



HILLINGDON
LONDON



North Planning Committee

Date: WEDNESDAY, 19 JUNE
2019

Time: 8.00 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
Media are welcome to attend.
This meeting may also be
broadcast live.

This Agenda is available online at:
www.hillingdon.gov.uk or use a smart phone
camera and scan the code below:



To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Duncan Flynn (Vice-Chairman)
Councillor Jas Dhot
Councillor Martin Goddard
Councillor Becky Haggard
Councillor Henry Higgins
Councillor Carol Melvin BSc (Hons)
Councillor John Oswell
Councillor Raju Sansarpuri

Published: Tuesday, 11 June 2019

Contact: Neil Fraser
Tel: 01895 250692
Email: nfraser@hillington.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter from the Council's main reception where you will be asked to sign-in and then directed to the Committee Room.

Accessibility

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

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt.

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live 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. The Chairman may vary speaking rights if there are multiple petitions

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 meeting works

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

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

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

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

The procedure will be as follows:-

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

How the Committee makes decisions

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. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

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

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

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

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 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.

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	70 Northwood Road, Harefield – 74520/APP/2019/996	Harefield	Two storey side extension and boundary fence to side.(AMENDED PLANS 06-06-19) Recommendations: Approval	7 - 20 101 - 111

7	4 Ashburton Road Ruislip - 15579/APP/2019/365	Manor	Part two storey, part first floor side/rear extension, single storey front extension, first floor rear extension, conversion of roofspace to habitable use to include 2 rear dormers and conversion of roof from hip to gable end, 4 detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 1-bed and 3 x 2-bed self-contained flats with associated parking and amenity space. Recommendations: Refusal	21 – 36 112 - 118
8	Ducks Hill Farm Ducks Hill Road, Northwood – 5907/APP/2019/872	Northwood	Erection of a building for use as a shop and storage involving demolition of existing sheds Recommendations: Approval	37 – 52 119 - 131
9	18 Long Drive, Ruislip – 74580/APP/2019/470	South Ruislip	Change of use from A1 to Mixed Use A1/A3. Recommendations: Approval	53 – 62 132 - 138

PART II - Members Only

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

10	Enforcement Report	63 - 72
11	Enforcement Report	73 - 80
12	Enforcement Report	81 - 90
13	Enforcement Report	91 - 100

PART I - Plans for North Planning Committee

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Minutes



NORTH Planning Committee

9 May 2019

Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge

	Committee Members Present: Councillors Eddie Lavery (Chairman), Duncan Flynn (Vice-Chairman), Jas Dhot, Martin Goddard, Becky Haggard, Henry Higgins, Carol Melvin, John Oswell and Raju Sansarpuri
1.	ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>) RESOLVED: That Councillor Lavery be elected as Chairman of the North Planning Committee for the 2019/20 municipal year.
2.	ELECTION OF VICE-CHAIRMAN (<i>Agenda Item 2</i>) RESOLVED: That Councillor Flynn be elected as Vice-Chairman of the North Planning Committee for the 2019/20 municipal year.
	The meeting, which commenced at 9.05 pm, closed at 9.10 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nikki O'Halloran on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Minutes



NORTH Planning Committee

15 May 2019

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Duncan Flynn (Vice-Chairman), Martin Goddard, Becky Haggar, Henry Higgins, Raju Sansarpuri and Mohinder Birah</p> <p>LBH Officers Present: Glen Egan (Office Managing Partner - Legal Services), Matt Kolaszewski (Planning Team Manager), Richard Michalski (Highways Officer), James Rodger (Head of Planning, Transportation and Regeneration) and Anisha Teji(Democratic Services Officer)</p>
3.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Cllr Jas Dhot with Cllr Janet Duncan substituting, and Cllr John Oswell with Cllr Mohinder Birah substituting.</p>
4.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
5.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes from the meeting held on 4 April 2019 be approved as a correct record</p>
6.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>Agenda item 8 – 1 Harlyn Drive Pinner (16932/APP/2018/3978) had been withdrawn from the agenda prior to the meeting.</p>
7.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items marked Part I would be considered in public, and all items marked Part II would be considered in private.</p>
8.	<p>115 LONG LANE, ICKENHAM - 25375/APP/2019/379 (<i>Agenda Item 6</i>)</p> <p>First floor side and two storey rear extension, conversion of garage to habitable use to include alterations to front and side elevation</p>

	<p>Officers provided an overview of the application and made a recommendation for approval.</p> <p>Clarification was sought on whether there would be overlooking issues from the window at the side of the property. Officers confirmed that there were no concerns with the window and a condition of obscure glazing could not be justified.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED – That the application be approved as per officer's recommendation.</p>
9.	<p>29 COPSE WOOD WAY, NORTHWOOD - 12537/APP/2016/2920 (<i>Agenda Item 7</i>)</p> <p>Two storey, 6-bed, detached dwelling with habitable roof space with associated parking and amenity space and installation of vehicular crossover to front, involving demolition of existing detached dwelling house.</p> <p>Officers provided an overview of the application and made a recommendation for refusal. The addendum was also highlighted.</p> <p>A petitioner spoke in objection of the application and submitted that the proposed development was incongruous due to its size, bulk and scale. In summary, the petitioner also submitted the proposed development was far too large for the size of the plot and there were concerns about the impact on the area's special local character. The rear of the proposed building would extend 8 – 11 metres beyond its current position and its height was much greater than the adjacent houses. There would also be over dominance of nearby houses and a loss of light. The common boundary between adjacent neighbours had been reduced. Overall, the petitioner opposed the development due to its bulk, size and over dominance.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be refused as per officer's recommendation</p>
10.	<p>1 HARLYN DRIVE, PINNER - 16932/APP/2018/3978 (<i>Agenda Item 8</i>)</p> <p>This item was withdrawn prior to the meeting.</p>
11.	<p>44 WARREN ROAD, ICKENHAM - 17392/APP/2018/3696 (<i>Agenda Item 9</i>)</p> <p>Alterations to existing rear dormer.</p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved as per officer's recommendation.</p>
12.	<p>8 VICTORIA ROAD, RUISLIP - 24854/APP/2018/4113 (<i>Agenda Item 10</i>)</p>

	<p>Single storey rear extension, part change of use from Use Class A1 (Salon) to Use Class B1 (Office) and Use Class A2 (Estate Agent), involving alterations to front elevation.</p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved as per officer's recommendation.</p>
13.	<p>8 VICTORIA ROAD, RUISLIP - 24854/APP/2018/4373 (<i>Agenda Item 11</i>)</p> <p>Single storey rear extension, part change of use from Use Class A1 (Salon) to Use Class A2 (Estate Agent), involving alterations to front elevation.</p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved as per officer's recommendation.</p>
14.	<p>ENFORCEMENT ITEM (<i>Agenda Item 12</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action as recommended in the officer's report was agreed; and 2. That the Committee resolved to release their decision and the reasons for it outlined in the report into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned. <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual, and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1085 as amended).</i></p>
	<p>The meeting, which commenced at 7.30 pm, closed at 7.31 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

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Report of the Head of Planning, Transportation and Regeneration

Address 70 NORTHWOOD ROAD HAREFIELD

Development: Two storey side extension and boundary fence to side.(AMENDED PLANS 06-06-19)

LBH Ref Nos: 74520/APP/2019/996

Drawing Nos: 144 Rev P3
145 Rev P2
141 Rev P3
142 Rev P1
143 Rev P1
103 Rev P1
102 Rev P1
101

Date Plans Received: 22/03/2019

Date(s) of Amendment(s):

Date Application Valid: 22/03/2019

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a detached dwelling located on the corner junction of Northwood Road and Mossendew Close. The property has a bay window to the front and has a large single storey side element to the rear. It is set in a good sized plot with a paved front garden, which can accommodate parking for 2 cars and a driveway to the side leading to a detached garage. To the rear there is a good sized garden.

The streetscene is residential in character and comprises a mix of housing styles.

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

1.2 Proposed Scheme

This application seeks planning permission for two storey side extension and installation of boundary wall to all sides

The application REF: 74520/APP/2019/247 was refused on 19/3/19 due to the height, position and design of the fence. The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

It is important to note that the site is occupied by a 3 bedroom detached property which is to be extended to the side facilitated by the applicant purchasing an adjacent area of private green space (un-adopted highway) outside of the existing property curtilage. The submitted

land registry title deed confirms this purchase and also indicates that the roadway within Mossendew Close is now within the applicant's ownership. However in reality the whole road will remain as adopted public highway (except for the adjacent private green space which has never been formally adopted by the Council and is now owned by the applicant) therefore residents of this Close will not be affected in any way as the Council remains the overriding authority over the adopted public highway and the applicant has no legal right to impose control or develop any area within Mossendew Close.

1.3 Relevant Planning History

74520/APP/2019/246 70 Northwood Road Harefield

Single storey rear extension

Decision Date: 19-03-2019 **Approved** **Appeal:**

74520/APP/2019/247 70 Northwood Road Harefield

Two storey side extension and installation of boundary wall to all sides

Decision Date: 19-03-2019 **Refused** **Appeal:**

Comment on Planning History

74520/APP/2019/246 - Single storey rear extension
Approved on 19/3/19 .

