 19/01/2018 (Enclosed entrance area to rear)

Decision: 19-03-2018 Approved

28388/C/86/0322 180-182 High Street Ruislip

Alterations to elevation (P)

Decision: 12-03-1986 Approved

28388/D/86/3021 180-182 High Street Ruislip

Advertisement (P)

Decision: 18-04-1986 Approved

28388/E/86/3029 180-182 High Street Ruislip

Advertisement (P)

Decision: 21-04-1986 Approved

28388/F/86/3028 180-182 High Street Ruislip
Advertisement (P)

Decision: 18-04-1986 Approved

28388/J/99/3117 178-182 High Street Ruislip
Installation of two externally illuminated fascia signs

Decision: 13-10-1999 Approved

Comment on Relevant Planning History

There have been a number of planning applications relating to this site including a first and second floor extension and change of use of the upper floors from A1 to residential.

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.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

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.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

OE1 Protection of the character and amenities of surrounding properties and the local area

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

S6 Change of use of shops - safeguarding the amenities of shopping areas

S11 Service uses in Primary Shopping Areas

NPPF National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

3 neighbours and the Ruislip Residents Association were consulted for a period of 21 days expiring on the 22 May 2018. There was no response to the consultation.

Ruislip Village Conservation Panel - No response.

Internal Consultees

Conservation and Urban Design - No response.

Access Officer - No response.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy S6 states that changes of use applications will be granted where i) a frontage of design appropriate to the surrounding area is maintained or provided; ii) the use would be compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties; and iii) would have no harmful effect on road safety or worsen traffic congestion.

Policy S11 states that in Primary Shopping Areas applications will be granted where i) the remaining retail facilities are adequate to accord with the character and function of the shopping centre and ii) the proposed use will not result in a separation of Class A1 uses or a concentration on non retail uses which might harm the viability or vitality of the centre. Use as a Class A2 (banks and building societies only) and Class A3 (food and drink) use is regarded as acceptable at ground floor level within shopping frontages of secondary shopping areas.

Ruislip High Street has a total frontage of 1,372 m within its boundary made up of 460.9m (67 units) in primary and 722.5m (95 units) in secondary shopping areas. A shopping survey was carried out by the Council in October 2016 which demonstrated that the share of A1 frontages within the Primary Shopping Area was 67%.

The proposed use is considered to fall within Class A2 and would occupy approximately 40% of the floor area of the existing unit, situated at the rear of the building with access from Kingsend. As this application site is located at the rear of the building it would not impact on the shopping frontage and as the use would remain predominantly A1, it is considered that the proposed development would not harm the retail function of the Ruislip Village Town Centre Secondary Shopping Area.

7.02 Density of the proposed development

Not relevant to this proposal.

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

As detailed with section 7.07.

7.04 Airport safeguarding

Not relevant to this proposal.

7.05 Impact on the green belt

Not relevant to this proposal.

7.07 Impact on the character & appearance of the area

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. As such, there will be a presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of a conservation area. This policy reflects the relevant legal duties.

Policies BE4 and BE13 ensures development harmonises with the existing street scene or other features of the area which are considered desirable to retain or enhance. Furthermore BE19 ensures new development complements or improves the amenity and character of the area.

The proposal would relocate an existing doorway from the rear to the side elevation and alter the heights of the existing window. These are relatively minor alterations to the building and are not considered to significantly impact on architectural character of the original property or the wider Conservation Area. As such the proposal complies with Part 1 Policy BE1 and Part 2 Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan (November 2012) and guidance in HDAS: Residential Layouts.

7.08 Impact on neighbours

Given the scale of the proposal, it would not cause an adverse impact on the neighbours' amenity. The nearest residential unit is set above from the application site and as such, there would be no loss of outlook, no loss of privacy or light, nor any overshadowing or visual intrusion.

As such, the application proposal would not represent an unneighbourly form of development and in this respect would be in compliance with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not relevant to this proposal.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a provision of 1.5 spaces per dwelling.

Given the site's location in a town centre, it is considered the change of use would not affect the current parking provision. The use would not generate additional parking demand over and above the previous use.

7.11 Urban design, access and security

Not relevant to this proposal.

7.12 Disabled access

There has been no response from the Access Officer to raise any specific concerns.

7.13 Provision of affordable & special needs housing

Not relevant to this proposal.

7.14 Trees, Landscaping and Ecology

Not relevant to this proposal.

7.15 Sustainable waste management

Not relevant to this proposal.

7.16 Renewable energy / Sustainability

Not relevant to this proposal.

7.17 Flooding or Drainage Issues

Not relevant to this proposal.

7.18 Noise or Air Quality Issues

Not relevant to this proposal.

7.19 Comments on Public Consultations

None.

7.20 Planning Obligations

Not relevant to this proposal.

7.21 Expediency of enforcement action

Not relevant to this proposal.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

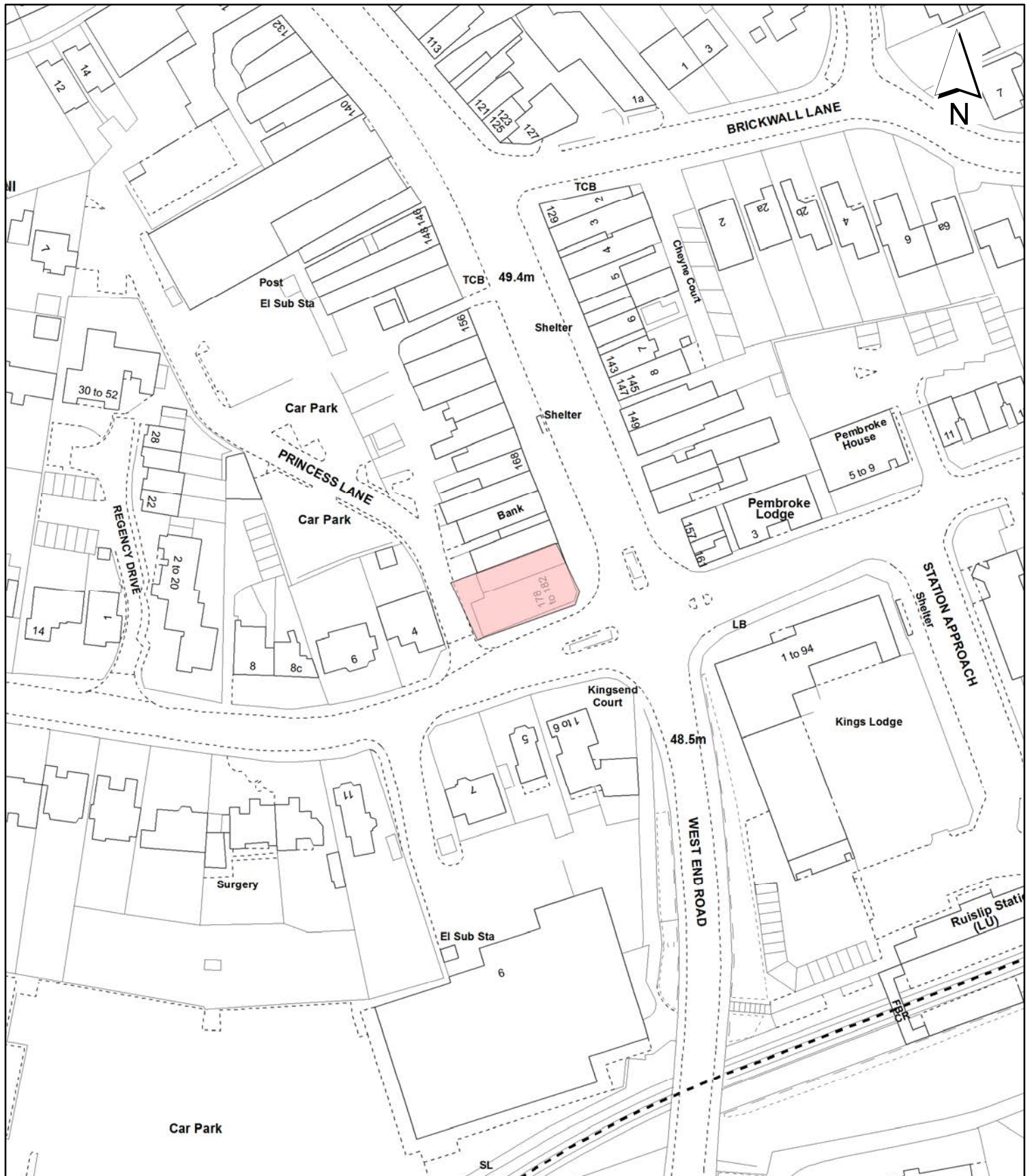
There is no objection in principle to the scheme as the scheme involves no complete loss of an A1 Use. The proposed alterations are minor and would not detract from the character of the existing building or the wider area.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).
Hillingdon Local Plan Part 2.
The London Plan (2016).
Supplementary Planning Document 'Accessible Hillingdon'.
National Planning Policy Framework.

Contact Officer: Liz Arnold

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**178-182 High Street
 Ruislip**

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

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

Planning Application Ref:

28388/APP/2018/1303

Scale:

1:1,250

Planning Committee:

North Page 129

Date:

July 2018



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Plans for North Applications Planning Committee

Wednesday 1 August 2018



HILLINGDON
LONDON



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Report of the Head of Planning, Transportation and Regeneration

Address 53 & 53A HAWTHORNE AVENUE EASTCOTE

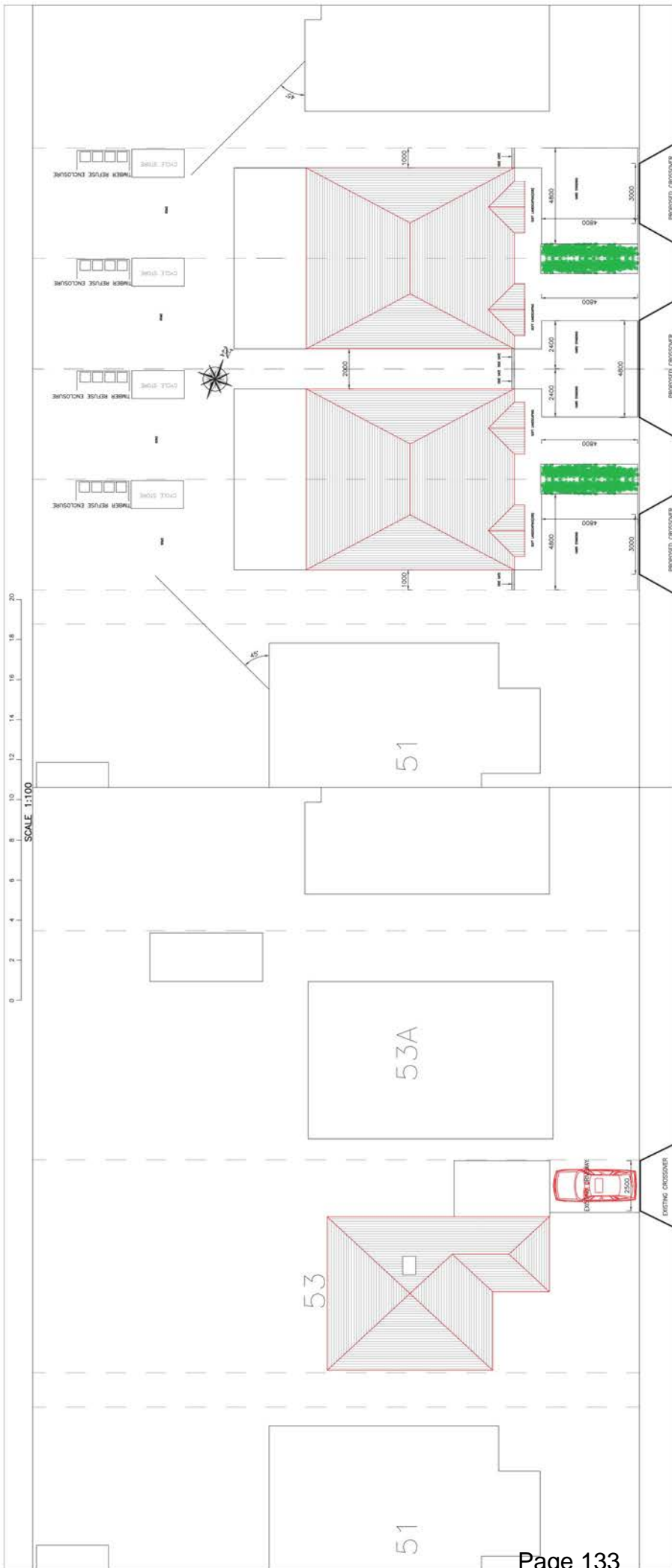
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LBH Ref Nos: 15248/APP/2018/982

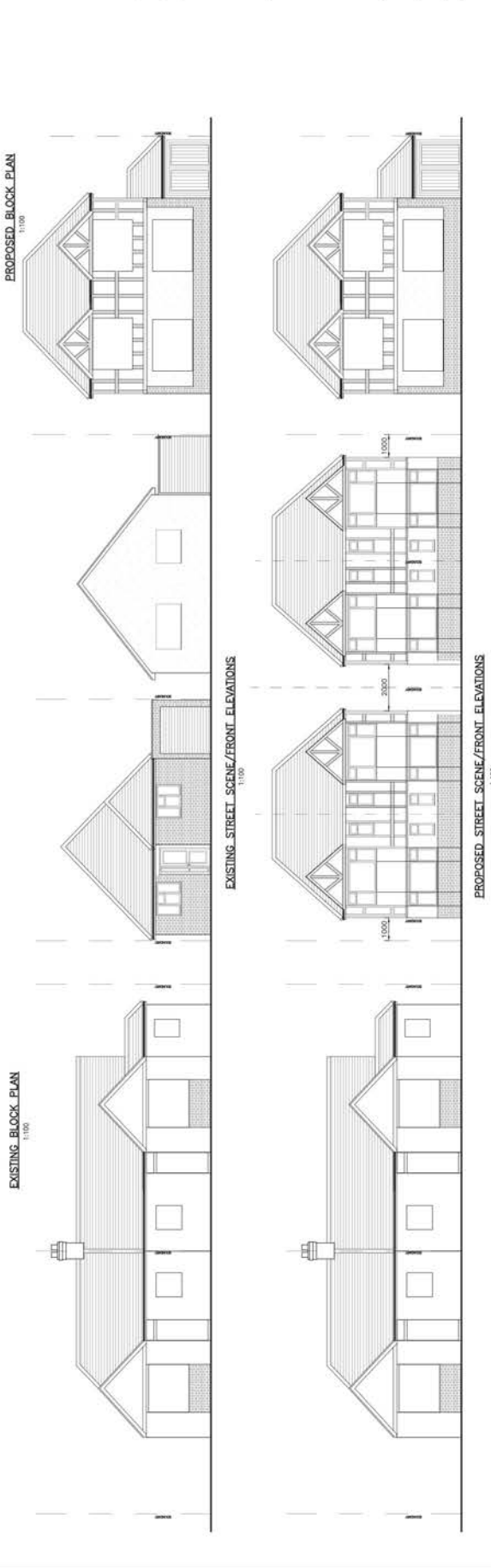
Date Plans Received: 15/03/2018

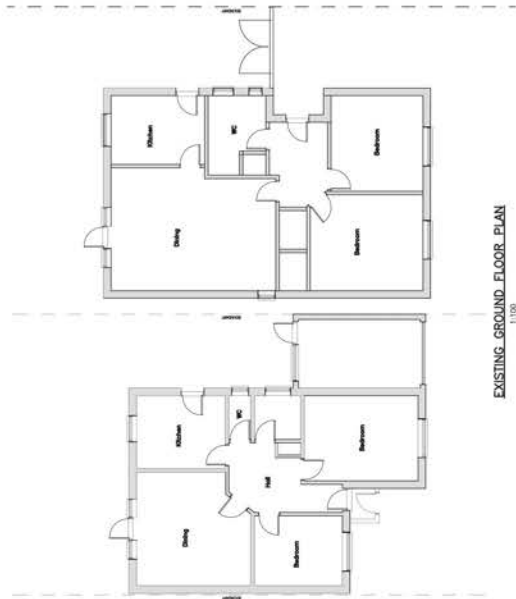
Date(s) of Amendment(s): 15/03/2018

Date Application Valid: 23/03/2018

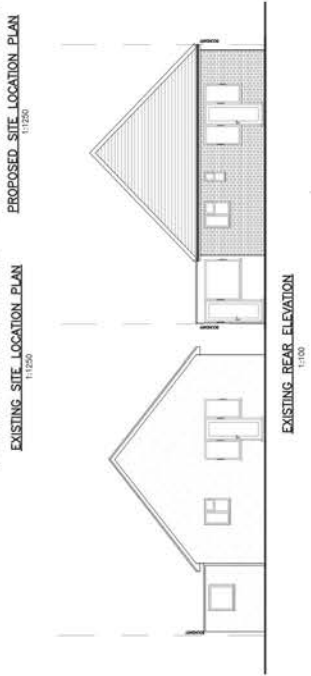


Rev	Description	Date
RESIDENTIAL BUILDING SOLUTIONS LTD 21 CLIFTON AVENUE, STANWOOD, WINDLESS, WATFORD, Herts.		
T: 07807 244683 E: info@rbsltd.com W: www.rbsltd.com		
The above information is for information only and does not constitute an offer of any financial product.		
Project PROPOSED DEMOLITION OF EXISTING BUNGALOWS AND ERECTION OF 4 NEW SEMI DETACHED HOUSES		
Drawn RBS LTD		
Checkd RBS LTD		
Drawn RBS LTD		
Scale A1:1:1100		
Date MARCH 2018		
Drawing EXISTING/PROPOSED PLANS/ELEV		
Rev P		
Rev No. 53HA/P202		
Rev B		

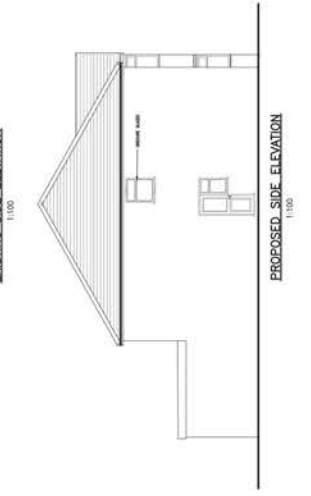




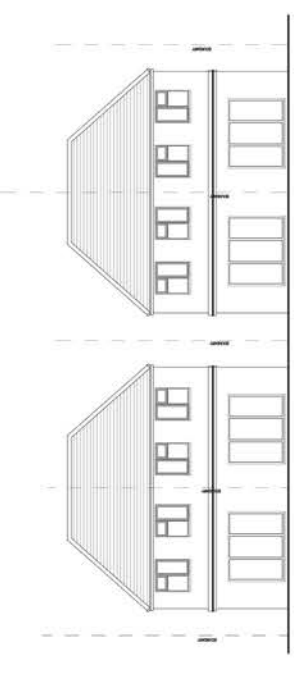
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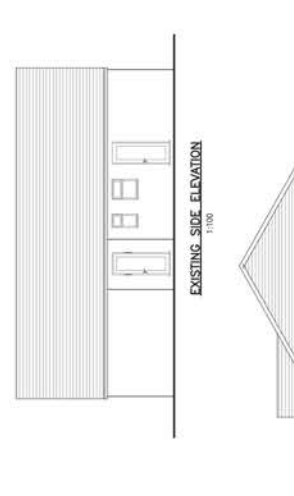
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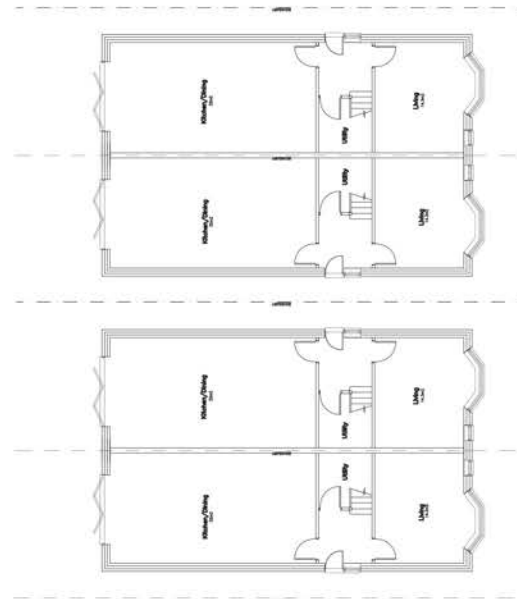
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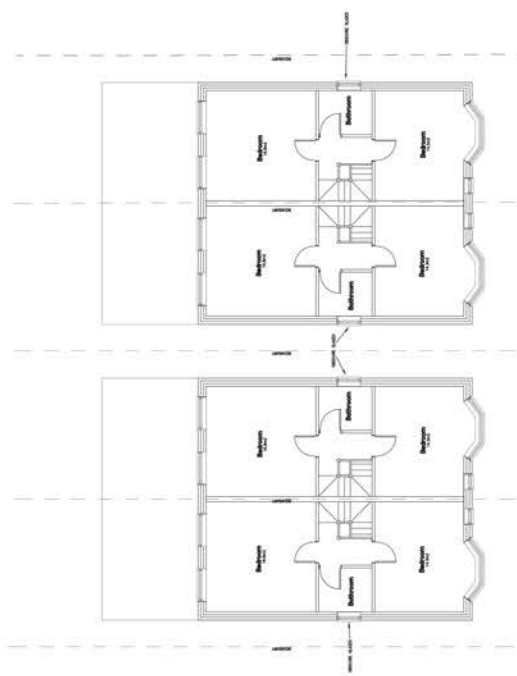
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PROPOSED_SIDE_ELEVATION
1:100



PROPOSED_GROUND_FLOOR_PLAN
1:100



PROPOSED_FIRST_FLOOR_PLAN
1:100

Rev	Description	Date
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Project PROPOSED DEMOLITION OF EXISTING BUNGALOWS AND ERECTION OF 4 NEW SEMI DETACHED HOUSES 53 HAWTHORNE AVENUE RUISLIP, HA4 6SP		
Drawing PROPOSED PLANS/ELEVATIONS		
Drawn	RBS LTD	Checked
Scale	A3/1:50	Date
Stage	P	Rev
Proj. No.	53HA/P201	Rev
		A



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Site Address:

**53 & 53A Hawthorne Avenue
 Eastcote**

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

Planning Application Ref:
15248/APP/2018/982

Scale:
1:1,250

Planning Committee:
North Page 135

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address 27 DUCKS HILL ROAD NORTHWOOD

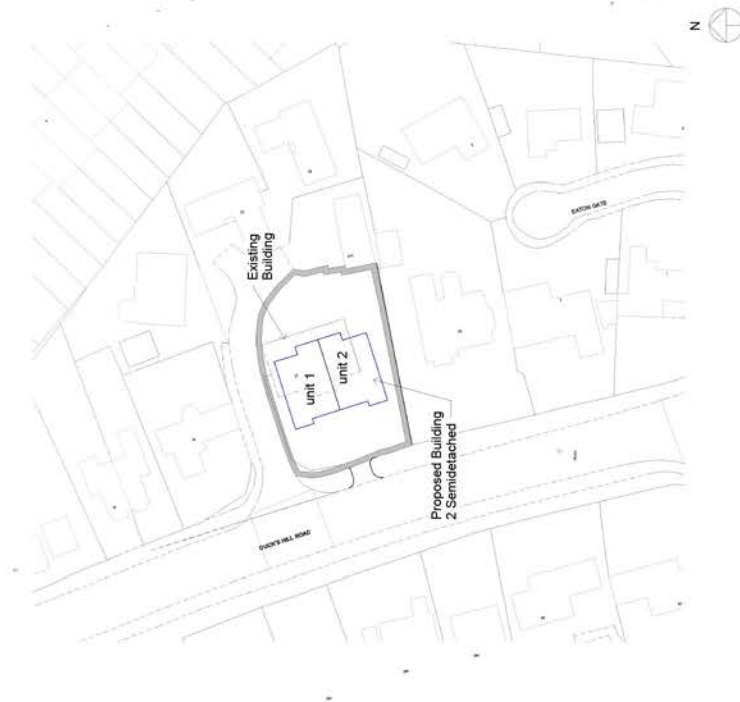
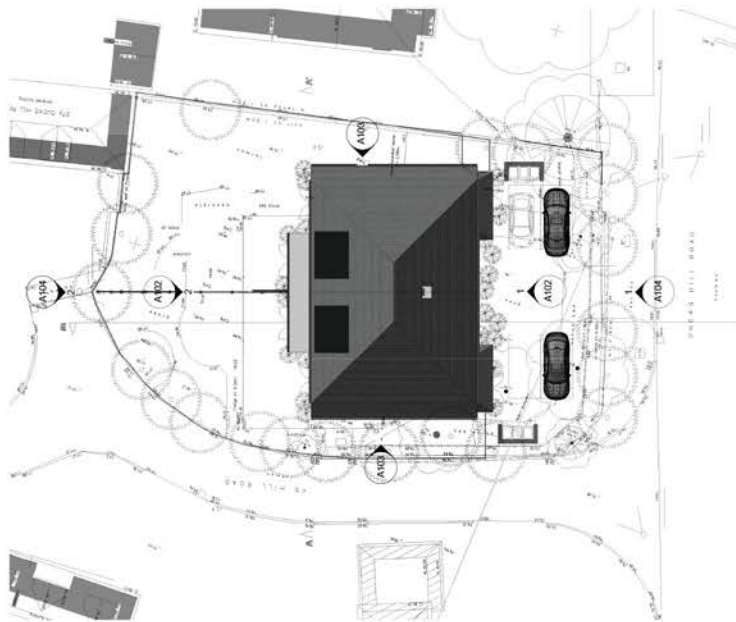
Development: 2 x two storey, semi-detached dwellinghouses with habitable roofspace to include associated parking and amenity space and vehicular crossover, involving demolition of existing dwellinghouse.