74520/APP/2019/247 - Two storey side extension and installation of boundary wall to all sides
Refused on 19/3/19

Refusal reasons:

1. The boundary fence by reason of the position of the application site in a visually prominent location, and the height, position and design of the fence would result in an overbearing and visually intrusive form of development, and as a result have a detrimental impact upon the character and appearance of the street scene and the wider area, contrary to 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) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposed boundary treatment, by reason of its position and height would obstruct visibility for vehicles accessing/egressing the site prejudicial to conditions of general highway and pedestrian safety and would therefore be contrary to Policies AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

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

8 neighbouring properties and Highways officer were consulted by letter on 26/3/19. A site

notice was displayed in the area. By the close of the consultation period 2 comments and one petition were received.

EXTERNAL CONSULTEE

Bickerton's Aerodromes raised their concerns and states that the site is within the Denham Aerodrome Traffic Zone. Denham is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft and may be available for use at any time. It is inevitable that any occupants in this location will both hear and see aircraft operations and it is important that all concerned are aware of the juxtaposition of the sites.

A petition letter was received on 16/4/19 who raised their objections as follows:

- 1) ownership of Mossendew Close by applicant.
- 2) adjustment grass verge
- 3) Impact on character of the wider area
- 4) height of fences

INTERNAL CONSULTEE

Trees/Landscape officer:

As the application proposal plans apart from fences are identical to previous REF: 74520/APP/2019/247, as such previous tree officer's comments still applies.

This site is a corner plot occupied by a two-storey detached house occupying a wider than average plot at the junction with Mossendew Close. According to the red line on the site location plan, the wide grass verge to the east of the property lies within the ownership of the number 70 - although on site it appears to be highway verge? There are no TPO's or Conservation Area designations affecting the site.

COMMENT No trees will be affected by the proposed rear extension, however, the side extension will result in the loss of the generous roadside verge which mirrors that on the opposite side and provide an attractive visual amenity. While the existing verge contributes to the character and appearance of the area there are no landscape / planning reasons to object. If you are minded to approve this application landscaping (tree planting) along the proposed west boundary of the site would provide mitigation for the loss of existing green space, in accordance with policy BE38.

RECOMMENDATION No objection subject to conditions RES9 (parts 1,2 and 5).

Highways Officer:

Site Characteristics and Background

The site is located within a residential catchment in the far northern part of the borough on the corner of Northwood Road and Mossendew Close in Harefield.

The property exhibits an extensive frontage (as do surrounding properties) with on-plot parking for several vehicles together with a double garage provision and the area is devoid of parking controls. An existing access and carriageway provision that serve the site envelope on Northwood Road will remain unaltered.

The site is occupied by a 3 bedroom detached property which is to be extended to the side facilitated by the applicant purchasing an adjacent area of private green space (un-adopted highway) outside of the existing property curtilage. The submitted land registry title deed

confirms this purchase and also indicates that the roadway within Mossendew Close is now within the applicant's ownership. However in reality the whole road will remain as adopted public highway (except for the adjacent private green space which has never been formally adopted by the Council and is now owned by the applicant) therefore residents of this Close will not be affected in any way as the Council remains the overriding authority over the adopted public highway and the applicant has no legal right to impose control or develop any area within Mossendew Close.

Parking Provision

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

As this proposal is to remain within a single tenure there is no requirement to provide additional on-plot parking in accord with adopted standard. However it is noted that the several spaces are present and will remain on the relatively generous property frontage. On this basis the quantum of parking provision is considered ample.

There is an opportunity to encourage a cycle parking provision of at least 1 secure and accessible space for this scale of proposal in order to conform to the adopted borough cycle parking standard. Accommodation of this level of requirement, although physically achievable, has not been demonstrated and should therefore be secured by planning condition.

Boundary Fencing flanking Mossendew Close

The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy 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.

There will be no discernible difference in vehicle bound activity as the property is to remain in single tenure.

Operational Refuse Requirements

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

Conclusion

The application has been reviewed by the Highway Authority who 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).

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.
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.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwelling and the impact of application on highway / pedestrian safety.

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

Furthermore Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development that would fail to harmonise with the existing streetscene, or which would fail to safeguard the design of existing and adjoining sites.

Paragraph 5.0 of the HDAS SPD states extensions at first floor level provide the opportunity to create additional bedrooms, however they also have the potential to have a significant impact upon the neighbouring properties. The Council will therefore consider proposals for two storey side extensions in terms of their setting and character and quality of street

scene. Extensions of two or more storeys in height must be set back 1m from the side of the boundary to protect the character and appearance of the street scene and gaps between properties to prevent appearing terraced. Semi-detached dwellings should also be set back 1m from the front wall and lowered by at least 500mm from the main roof.

HDAS: Residential Extensions section 10 states all front walls and enclosures should make a positive contribution to the street-scene and must ensure adequate visibility for all vehicles entering and exiting the property. Walls and enclosures should not obstruct sight line required for road. Materials used and the height of any wall/enclosure must be in keeping with the character of the area. Furthermore, front gates over 1m in height will be refused planning permission because of their overbearing impact on the street-scene.

The proposed two storey side extension would be constructed flush with the principal elevation at both levels and would benefit from a two storey bay window feature. The proposal would measure 4.5m in width at both levels, would extend the full depth of the existing dwelling across the flank elevation by approximately 9.5m in length at both levels. The proposed two storey side extension would be characterised by a gabled roof which would be level with main roof height and therefore would comply with the height for two storey extensions, as specified in paragraph 5.7 of the HDAS SPD. The 4.5 m side extension width would be between half and two thirds of the main house (8.25 m) and therefore complies with the HDAS SPD as specified in paragraph 5.10. Although the extension would appear to be too wide, the proposed design reflects the architectural style of the original house.

Policy BE22 and HDAS SPD states residential extensions of two or more storeys in height should be set back for the full height a minimum of 1m from the shared boundary to preserve the visually open gaps between properties and prevent dwellings from coalescing to form a terraced appearance. Also, paragraph 5.6 of the HDAS SPD states for semi-detached house, the ground and first floor should be set back 1m from the main front building line to ensure a subordinate appearance to the existing house.

The proposed two storey side extension would retain a sufficient distance from the shared boundary with Mossendew Close and therefore, it complies with HDAS SPD and BE22.

The proposed development is considered to be in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - saved UDP Policies (November 2012) and to the Council's Supplementary Planning Documents HDAS Residential Extensions.

Policy BE20 states that buildings should be laid out to allow adequate daylight to penetrate and amenities of existing houses safeguarded. It is considered that the extension is of a size and scale which would not significantly impact on the residential amenities of the occupiers of the adjoining properties from increased overshadowing, loss of sunlight, visual intrusion and over-dominance.

Policy BE24 states that the proposal should protect the privacy of the occupiers and their neighbours. The proposed development will include windows on the front, rear and side elevations of the property. The windows on the rear elevation of the property will face the rear garden of the application site, and will not overlook into any of the neighbouring properties. The windows on the front elevation will have an outlook of the general street scene and therefore will not directly overlook into any of the neighbouring properties. The

windows on the side elevation will be considered secondary windows to habitable rooms, so would be obscured glazed, and therefore will not directly overlook into any of the neighbouring properties. However should the application be approved a planning condition can be added to ensure that the window is obscurely glazed

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.

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 Policy 3.5 of the London Plan (2016).

The application has been reviewed by the Highway Authority who 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). Highway officer commented as follows:

Parking Provision

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

As this proposal is to remain within a single tenure there is no requirement to provide additional on-plot parking in accord with adopted standard. However it is noted that the several spaces are present and will remain on the relatively generous property frontage. On this basis the quantum of parking provision is considered ample.

There is an opportunity to encourage a cycle parking provision of at least 1 secure and accessible space for this scale of proposal in order to conform to the adopted borough cycle parking standard. Accommodation of this level of requirement, although physically achievable, has not been demonstrated and should therefore be secured by planning condition.

Boundary Fencing flanking Mossendew Close

The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy 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.

There will be no discernible difference in vehicle bound activity as the property is to remain in single tenure.

Operational Refuse Requirements

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

Accordingly, the application is recommended for approval.

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 plans numbers 141 Rev P3, 142 Rev P2, 143 Rev P1 , 144 Rev P3 and 145 Rev P2 received on 22/3/19

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 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) 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 Mossendew Close

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 window(s) facing Mossendew Close and 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 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.a Details of Hard Landscaping

2.b Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

3. 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

- 1** The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).
You are advised to submit details to overcome the specified security need(s) in order to comply with condition X of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

- 2** 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.

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.
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.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

- 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.