LBH Ref Nos: 40711/APP/2017/4470

Date Plans Received: 11/12/2017

Date(s) of Amendment(s): 11/12/2017

Date Application Valid: 22/12/2017



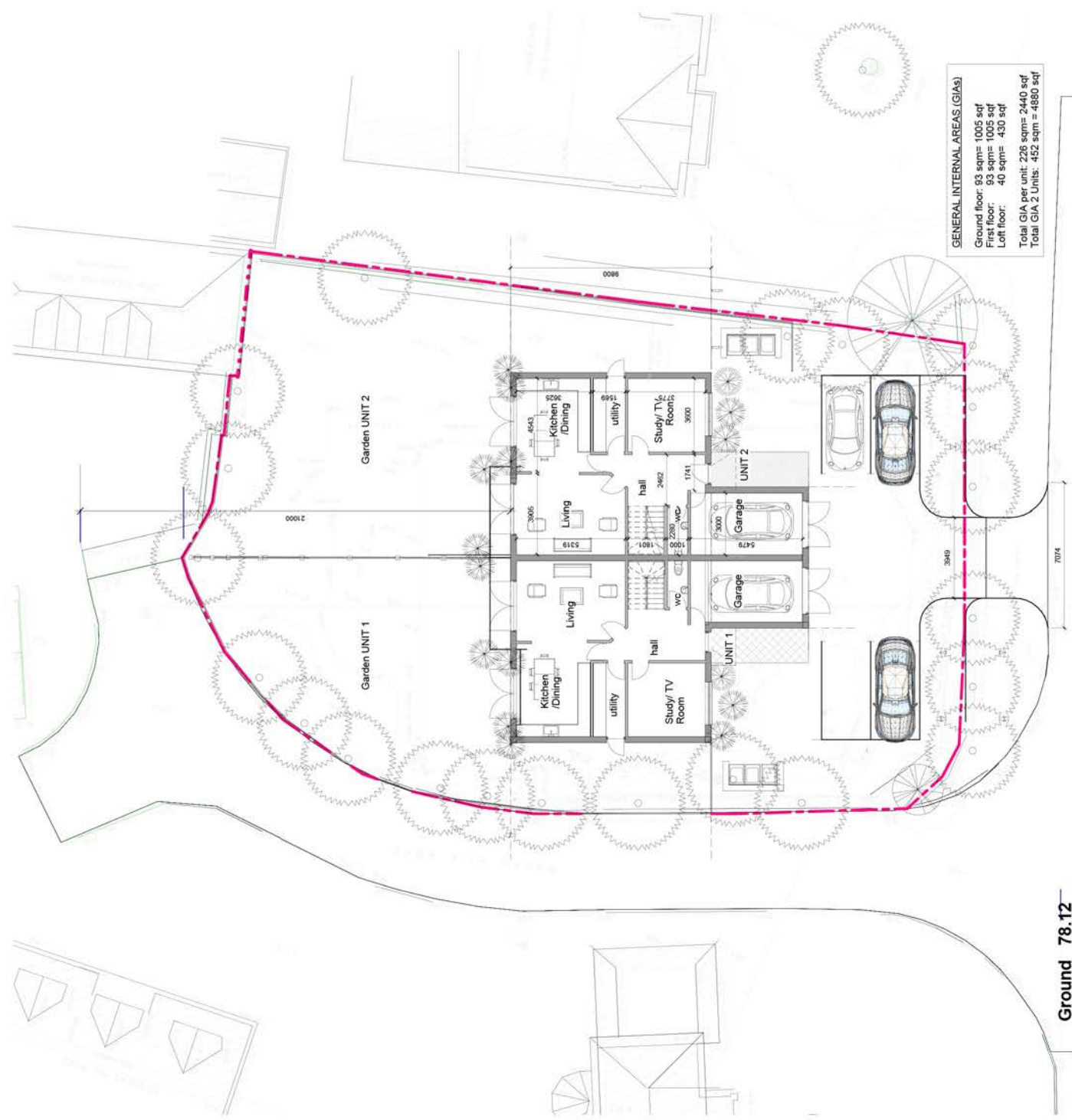
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Project
**27 DUCKS HILL RD.
NORTHWOOD, MIDDX.**

Drawing
**Location, Site & Block Plans,
Scheme 1, 2 Semidetached**

SEABROOK ARCHITECTS	
CHARTERED ARCHITECTS	
1, Park Street, 27 Mary's Way, Chelsea, London SW3 4DF, UK Tel: 020 7491 7761 Email: info@seabrookarchitects.co.uk	
Drawn By: sl	Date: 11/12/2017 12:08:02
Checked By: js	Date: 11/12/2017 12:08:02
Approved By: Approver	Date: 11/12/2017 12:08:02
Drawing No:	
Rev. 54977 A105	

Rev.	Amendments/Notes	Date	Issued by
A	Building location shifted Location plan added	7-7-17 BT	
B	Location plan removed	19-7-17 BT	
C	Downers replaced with conifers, trees added	6-10-17 BT	
D	New Scheme 2 Semidetached	23-11-17	
E	Dimensions to car park and cross over	22-12-17	
F	Reduced roof & 1st Floor	21-03-18	
G	Reduced scheme	28-06-18	



GENERAL INTERNAL AREAS (GIAs)

Ground floor:	63 sqm = 1005 sqf
First floor:	93 sqm = 1005 sqf
Loft floor:	40 sqm = 430 sqf
Total GIA per unit:	228 sqm = 2440 sqf
Total GIA 2 Units:	452 sqm = 4880 sqf

Ground 78.12
1 : 100

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Project
27 DUCKS HILL RD.
NORTHWOOD, MIDDX.

Drawing
Site & Ground Floor Plan,
Scheme 1, 2 Semidetached

SEABROOK ARCHITECTS	
CHARTERED ARCHITECTS	
Lark House, 27 Mary's Way, Chelsea, London SW3 1DF, UK Tel: 020 7491 7744 Fax: 020 7491 7744 Email: info@seabrookarchitects.co.uk	
Drawn By: SL	Date: 04/07/2018 13:16:47
Checked By: JS	Date: 04/07/2018 13:16:47
Approved By: Approver	Date: 04/07/2018 13:16:47
Drawing No:	54697_PL A100
Rev:	G



GROUND FLOOR



SCALE BAR

Revision	Description	Date

LEGEND

- P = Plinth Height
 - R = Ridge Level
 - E = Eave Level
 - H = Head Height
 - SF = Soffit Level
 - C = Ceiling Height
 - SP = Spring Point
 - AC = Floor Ceiling Height
 - ST = Soffit Height
 - CLB = Cupboard
 - RL = Ridge Level
 - E = Eave Level
 - SF = Soffit Level
 - C = Ceiling Height
 - SP = Spring Point
 - AC = Floor Ceiling Height
 - ST = Soffit Height
 - CLB = Cupboard
- +35.20 Detailed spot level
 +32.76 Elevation spot levels

Land and Architectural Surveyors
 Terry James Ltd
 140 High Street
 Northwood, Middlesex
 HA8 3NW
 Tel: 0181 6038
 Fax: 0181 6039
 www.terrain.co.uk

Client
**STERLING DEVELOPMENTS
(LONDON) LTD**

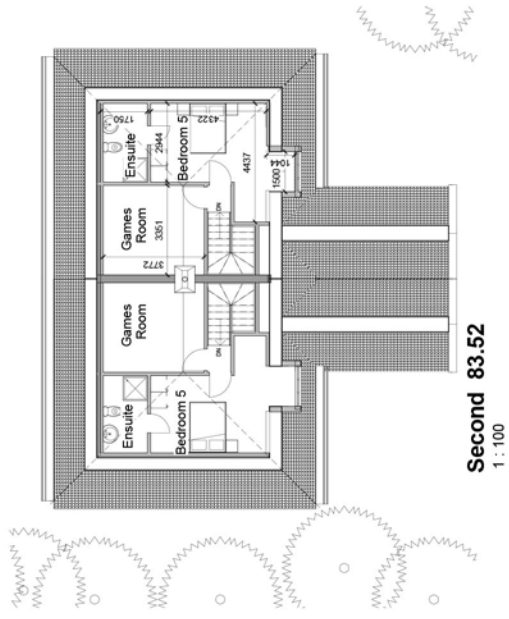
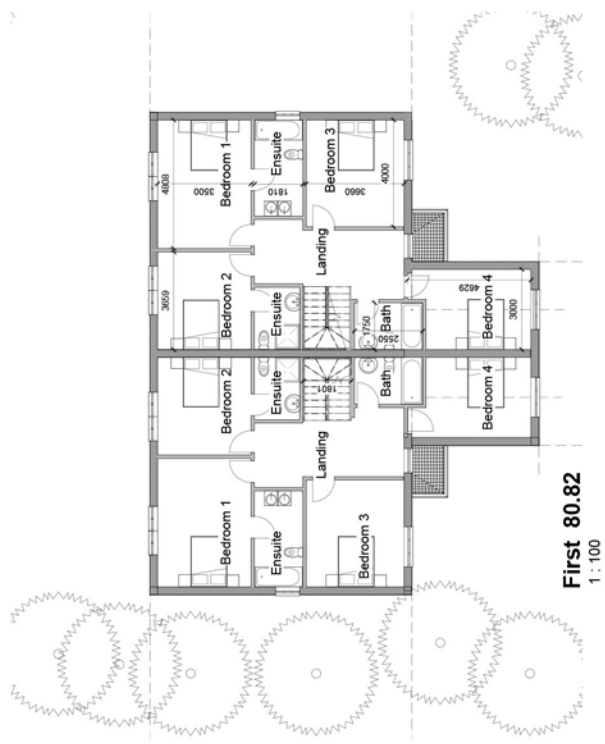
Project
**27 DUCKS HILL ROAD
NORTHWOOD
HA8 3NW**

Title
FLOOR PLANS

Drawn by	Checked by
JS	PG
Scale	Date
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Drawing Number	Revision
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Sheet	of
2	4

All levels referred to in the OS release of survey station 1.

Rev.	Amendments/Notes	Date	Issued by
A	Building location shifted Location plan added	7-7-17 BT	
B	Location plan removed	19-7-17 BT	
C	Dormers replaced with rooflights, trees added	6-10-17 BT	
D	New Scheme 2 Semidetached	23-11-17	
E	Reduced roof & 1Floor	21-03-18	
E	Reduced scheme	28-06-18 sl	



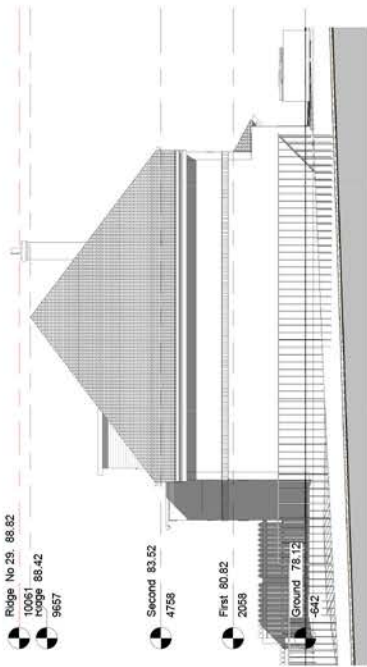
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All works are to be carried out in accordance with current CDM
regulations and other relevant regulations, standards and codes of practice as appropriate.

Project
**27 DUCKS HILL RD.
NORTHWOOD, MIDD.**

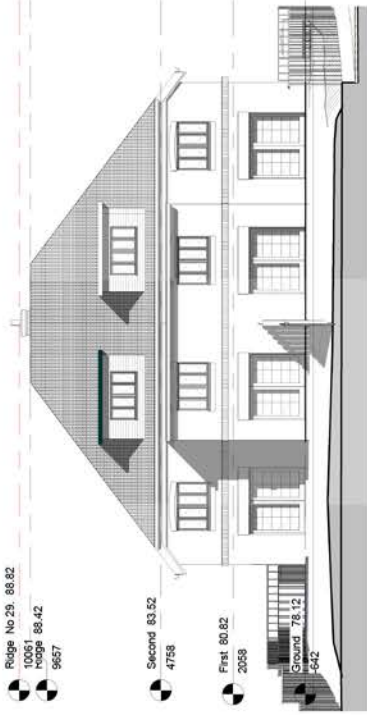
Drawings
**First & Second Plans,
Scheme 1, 2 Semidetached**

SEABROOK
ARCHITECTS
CHARTERED ARCHITECTS
1 Ash Grove, 22 Mary's Way, Chelsea, London SW3 4DF, UK
Tel: 01454 776111
Email: info@seabrookarchitects.co.uk

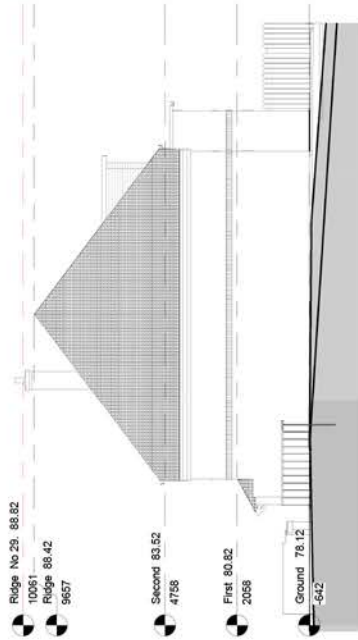
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Approved By	Approver	Date	04/07/2018 13:25:50
Drawing No.	5497 PL A101	Rev.	F



3 North Elevation (Plain)
1 : 100



2 East Elevation (Plain)
1 : 100



4 South Elevation (Plain)
1 : 100



1 West Elevation (Plain)
1 : 100

All dimensions and levels to be finished as indicated unless otherwise stated.
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All works are to be carried out in accordance with current CDM Regulations and other applicable legislation.
Structural and Civils of Design to be approved.

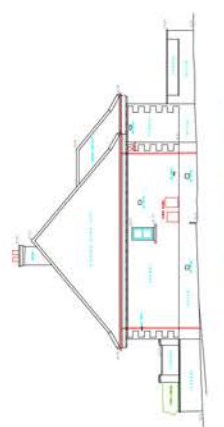
Project
27 DUCKS HILL RD.
NORTHWOOD, MIDD.

Drawing
All Elevations
Scheme I. 2 Semidetached

SEABROOK
ARCHITECTS

CHARTERED ARCHITECTS
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Tel: 02044 77614
Email: info@seabrookarchitects.co.uk

Drawn By	Author	Date	11/12/2017 12:33:15
Checked By	Checker	Date	11/12/2017 12:33:15
Approved By	Approver	Date	11/12/2017 12:33:15
Drawing No.	5497/A104		

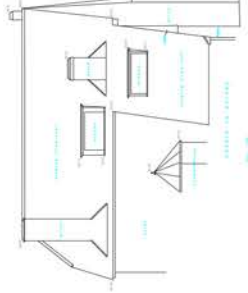


NORTH ELEVATION

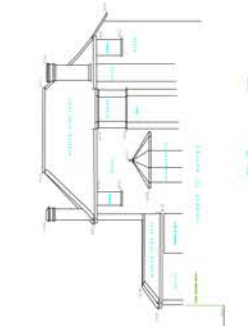
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SOUTH ELEVATION

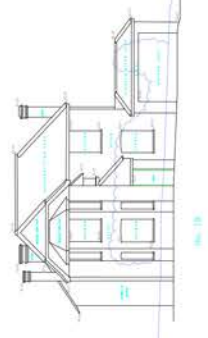


EAST ELEVATION



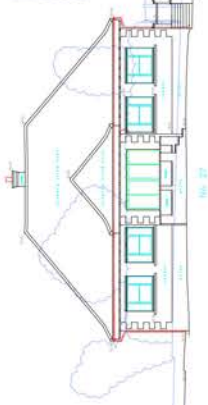
WEST ELEVATION

Scale: 1:50

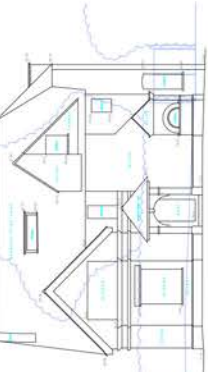


NO. 26 NORTH ELEVATION

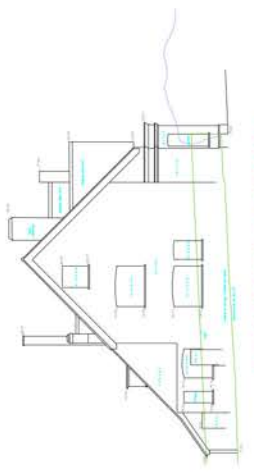
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WEST ELEVATION

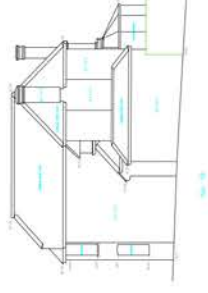


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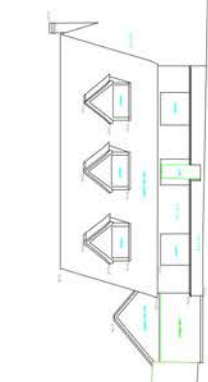


NO. 28 NORTH ELEVATION

Scale: 1:50



WEST ELEVATION



NO. 29 SOUTH ELEVATION

Scale: 1:50

Revision	Description	Date
1	As per approved	

LEGEND

- 1 - 1:50 Scale
- 2 - 1:100 Scale
- 3 - 1:200 Scale
- 4 - 1:500 Scale
- 5 - 1:1000 Scale
- 6 - 1:2000 Scale
- 7 - 1:5000 Scale
- 8 - 1:10000 Scale
- 9 - 1:20000 Scale
- 10 - 1:50000 Scale
- 11 - 1:100000 Scale
- 12 - 1:200000 Scale
- 13 - 1:500000 Scale
- 14 - 1:1000000 Scale
- 15 - 1:2000000 Scale
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- 50 - 1:1000000000000000000 Scale

1 - 1:50 Scale
 2 - 1:100 Scale
 3 - 1:200 Scale
 4 - 1:500 Scale
 5 - 1:1000 Scale
 6 - 1:2000 Scale
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 50 - 1:1000000000000000000 Scale

STERLING DEVELOPMENTS (LONDON) LTD

27 DUCKS HILL ROAD
HAYES, MIDDLESEX
MIDDLESEX

Project: 111000000
Drawing Number: TS17-13767
Sheet: 1 of 1

Scale: 1:50

Author: [Name]
Checked By: [Name]
Date: APRIL 2017

Project: 111000000
Drawing Number: TS17-13767
Sheet: 1 of 1

Scale: 1:50

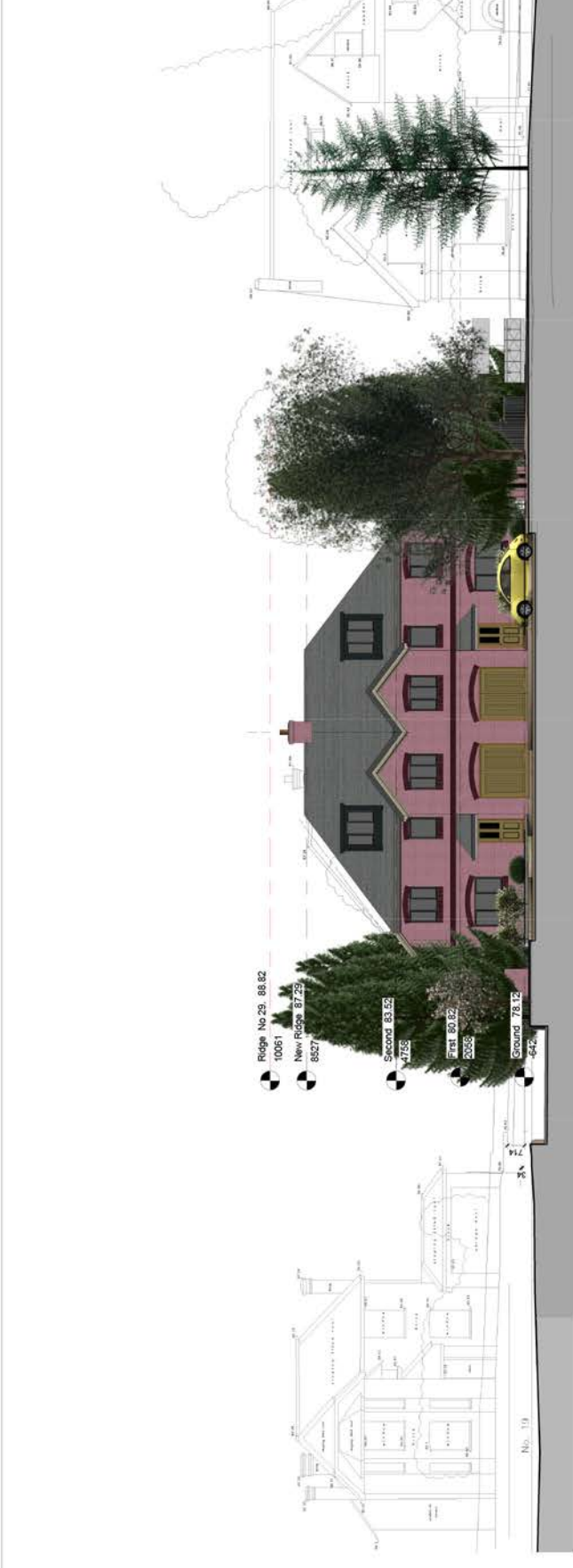
Author: [Name]
Checked By: [Name]
Date: APRIL 2017

Project: 111000000
Drawing Number: TS17-13767
Sheet: 1 of 1

Scale: 1:50

Author: [Name]
Checked By: [Name]
Date: APRIL 2017

Rev.	Date	Issued by
A	7-7-17	BT
B	7-7-17	BT
C	6-10-17	BT
D	23-11-17	
E	21-03-18	
F	28-06-18	



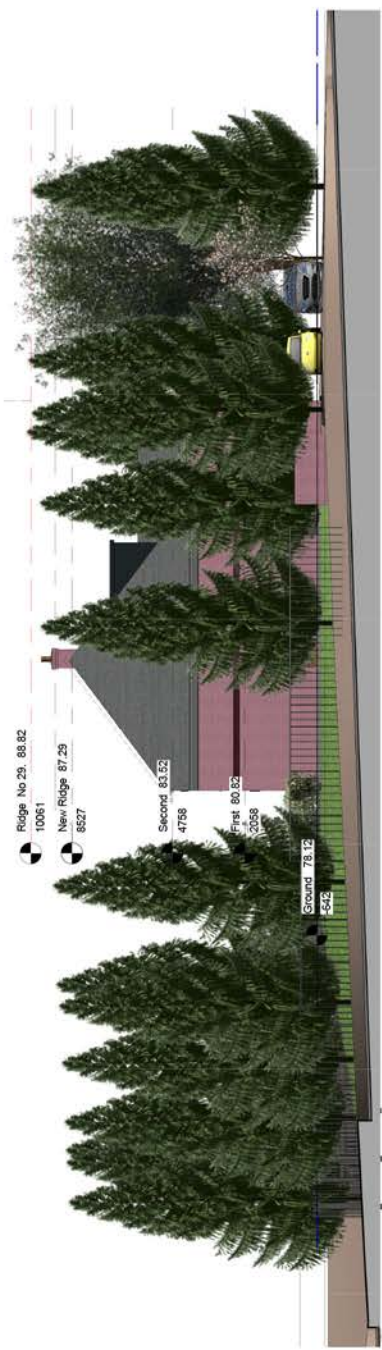
1 West Elevation. Street Scene
1 : 100

Rev.	Date	Issued by
A	7-7-17	BT
B	7-7-17	BT
C	6-10-17	BT
D	23-11-17	
E	21-03-18	
F	28-06-18	



2 East Elevation. Street Scene
1 : 100

Rev.	Issued by	Date	Issued by
A	General design changes	7-7-17 BT	
B	Trees removed from view	19-7-17 BT	
C	Dormers replaced with rooflights, trees added	6-10-17 BT	
D	New Scheme 2 Semidetached	23-11-17 BT	
E	Reduced roof & 1/floor	21-03-18 sl	
F	Hipped Roof rear elev.	23-03-18 sl	
G	Reduced scheme	28-06-18 sl	



North Elevation
1 : 100



South Elevation
1 : 100



All dimensions and levels to be finished as per the construction pack in the Appendix. NOT TO BE scaled down to fit on sheet.

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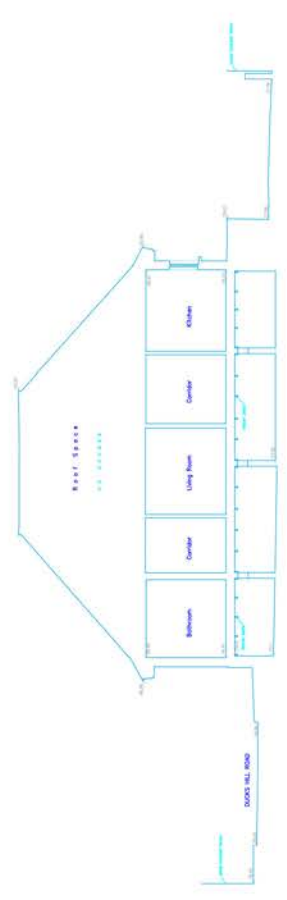
Project: **27 DUCKS HILL RD. NORTHWOOD, MIDDX.**

Drawing: **North & South Elevations Street Scene. Scheme I. 2 Semidetached**

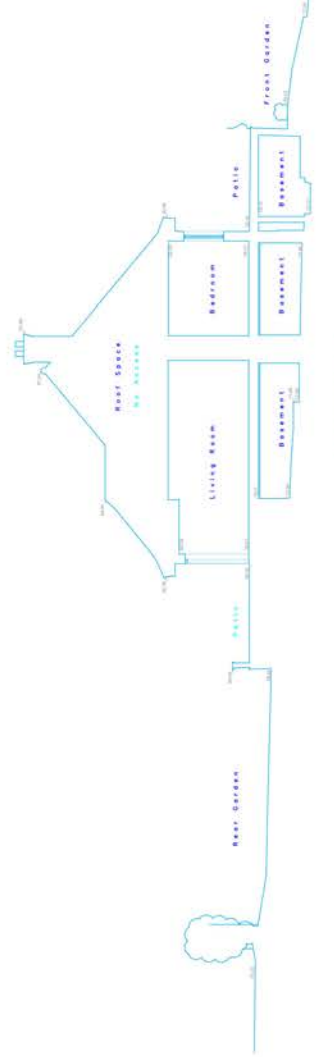
SEABROOK ARCHITECTS
 CHARTERED ARCHITECTS
 Ltd House, 27 Mary's Way, Chelsea, London SW3 4DF, UK
 Tel: 02044 77614 Email: info@seabrookarchitects.co.uk

Drawn By: BT Date: 04/07/2018 12:40:25
 Checked By: BT Date: 04/07/2018 12:40:25
 Approved By: Approver Date: 04/07/2018 12:40:25

Drawing No: 5497 PL A103 Rev: F



SECTION A-A



SECTION B-B



Revision	Description	Date
LEGEND		

- P = Plinth Height
- RL = Ridge Level
- E = Eave Level
- h = Head Height
- BFL = Board Level
- c = Ceiling Height
- SL = Soffit Level
- CS = Ceiling Soffit
- SP = Spring Point Height
- FTL = Finished Floor Level
- ACL = Floor Ceiling Height
- FWL = Floor Wall Level
- ST = Soffit Height
- CLB = Cupboard
- ±35.20 Detailed spot level
- 52.76 Elevation spot levels



terrain
Land and Architectural Surveyors

Unit 5, 6 & 7
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Woking, Surrey
GU24 0JF
Tel: 01483 40200
Fax: 01483 40201
www.terrain.co.uk

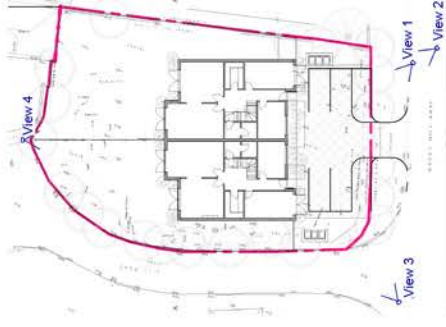
Client		Project	
STERLING DEVELOPMENTS (LONDON) LTD		27 DUCKS HILL ROAD NORTHWOOD HAS ENW	
SECTIONS			
Drawn by	Checked by	Date	Revision
GK	PG	APRIL 2017	
Scale	1:100@A1	Drawing Number	TS17-137G\6
Sheet	1 of 1	All levels related to the OS release of survey station 1.	



4 Scheme I. West Front View 1



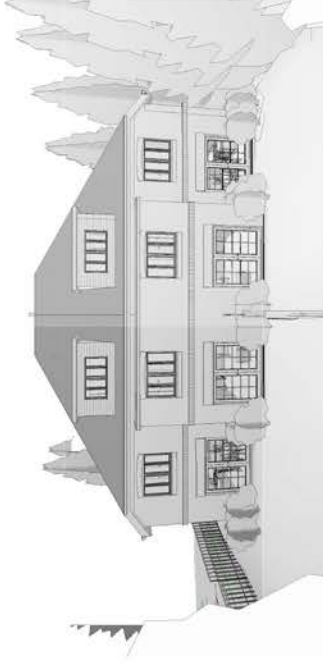
1 Scheme I. Aerial View 2



5 Ground. Camera Views position
1 : 300



2 Scheme I. North West View 3



3 Scheme I. East View 4

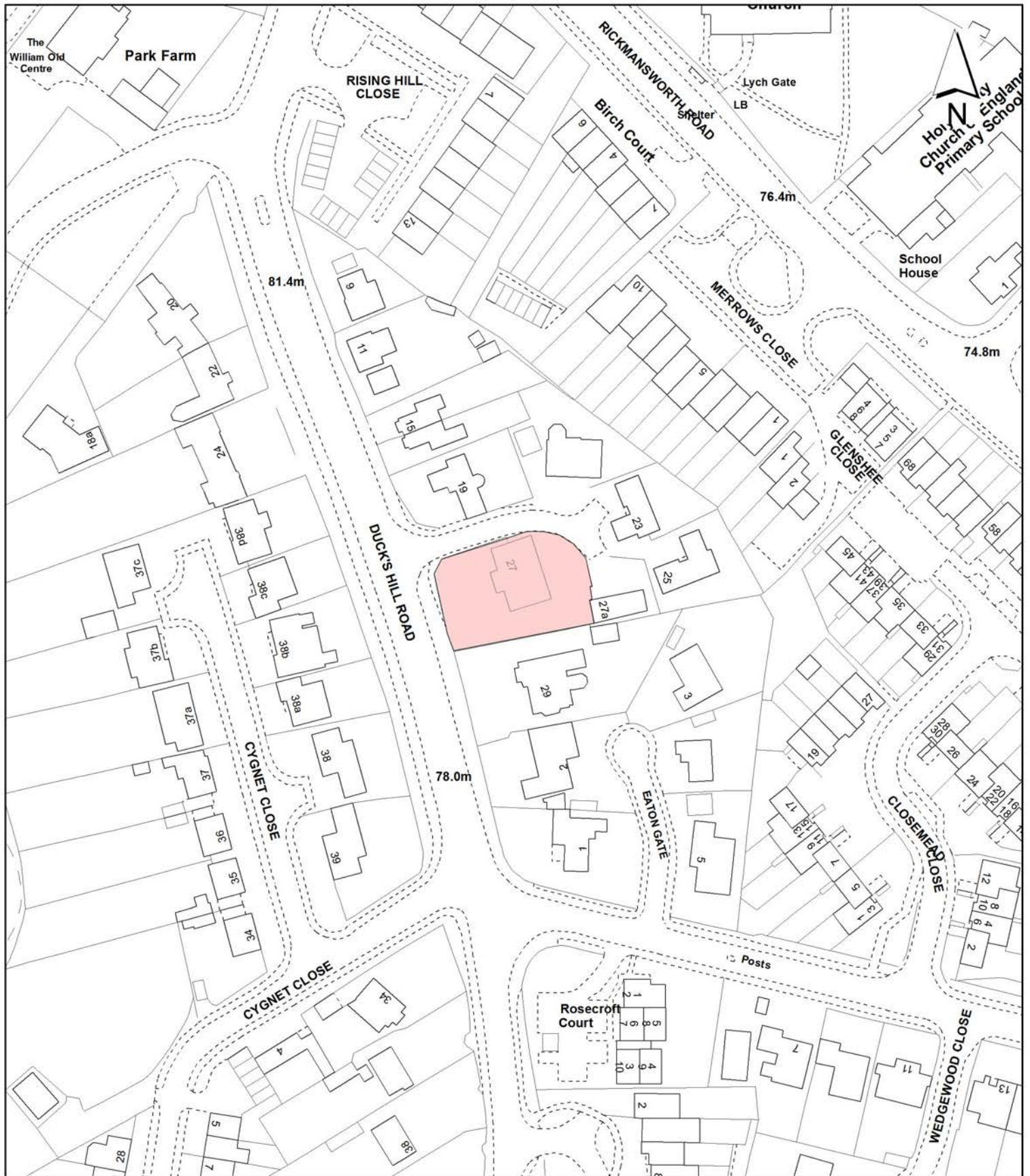
All dimensions and levels to be finished as indicated on the construction plan. Dimensions MUST NOT be scaled from this drawing.
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SEABROOK ARCHITECTS

Project:
**27 DUCKS HILL RD.
NORTHWOOD, MIDDX.**

Drawings:
**3D Views Scheme I. 2
Semidetached**

SEABROOK ARCHITECTS
CHARTERED ARCHITECTS
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Email: info@seabrookarchitects.co.uk

Drawn By	BT	Date	11/12/2017 12:17:03
Checked By	Checker	Date	11/12/2017 12:17:03
Approved By	Approver	Date	11/12/2017 12:17:03
Drawing No.	54937/ A106		



Notes:

 Site boundary

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Site Address:

**27 Ducks Hill Road
 Northwood**

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

Planning Application Ref:
40711/APP/2017/4470

Scale:
1:1,250

Planning Committee:
North Page 148

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address LAND REAR OF 40 DUCKS HILL ROAD NORTHWOOD

Development: Two storey, 4-bed, detached dwelling with habitable roof space and detached double garage with associated parking and amenity space and installation of vehicular crossover from Cygnet Close.

LBH Ref Nos: 73183/APP/2017/3355

Date Plans Received: 14/09/2017
Date Application Valid: 14/09/2017

Date(s) of Amendment(s): 14/09/2017

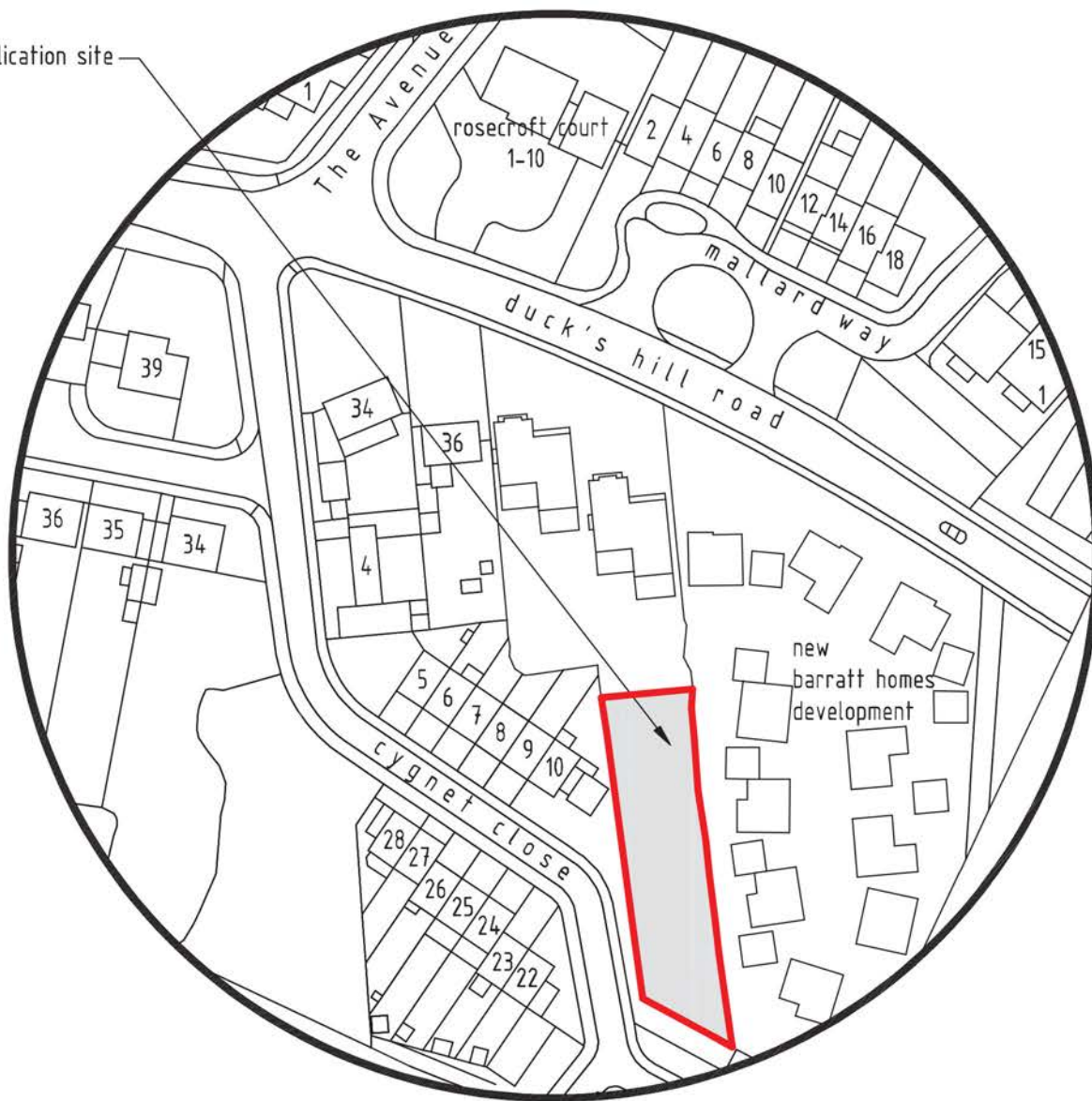


LAND TO REAR OF 40 DUCKS HILL ROAD,
NORTHWOOD, MIDDLESEX, HA6 2SB

11/09/2017

DRAWING NO 1274/P/5

Application site



LOCATION PLAN SCALE 1:1250 A4

SCALE BAR (m) 1:1250



- NOTES**
- All conditions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.
 - All work is to comply with current Building Regulations and all legislation.
 - All contractors and sub-contractors must ensure that they have the latest issue of the drawing and details before the commencement of work on site.
 - All materials are to be used and installed in strict compliance with the current manufacturers' instructions and recommendations.
 - All work on site, managed and supervised as a result of the design indicated in this drawing, is to be done in accordance with the Health and Safety (COP) Regulations in regard to design and construction in the work with the full understanding of it is considered for compliance with the Building Regulations cannot be advised.
 - All dimensions shown in millimetres.
 - Boundary of buildings shown after allowed ground level.



TREE STAKING DETAIL

TREE STAKING SPECIFICATION

For selected standard trees of a height 3.0-3.5m. Support using stakes extending to 10-12cm above ground and 0.6-0.75m below ground level (depending on ground conditions).

Supported by single non reinforced tie 15mm from top of stake.

Remove stake on onset of or during the second growing season after planting.

LANDSCAPE SPECIFICATION

Landscaping generally to be carried out in accordance with BS 4428. All new trees to be supplied as selected standards unless otherwise noted.

Overall height 3.0-3.5m and 18-21m, straight stem to BS 3936 Part 1 1992. Trees supplied with bare roots with polythene wrapping or as noted otherwise, and planted in a min of 3.0 litres peat. Planting beds to be excavated and lined with screened topsoil enriched with peat free compost/fertiliser or similar manure 50mm deep, top dressed with 75mm deep forest bark mulch.

Site to be cleared of all builders rubble and reworked levelled and filled before planting commences. Front gardens to be turfed and rear gardens seeded.

All turfing to BS 3936 1990.

Pernicious weeds are to be treated with translocated herbicide during growing season (spot treated).

Tree and shrub planting to BS 3936 Part 1 1992.

Sub-soil areas below planting to be de-compacted before planting commences.

Tree protection to be carried out in accordance with BS 5837 2012.

DRIVEWAY SPECIFICATION

Driveway to be finished with permeable concrete pavers, finished with a permeable 6mm joint filled with clean crushed stone.

Below the above you need a laying course of a 50mm depth of 6mm clean crushed stone, followed with a sub-base of a 200mm depth of 20mm clean crushed stone with well defined edges (depth depending on soil conditions).

Pavers to be finished with compatible edgings.

Crossover to be finished in permeable black tarmac. Construction specification in accordance with local authorities requirements.

LEGEND

- Proposed two storey building
- Proposed single storey building
- Existing trees & planting to be removed
- Existing trees & planting to remain
- Proposed new trees & shrubs
- Proposed structural ground floor slab level
- Proposed Levels
- Existing Levels
- Surface water soakaway
- refuse and recycling storage point, specific bins stored on paving slabs



LOCATION PLAN - SCALE 1:1250
SCALE BAR (m)
0 25 50 75 100 125

SITE LAYOUT PLAN - SCALE 1:250



SECTION THROUGH SITE - SCALE 1:200

SCALE BAR (m)
0 5 10 15 20 25

REV	DATE	DESCRIPTION	0.085 ha
1	23 / 08 / 2017		
drawing no:		1274 / P / 1 ^A	drawn: FJ
drawing:		PLANNING PROPOSALS SITE LAYOUT PLAN	
project:		LAND TO REAR OF 40 DUCKS HILL ROAD, NORTHWOOD, MIDDLESEX, HA6 2SB	
client:		Ms SHEETAL SHAH	

DDA
DUSEK DESIGN ASSOCIATES LTD
ARCHITECTURE + PLANNING
01895 831 503
info@ddak.co.uk
www.ddak.co.uk

print history: Thursday, 9 November, 2017 15:11:38

- 1. All dimensions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.
- 2. All works to comply with current Building Regulations and local legislation.
- 3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and update it as and when work is to be undertaken. If it is considered that compliance with the Building Regulations cannot be achieved.
- 4. All structures are to be used and installed in strict accordance with the relevant manufacturer's instructions and recommendations.
- 5. All works on site, damaged and reinstated as a result of the works indicated on this drawing, are to be done to the satisfaction of the Health and Safety Executive in respect of design and construction or to the satisfaction of the relevant authority if it is considered that compliance with the Building Regulations cannot be achieved.
- 6. All dimensions shown in this drawing.
- 7. Footprint of building shown in black ground.



TREE STAKING DETAIL

TREE STAKING SPECIFICATION

For selected standard trees with a height 3.0-3.5m. Support using stakes extending to 1.0-1.2m above ground and 0.5-0.75m below ground level (depending on ground conditions).

Supported by single non reinforced tie 15mm from top of stake.

Remove stake on onset of or during the second growing season after planting.

LANDSCAPE SPECIFICATION

Landscaping generally to be carried out in accordance with BS4428. All new trees to be supplied as selected standards unless otherwise noted.

Overall height 3.0-3.5m and 1.8-2.1m, straight stem to BS3936 Part 1 1992. Trees supplied with bare roots with polythene wrapping or as balled otherwise, and planted in a min of 30 litres peat. Planting beds to be excavated and lined with screened topsoil enriched with peat free compost/fertiliser or similar, mature 50mm deep, top dressed with 75mm deep forest bark mulch.

Site to be cleared of all builders rubble and restorated levelled and filled before planting commences. Front gardens to be turfed and rear gardens seeded.

All turfing to BS3936 1992.

Perennial weeds are to be treated with translocated herbicide during growing season (spot treated).

Tree and shrub planting to BS3936 Part 1 1992.

Sub-soil areas below planting to be de-compacted before planting commences.

Tree protection to be carried out in accordance with BS5837 2012.

DRIVEWAY SPECIFICATION

Driveway to be finished with permeable concrete pavers, finished with a permeable 6mm joint filled with clean crushed stone.

Below the above you need a laying course of a 50mm depth of fine clean crushed stone, followed with a sub-base of a 200mm depth of 20mm clean crushed stone with well defined edges (depth depending on soil conditions).

Pavers to be finished with compatible edgings.

Cross-over to be finished in permeable black tarmac. Construction specification in accordance with local authorities requirements.

LEGEND

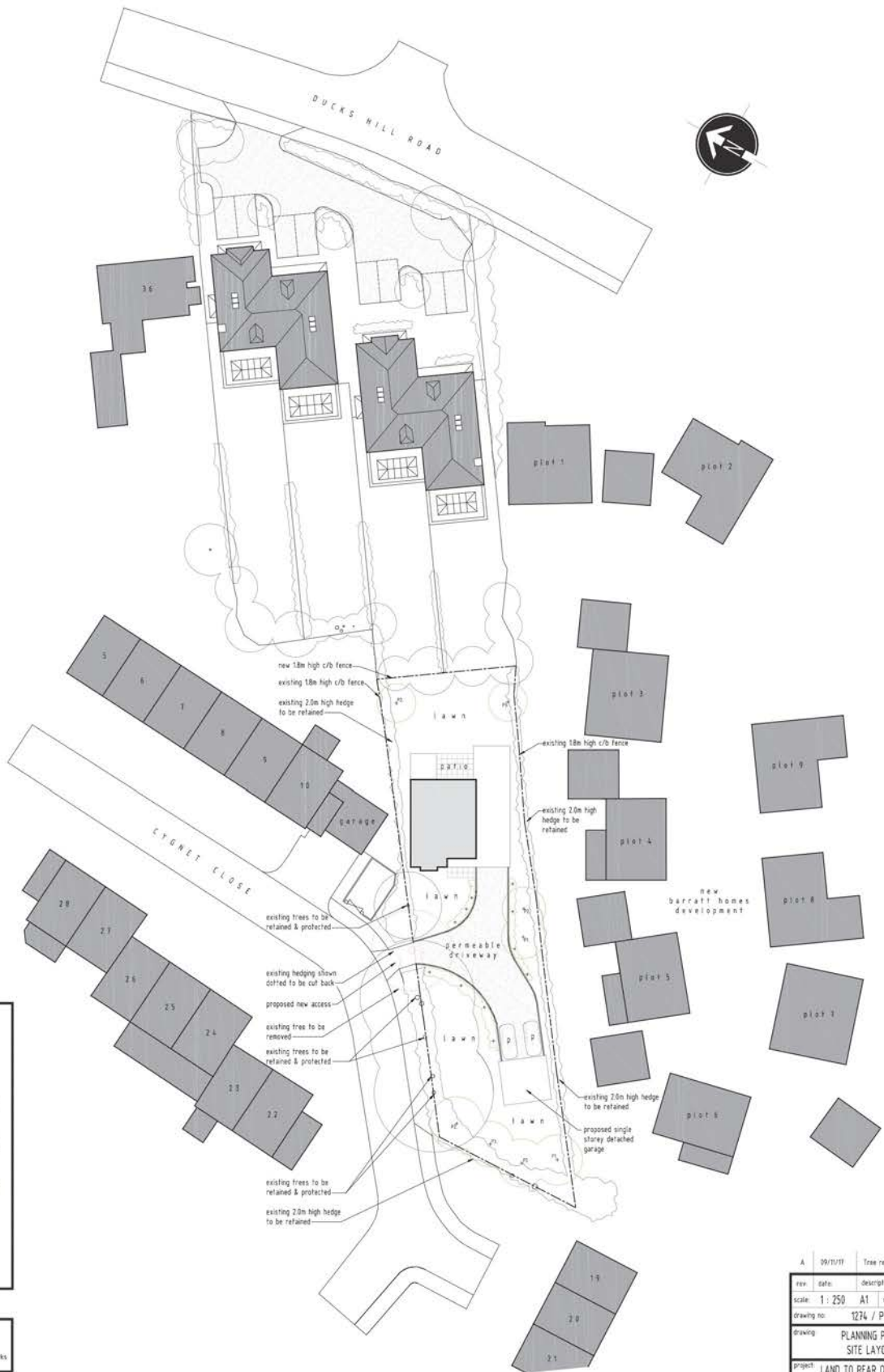
- Extent of proposed building
- Existing trees & planting to be removed
- Existing trees & planting to remain
- Proposed new trees & shrubs
- Grassed areas
- Permeable concrete pavers

SCHEDULE OF IMPLEMENTATION

Please note ALL new planting is to be implemented between the months of November to March in the first planting season following the completion of works

PROPOSED PLANTING LEGEND

- Acacia Phaeolepis - Standard
- Buddleia Perle - Silver Birch
- Fagus Sylvatica 'Thorburnii' - Copper Beech
- Fagus Sylvatica - Common Beech hedging



SITE LAYOUT PLAN - SCALE 1:250

HARD & SOFT LANDSCAPED AREAS TO FRONTAGE

- TOTAL AREA OF FRONTAGE EQUATES TO 515 SQM
- TOTAL AREA OF FRONTAGE TO BE SOFT LANDSCAPING EQUATES TO 344 SQM
- POLICY STATES 25% OF THE FRONTAGE (128.7 SQM) HAS TO BE SOFT LANDSCAPING, & IN THIS CASE WE EXCEED THIS REQUIREMENT

A	09/11/17	Tree removals & access amended
rev	date	description
scale	1:250	A1 date 23 / 08 / 2017
drawing no	1274 / P / 3 ^A	drawn FJ
drawing	PLANNING PROPOSALS SITE LAYOUT PLAN	
project	LAND TO REAR OF 40 DUCKS HILL ROAD, NORTHWOOD, MIDDLESEX, HA6 2SB	
client	Ms SHEETAL SHAH	

DDA

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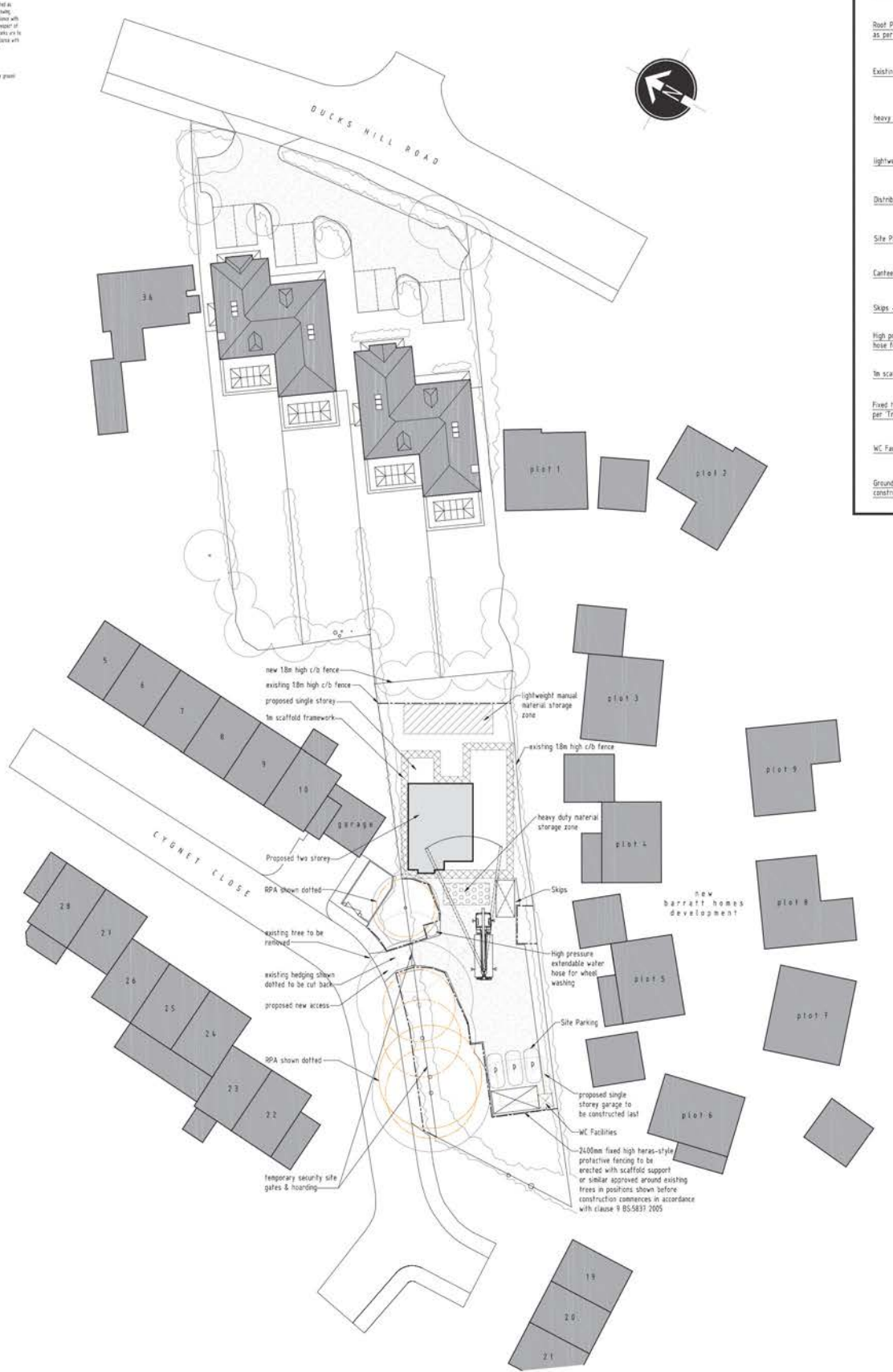
print history: Thursday, 9 November, 2017 11:56:37

NOTES

1. All dimensions are to be checked on site prior to the commencement of work and any discrepancies to be reported to the consultant, manager before construction.
2. All work is to comply with current Building Regulations and allied legislation.
3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and details before the commencement of work on site.
4. All materials are to be used as notified in CDM compliance with the relevant manufacturers' instructions and recommendations.
5. All works on site, storage and equipment as a result of the design solution on this drawing, are to be given full consideration for compliance with the Health and Safety (CDM) Regulations in respect of design and implementation on site with the works to be undertaken. It is considered that compliance with the Building Regulations should be achieved.
6. All dimensions shown in millimetres.
7. Footprint of buildings shown on this drawing.