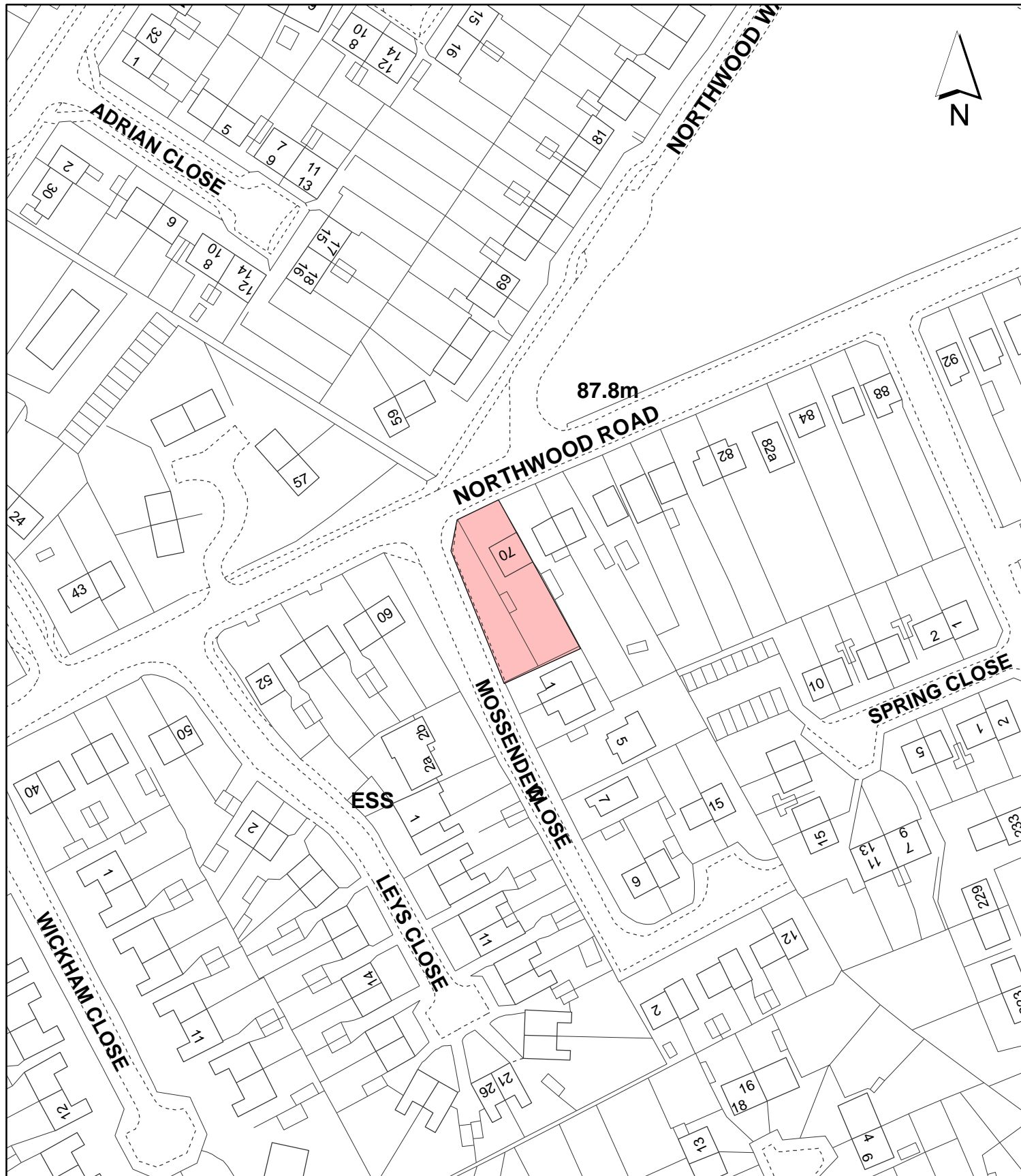
D) No bonfires that create dark smoke or nuisance to local residents.

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: Hoda Sadri

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

70 Northwood Road

Planning Application Ref:

74520/APP/2019/996

Planning Committee:

North Page 19

Scale:

1:1,250

Date:

June 2019

**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 4 ASHBURTON ROAD RUISLIP

Development: Part two storey, part first floor side/rear extension, single storey front extension, first floor rear extension, conversion of roofspace to habitable use to include 2 rear dormers and conversion of roof from hip to gable end, 4 detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 1-bed and 3 x 2-bed self-contained flats with associated parking and amenity space.

LBH Ref Nos: 15579/APP/2019/365

Drawing Nos: Location Plan (1:1250)
4AshburtonRd/2019/04
4AshburtonRd/2019/02
4AshburtonRd/2019/01
4AshburtonRd/2019/03
Design and Access Statement

Date Plans Received: 29/01/2019

Date(s) of Amendment(s):

Date Application Valid: 12/02/2019

1. SUMMARY

Planning permission is sought for a part two storey, part first floor side/ rear extension, a single storey front extension, first floor rear extension, conversion of roofspace to habitable use to include 2 rear dormers and conversion of roof from hip to gable end, and 4 x detached garages to rear to allow conversion of dwelling from 1 x 4-bed to 1 x 1-bed and 3 x 2-bed self contained flats with associated parking and amenity space.

Planning permission was refused and subsequently allowed at appeal for a part two storey, part single storey side/rear extension, single storey front extension, 4 x detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 2-bed and 3 x 1-bed dwellings with parking and amenity space under planning ref: 15579/APP/2018/642. The amendments to the current application include the erection of 2 rear dormers and a hip to gable conversion to create 1 x 2 bed and 3 x 2 bed flats.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The combination of the proposed dormer extension with the proposed two storey rear extension by reason of their siting in this open prominent position, size, scale, bulk and design would represent an incongruous and visually intrusive form of development to the detriment of the character and appearance of the original dwelling and to the visual amenities of the street scene and surrounding area. Therefore the proposal would be contrary to Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The proposal would provide an indoor living area of an unsatisfactory size and quality for the future occupiers of flats 2 and 4 and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

INFORMATIVES

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the '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 application site is located on the Western side of Ashburton Road with the principal elevation facing North East. The application site is located within a large, prominent and open corner plot. The site comprises a two storey end-of-terrace house with a single storey car port with a flat roof profile attached to its Northern side plus a further parking space between the car port and the site's Northern boundary. To the front is a mono-pitched roof running from the bay window to the end at ground floor with the first floor set under a hipped roof set down from the main ridge by 0.97 metres.

To the North of the property lies No. 2 Ashburton Road, a semi-detached two storey house arranged at an angle to Ashburton Road and Cornwall Road. This property has been substantially extended at single storey level to the rear and side. To the South of the site is No. 6 Ashburton Road, the attached house with a single storey rear extension.

The street scene is residential in character comprising primarily groups of terraced properties, many of which have previously been extended.

The application site lies within the Developed Area as designated in the Hillingdon Local

3.2 Proposed Scheme

Planning permission is sought for a part two storey, part first floor side/ rear extension single storey front extension, first floor rear extension, conversion of roofspace to habitable use to include 2 rear dormers and conversion of roof from hip to gable end, and 4 x detached garages to rear to allow conversion of dwelling from 1 x 4-bed to 1 x 1-bed and 3 x 2-bed self contained flats with associated parking and amenity space.

The extensions would consist of a two storey side extension 3.75 metre wide set in 1.72 metres from the side boundary to the front reducing to 1.47 metre to the rear. At ground level this extends the full length and wraps around to the rear projecting a further 2.9 metres from the rear elevation. The first floor elevation is set in 2 metre from the side boundary to the South, closest to no.6 and has a stepped elevation.

With these proposed alterations the existing dwelling is proposed to be converted to one, 1 bed 2 person flat and three 2 bed 3 person flats. 4 car parking spaces would be provided to the rear along with an area of hard-standing, accessed via the private alleyway with the remaining garden area proposed as a single communal area of 132 m2.

3.3 Relevant Planning History

15579/APP/2017/3615 4 Ashburton Road Ruislip

Part two storey, part single storey side/rear extension, single storey front extension and conversion of roof space to habitable use to include a rear dormer and conversion of dwelling from 1 x 4-bed to 3 x 2-bed and 1 x 1-bed self-contained flats with associated parking and amenity space and installation of vehicular crossover to front.

Decision: 10-01-2018 Refused

15579/APP/2018/1668 4 Ashburton Road Ruislip

Single storey rear extension and conversion of roofspace to habitable use to include 3 front rooflights, rear dormer and part conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 25-06-2018 Approved

15579/APP/2018/642 4 Ashburton Road Ruislip

Part two storey, part single storey side/rear extension, single storey front extension, 4 x detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 2-bed and 3 x 1-bed dwellings with parking and amenity space. (Resubmission)

Decision: 01-08-2018 Refused

Appeal: 13-12-2018 Allowed

Comment on Relevant Planning History

15579/APP/2018/642: Part two storey, part single storey side/rear extension, single storey front extension, 4 x detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 2-bed and 3 x 1-bed dwellings with parking and amenity space. (Resubmission) - Refused and allowed at appeal.

i. The proposed two storey side/rear extension, by reason of its siting in this open prominent position, its size, scale and bulk would represent an incongruous addition, which would fail to harmonise with the architectural composition of the original end terrace dwelling and would be detrimental to the character, appearance and to the visual amenities of the street scene and the surrounding area. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

ii. The application proposes inadequate provision for off-street car parking, resulting in additional on-street parking 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.

iii. The proposed development by reason of the extensive use of the rear garden area for parking including extensive areas of hard-standing, and the proximity of the car parking spaces to surrounding properties, would result in a significant increase in noise and general disturbance to the proposed and adjoining residential properties, and as such would provide a poor residential environment and constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The application was subsequently allowed at appeal in which the Inspectorate stated

The property is not, as the Council contend however, a corner plot. I saw that that status more accurately belongs to the semi-detached pair of dwellings at 2 Ashburton Road and 138 Cornwall Road. Due to the orientation of Nos. 2 and 138 within their plots, there is a sense of openness between Nos 2 and 4. That openness is not, however, replicated at the other end of this short terraced block where a substantial detached building turns the corner from Ashburton Road into Hatherleigh Road.

10. I accept that the proposal would, in replicating features present on No. 4, slightly unbalance the terrace as a whole, the balance and rhythm of the terrace being a feature of the row. However, the roofline of the terrace has already been altered at the far end of the row and so ultimately any original sense of symmetry across the four properties has already been eroded. In terms of the proposal's design, appearance, size, scale, bulk and its relationship with No. 4, I am satisfied that it would harmonise with the architectural composition of the original end terrace property.

11. At the side, the proposed extension would be inset from the boundary with No. 2 so as to retain access to the rear. There would be a closing off of the aspect between Nos. 2 and 4, but I do not find this to be particularly harmful to the overall character of the immediate area, or obtrusive in the context of the wider surrounding streets.'

It is therefore considered the current proposal which comprises of a lesser width to mirror that of the existing dwelling, by reason of its size, scale, bulk and appearance would not detract from the architectural composition of the original dwelling and the terrace block it forms a part of nor the visual amenities of the street scene and surrounding area.

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:

H7 Conversion of residential properties into a number of units

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.

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

OE1 Protection of the character and amenities of surrounding properties and the local area

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

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 5.3 (2016) Sustainable design and construction

LPP 7.4 (2016) Local character

NPPF- 2 NPPF-2 2018 - Achieving sustainable development

NPPF- 5 NPPF-5 2018 - Delivering a sufficient supply of homes

NPPF- 11 NPPF-11 2018 - Making effective use of land

NPPF- 12 NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 8 adjoining and nearby neighbouring properties were consulted via letter dated 14.02.19 including a site notice displayed adjacent to the premises on 04.03.19. A total of 22 representations were received which have been summarised as follows:

i. The local objections can be summarised as follows:

- Density of occupation and reduction of privacy to rear of my property.
- Although 4 parking spaces are provided, the occupants of 4 flats will inevitably need more than 4 parking spaces, parking for residents has become a major problem/ concern in this area.
- The shared Road providing access to the parking has been successfully gated for a number of years , unless the Access Path is gated to a similar standard this will impact considerably upon the security of all the residents with properties on the shared access road.
- concur with the reasons given for the original application to be rejected.
- proposed side and rear extensions would over dominate what is an end of terrace dwelling.
- will look out of proportion to the existing footprint which will be visually harmful to the existing residential street scene. - conversion of the flats would potentially be an over-intensification of the use, which would be harmful to our amenities.
- proposed parking and garages to the rear of the site would result in additional noise disturbance and overuse of the existing garden. This would also be a security risk as the plans are open to the rear of the property.
- With the proposed plans, the turnover of residents entering and exiting the property would be extremely high, causing added security concerns and excess noise to our party wall.
- the many mature trees that once stood in the gardens of number four have already been cut down, destroyed and left as an eyesore to look at. With Ruislip prone to flooding, this is an added drainage concern.
- With the noise, disruption and dust created by the building work would be a continuation of what we had been put through for many months with the ongoing building work at Number 10 Ashburton Road.
- would be out of keeping with the existing character of the neighbourhood.
- The location is surrounded by residential properties already burdened by traffic and associated parking.
- The proposal if allowed, would encourage further development of back gardens which is contrary to existing planning policy and will destroy the existing feel of the area.
- would possibly be 10-15 residents in the building creating noise coming through the party wall to the next door neighbours' house
- change the character of the neighbourhood which consists of mainly one family homes with the occasional 2 family flats - create a precedent
- before the introduction of security gates on the service roads behind, there were several incidents of fly tipping, break-ins and other anti-social behaviour. The extra 4 flats using the service road to drive in and out of their garages would very likely result in the gates being left open. It would also be very likely that the cars would not always be parked in their garages but rather parked on Ashburton Road where parking is already impossibly difficult.
- also unlikely that any visitors would bother using the parking area behind the house and would instead park on the street.
- security concerns given volume of traffic from future occupants
- over-development of the existing property
- the space allocated for each flat indicate the maximum possible development of the property with little thought to those living there and the residents of the street.
- the proposals are not in keeping with character of the existing properties and will set a precedent for future .over-development of similar properties by get rich quick developers to the detriment of the surrounding areas.

- residents either park on their front drive or on the road to make life easier for themselves, therefore garages to the rear will not be used.
- Following the appeal decision under ref: APP/R5510/W/18/3208979 we will hold the Council and the independent surveyor hired by them responsible for any burglaries to our properties.
- A hazard to children who use the footpath to the rear.
- The current scheme has not considered the current size sewers the project will be adding a three additional dwellings to the sewer system which will require additional capacity.

The comments raised through the consultation process and the potential concerns relating to the impact of the development on adjoining occupiers have been considered in the main body of the report.

Internal Consultees

The site is located in Ruislip within a residential catchment due west of Victoria Road. The address is currently a four bedroom semi-detached property which has off-street parking provision on the house frontage. The surrounding road network is unrestricted and devoid of parking controls. The PTAL for the location is rated as 2 which is considered as low.

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP policy 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 residential flats (1x1 & 3x2 bedrooms) in lieu of the existing 4 bedroom single tenure property. To comply with the adopted parking standard the maximum on-site requirement demands up to 1.5 spaces per unit thus totalling 6 spaces. The proposed quantum of 4 spaces, situated within individual garages to the rear of the address, therefore falls below this maximum standard. Hence there is an apparent shortfall of 2 spaces for the new proposal. However this level of provision is considered acceptable in the light of a comparable and recently refused scheme (15579/APP/2018/642) which was upheld on appeal and considered acceptable on highway grounds with a quantum of 4 similarly arranged on-plot parking spaces.

Cycling Provision

In terms of cycle parking there should be a provision of 1 secure and accessible space for each of the flatted units (totalling 4 spaces) in order to conform to the adopted minimum borough cycle parking standard. 2 have been indicated on plan hence this number should be increased to the required 4 spaces. The indicative position of the proposed cycle parking places on plan will be considered acceptable once the level of provision is increased.

Vehicular Access Arrangements

There is currently a single carriageway crossing on Ashburton Road which will become redundant owing to the removal of the existing parking spaces on the property frontage. New spaces related to the proposal would be provided to the rear of the property in the form of 4 new separate garages.

These garages would be accessed via a gated private rear service road which is located off neighbouring Hatherleigh and Kingswear Road. This access arrangement is considered appropriate and therefore acceptable. It is highlighted that once the existing access point on Ashburton Road is extinguished it will be necessary to reinstate raised kerbing and the public footway in order to maintain footway/roadway continuity. The extinguishment of the old access will need to be undertaken to an appropriate Council standard under S278 of the Highways Act 1980 or suitable alternative arrangement at the applicant's expense.

Vehicular 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 additional vehicle movements during the peak morning and evening hours hence this uplift is considered insignificant 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 to be conducted via Ashburton Road. A specific bin storage area, close to the highway boundary with the aforementioned road, is depicted on plan. This is acceptable in principle as it ensures that waste collection distances are not excessive and within accepted standards.

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/minimize potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion

Henceforth, the Highway Authority are satisfied that the proposal would not measurably 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).

Flood Risk Management Officer:

Previous comments on application still valid. Floods - No objection subject to a condition being applied.

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. The proposed site is located within the developed area as identified in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012). The Supplementary Planning Document (SPD) HDAS: Residential Layouts, at paragraph 3.5 states that the conversion of single dwellings into more dwellings can enable more effective use of sites to be achieved. However this type of development must seek to enhance the local character of the area. The conversion of houses into flats is unlikely to achieve a satisfactory environment where properties have a floorspace of less than 120 sq m. The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing.

The principle of the development has been established following the grant of planning permission under Ref: 15579/APP/2018/642 at appeal.

7.02 Density of the proposed development

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

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

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

Not applicable.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene and seek to ensure any new development complements the amenity of the area.

The proposed dwelling is effectively an extension to the side of the existing end-terrace house. It has been designed to integrate with the existing dwelling and terrace block by being constructed level with the principal elevation, and setting the ridge level with the main ridge of the original dwelling. The width of the dwelling at 5.5 m would mirror the width of the existing dwelling and combined with its use of a hipped roof to reflect the existing roof form would satisfactorily integrate with the appearance of the original dwelling and the visual amenities of the street scene.

A previous application for a similar design was subsequently allowed at appeal in which the Inspectorate stated.

7. 'The property is not, as the Council contend however, a corner plot. I saw that that status more accurately belongs to the semi-detached pair of dwellings at 2 Ashburton Road and 138 Cornwall Road. Due to the orientation of Nos. 2 and 138 within their plots, there is a sense of openness between Nos 2 and 4. That openness is not, however, replicated at the other end of this short terraced block where a substantial detached building turns the corner from Ashburton Road into Hatherleigh Road.