LEGEND

- Extent of proposed building
- Existing trees and shrubs to remain
- Root Protection Areas as per 'Tree Sense' details
- Existing trees & planting to be removed
- heavy duty material storage zone
- lightweight manual material storage zone
- Distribution of Materials by Lorry/Trane
- Site Parking
- Canteen and office unit
- Skips - general waste & recycling
- High pressure extendable water hose for wheel washing
- 1m scaffold framework
- Fixed tree protective fencing as per 'Tree Sense' report
- WC Facilities
- Ground protection & No-Dig construction as per 'Tree Sense' report



SITE WORKS PLAN - SCALE 1:250

For further details of Tree Protection and Existing Trees please refer to Tree Sense Arboricultural Report & Plans



A	09/10/17	Tree removals & access amended
Rev:	Date:	Description:
scale	1:250	A1 date 23 / 08 / 2017
drawing no	1274 / P / 6A	drawn FJ
drawing	PLANNING PROPOSALS SITE WORKS PLAN	
project	LAND TO REAR OF 40 DUCKS HILL ROAD, NORTHWOOD, MIDDLESEX, HA6 2SB	
client	Ms SHEETAL SHAH	

DDA

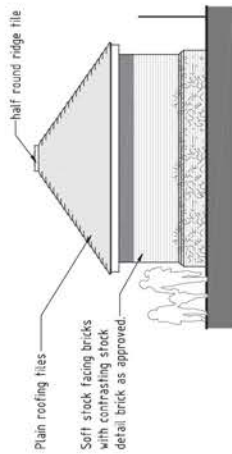
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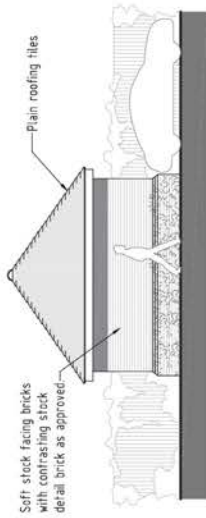
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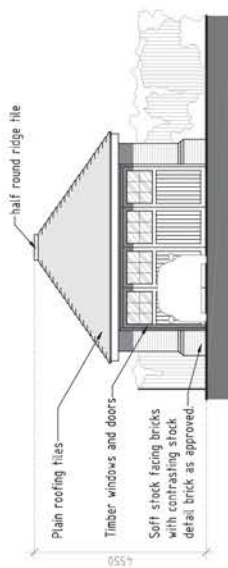
1. All dimensions are to be finished or 90% complete unless otherwise stated. Any discrepancies are to be reported to the construction manager before construction.
2. All work is to comply with current Building Regulations and other applicable.
3. All contractors and sub-contractors must ensure that they have the correct issues of the drawings and details before the commencement of work on site.
4. All materials are to be used and installed in strict compliance with the relevant manufacturers' instructions and recommendations.
5. All works on site, managed and represented as a result of the design included in this drawing, are to be given full consideration for compliance with all applicable Building Regulations and other applicable laws and regulations on site and to works are to be undertaken if it is considered that compliance with the Building Regulations cannot be achieved.
6. All dimensions shown in millimetres.
7. Footprint of buildings shown at the above ground level.



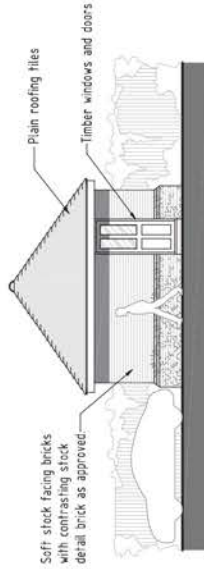
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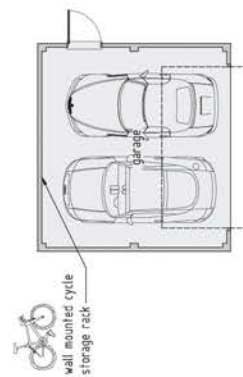
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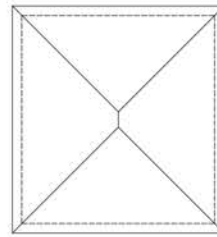
P R O P O S E D F R O N T E L E V A T I O N



P R O P O S E D S I D E E L E V A T I O N



P R O P O S E D G R O U N D F L O O R P L A N



P R O P O S E D R O O F P L A N

SCALE BAR (m)



ref:	date:	description:
scale: 1:100	A2	date: 23 / 08 / 2017
drawing no: 1274 / P / 3		drawn: FJ
drawing: PLANNING PROPOSALS, GARAGE FLOOR PLANS & ELEVATIONS		
project: LAND TO REAR OF 40 DUCKS HILL ROAD, NORTHWOOD, MIDDLESEX, HA6 2SB		
client: Ms SHEETAL SHAH		



DUSEK DESIGN ASSOCIATES LTD
ARCHITECTURE & PLANNING
01895 831 103
info@dusek.co.uk
www.dusek.co.uk

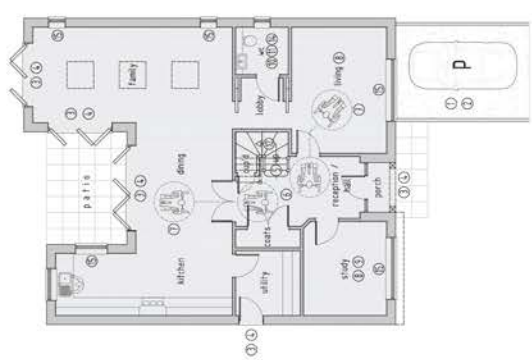
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3:50:07 PM (GMT+01:00) - LAW: RAY @ 12:00:04 (GMT+01:00)



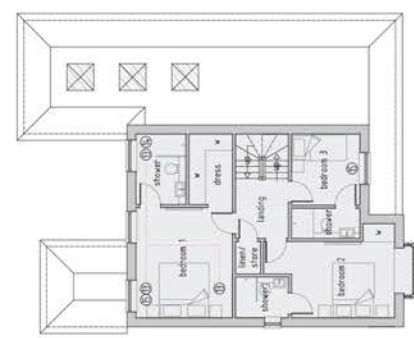
- 1. All drawings are to be provided for the client's use only and are not to be used for any other purpose without the written consent of Dux Design Associates Ltd.
- 2. All work is to be done in accordance with the Building Regulations for the relevant jurisdiction.
- 3. All drawings will be prepared to meet the requirements of the Building Regulations for the relevant jurisdiction.
- 4. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.
- 5. All work is to be done in accordance with the Building Regulations for the relevant jurisdiction.
- 6. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.
- 7. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.
- 8. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.
- 9. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.
- 10. All drawings are to be made in accordance with the Building Regulations for the relevant jurisdiction.

LIFETIME HOME FACILITIES PROVIDED WITHIN NEW HOMES

- ① Parking width or widening capability
- ② Approach to dwelling from parking (distance, gradients and width)
- ③ Approach to all entrances level or gently sloped
- ④ Entrances (landed level access threshold clear opening with adequate weather protection to level external loading)
- ⑤ Casual stairs and lifts
- ⑥ Internal doorways and hallways (clearance)
- ⑦ Circulation space in dining and living areas
- ⑧ Entrance level living space
- ⑨ Potential for entrance level bed space
- ⑩ Entrance level WC and shower drainage
- ⑪ WC and bathroom walls (capable of fixing of support rails)
- ⑫ Steps and potential through-floor lift
- ⑬ Potential for fitting of hoists (bedroom / bathroom)
- ⑭ Accessible bathroom (providing ease of access)
- ⑮ Gazing and window heights
- ⑯ Location of service controls (500 - 1000mm above FFL)



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



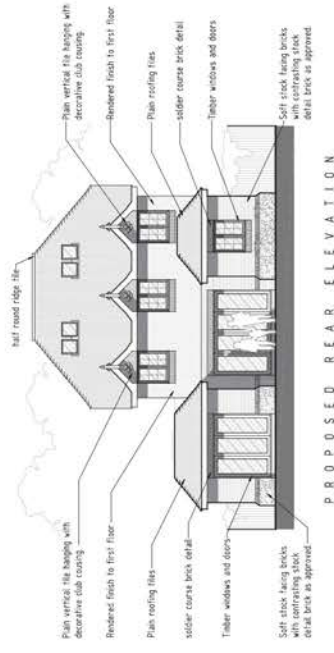
ref:	date:	description:
scale:	1:100	A1 date: 23 / 08 / 2017
drawing no.:	12A / P / 4	sheet: FJ
drawing:	PLANNING PROPOSALS, LIFETIME HOMES	
project:	LAND TO REAR OF 40 DUCKS HILL ROAD, NORTHWOOD, MIDDLESEX, HA6 3SR	
client:	MS SHEETAL SHAH	

DDA

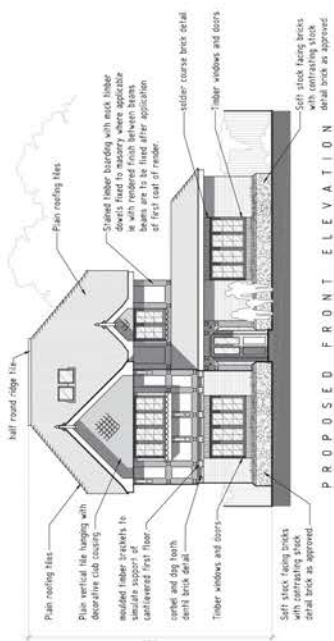
DUX DESIGN ASSOCIATES LTD
 ARCHITECTURE + PLANNING
 01895 831 100
 info@duxdesign.co.uk
 www.duxdesign.co.uk



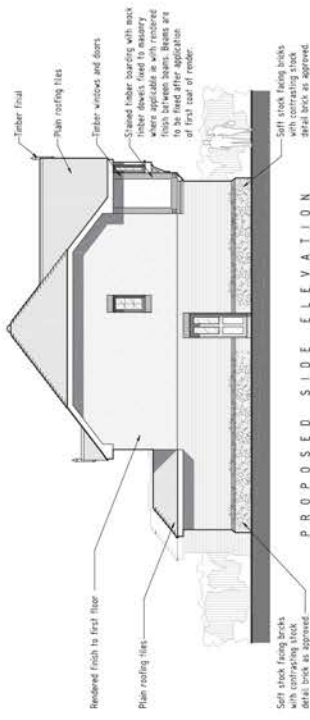
- NOTES
1. All drawings are to be based on the information provided on the contract documents and any amendments to the contract documents.
 2. All work is to comply with current building regulations and all applicable codes of practice.
 3. All work is to be completed in accordance with the contract documents.
 4. All drawings are to be based on the information provided on the contract documents and any amendments to the contract documents.
 5. All work is to be completed in accordance with the contract documents.
 6. All work is to be completed in accordance with the contract documents.
 7. All work is to be completed in accordance with the contract documents.
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 10. All work is to be completed in accordance with the contract documents.



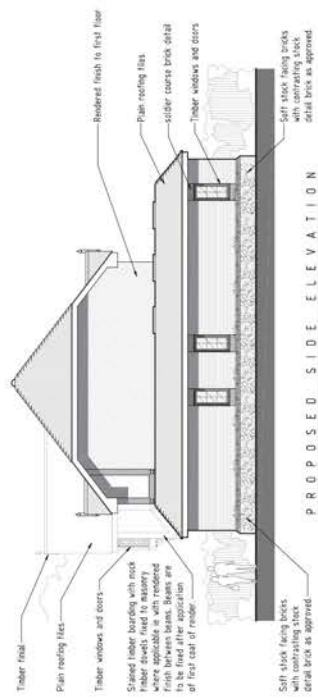
PROPOSED REAR ELEVATION



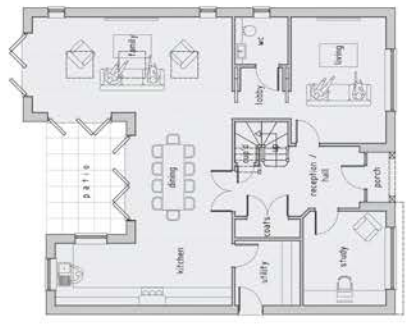
PROPOSED FRONT ELEVATION



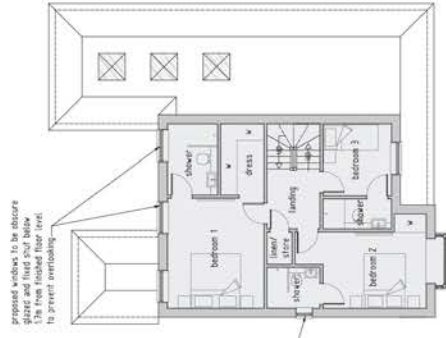
PROPOSED SIDE ELEVATION



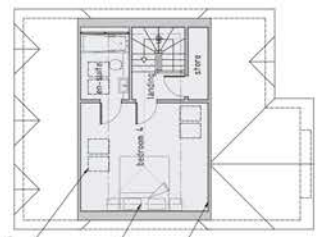
PROPOSED SIDE ELEVATION



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

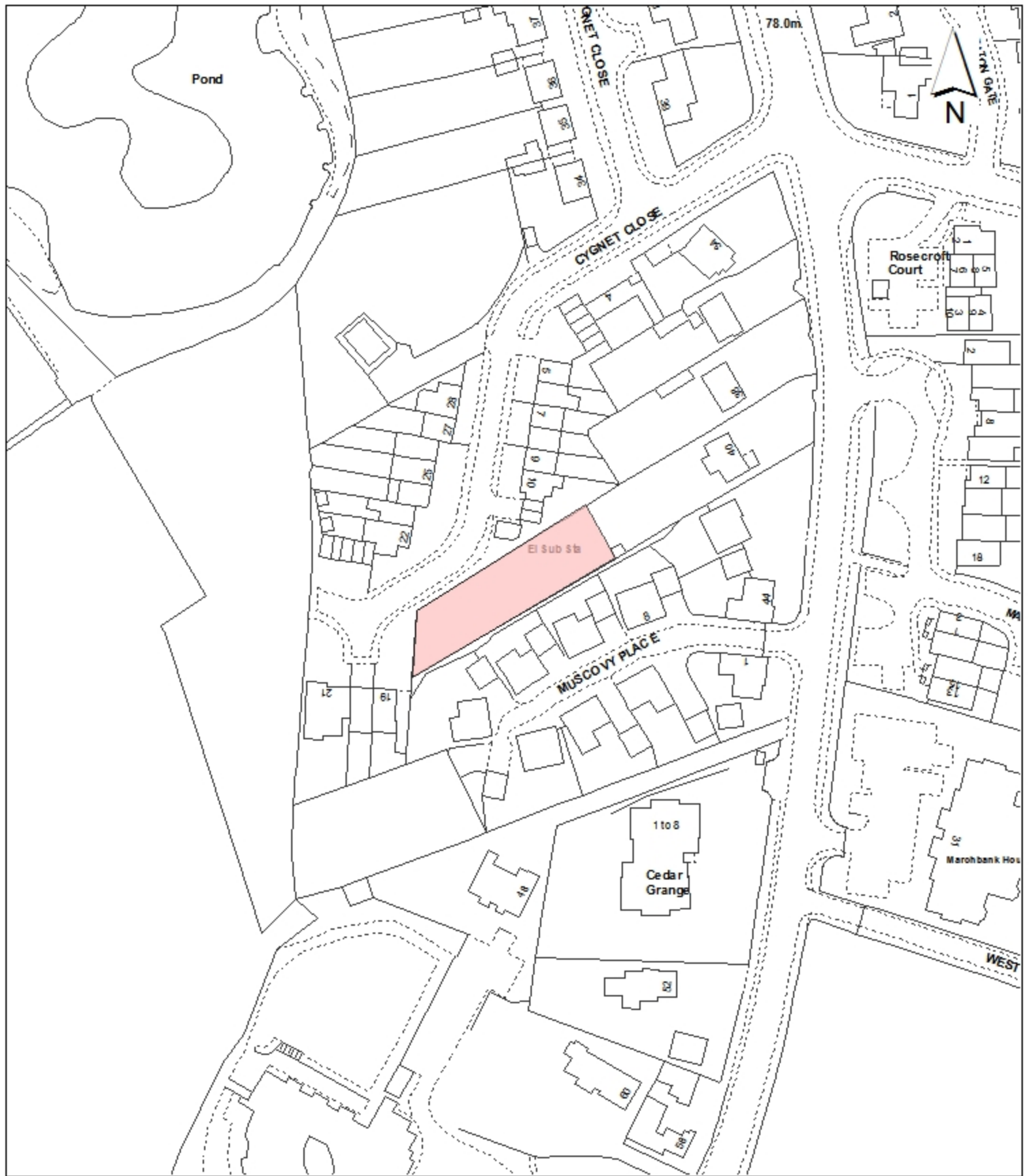


PROPOSED ROOF AREA PLAN

Ref: 0416	Rev: 03/17	Date: 23/08/2017
Scale: 1:100	At: 12th / P / 2	Drawn: E.J.
DRAWING: PLANNING PROPOSALS		
FLOOR PLANS & ELEVATIONS		
PROJECT: LAND TO REAR OF 40 DUCKS HILL		
ROAD, NORTHWOOD, MIDDLESEX, HA6 5SB		
DRAWN BY: MS SHEETAL SHAH		

DDA
 DUSK DESIGN ASSOCIATES LTD
 ARCHITECTURE + PLANNING
 02089 831103
 info@dusk.co.uk
 www.dusk.co.uk

100% 75% 50% 25% 0%	SCALE BAR (m) 0 2 4 6 8 10
---------------------------------	-------------------------------



Notes:

 Site boundary

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Site Address:

**Land rear of 40 Ducks Hill Road
Northwood**

Planning Application Ref:

73183/APP/2017/3355

Planning Committee:

North Page 157

Scale:

1:1,250

Date:

July 2018

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

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



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 46 THE DRIVE NORTHWOOD

Development: Demolition of existing building (containing three self-contained flats) and replacement with a new three-storey building containing 1 x 3 bedroom and 7 2 bedroom self contained flats. Proposal includes basement parking (Resubmission following 65098/APP/2016/3555)

LBH Ref Nos: 65098/APP/2018/1128

Date Plans Received: 26/03/2018

Date(s) of Amendment(s):

Date Application Valid: 27/03/2018

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP

NO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE

REVISIONS	DATE	DESCRIPTION
A	14.09.16	Issue areas updated

Notes:
 Site Area: 1,483 sqm (0.1683 Ha)
 House Area: 614 sqm (0.141 Ha)
 1st Flr: 115 sqm
 2nd Flr: 57 sqm
 617 sqm

This drawing has been based on the previous application prepared by David Kahn Associates dated February 2016 and the topographic survey property (cable survey) dated 14th July 2014.

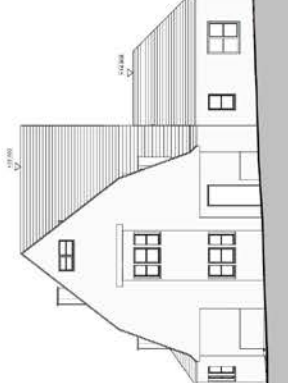
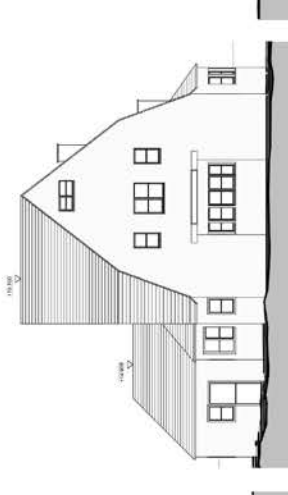
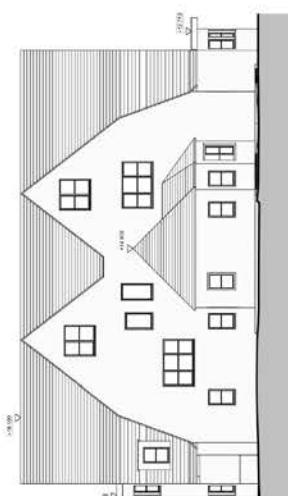
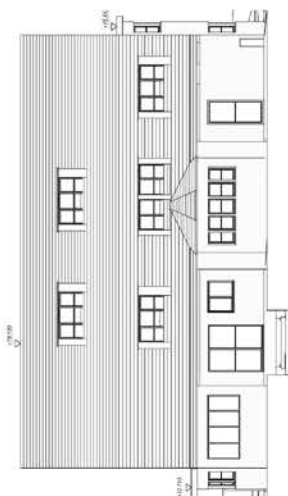
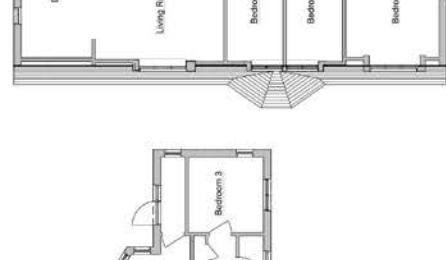
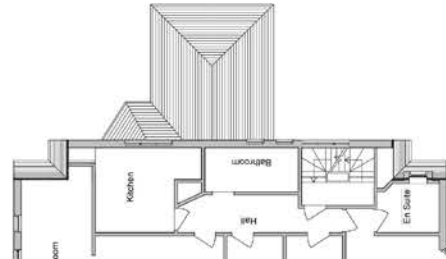
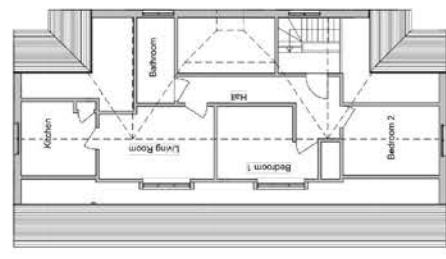
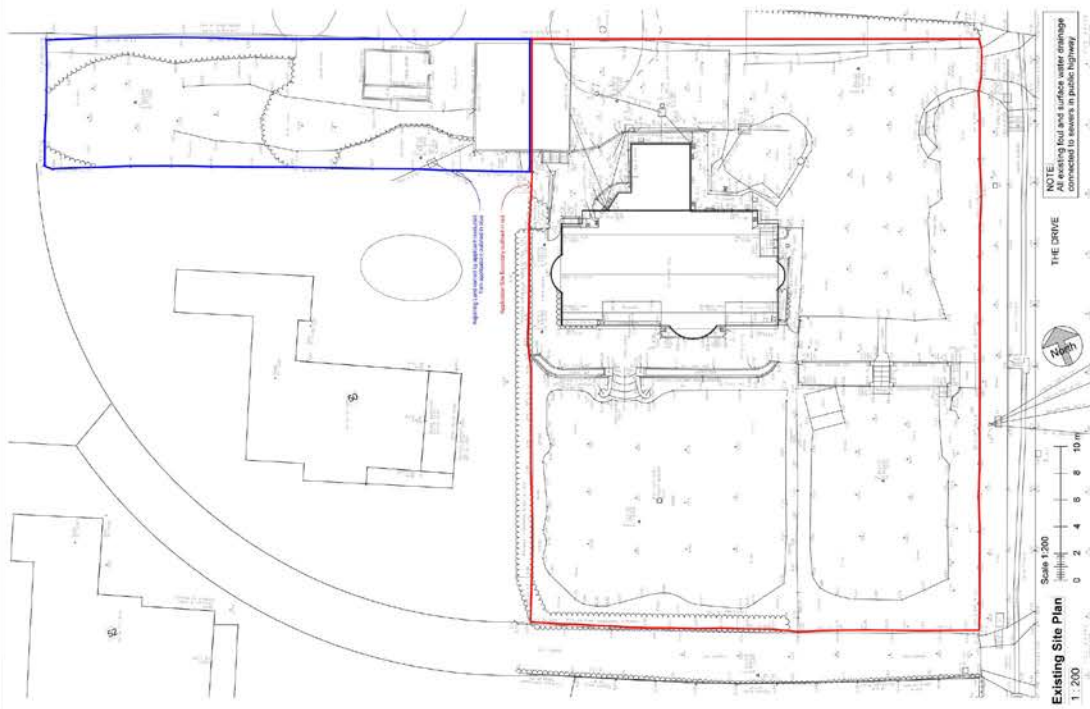
WORLDGRID DEVELOPMENTS LIMITED
 15 FAIRWAY, GERRARDS CROSS, BUCKS, MK45 3RN
 TEL: 01295 802377
 www.wgdl.co.uk