10. I accept that the proposal would, in replicating features present on No. 4, slightly unbalance the terrace as a whole, the balance and rhythm of the terrace being a feature of the row. However, the roofline of the terrace has already been altered at the far end of the row and so ultimately any original sense of symmetry across the four properties has already been eroded. In terms of the proposal's design, appearance, size, scale, bulk and its relationship with No. 4, I am satisfied that it would harmonise with the architectural composition of the original end terrace property.

11. At the side, the proposed extension would be inset from the boundary with No. 2 so as to retain access to the rear. There would be a closing off of the aspect between Nos. 2 and 4, but I do not find this to be particularly harmful to the overall character of the immediate area, or obtrusive in the context of the wider surrounding streets.'

The current proposal however seeks to add 2 rear dormers and a hip to gable roof conversion. It is considered given the appeal inspectors comments relating to the balance and symmetry of the terrace row as already being eroded the hip to gable conversion is considered acceptable. The proposal however includes the addition of 2 rear dormers, these would be set down 400 mm below the main ridge, pushed up 1 m above the eaves and would maintain a separation of approximately 2 m between each other and therefore would appear as subordinate additions along the rear roof slope. The dormers although acceptable in these regards, the proposed rear dormer to the host dwelling and its

combination with the proposed two storey rear extension would result in an awkward relationship which would over-dominate the appearance of the original dwelling and coupled with its visibility from the adjoining Cornwall Road, and the rear gardens of neighbouring properties along it and Hatherleigh Road would detract from the visual amenities of the street scene and surrounding area. The proposal would therefore be contrary to Policy BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the HDAS SPD: Residential Extensions (December 2008).

The proposal would therefore conflict with the Hillingdon SPD: Residential Extensions Design Guidance and Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), and the objectives of the NPPF, London Plan Policy 3.5 and Hillingdon Local Plan Policy BE1.

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.

The neighbouring property and adjoining terrace to the immediate South, no.6 Ashburton Road benefits from a single storey rear extension. In addition the proposed first floor element has been staggered and stepped in so that there are no impingement's on any 45 degree lines. Furthermore there are no windows on either side elevation proposed. The outlook from the 2 rear dormers would be of the applicants rear amenity area. The first floor flank window to the en-suite could be secured by condition to remain obscured and fixed shut to protect the amenities of the adjoining neighbours.

With regards to extensive use of the rear garden for parking the Appeal Inspector stated

17. 'I do not consider that the movements associated with four residential flats of the nature and scale proposed would be likely to result in significant vehicle movements, or give rise to significant levels of noise or general disturbance. Activities such as manoeuvring and opening and closing of doors would be contained within the garages themselves, or the courtyard that they form, whilst the rear gardens of surrounding properties are of generous depths. I do not therefore consider that this element of the proposal would give rise to noise, disturbance or levels of vehicle movements that would be materially harmful to the living conditions of occupiers of surrounding properties. I am satisfied that there would be no conflict with LP2 policy OE1

It is considered that there would be no adverse issues raised in regard to overlooking or privacy. Therefore, it is considered that the proposed development would not constitute an un-neighbourly form of development in accordance with Policies BE19, BE20, BE21, BE24 and OE1 of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

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

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A single storey 1 bed 1 person dwelling requires 50 square metres minimum gross internal floor area and a two storey 2 bed 3 person dwelling 70 square metres.

Flat 1 - 1 bed 2 person - 53 square metres
Flat 2 - 2 bed 3 person - 63.0 square metres
Flat 3 - 2 bed 3 person - 69.0 square metres
Flat 4 - 2 bed 3 person - 66.2 square metres

Flat 1 comprises a single storey 1 bed 1 person dwelling and at 53 square metres of gross internal floor area would ensure a reasonable level of amenity for the future occupiers of this dwelling.

Similarly flat 3 a single storey 2 bed 3 person dwelling at 69 square metres would also provide a satisfactory level of residential amenity for its future occupiers.

Flats 2 and 4 however consist of two storey dwellings that are split over the second and third floor and respectively at 63 and 66 square metres each would not meet the minimum standard for a two storey 2 bed 3 person dwelling and subsequently would be deemed insufficient to provide a satisfactory living environment for its future occupiers.

The outlook and light levels for all habitable rooms are considered acceptable.

The proposal would provide an overall internal floor space of an unsatisfactory size for flats 2 and 4 and therefore would give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to The Housing Standards Minor Alterations to The London Plan (March 2016).

As such, it is considered that the proposal would not provide a satisfactory living standard and level of amenity for its future occupiers and therefore would conflict with Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2016).

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 6 car parking spaces and not 4 as proposed. In addition these are proposed to the rear of the site with the only access from a private alleyway and not a public road. There are no parking provisions proposed to the front of the site.

It is proposed to provide 4 residential flats (1x1 & 3x2 bedrooms) in lieu of the existing 4 bedroom single tenure property. To comply with the adopted parking standard the maximum on-site requirement demands up to 1.5 spaces per unit thus totalling 6 spaces. The proposed quantum of 4 spaces, situated within individual garages to the rear of the address, therefore falls below this maximum standard. Hence there is an apparent shortfall of 2 spaces for the new proposal.

However this level of provision is considered acceptable in the light of a comparable and recently refused scheme (15579/APP/2018/642) which was upheld on appeal and considered acceptable on highway grounds with a quantum of 4 similarly arranged on-plot parking spaces.

The use of rear lane was considered acceptable by the Appeal Inspectorate as it is already used by four dwellings and a net increase of 3 dwellings was considered to prejudice the security of the properties adjoining the lane.

7.11 Urban design, access and security

Policy BE23 of the Hillingdon Local Plan (November 2012) recognises that new residential buildings should 'provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings'. The adopted Supplementary Planning Document (SPD) HDAS: Residential Layouts at Paragraph 4.15 recommends that one and two bedroom flats should provide a minimum of 20 and 25 square metres of usable amenity space.

The proposal provides a total of approximately 130 square metres of usable communal amenity space with a private patio area for each of the ground floor flats, enclosed with 1.8 metre high close boarded timber fence. On balance, the proposal therefore complies with policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.12 Disabled access

Not applicable.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan states 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.

No trees to be affected by the proposal.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

The site is not within a flood zone.

The site lies in a Critical Drainage Area (CDA) identified in the Surface Water Management Plan (SWMP) for Hillingdon. A CDA is the catchment area from which surface water drains and contributes to drainage problems. The site is also identified at risk of surface water flooding on the Environment Agency Flood Maps. It is therefore important all developments in this area contribute to manage the risk from surface water, and reduce the run off from their site.

An appropriate condition would therefore have been included if the application was recommended for approval.

7.18 Noise or Air Quality Issues

Not applicable.

7.19 Comments on Public Consultations

A total of 20 representations have been received and therefore the application has been put forward to the Planning committee.

7.20 Planning obligations

None.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposal by reason of the proposed dormer extension and its combination with the proposed two storey rear extension in this open prominent position would represent an incongruous addition to the detriment of the appearance of the original dwelling and the visual amenities of the street scene. Additionally, proposed flats 2 and 4 would be of a substandard size to provide a reasonable standard of residential amenity for its occupiers.

The proposal would therefore be contrary to Policy BE13, BE15, BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and 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).

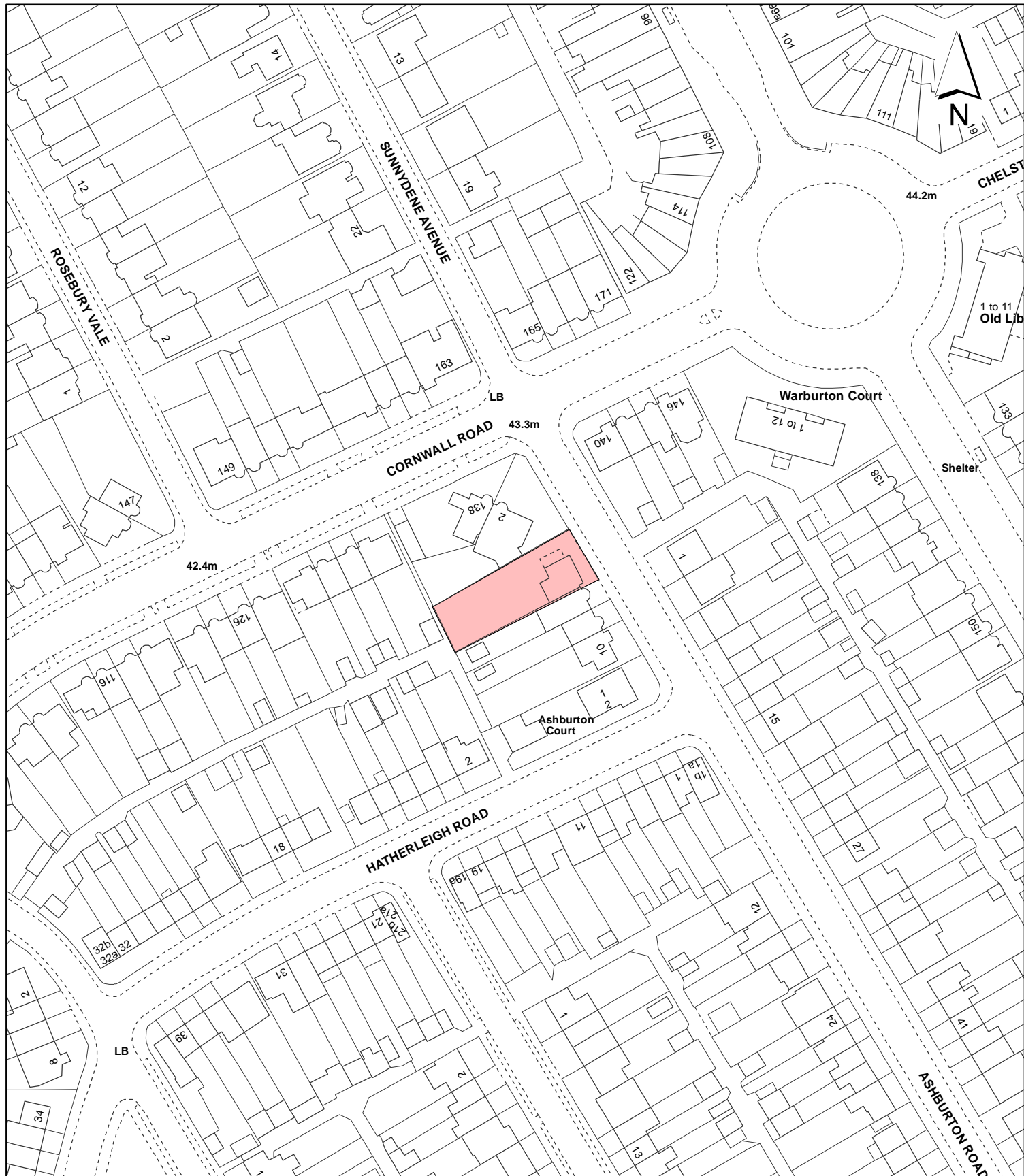
The application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)
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: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Naim Poptani