CLIENT: WORLDGRID DEVELOPMENTS LIMITED

PROJECT: 46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP
 EXISTING BUILDING & LOCATION PLAN

SCALE: 1:100 @ A1 | AUG 2016 | FK

DATE: 16-08/10 A



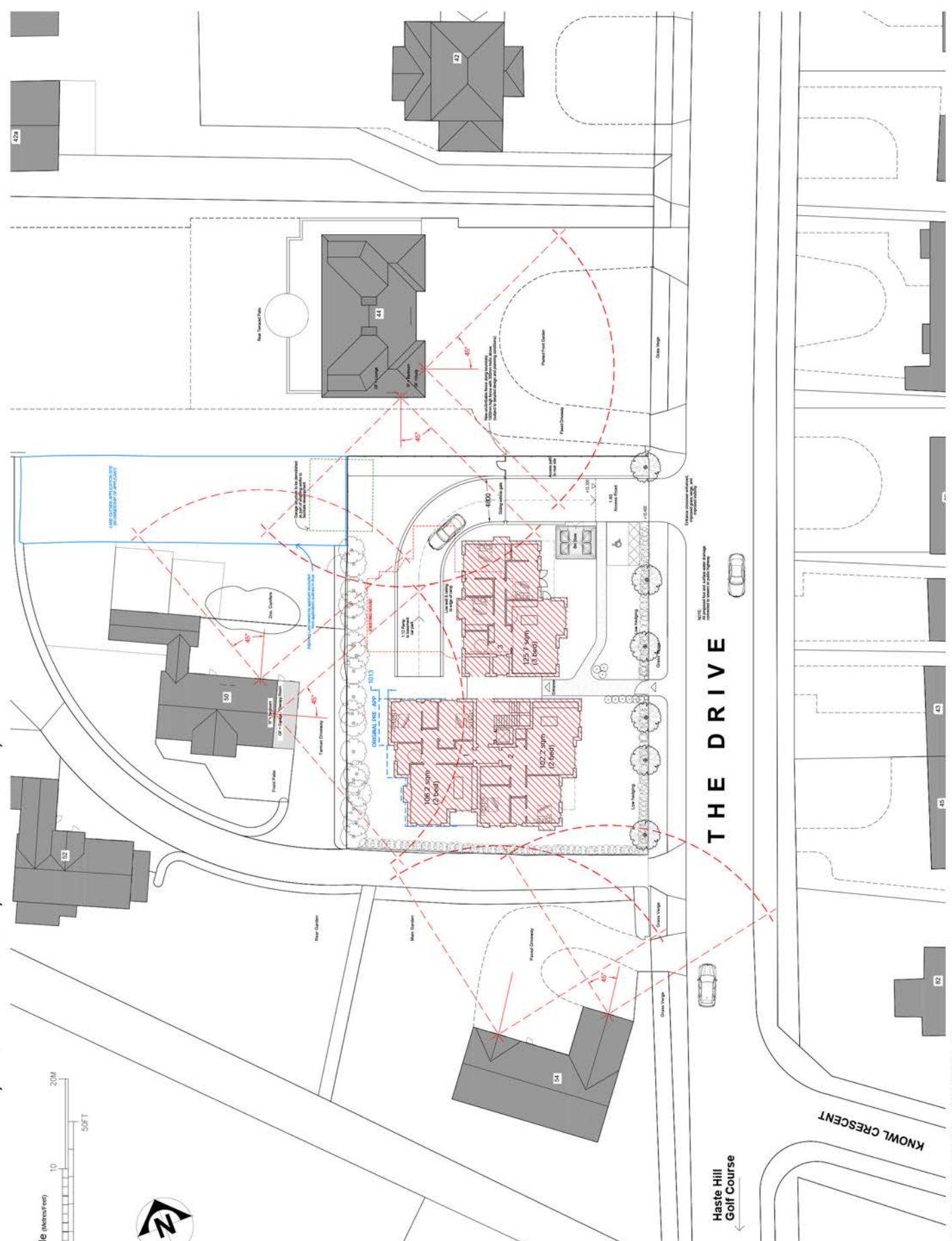
46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP



REVISONS

NO.	DATE	DESCRIPTION	BY	CHKD.
A	12.06.17	PREL APP UPDATE	JMT	
B	21.03.18	Revised following pre-app	JMT	

Notes:
 1. For use - after 1100 hrs on weekdays until 08.30hrs on Saturdays.
 2. All dimensions to be checked on site.
 3. All dimensions to be checked on site.
 4. All dimensions to be checked on site.
 5. All dimensions to be checked on site.
 6. All dimensions to be checked on site.
 7. All dimensions to be checked on site.
 8. All dimensions to be checked on site.
 9. All dimensions to be checked on site.
 10. All dimensions to be checked on site.



Fraser Kincaid
LANDSCAPE ARCHITECTS
 10 HASTING ROAD, WINDYBUSH, DURHAM, UK
 TEL: 01753 962 877
 www.fk.co.uk

WORLDGRID DEVELOPMENTS LIMITED

46 THE DRIVE, NORTHWOOD, MIDDLESEX HA6 1HP
 SITE LAYOUT PLAN

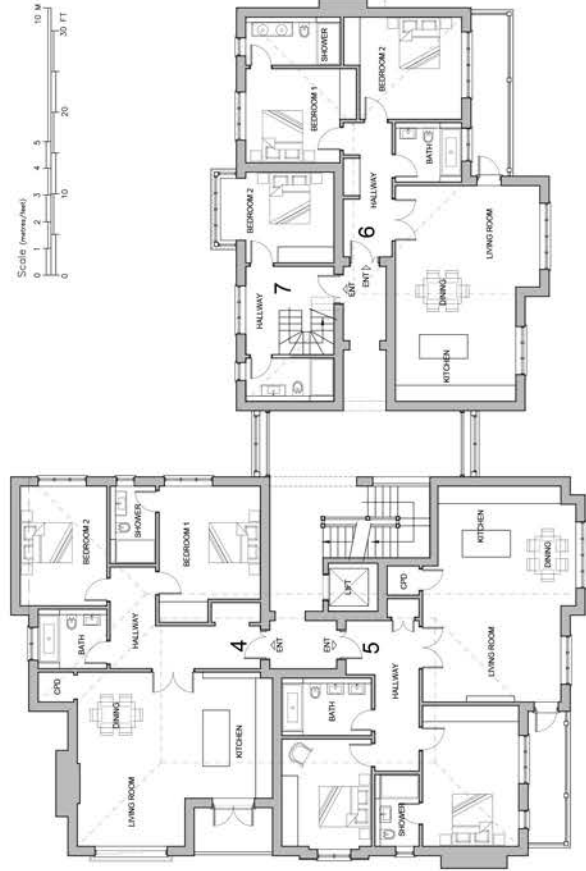
SCALE: 1:200 @ A1 | DATE: MAR 2018
 DRAWN BY: JMT
 CHECKED BY: JMT
 DATE: 16-08/1018

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP

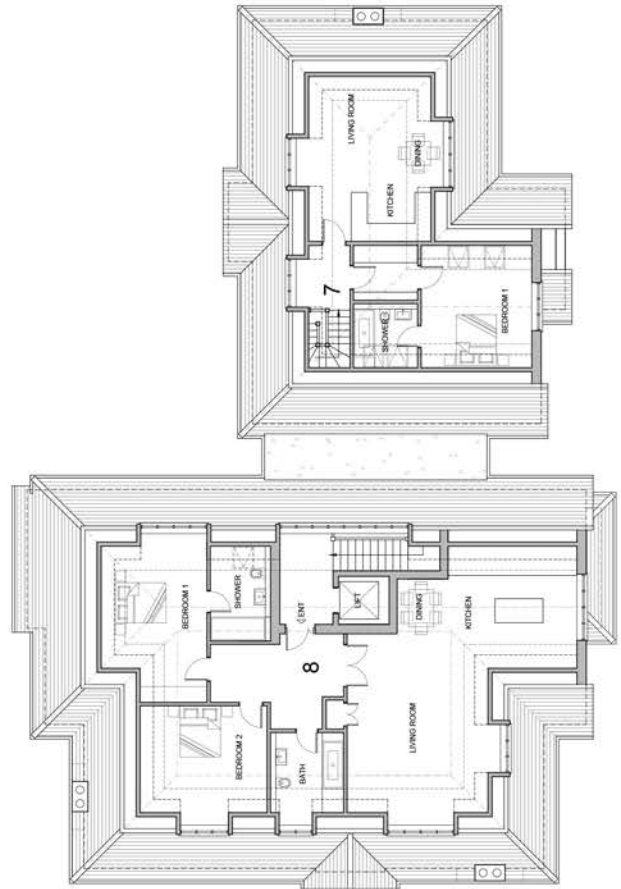
PROPOSED FLOOR PLANS - 1:100



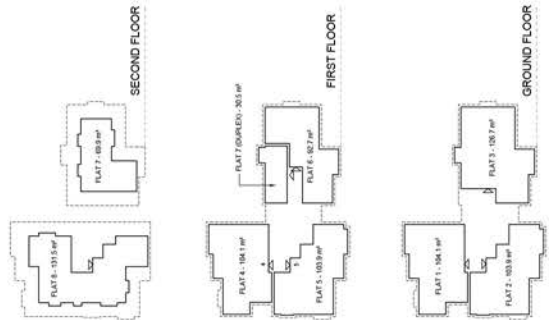
GROUND FLOOR PLAN - 1:100



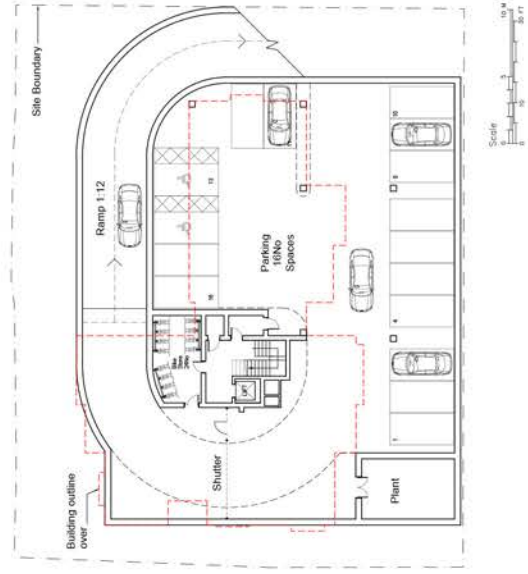
FIRST FLOOR PLAN - 1:100



SECOND FLOOR PLAN - 1:100



FLOOR AREAS - N.T.S.



BASEMENT PLAN - 1:200

SCALE: SCALE FROM THIS DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE

REV	DATE	BY	DESCRIPTION
A	12.08.18	JZ & FJ	Shower window revised
B	21.03.19	JMH	Revised following pre-app

Fraser Kincaid
ARCHITECTS

19 HURSTMAN - TEL: 01753 962 817
100 HURSTMAN - TEL: 01753 962 817
www.fk.co.uk

WORLDGRID DEVELOPMENTS LIMITED

46 THE DRIVE, NORTHWOOD, MIDDLESEX HA6 1HP
PROPOSED FLOOR PLANS

SCALE: 1:100 @ A1 | DATE: MAR 2018 | REF: JMH

16-08/1008

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP

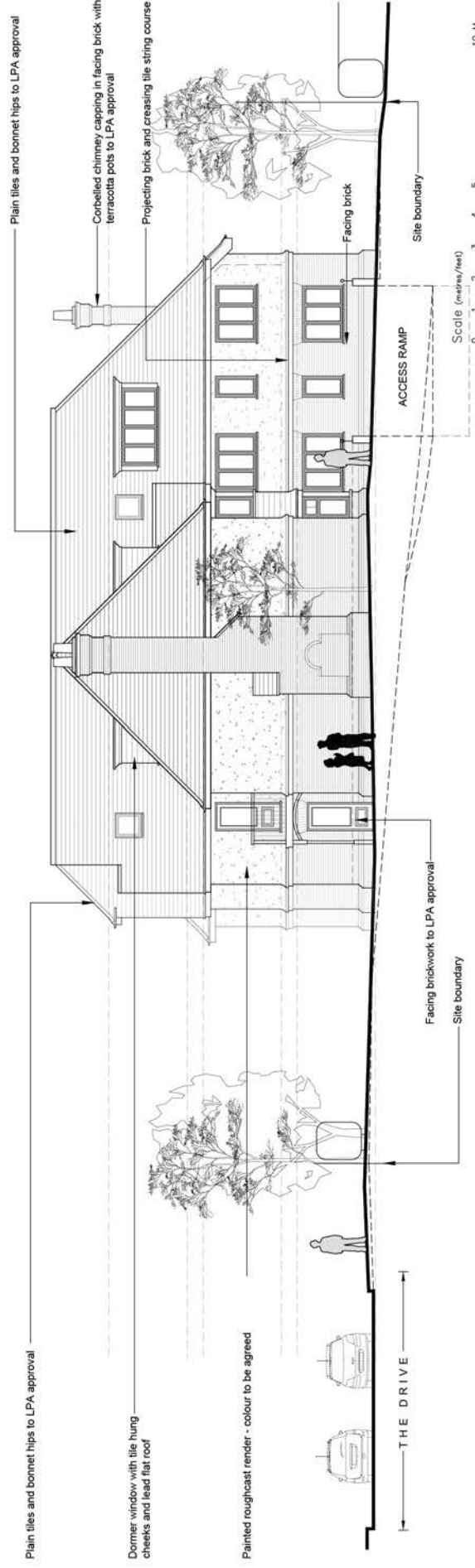
PLANNING DRAWING

DO NOT SCALE FROM THIS DRAWING
 ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE

REVISIONS	DATE	BY
A (12.06.17) PRE-APP UPDATE		JK
B (21.03.18) Revised following pre-app		JMH



FRONT ELEVATION (EAST) - 1:100



SIDE ELEVATION (NORTH) - 1:100

Fraser Kincaid
 ARCHITECTS & INTERIORS
 14 EASTERN AVENUE, GERRARDS CROSS, UX8 3LJ, UK
 TEL: 01895 810 100 FAX: 01895 810 101

WORLDGRID DEVELOPMENTS LIMITED
 46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP
 ELEVATIONS - SHEET 1
 SCALE: 1:100 @ A2 | DATE: MAY 2017 | REF: JMH
 DRAWN: 16-08/102 B

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP

PLANNING DRAWING

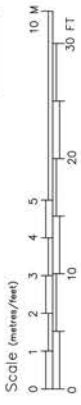
CHECKED BY: [REDACTED]		
DATE: [REDACTED]		
DRAWN BY: [REDACTED]		
DATE: [REDACTED]		
REVISIONS:		
A	12.06.17 PRE-APP UPDATE	FK
B	21.03.18 Revised following pre-app	JMH



REAR ELEVATION (WEST) - 1:100



SIDE ELEVATION (SOUTH) - 1:100



Fraser Kincaid
ARCHITECTS
 ARCHITECTS, PLANNERS, INTERIORS, LANDSCAPE ARCHITECTS, SURVEYORS
 TEL: 01753 850 100 FAX: 01753 851 020

WORLDGRID DEVELOPMENTS LIMITED

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP
 ELEVATIONS - SHEET 2

SCALE: 1:100 @ A2 DATE: MAY 2017 REF: JMH
 DRAW: 16-08/103 B

46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP

Flat 1 Amenity Space - 84.1 sqm

Shared Amenity Space - 85.3 sqm

106.2 sqm (2 bed)

102.2 sqm (2 bed)

125.7 sqm (3 bed)

Flat 3 Amenity Space - 30.1 sqm

Flat 3 Amenity Space - 38.5 sqm

Shared Amenity Space - 156.1 sqm

Flat 2 Amenity Space / 80.6 sqm

RESIDENTIAL AMENITY SPACE - 1:200

DO NOT SCALE FROM THIS DRAWING

ALL DIMENSIONS TO BE CHECKED ON SITE

REVISIONS

NO.	DATE	DESCRIPTION	BY
A	12.06.17	Pre-app update	JMH
B	23.04.18	Updated re: revised application	JMH

AMENITY SPACE

(Ref: Section 4.0 of Hillingdon Borough Supplementary Planning Guidance)

Min provision:

2x3bed = 60sqm & 6x2bed = 150sqm
Total provision = 210sqm

Current Design Provision:

Shared Amenity Space = 241.4sqm
Flat 1 Private Space = 84.1 sqm
Flat 2 Private Space = 80.6 sqm
Flat 3 Private Space = 68.6 sqm
Total Provision = 474.7 sqm

fraser kirkcaldy
CHARFIELD ARCHITECTS
 15 AUSTINWAY GERRARDS CROSS BUCKS HA5 8JH
 TEL 01753 892877 FAX 01753 894826
 admin@fka.uk.com www.fka.uk.com

CLIENT
WORLDGRID DEVELOPMENTS LTD.

TITLE	46 THE DRIVE, NORTHWOOD, MIDDLESEX, HA6 1HP
SCALE	1:200 @ A3
DATE	NOV 2016
REF	JMH
DRW	16-08/105 B



APPROXIMATE NORTH

LEGEND

Boundary Survey	Property Lines
Center Line	Right of Way
Face	Water
Water Top	Water Bottom
Spot Elevation	Spot Elevation
Spot Elevation	Spot Elevation

ABBREVIATIONS

1. 1/4" = 100'	1/4" = 100'
2. 1/4" = 100'	1/4" = 100'
3. 1/4" = 100'	1/4" = 100'
4. 1/4" = 100'	1/4" = 100'
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19. 1/4" = 100'	1/4" = 100'
20. 1/4" = 100'	1/4" = 100'

NOTES

1. The owner has been advised of the contents of this report.
2. This report is based on the best available information.
3. The survey was conducted on the date(s) indicated on the report.
4. All measurements were taken in accordance with the applicable laws and regulations.
5. The survey was conducted in accordance with the applicable laws and regulations.
6. The survey was conducted in accordance with the applicable laws and regulations.
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19. The survey was conducted in accordance with the applicable laws and regulations.
20. The survey was conducted in accordance with the applicable laws and regulations.

TOPOGRAPHIC SURVEY

Job No. 2288

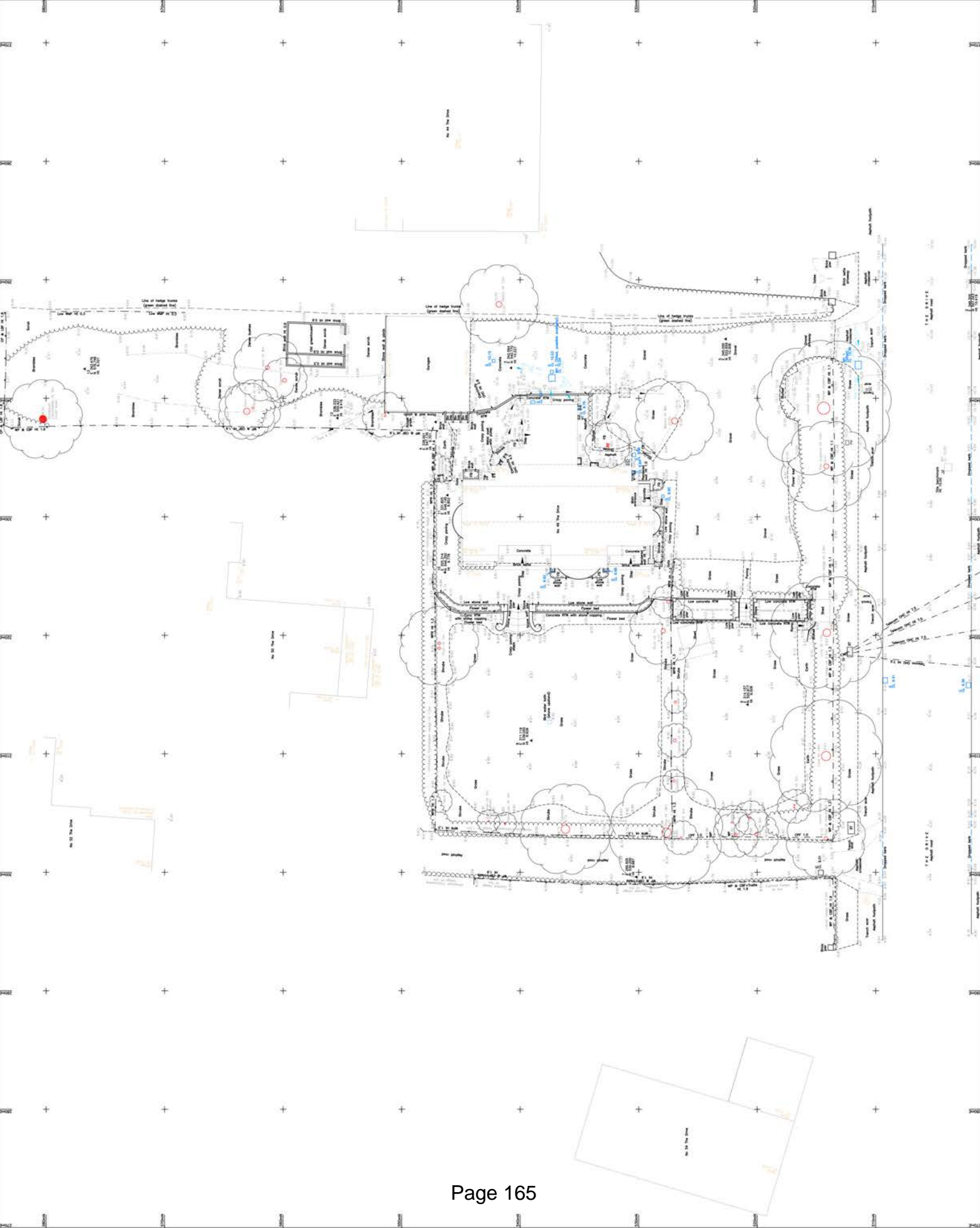
Client: 46 THE DRIVE, HOPKINSON, MA01888, H&B, INC.

Surveyor: AJ DAVIS, AJ DAVIS & ASSOCIATES, INC.

Date: 07/11/14

Scale: 1" = 100'

Sheet No. 2288/1





Notes:

 Site boundary

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Site Address:

**46 The Drive
 Northwood**

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

Planning Application Ref:
65098/APP/2018/1128

Scale:
1:1,250

Planning Committee:
North Page 166

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address 4 WILLOW END NORTHWOOD

Development: Installation of timber staircase for access (Retrospective).