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

4 Ashburton Road

Planning Application Ref:

15579/APP/2019/365

Planning Committee:

North Page 35

Scale:

1:1,250

Date:

June 2019

**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 DUCKS HILL FARM DUCKS HILL ROAD NORTHWOOD

Development: Erection of a building for use as a shop and storage involving demolition of existing sheds

LBH Ref Nos: 5907/APP/2019/872

Drawing Nos: Location Plan
Block Plan
Existing Site Plan
Proposed Site Plan
New Site Layout
North Elevation
North Elevation Proposed
West elevation proposed
Proposed South Elevation
South Elevation
West Elevation

Date Plans Received: 12/03/2019

Date(s) of Amendment(s):

Date Application Valid: 03/04/2019

1. SUMMARY

The application seeks planning permission for the demolition of the existing stables and the erection of a building to be used as a shop and storage. The proposal is for the replacement of 2 existing buildings with one building of the same use.

The building is considered to represent an appropriate form of development within the Green Belt, and would not detract from the rural character and appearance of the area. Furthermore it would not result in the loss of residential amenity.

For the reasons outlined above, and given that the development complies with the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), this 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, numbers

Proposed Site Plan
New Site Layout
North Elevation
North Elevation Proposed
West elevation proposed
Proposed South Elevation
South Elevation
West Elevation

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 COM7 Materials (Submission)

Prior to the commencement of the superstructure works details of all materials and external surfaces 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.

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 COM22 Operating Hours

The premises shall not be used except between:-
[0900 and 1700], Mondays - Fridays
[0900 to 1700] Saturdays
[1000 to 1600] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 E2 Use Within Same Use Class A1

The premises shall be limited to selling equestrian saddlery, tack, pet food and pet equipment only and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON

To safeguard the openness of the Green Belt in accordance with policy OL4 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 Council's 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).

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

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

The Council is aware of the presence of land with the potential to exude gas within 250 metres of the site but the risk of gas migration is considered minimal due to the age, nature and/or location of the fill. It is recommended that the building is designed and constructed to prevent/minimise the possible entry of any migrating landfill gas.

5

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6 170 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

Ducks Hill Farm is a registered agricultural holding comprising of agricultural buildings, dwellings and fields situated on land to the West side of Ducks Hill Road (A4180) in Northwood. This is a 154 acre holding held within the applicant's ownership, the majority of which is used for grazing and hay production. The site is an area of approximately 440sqm, situated within the main farm complex, with a large barn to the east and the farm house to the north. Access is gained from an existing track leading from Ducks Hill Road.

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

3.2 Proposed Scheme

The proposal is for the demolition of the existing stables and the erection of a building to be used as a shop and storage. The demolished buildings equate to 300sq metres. The proposed building is 345sq metres, which is approximately a 15% increase in floor area.

3.3 Relevant Planning History

5907/APP/2006/2193 Windy Ridge Ducks Hill Road Northwood

ERECTION OF STABLE BUILDING TO THE SOUTH OF WINDY RIDGE AND CHANGE OF USE OF THE LAND FROM AGRICULTURAL LAND TO RECREATIONAL USE (INVOLVING THE DEMOLITION AND RE-LOCATION OF EXISTING STABLE BUILDING)

Decision: 03-04-2007 Approved

5907/APP/2006/3311 Ducks Hill Farm Ducks Hill Road Northwood

REDEVELOPMENT OF SITE TO PROVIDE 12 DWELLINGHOUSES IN FIVE BLOCKS WITH ASSOCIATED PARKING AND LANDSCAPING (INVOLVING DEMOLITION OF EXISTING BUNGALOW AND OUTBUILDING)

Decision: 08-03-2007 Refused **Appeal:** 31-01-2008 Dismissed

5907/APP/2006/3396 Ducks Hill Farm Ducks Hill Road Northwood

ALTERATIONS TO LISTED STABLE BUILDING TO PROVIDE REFUSE/CYCLE STORE AND CAR PARKING (APPLICATION FOR LISTED BUILDING CONSENT).

Decision: 31-05-2007 Refused **Appeal:** 31-01-2008 Allowed

5907/APP/2011/1882 Ducks Hill Farm Ducks Hill Road Northwood

Erection of 1 x five-bedroom and 2 x four-bedroom detached houses, alterations to Listed stable block to facilitate conversion into storage and garaging (works involve demolition of existing stable and storage buildings and removal of unauthorised caravans and external storage)

Decision: 22-12-2011 Refused **Appeal:** 24-12-2012 Dismissed

5907/APP/2011/1883 Ducks Hill Farm Ducks Hill Road Northwood

Alterations to listed stable block to facilitate conversion into residential storage and garaging (Application for Listed Building Consent)

Decision: 22-12-2011 Approved

5907/APP/2013/3200 Ducks Hill Farm Ducks Hill Road Northwood

Application for determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of a proposed agricultural building (Application made under the Town and Country Planning General Permitted Development Order 1995 Schedule 2, Parts 6 and 7).

Decision: 25-11-2013 Refused

5907/APP/2014/277 Ducks Hill Farm Ducks Hill Road Northwood

Erection of a general purpose agricultural building

Decision: 07-05-2014 Approved

5907/APP/2014/3290 Ducks Hill Farm Ducks Hill Road Northwood

Change of Agricultural buildings to 3 dwellings (Prior Approval)

Decision: 07-11-2014 PRN

5907/APP/2015/1681 Ducks Hill Farm Ducks Hill Road Northwood

Details pursuant to discharge condition 3 (Materials) of planning permission Ref:
5907/APP/2014/277 dated 08/05/2014 (Erection of a general purpose agricultural building)

Decision: 25-06-2015 Approved

5907/APP/2015/2131 Ducks Hill Farm Ducks Hill Road Northwood

Change of Agricultural buildings to 3 dwellings and associated building works (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 07-08-2015 Refused

5907/APP/2015/500 Ducks Hill Farm Ducks Hill Road Northwood

Change of Agricultural buildings to 3 dwellings and associated building works (Prior Approval)

Decision: 28-04-2015 Refused

5907/APP/2016/23 Unit 5, Ducks Hill Road Ducks Hill Road Northwood

Residential use of a static mobile home (Application for a Certificate of Lawful Development for : Existing Development)

Decision: 15-03-2016 Approved

5907/APP/2016/2370 Ducks Hill Farm Ducks Hill Road Northwood

Demolition of existing barns and storage buildings, alterations to existing stables and the erection of 9 dwellings

Decision: 19-04-2017 Refused

5907/APP/2016/2371 Ducks Hill Farm Ducks Hill Road Northwood

Demolition of existing barns and storage buildings, alterations to existing listed stables and the erection of 9 dwellings (Application for Listed Building Consent).

Decision: 19-04-2017 Approved

5907/APP/2018/1439 Ducks Hill Farm Ducks Hill Road Northwood

General Purpose Agricultural Building (Prior notification agricultural)

Decision: 02-07-2018 Approved

5907/APP/2018/4177 Ducks Hill Farm Ducks Hill Road Northwood

Change of use of land to B8 (Storage) and the siting of 36 shipping containers

Decision: 07-06-2019 Refused

Comment on Relevant Planning History

There is an extensive history of proposed development of the holding, including residential. Of relevance to this part of the site is the prior approval application in 2015 for the change of use of agricultural buildings to form 3 dwellings. This was refused when it was established that there was an equestrian retail use there and as such did not qualify as agricultural buildings.

4. Planning Policies and Standards

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and are published for public consultation from 27 March to 8 May 2019.

Regarding the weight which should be attributed to the emerging LPP2, paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

With regard to (a) above, the preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

With regard to (b) above, those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

With regard to (c) it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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

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.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

DME 7 Farm Diversification

DMEI 4 Development on the Green Belt or Metropolitan Open Land

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

OL1 Green Belt - acceptable open land uses and restrictions on new development

OL4 Green Belt - replacement or extension of buildings

LPP 7.16 (2016) Green Belt

NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Five neighbours were consulted for a period of 21 days expiring on the 28 April 2019 and a site notice was erected on the lamp post to the front expiring on 10 May 2019. One response was received advising:

- The old horse house is a local business in Northwood and continues to operate as the old horse house from another venue. To say that they want to build a new shop for the old horse house is inaccurate

- The old horse house is continuing to operate and does not need a premises in ducks hill farm. We

vacated the premises on the 31st March 2019 as we could no longer continue to operate in the substandard accommodation

- The old horse house operated from this timber shed from 1st December 2012 to 31st March 2019
- A business called the horse house operated from the barn at the front of the farm for a few years but the previous business went bust
- This application should either be withdrawn or refused as the contents simply are not correct. .

Officer Comment: The points raised appear to relate to either competition or property related issues that are not material planning considerations.

Northwood Residents Association - No response.

Internal Consultees

Access Officer - I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Contaminated Land Officer - Please incorporate the following: Gas Informative: Building techniques - It is recommended that the building is designed and constructed to prevent/minimise the possible entry of any migrating landfill gas.

Highways - The vehicular access/egress taken from Ducks Hill Road is established and proposed to remain unaltered. The site is remote from public transport connections hence dependency on private motor transport to and from the site vehicle by customers and staff is expected to be dominant which is amplified by the 'car borne' nature of the proposal use-type.

The applicant infers that owing to the existing business operation of the site, the level of traffic movement is unlikely to vary to a measurable degree once the new build is fully functioning. It is accepted that in the case of 'self-storage' uses of this small scale, there is little imposition of a traffic burden on the highway network owing to typically infrequent levels of customer attendance and the dispersed i.e. spread out nature of the use profile which helps to avoid peak attendance at any one time. The same would broadly apply to the replacement 'farm shop' retail aspect of the proposal.

It is therefore concluded that the proposal would have a negligible increase in traffic above former levels generated from the site and is highly unlikely to impart an adverse impact on the highway network.

In terms of parking provision, the Council's Saved UDP parking standard requires up to 3 on-plot spaces per unit to be provided for the floor areas proposed in order to comply with the adopted parking standard. 4 formal spaces are indicated which conforms to and exceeds the standard. It is therefore anticipated that any staff associated with the proposed operation and limited customer numbers would frequent the formal provision of 4 spaces or, within reason, park informally elsewhere within the site envelope. On this basis, it is considered that the proposed formal parking arrangement is to an acceptable level.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with adopted policies.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework states that the essential characteristics of Green Belts are their openness and their permanence. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para. 145 advises exception to this are the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

Para 83 of the NPPF also advises that policies and decisions should enable the development and diversification of agricultural and other land based rural businesses.

Policy OL1 of adopted Hillingdon Local Plan (November 2012) also advises that within the Green Belt the Local Planning Authority will not grant planning permissions for new buildings or changes of use other than for purposes essential for and associated with predominantly open land use such as agriculture and open air recreation facilities.

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

Policy DME1 7 of the emerging local plan supports proposals for farm diversification, which includes renewable energy. This would therefore not preclude other forms of diversification, provided that they minimise visual, traffic and environmental impact.

The proposal is for the replacement of 2 buildings with a single building within the same use. The proposal therefore relates to this exception use and the principle of development is therefore considered acceptable, subject to compliance with all other policies.

7.02 Density of the proposed development

Not relevant to this proposal

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

Not relevant to this proposal

7.04 Airport safeguarding

Not relevant to this proposal

7.05 Impact on the green belt

The application site is located within the green belt and as such the development must be considered against relevant policy and guidance contained within the NPPF.

Policy OL4 of the Hillingdon Local Plan: Part Two advises that replacement buildings within the Green Belt will only be permitted if the development would not result in any disproportionate change in the bulk and character of the original building; the development would not significantly increase the built up appearance of the site or having regard to the character of the surrounding area would not injure the visual amenities of the green belt by reason of siting, materials, design, traffic or activities generated.

The proposed building is set back approximately 75m from Ducks Hill Road accessed by a trackway, leading to the farm buildings. It would replace two existing buildings on a similar

footprint, infilling the area between them. The proposed increase in footprint is approximately 45 sqm equating to an increase of approximately 15%. The proposed building is of a similar height to the existing buildings and is set adjacent to an existing larger barn and against the back drop of the existing farm complex, including residential buildings, stabling and agricultural storage. The proposed building is designed to reflect the agricultural nature of the site. To the west of the proposed building is a menage with stables to the south west an Windy Ridge Beyond. Given the position of the proposed building it is not considered that it would significantly increase the built up appearance of the site as a whole.

An open ended A1 retail use would not be acceptable in the Green Belt given the impact the comings and goings, both of patrons but also of delivery vehicles would have on the openness of the Green Belt. To this end a condition is proposed restricted the level of A1 use.

Although slightly larger than the existing buildings it is considered that the proposed building would appear appropriate in its rural Green Belt setting and would not detract from the agricultural character of the immediate surrounding area, in accordance with Policies OL1, OL4, BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

As detailed above.

7.08 Impact on neighbours

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that uses that become detrimental to the amenity of the adjoining occupiers or surrounding area will not be approved. Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new development or uses which have the potential to cause noise annoyance will only be permitted if measures can be undertaken to alleviate the potential disturbance where a development is acceptable in principle.

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard neighbouring residential amenity from inappropriate development. The proposal building is of a similar size and use to the existing buildings. Given the nature of the development and the degree of separation it is not considered that the proposal would significantly impact on the amenity of the neighbouring properties in accordance with the requirements of Policies BE20, BE21 and BE24.

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 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 Council's Highway Officer has advised that It is therefore concluded that the proposal would have a negligible increase in traffic above former levels generated from the site and is highly unlikely to impart an adverse impact on the highway network.

In terms of parking provision, the Council's Saved UDP parking standard requires up to 3 on-plot spaces per unit to be provided for the floor areas proposed in order to comply with the adopted parking standard. 4 formal spaces are indicated which conforms to and exceeds the standard. It is therefore anticipated that any staff associated with the proposed operation and limited customer numbers would frequent the formal provision of 4 spaces or, within reason, park informally elsewhere within the site envelope. On this basis, it is considered that the proposed formal parking arrangement is to an acceptable level. The proposal is therefore considered to comply with the requirements of Policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Not relevant to this proposal

7.12 Disabled access

The Access Officer has advised they have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal.

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

It is noted that the owners of the Old Horse House have raised an objection, advising that contrary to the details within the submitted Planning Statement, they have vacated the premises and relocated to another venue and with no intention of returning. However their comments would also support the need to update the facilities with a replacement building.

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

Not applicable

10. CONCLUSION

The building is considered to represent an appropriate form of development within the Green Belt, would not detract from the rural character and appearance of the area and would not result in the loss of residential amenity. As such the application is recommended