LBH Ref Nos: 70835/APP/2017/4023

Date Plans Received: 06/11/2017

Date(s) of Amendment(s): 06/11/2017

Date Application Valid: 06/11/2017

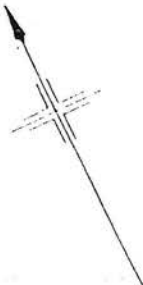
H. M. LAND REGISTRY

NATIONAL GRID PLAN
GREATER LONDON

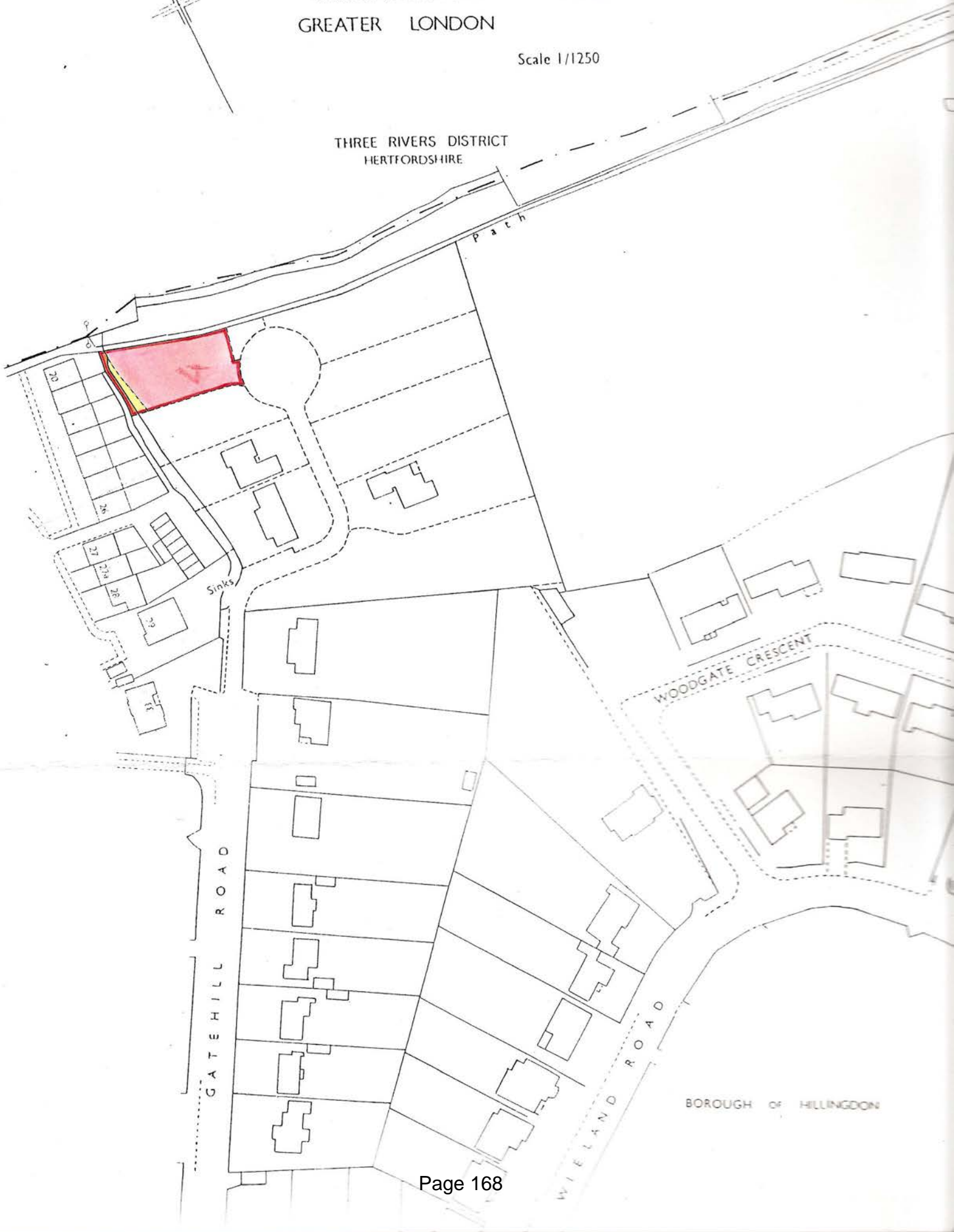
TQ 1091

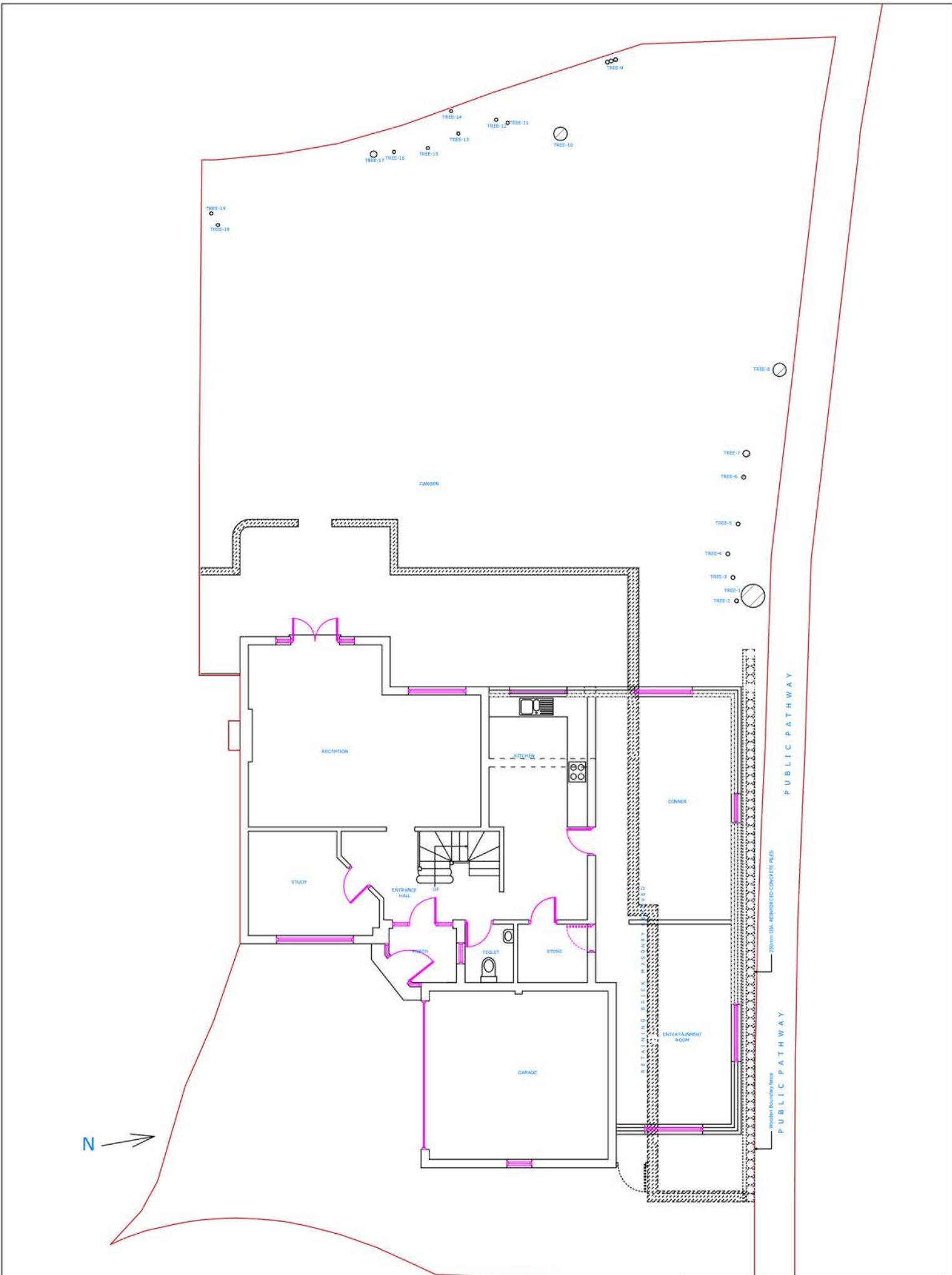
SECTION B

Scale 1/1250



THREE RIVERS DISTRICT
HERTFORDSHIRE



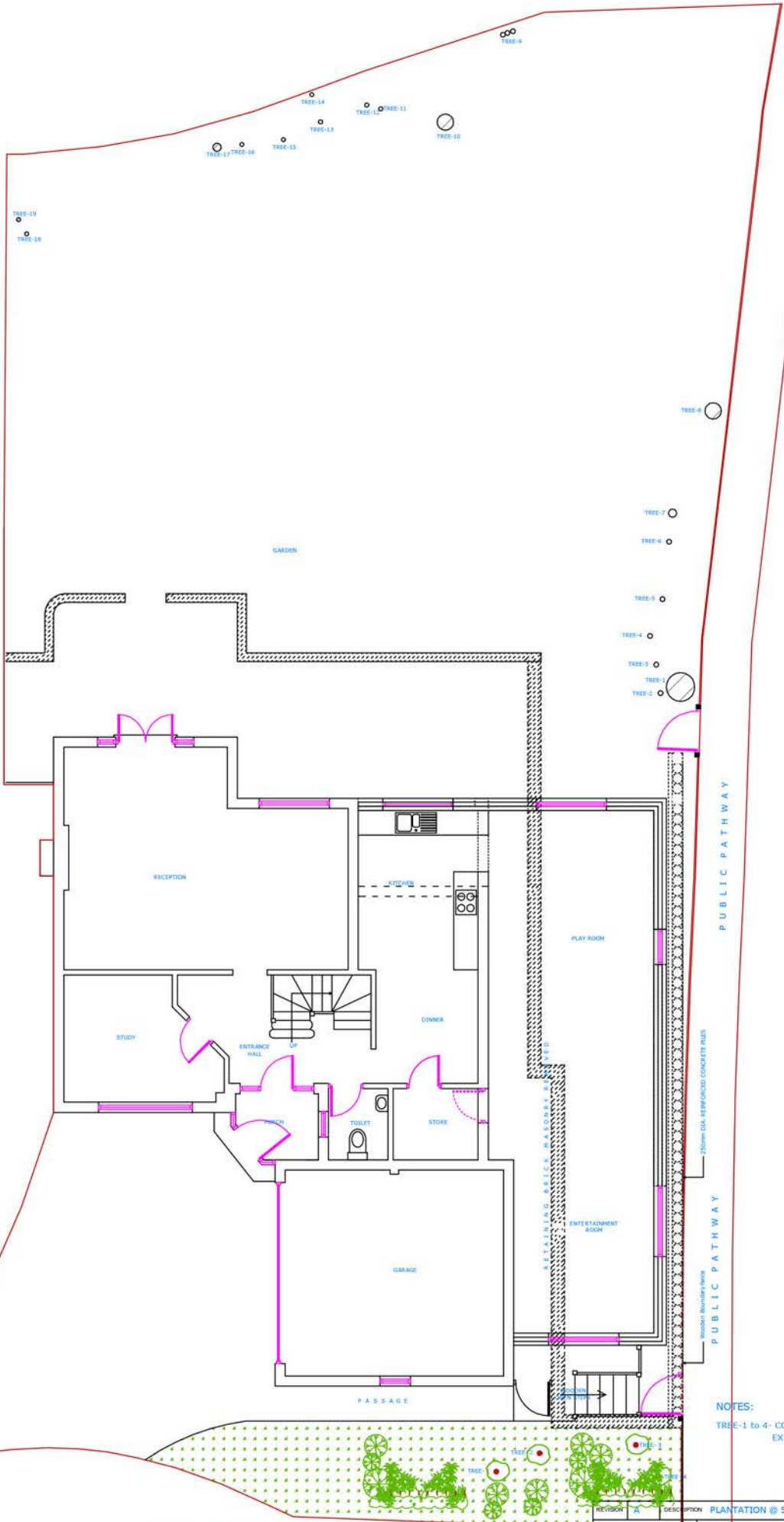
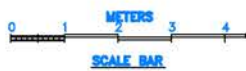


PRE-EXISTING GROUND FLOOR PLAN



FV CONSULTANT LTD. PRE-EXISTING GROUND FLOOR PLAN 4 WILLOW END, NORTHWOOD, HA6 3QA	
DRAWN: KM CHECKED: KM DESIGN: KM	DATE: 11/17 SIZE: A3 SCALE: 1:100 @ A3
DWG NO: VC/64/P-2/01 SHEET: 01 OF 06	REV:

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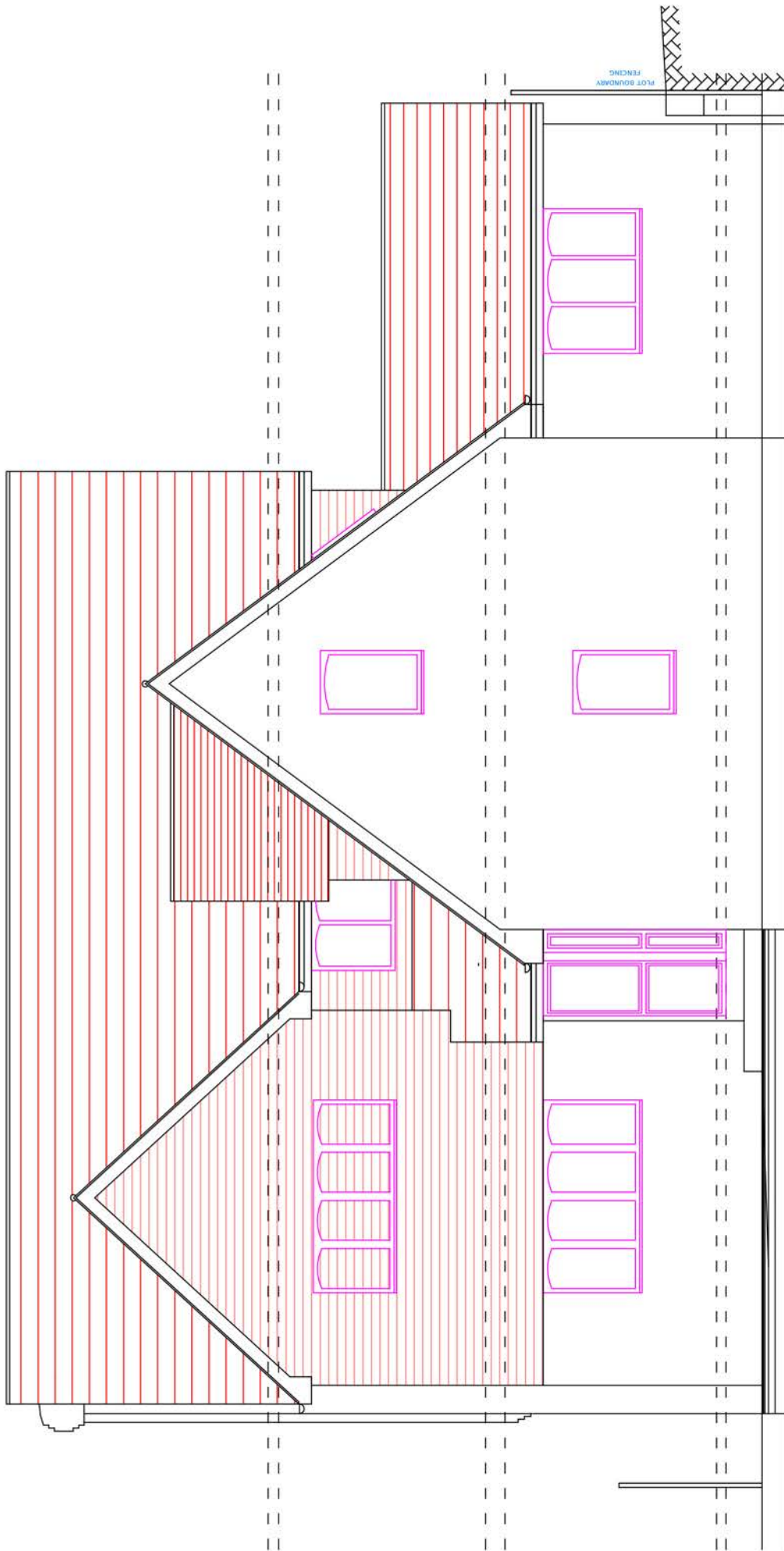


EXISTING GROUND FLOOR PLAN

NOTES:
TREE-1 to 4- CONIFER TREES TO MATCH EXISTING SURROUNDING TREES

REVISION	NO.	DESCRIPTION	DATE
	A	PLANTATION @ STAIR ADDED	14/03/18

FY CONSULTANT LTD.			
EXISTING GROUND FLOOR PLAN			
4 WILLOW END, NORTHWOOD, HA6 3QA			
DRAWN	KM	DATE	03/18
CHECKED	KM	SIZE	A3
DESIGN	KM	SCALE	1:100 @ A3
DWG NO.		VC/64/P-2/04	REV A
SHEET		04	OF 06

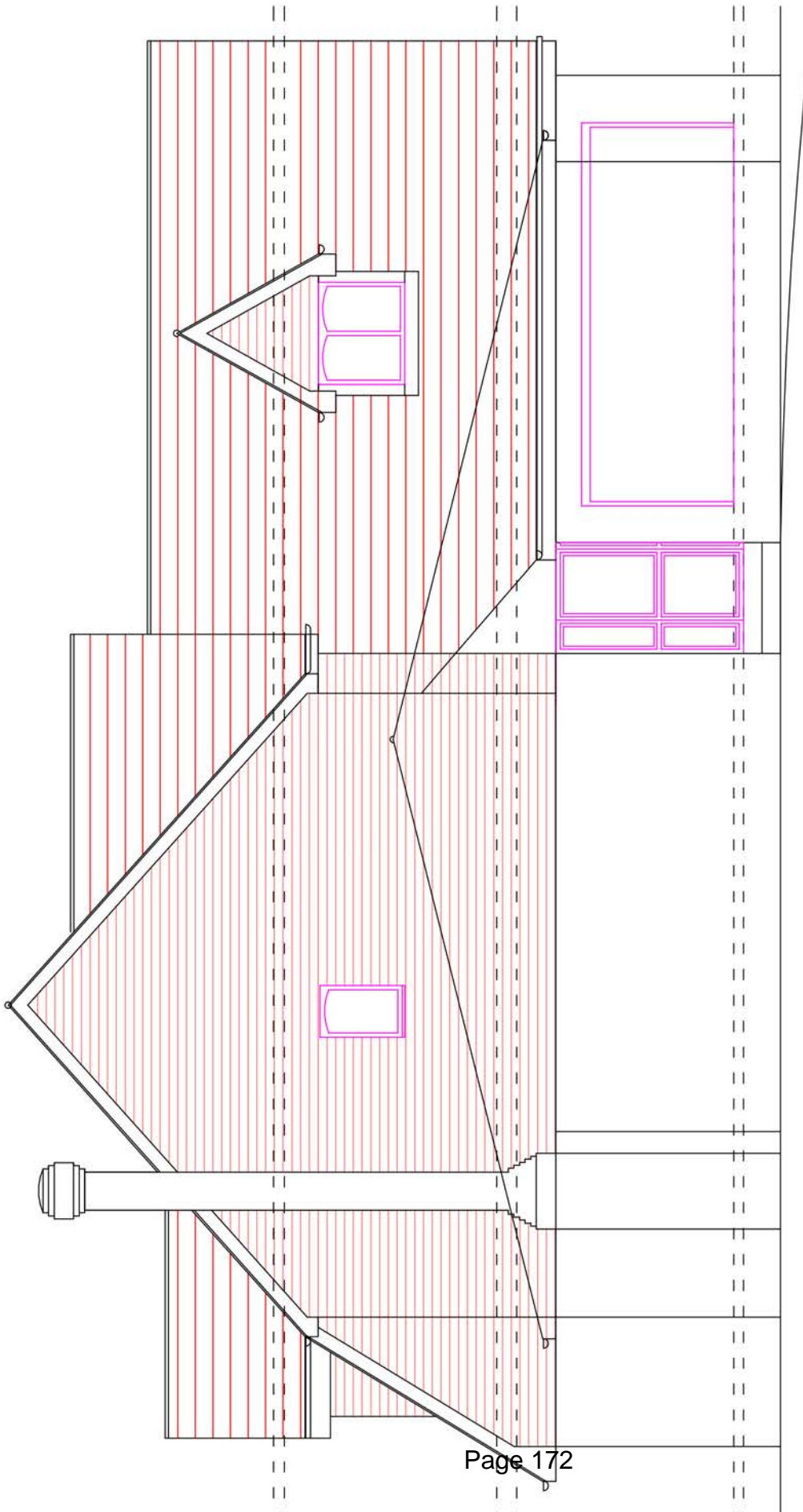


PRE- EXISTING FRONT ELEVATION



SCALE BAR

<i>FV CONSULTANT LTD.</i>		PRE- EXISTING FRONT ELEVATION			
DRAWN	KM	DATE	4 WILLOW END, NORTHWOOD. HA6 3QA		
CHECKED	KM		SIZE	DWG NO.	REV
DESIGN	KM		A3	VC/64/P-2/02	02 OF 06
			SCALE	1:50 @ A3	SHEET

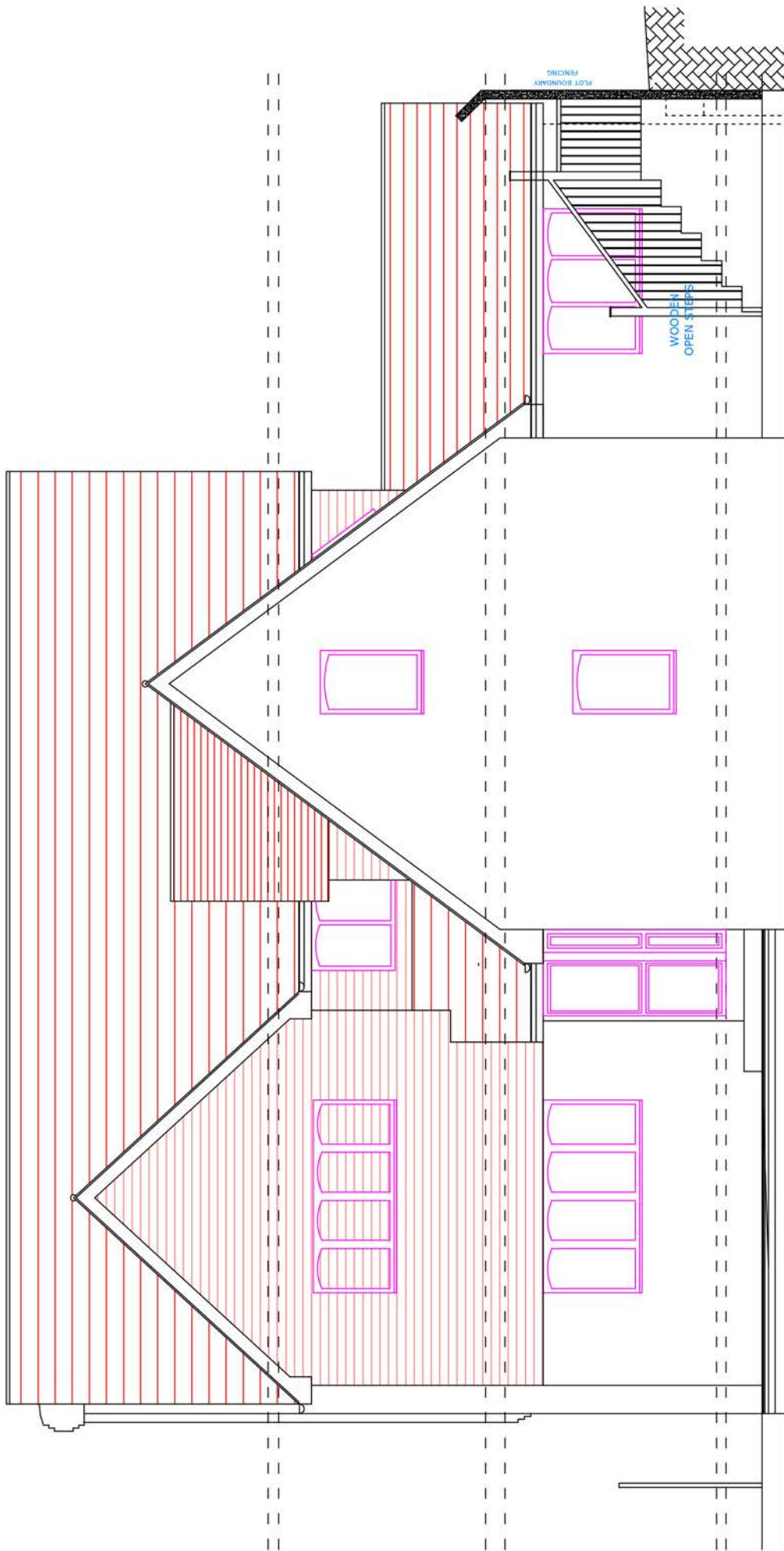


PRE- EXISTING SIDE ELEVATION - 1



SCALE BAR

<i>FV CONSULTANT LTD.</i>		PRE- EXISTING SIDE ELEVATION-1			
DRAWN	KM	DATE	4 WILLOW END, NORTHWOOD. HA6 3QA		
CHECKED	KM		DWG NO.	VC/64/P-2/03	REV
DESIGN	KM		SIZE	A3	
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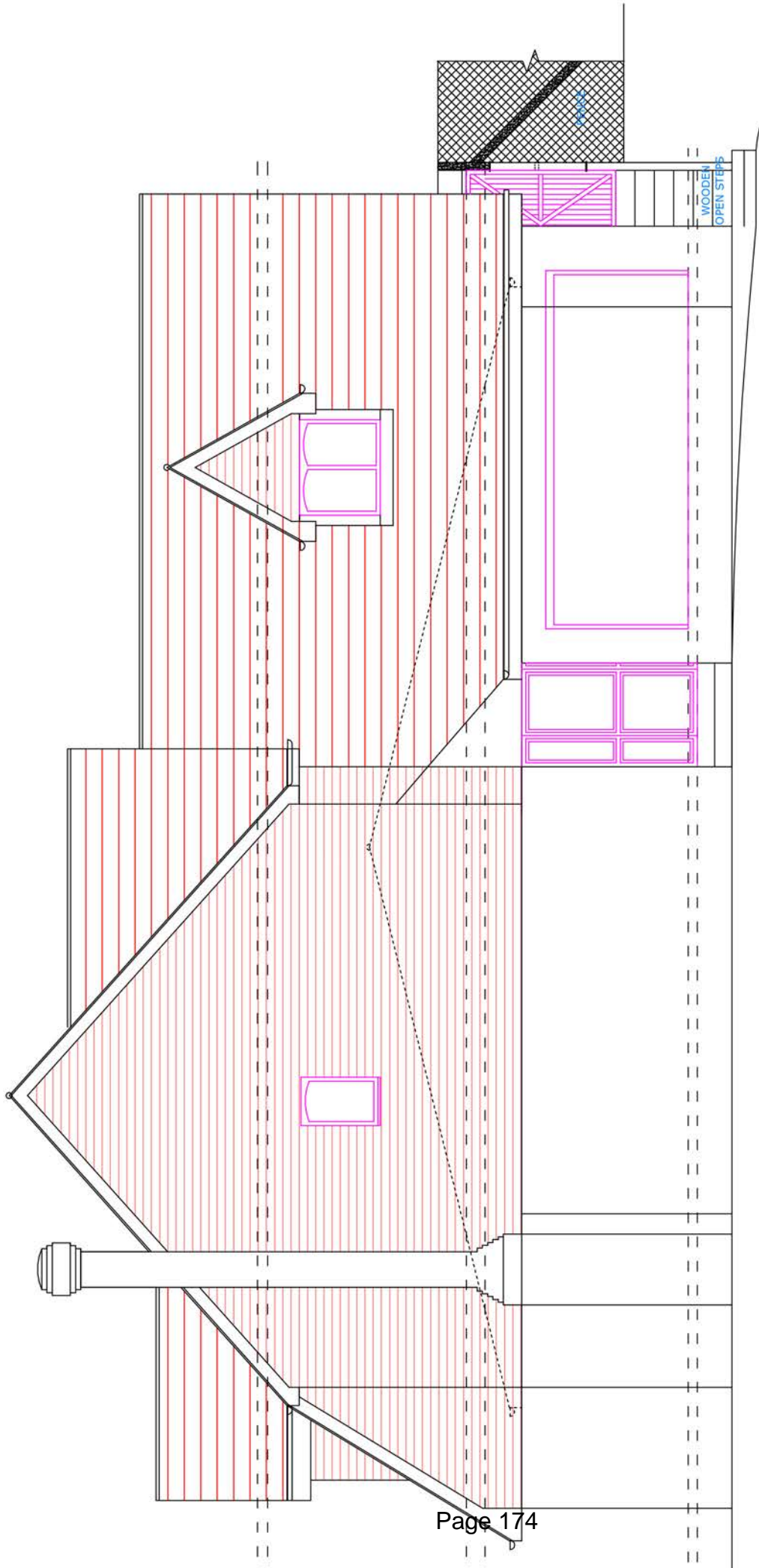


EXISTING FRONT ELEVATION



SCALE BAR

<i>FV CONSULTANT LTD.</i>		EXISTING FRONT ELEVATION	
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CHECKED	KM	DWG NO.	VC/64/P-2/05
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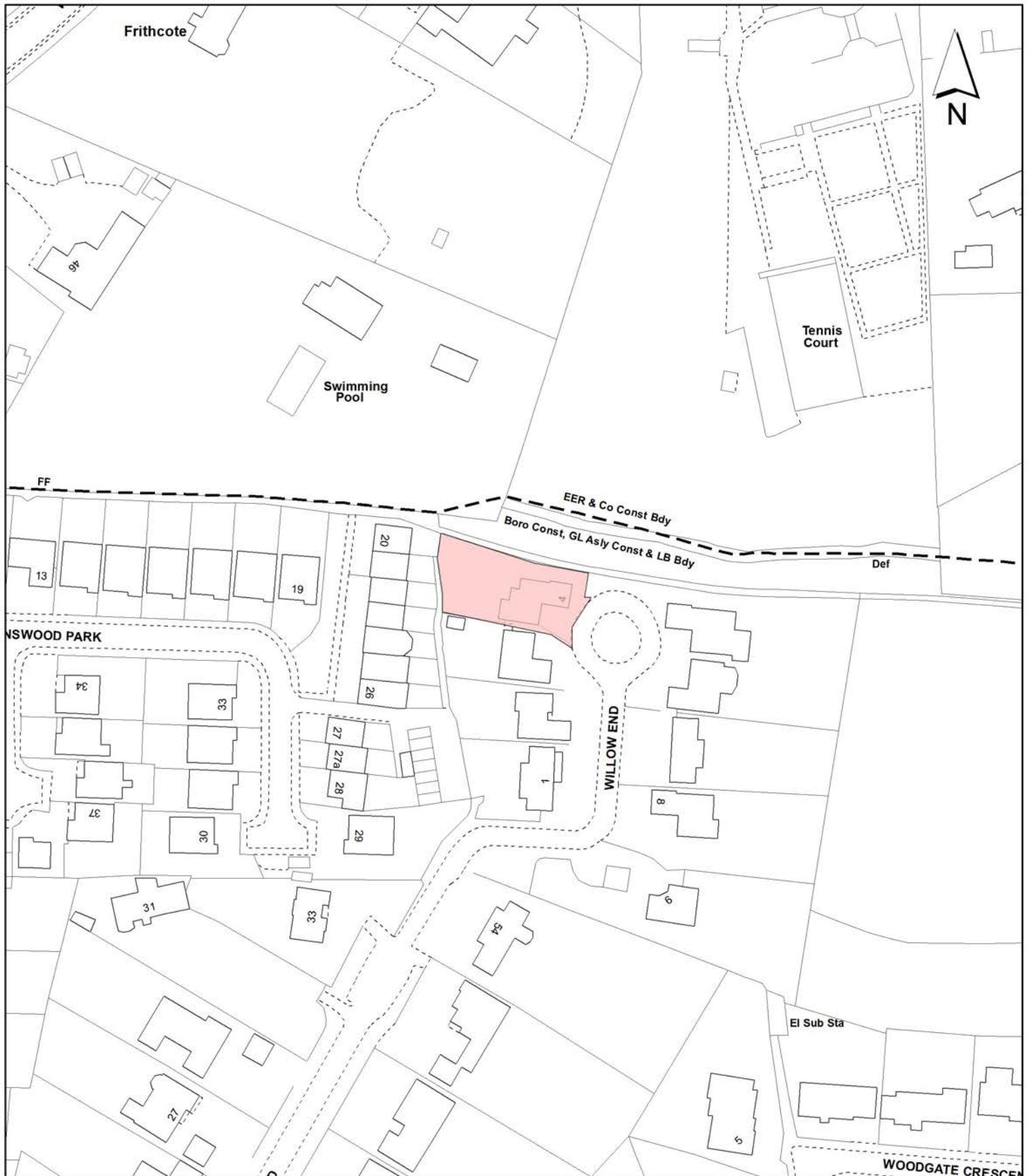


EXISTING SIDE ELEVATION - 1



SCALE BAR

<i>FV CONSULTANT LTD.</i>		EXISTING SIDE ELEVATION-1			
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CHECKED	KM		SIZE	DWG NO.	REV
DESIGN	KM		A3	VC/64/P-2/06	06 OF 06
			SCALE	1:50 @ A3	SHEET



Notes:

 Site boundary

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Site Address:

**4 Willow End
 Northwood**

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

Planning Application Ref:
70835/APP/2017/4023

Scale:
1:1,250

Planning Committee:
North Page 175

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address 5 CHILTERN ROAD EASTCOTE MIDDLESEX

Development: Part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include 2 x side dormers.

LBH Ref Nos: 54673/APP/2018/1363

Date Plans Received: 20/04/2018

Date(s) of Amendment(s): 20/04/2018

Date Application Valid: 20/04/2018

H. M. LAND REGISTRY GENERAL MAP

NATIONAL GRID PLAN
GREATER LONDON

SHEET

TQ 1188

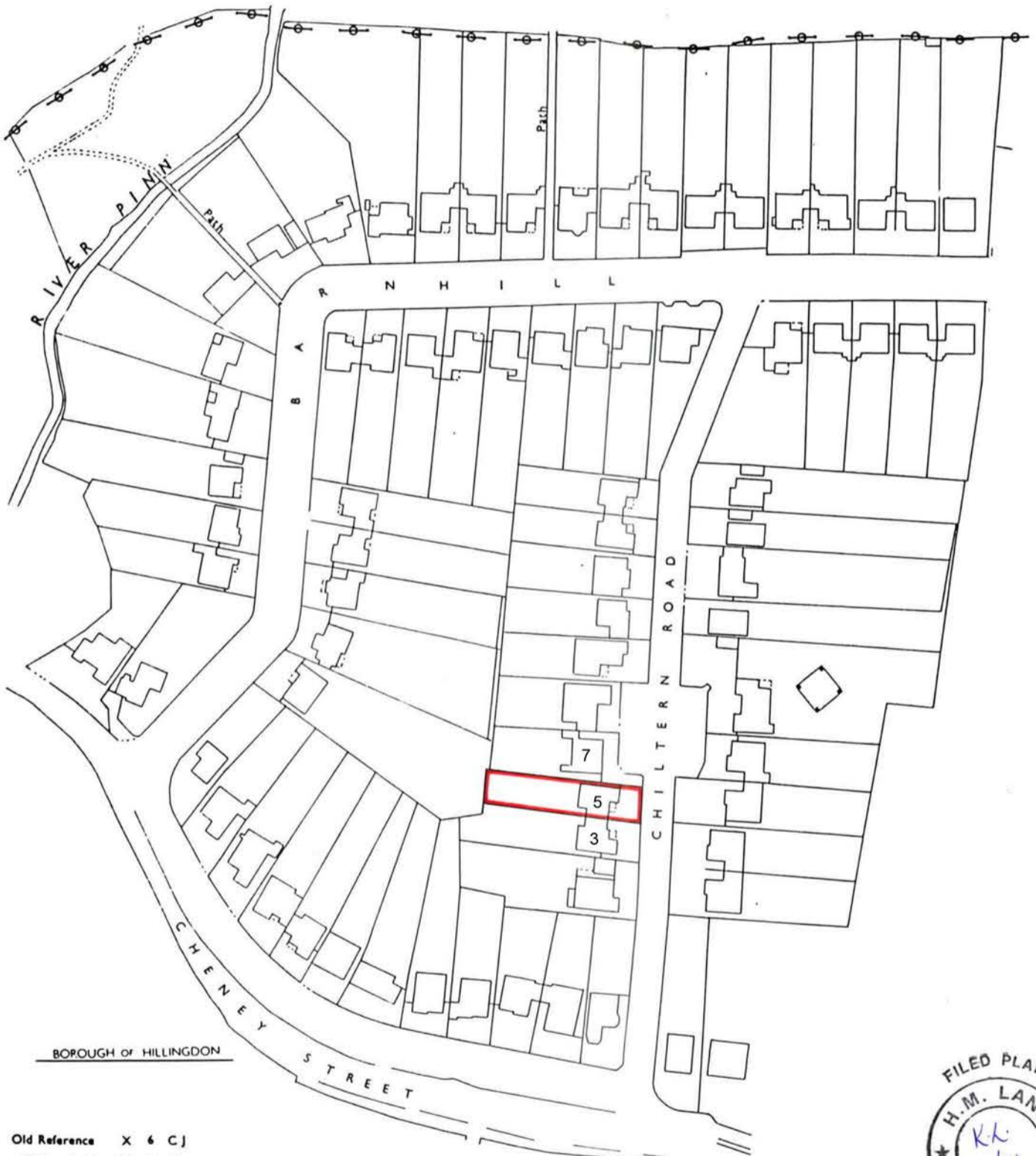
SECTION B

Scale 1/1250



BOROUGH OF HARROW

NE
NW



Old Reference X 6 C J
Made and printed by the Director
General of the Ordnance Survey,
Cheshington, Surrey. 1963 for HMLR
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TITLE No. **MX128621**

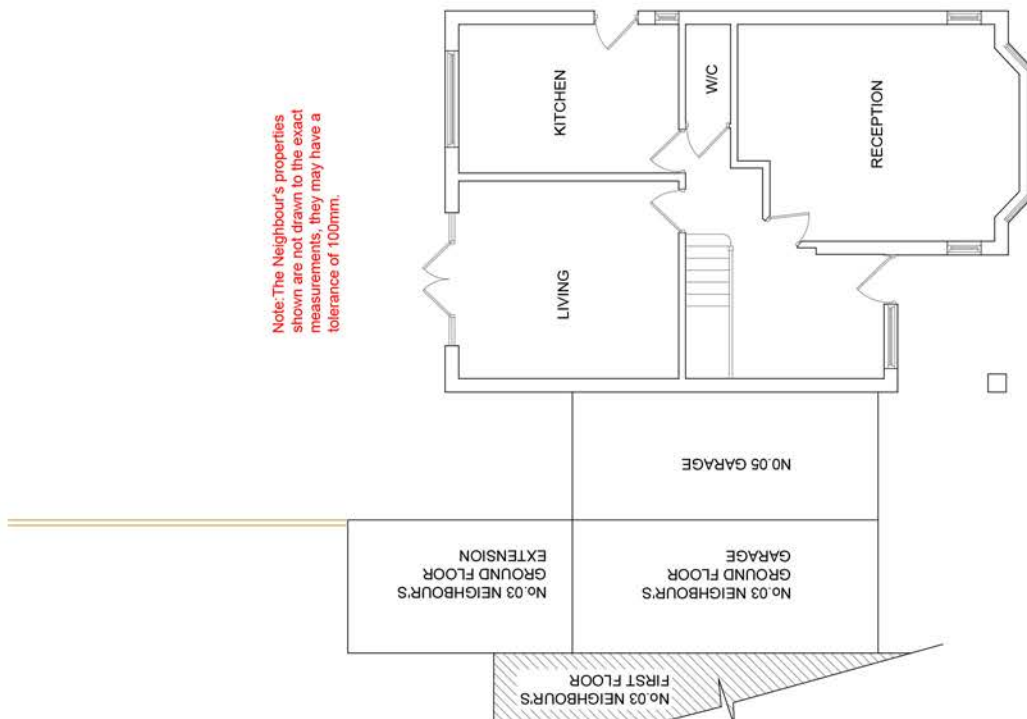
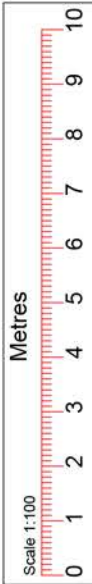


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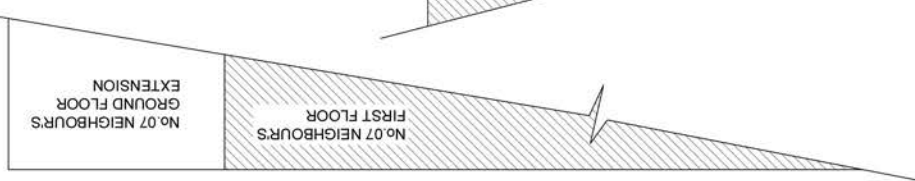
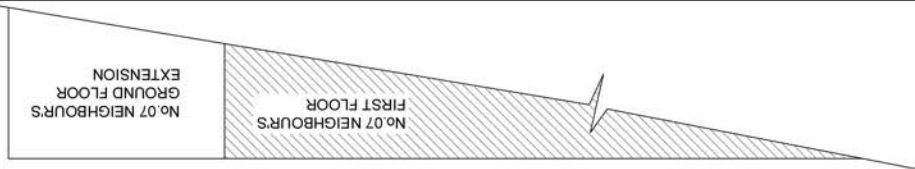
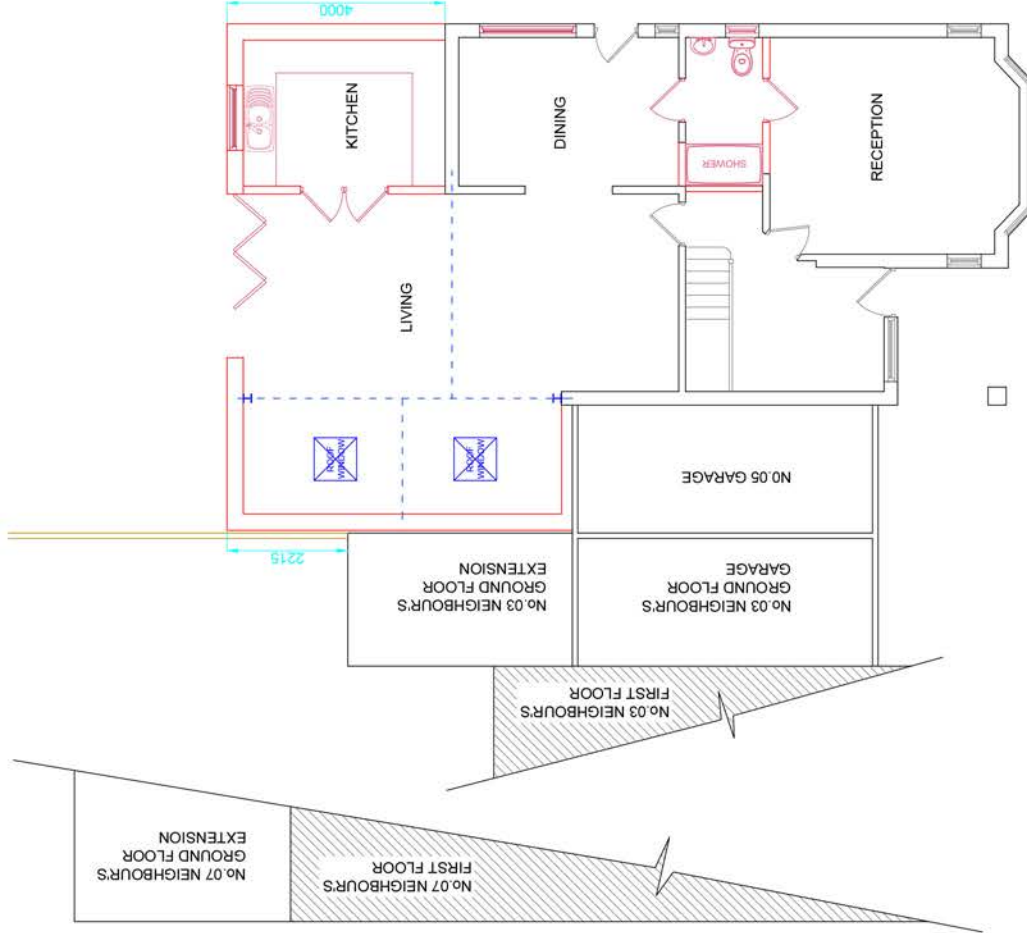
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This title is dealt with by HM Land Registry, Wales Office.



Note: The Neighbour's properties shown are not drawn to the exact measurements, they may have a tolerance of 100mm.



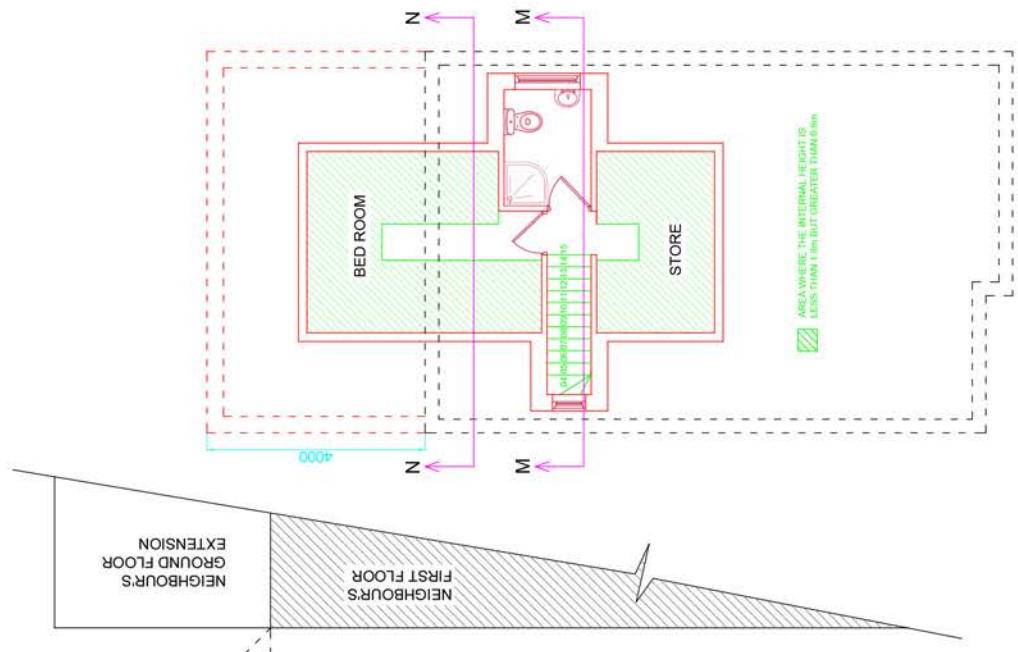
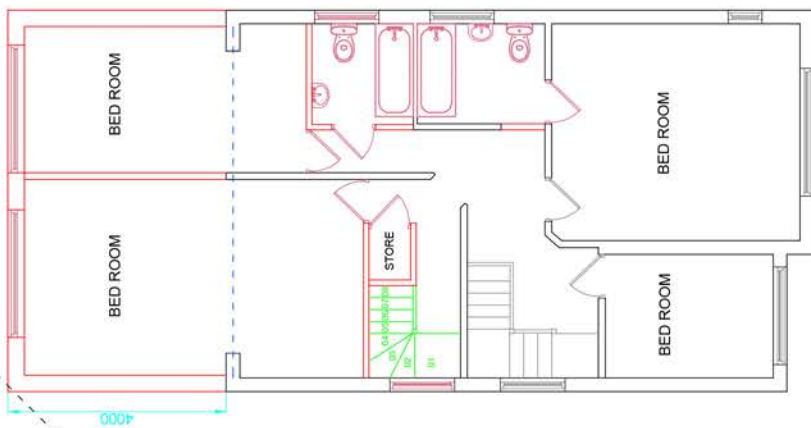
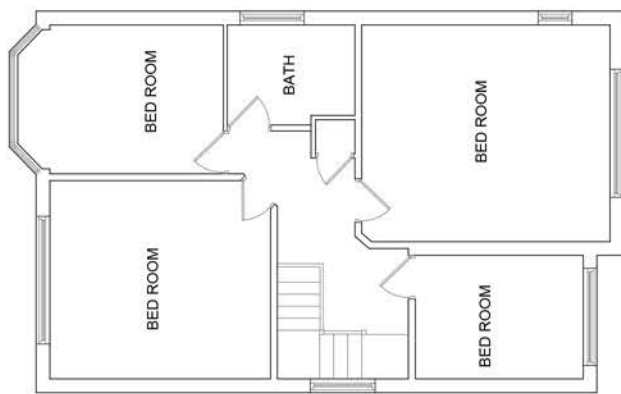
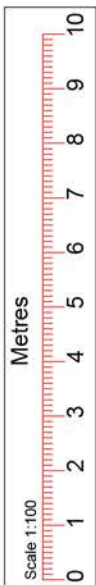
TITLE: ERECTION OF DOUBLE STOREY REAR EXTENSION, PART SINGLE STOREY SIDE/REAR EXTENSION AND SIDE DORMERS

CLIENT NAME : MR A JOSEPH.
SITE ADDRESS : 05 CHILTERN ROAD, PINNER, HA5 2TD.

MKM DESIGN & CONSTRUCTION LTD
Contract: M.MATHU (REG.MSC Civil Engineering)
Tel: 025 8540553
Email: mathu_eng@yahoo.co.uk
Web: mkmdesigns.co.uk

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Dwg No : MKM17/CH05/PL12 | Page : 01/04 | Drawn By: M.MATHU | Date : 29/06/2018 | Scale : SHOWN@A3



**TITLE: ERECTION OF DOUBLE STOREY REAR EXTENSION,
PART SINGLE STOREY SIDE/REAR EXTENSION AND
SIDE DORMERS**

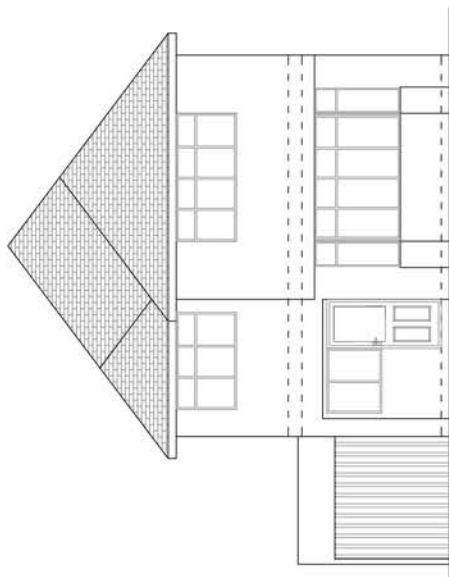
CLIENT NAME : MR A JOSEPH.
SITE ADDRESS : 05 CHILTERN ROAD,
PINNER,
HA5 2TD.



Contact: M.MATHU (BSc, MSc Civil Engineering)
Tel: 025 8540553
Email: mathu_eng@yahoo.co.uk
Web: mkmdesigns.co.uk

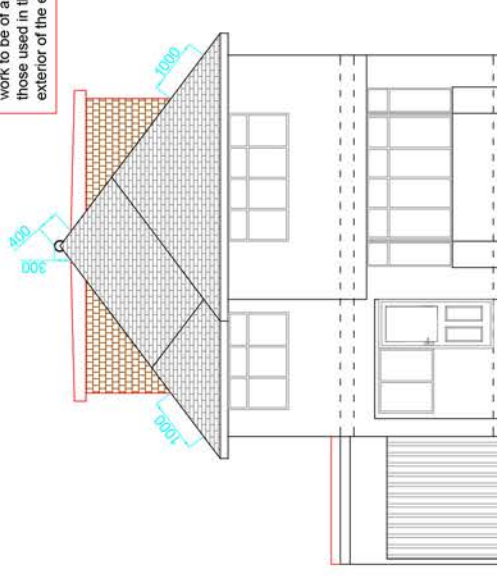
NOTE: This Drawing is Copyright of MKM DESIGN AND CONSTRUCTION LTD.
Contractor to check all dimensions on site, before commencement of any works. Figured dimensions only to be used.
Materials shall be suitable for the purpose for which they are used & the quality shall not be lower than that defined in the relevant British standards.
The structural beam sizes shown on this drawing shall be installed once the beam sizes and structural calculations are approved by the Local Authority. Any changes to beam length and bearing plate bearing pair sizes to be confirmed with our engineer.

Dwg No : MKM17/CH05/PL12 | Page : 02/04 | Drawn By: M.MATHU | Date : 20/06/2018 | Scale : SHOWN@A3

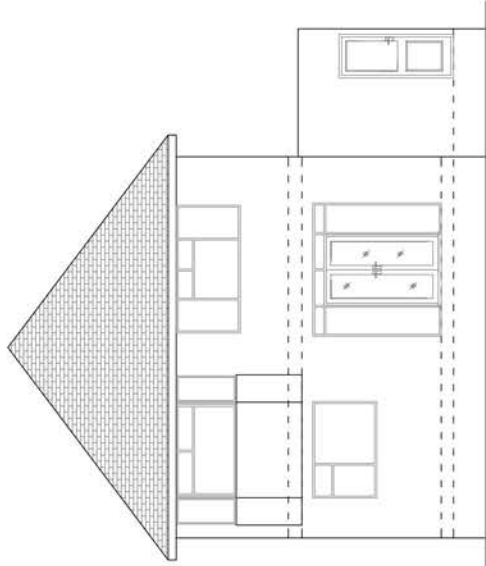


EXISTING FRONT ELEVATION
Scale 1:100

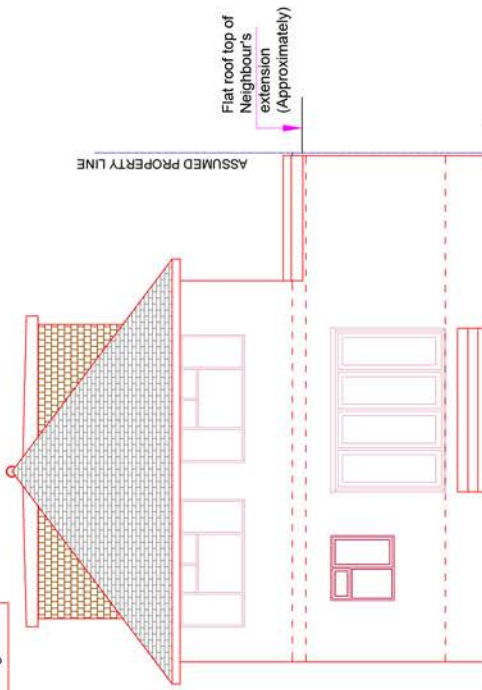
Note:
The materials used in any exterior work to be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse



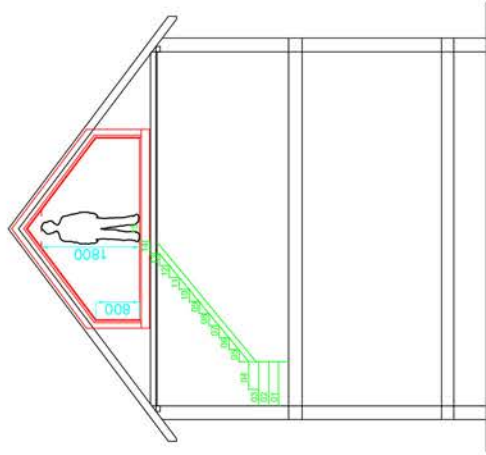
PROPOSED FRONT ELEVATION
Scale 1:100



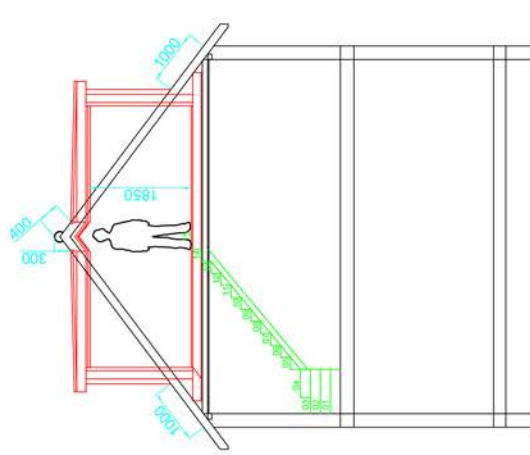
EXISTING REAR ELEVATION
Scale 1:100



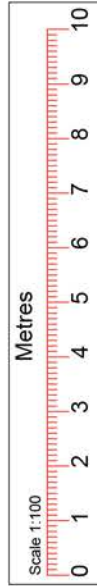
PROPOSED REAR ELEVATION
Scale 1:100



PROPOSED SECTION N-N
Scale 1:100



PROPOSED SECTION M-M
Scale 1:100



TITLE: ERECTION OF DOUBLE STOREY REAR EXTENSION,
PART SINGLE STOREY SIDE/REAR EXTENSION AND
SIDE DORMERS

CLIENT NAME : MR A JOSEPH.
SITE ADDRESS : 05 CHILTERN ROAD,
PINNER,
HA5 2TD

MKM DESIGN & CONSTRUCTION LTD

Contact: M.MATHU (BSc, MSc Civil Engineering)
Tel: 025 8524553
Email: mathu_eng@yahoo.co.uk
Web: mkmdesigns.co.uk

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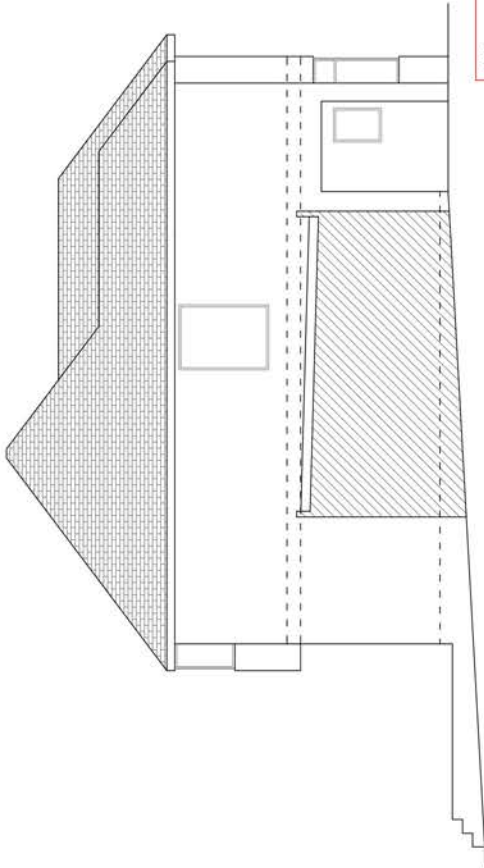
Dwg No : MKM17/CH05/PL12

Page : 04/04

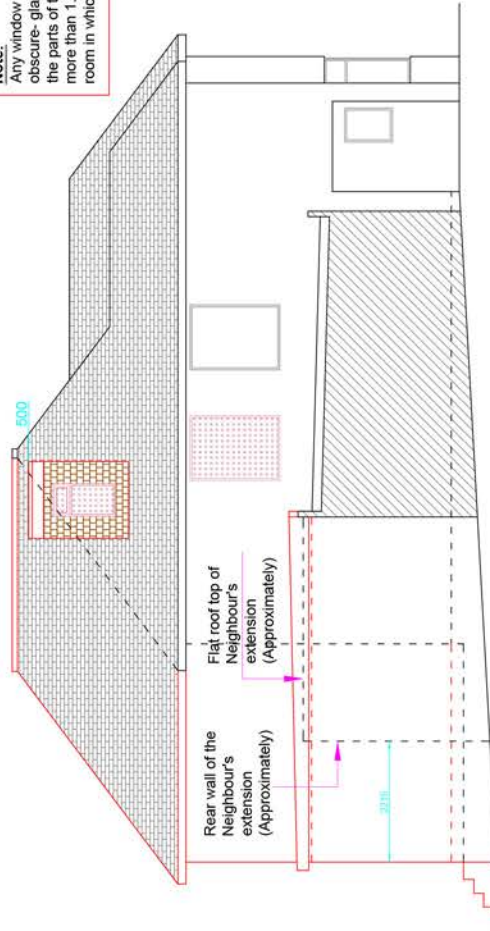
Drawn By: M.MATHU

Date : 29/06/2018

Scale : SHOWN@A3



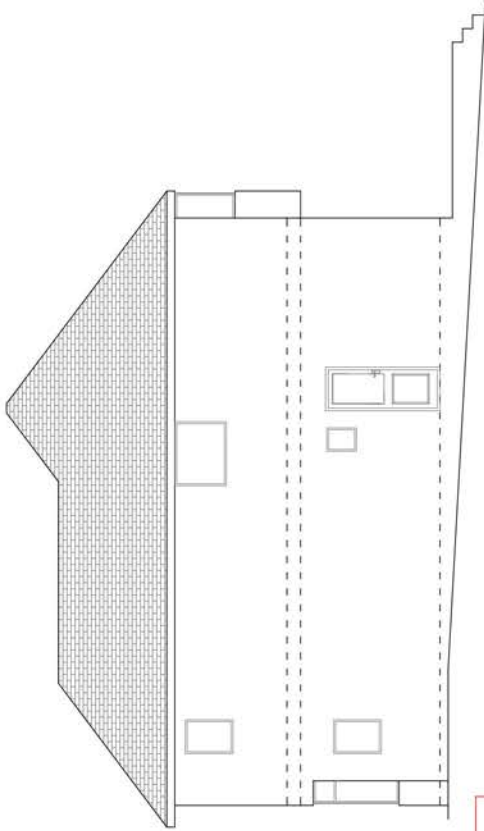
EXISTING SIDE ELEVATION 02
Scale 1:100



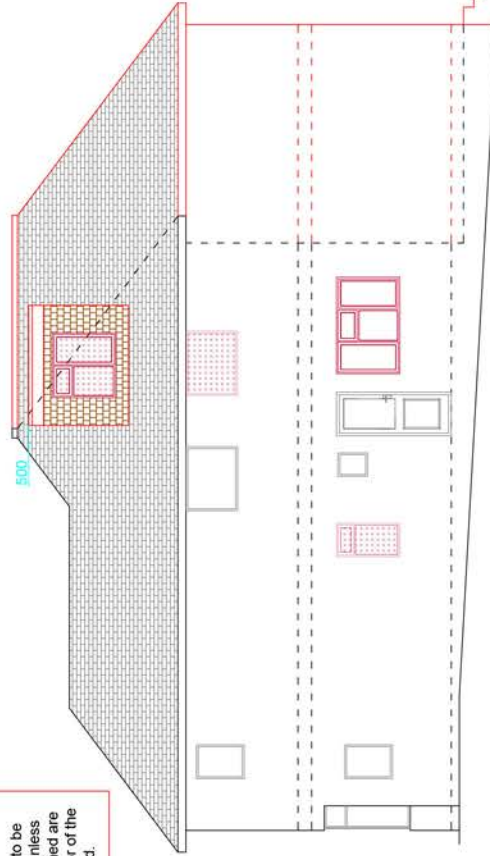
PROPOSED SIDE ELEVATION 02
Scale 1:100

Note:
The materials used in any exterior work to be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse

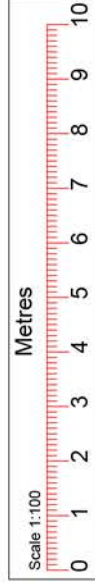
Note:
Any window in upper side elevation to be obscure-glazed, and non-opening unless the parts of the window can be opened are more than 1.7 meters above the floor of the room in which the window is installed.



EXISTING SIDE ELEVATION 01
Scale 1:100



PROPOSED SIDE ELEVATION 01
Scale 1:100



TITLE: ERECTION OF DOUBLE STOREY REAR EXTENSION,
PART SINGLE STOREY SIDE/REAR EXTENSION AND
SIDE DORMERS

CLIENT NAME : MR A JOSEPH.
SITE ADDRESS : 05 CHILTERN ROAD,
PINNER,
HA5 2TD.

MKM DESIGN & CONSTRUCTION LTD

Contact: M.MATHU (BSc, MSc Civil Engineering)
Tel: 025 8540553
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Dwg No : MKM17/CH05/PL12 Page : 03/04 Drawn By: M.MATHU Date : 20/06/2018 Scale : SHOWN@A3



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Site Address:

**5 Chiltern Road
 Eastcote**

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

Planning Application Ref:
54673/APP/2018/1363

Scale:
1:1,250

Planning Committee:
North Page 182

Date:
July 2018



Report of the Head of Planning, Transportation and Regeneration

Address 178-182 HIGH STREET RUISLIP

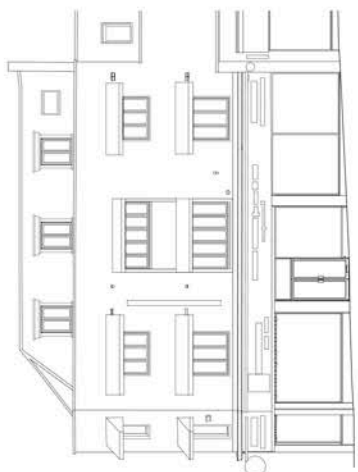
Development: Change of use of part of ground floor from Use Class A1 (Shops) to Use Class A2 (Letting Office) including new entrance and alterations to rear and side elevations

LBH Ref Nos: 28388/APP/2018/1303

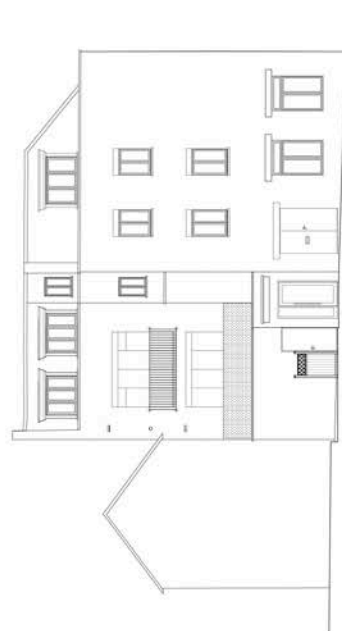
Date Plans Received: 06/04/2018

Date(s) of Amendment(s):

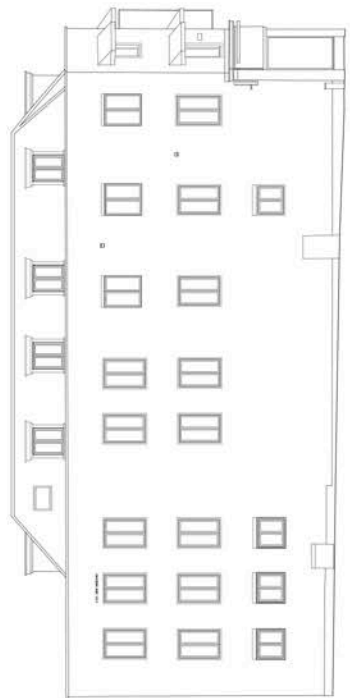
Date Application Valid: 23/04/2018



RUISLIP HIGH STREET ELEVATION



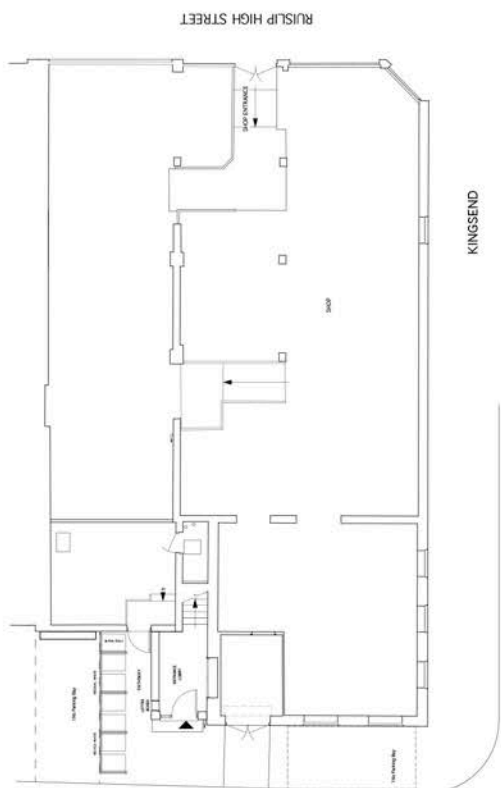
PRINCESS LANE ELEVATION



KINGSSEND ELEVATION

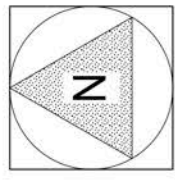
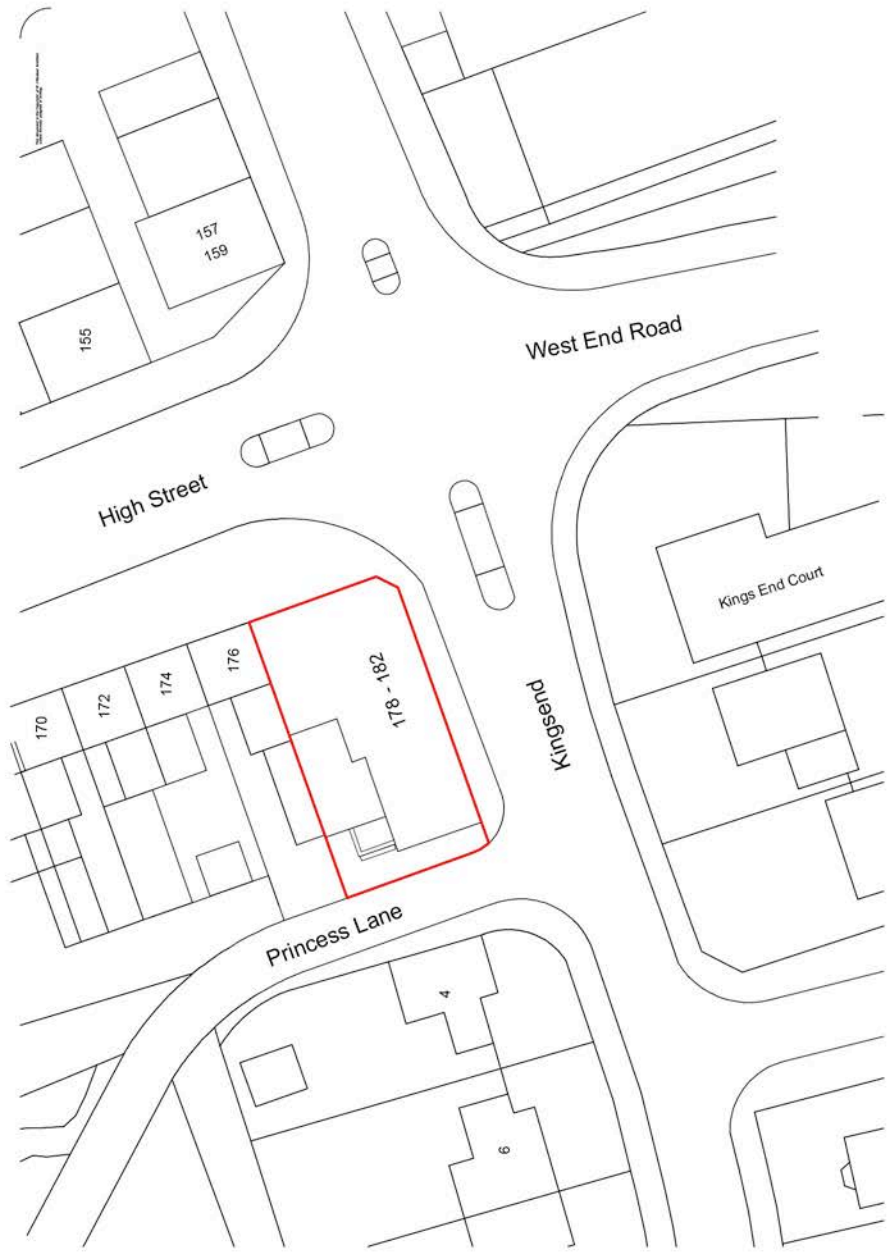



SIDE ELEVATION

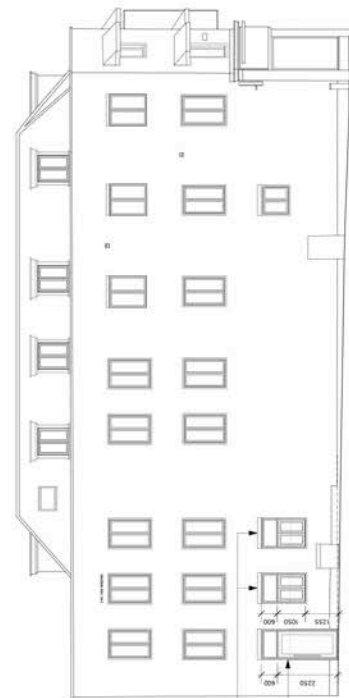


GROUND FLOOR PLAN

<p>SCALE: 1:100 @ A1</p>	
Client:	MR RICHARD HENNESSY 36 VICTORIA ROAD RUISLIP, HA4 0AG
Project:	178 - 182 HIGH STREET RUISLIP, MIDDLESEX HA4 8LJ
Site:	PART OF GROUND FLOOR SHOP TO CHANGE USE FROM A1 TO A2 NEW ENTRANCE AND ALTERATIONS TO GROUND FLOOR WINDOWS EXISTING GROUND FLOOR PLAN, ELEVATIONS AND LOCATION PLAN
Date:	19.03.16
Scale:	1:100 @ A1
Reference No:	178HRS S-01
<p>ANDREAS GEORGIU I/O CAD 100, Church Lane, London W9P 8BA Tel: 020 885 0535 Fax: 020 885 0537 Email: andreas@andrei.co.uk www.andrei.co.uk</p>	



Client	MR RICHARD HENNESSY 36 VICTORIA ROAD RUISLIP, HA4 0AG		
Property	178 - 182 HIGH STREET RUISLIP, MIDDLESEX HA4 8LJ		
Job Title	PART OF GROUND FLOOR SHOP TO CHANGE USE FROM A1 TO A2 NEW ENTRANCE AND ALTERATIONS TO GROUND FLOOR WINDOWS		
Drawing	SITE / BLOCK PLAN		
Date	19.03.18	Scale	1:500 @ A4
Job No	178HSR	Drawing No	S-03
		Revision No	
	ANDREAS GEORGIU t/a GIAD		
	Office F3, Kingsbury House 468 Church Lane, London NW9 8UA Tel: 020 8200 2331 TEL: 07956 587037 email: andreas@giad.co.uk		
			
	RESERVE THE COPYRIGHT ON ALL DOCUMENTS AND DRAWINGS		

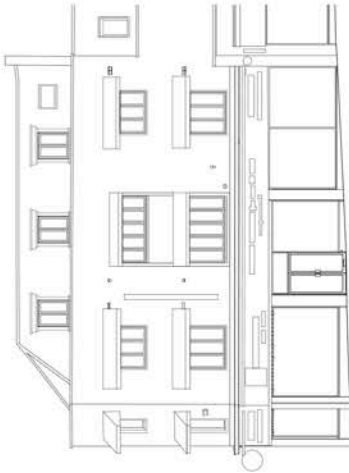


KINGSEND ELEVATION

WINDOWS ALL TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO BE SUPPLIED TO THE ABOVE SPECIFICATION. ALL WINDOWS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.

EXISTING WINDOWS TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO THE ABOVE SPECIFICATION. ALL WINDOWS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.

EXISTING DOORS TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO THE ABOVE SPECIFICATION. ALL DOORS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.



RUISLIP HIGH STREET ELEVATION



SIDE ELEVATION

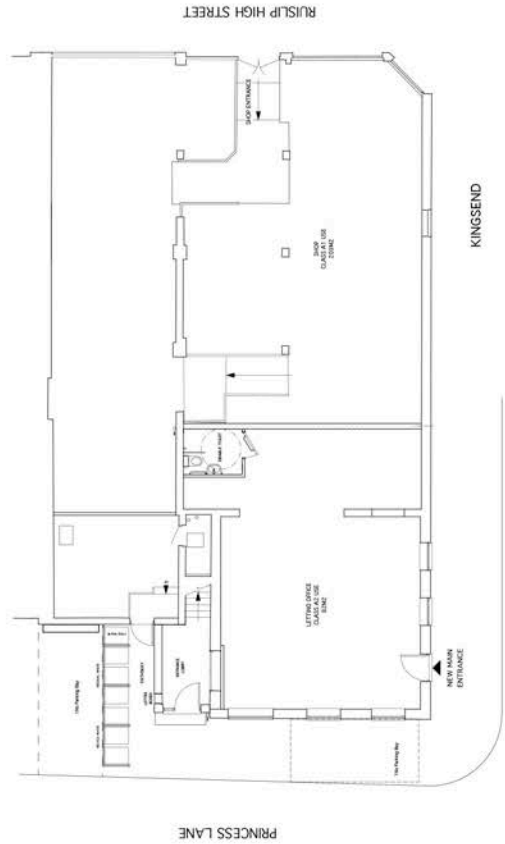


PRINCESS LANE ELEVATION

WINDOWS ALL TO BE FINISHED AND WINDOWS TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO THE ABOVE SPECIFICATION. ALL WINDOWS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.

EXISTING DOORS TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO THE ABOVE SPECIFICATION. ALL DOORS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.

EXISTING WINDOWS TO BE FINISHED WITH ALUMINIUM FINISH AND GLAZING TO THE ABOVE SPECIFICATION. ALL WINDOWS TO BE FINISHED TO THE FIRST, SECOND AND THIRD FLOOR.

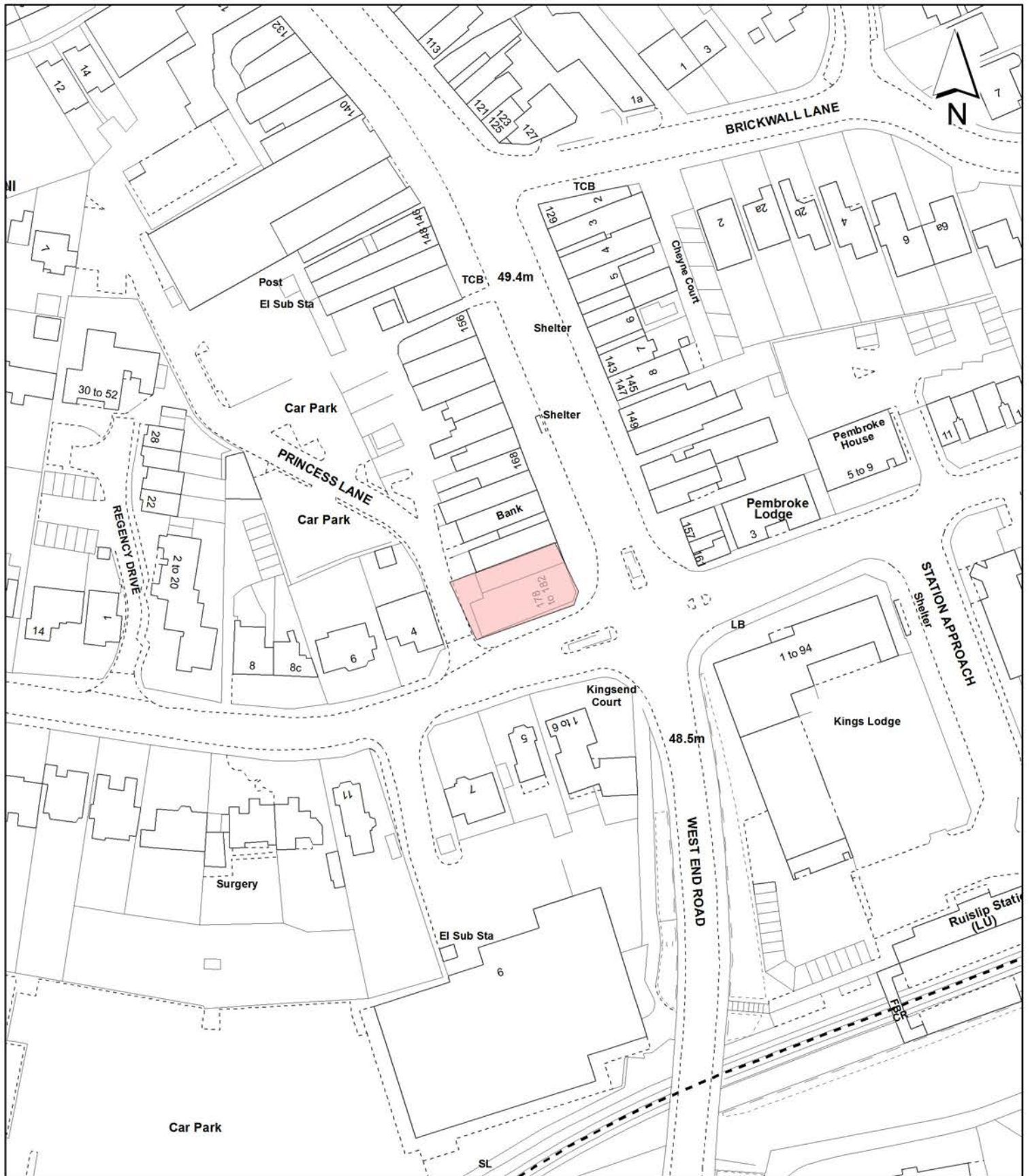


GROUND FLOOR PLAN

PRINCESS LANE

RUISLIP HIGH STREET

AREAS:	
SITE AREA - 388M ²	
EXISTING SHOP AREA (A1) - 287M ²	
PROPOSED SHOP AREA (A1) - 204M ²	
PROPOSED LETTING OFFICE AREA (A2) - 83M ²	
SCALE: 1:100 @ A1	
0 1M 2M 3M 4M 5M	
MR RICHARD HENNESSY 36 VICTORIA ROAD RUISLIP, HA4 0AG	
178 - 182 HIGH STREET RUISLIP, MIDDLESEX HA4 8LJ	
PART OF GROUND FLOOR SHOP TO CHANGE USE FROM A1 TO A2. NEW ENTRANCE AND ALTERATIONS TO GROUND FLOOR WINDOWS	
PROPOSED GROUND FLOOR PLAN AND ELEVATIONS	
Date: 19.03.16	Scale: 1:100 @ A1
Project No: 178HSR	Sheet No: S-02
ANDREAS GEORGIU T / S CAD 15, Wood Lane Road 4th Floor, London W1P 8JL Tel: 020 850 0237 Fax: 020 850 0237 Email: andreas@andgeo.co.uk Website: www.andgeo.co.uk	



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Site Address:

**178-182 High Street
 Ruislip**

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

Planning Application Ref:

28388/APP/2018/1303

Scale:

1:1,250

Planning Committee:

North Page 187

Date:

July 2018



HILLINGDON
 LONDON

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