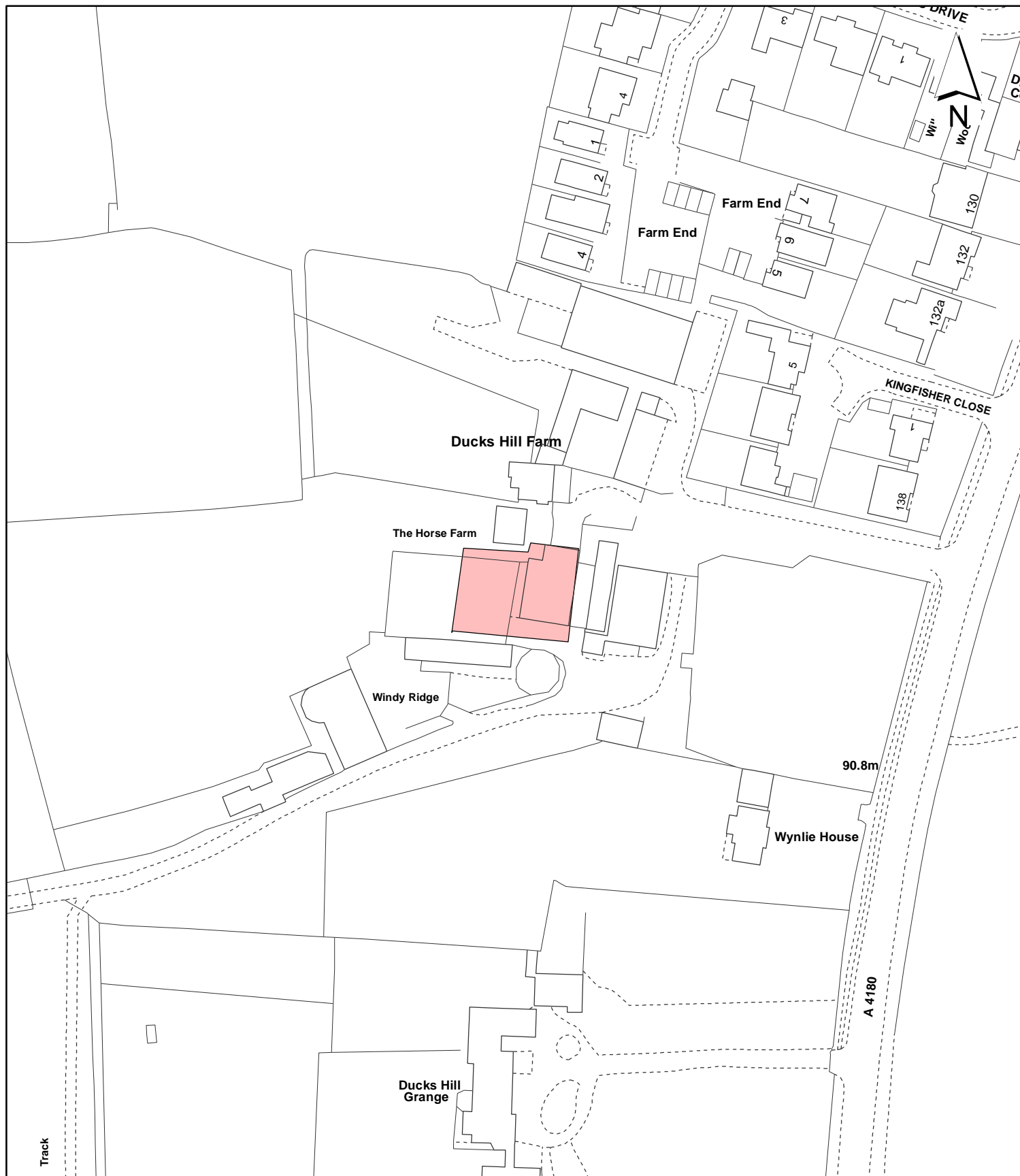
for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two - Emerging development Management Policies 2015
Proposed Modifications 2019
The London Plan (2016)
National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Contact Officer: Liz Arnold

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Duck Hill Farm

Planning Application Ref:

5907/APP/2019/872

Scale:

1:1,250

Planning Committee:

North Page 51

Date:

June 2019

**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 18 LONG DRIVE RUISLIP

Development: Change of use from A1 to Mixed Use A1/A3

LBH Ref Nos: 74580/APP/2019/470

Drawing Nos: 53.56/A.1.0
53.56/A.1.1
53.56/A.1.2
53.56/A.1.4

Date Plans Received: 07/02/2019 **Date(s) of Amendment(s):**

Date Application Valid: 07/02/2019

1. SUMMARY

The application seeks planning permission for the change of use of the ground floor retail unit from Use Class A1 to a mixed use of Use Class A1 Retail and Use Class A3 Cafes/Restaurants

The site is situated within the Core Shopping Area of South Ruislip Town Centre. The principle of the development would not harm the total convenience shopping provision or the overall vitality and function of this shopping area. Furthermore the proposal would not result in a material impact on the appearance of the street scene, would not result in a loss of residential amenity and the demand for parking would not be significantly different from the previous use.

In addition it is noted that the proposal would not involve the introduction of any new primary cooking facilities on site nor any new extraction machinery or ventilation systems. Therefore taking all matters into consideration it is considered that the proposal would respect the character and appearance of the property and the street scene. Subject to appropriate conditions it would not give rise to any adverse impact on the amenities of adjoining occupiers, nor would there be any unacceptable impact on the area or the parking/traffic generation in this town centre location. In addition it is considered that the proposal will help add vitality and vibrancy to the local commercial street scene amenities of nearby properties.

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, numbers

53.56/A.1.0

53.56/A.1.1

53.56/A.1.2

53.56/A.1.4

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).

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).

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

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 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.

5 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

3. CONSIDERATIONS

3.1 Site and Locality

The application property comprises a ground floor retail unit with residential accommodation at first and second floor levels and located in a parade of shops on the northern side of the Long Drive and Victoria, within the Developed Area as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012). Vehicular and pedestrian access is taken from Long Drive to the rear of the parade.

3.2 Proposed Scheme

The change of use of the ground floor retail premises from A1 to Mixed Use A1/A3. The main alterations are internal with minimal changes to the shop front. A separate application has been submitted for the display of advertisement and the company logo under reference 74580/APP/2019/470 which was granted on 4/4/2019

3.3 Relevant Planning History

Comment on Relevant Planning History

No planning history

4. Planning Policies and Standards

Policy S9 states that in Local Centres, the local planning authority will only grant permission for changes of use from A1 shops outside the core areas

The proposed mixed use as a coffee shop is considered to fall within both Class A1 and Class A3. Although the application site falls within a Core Shopping Area it is considered that this would not impact on the shopping frontage as the use of the application site would retain a 50% A1 and therefore an A1 use would be partly retained. The shopping parade as a whole would remain 70% A1.

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:

AM7	Consideration of traffic generated by proposed developments.
AM4	Safeguarded road proposals - schemes shown on Proposals Map
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
S11	Service uses in Primary Shopping Areas
S6	Change of use of shops - safeguarding the amenities of shopping areas

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 neighbouring properties were consulted including the South Ruislip Residents Association by letter dated 12 February 2019 and a site notice was displayed to the front of the site which expired on 14 March 2019

No local response

Internal Consultees

Access Officer - Planning Specialists Team - No comments received

ASB & Environment - Environmental Protection Unit - No comments received

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy S9 states that in Local Centres, the local planning authority will only grant permission for changes of use from A1 shops outside the core areas. The application site falls within the Core Shopping Area of the South Ruislip Local Centre

There are clearly complexities around the planning definition of 'coffee shops' and the growing tendency to submit mixed-use definitions for sites of this nature, which incorporate an element of A1 use to reflect the sale of cold food for consumption off premises and. In planning terms, it appears widely regarded that the use of A1/A3 hybrid applications for these types of uses is acceptable and has been confirmed through various inspectorate decisions.

It is generally accepted that coffee shops have a similar footfall to mainstream retail units therefore providing a significant contribution toward the patronage of shopping areas as a whole. It is also the case that this proposal is a hybrid A1/A3 use as generally food would only be reheated on the premises. To ensure only a coffee shop is implemented as part of this consent the permission is recommended to be conditioned as a hybrid A1/A3 use only. It is therefore considered that the application proposal would positively contribute to the vitality and viability of the Local Town Centre Area. It does not involve the loss of any retail frontage.

This mix of use is important to note and clearly different to a standard cafe that trades solely under A3. The proposed unit would function as a retail unit for the take away purchases of hot and cold beverages as well as cold/warmed food. The sale of other goods such as coffee beans and other coffee paraphernalia further contributes towards the A1 mix thereby contributing to the vitality and viability of the shopping frontage. The A3 part of the mixed use relates to the drinks and food items that are consumed on the premises. The nature of this style of coffee shop means that no primary cooking facilities will be installed, as the only food items served within the premises are pre-manufactured off-site. The only food to be warmed would be done by an oven behind the servers which does not require any extraction or ventilation.

Overall, it is concluded that the proposed change of use would be more likely to enhance than harm the vitality and viability of the Core Shopping Area of the South Ruislip Local Centre. Moreover, any technical conflict with Local Plan Policy S9 is clearly outweighed by the material considerations of Government policy and the particular circumstances of this case, both as outlined above reasons.

Therefore taking all matters into consideration, the change of use would not be considered to have a detrimental impact on the vitality and viability of the local centre as a shopping destination.

This particular parade of shops, with frontages onto Long Drive, consists of 11 units and is predominantly A1 with one A2 and A3 use. The proposed mixed use is considered to fall within Class A1 and Class A3 and would occupy 100% of the floor area of the existing unit. It is considered that this would not impact on the shopping frontage and as the use of the application site would remain at 50% A1 and the shopping parade as a whole would remain

70% A1, it is considered that the proposed development would not harm the retail function of the Core Shopping Area of the South Ruislip Local Centre

7.02 Density of the proposed development

Not relevant to this proposal.

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

Not relevant to this proposal.

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

Policies BE13 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) 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 involve minor cosmetic changes to the existing shop front. As stated above a separate application has been submitted for advertisement consent an internally illuminated fascia sign together with an internally illuminated double sided projecting box sign. It was noted on a recent site visit that there is currently an non illuminated shop fascia sign.

These are relatively minor alterations to the building and are not considered to significantly impact on architectural character of the original property. As such the proposal complies with Part 1 Policy BE1 and Part 2 Policies 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 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 local 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**
- The agent has confirmed that the use will consist of the main process which would be coffee making which would not require any commercial cooking extract ventilation that could be of detriment to local amenities through the medium of noise or smell.
- Standard toilet extraction will be required to be extracted through the side of building. Air-conditioning will use the existing systems.
- 7.19 Comments on Public Consultations**
- No responses received within the consultation period.
- 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

Not applicable

10. CONCLUSION

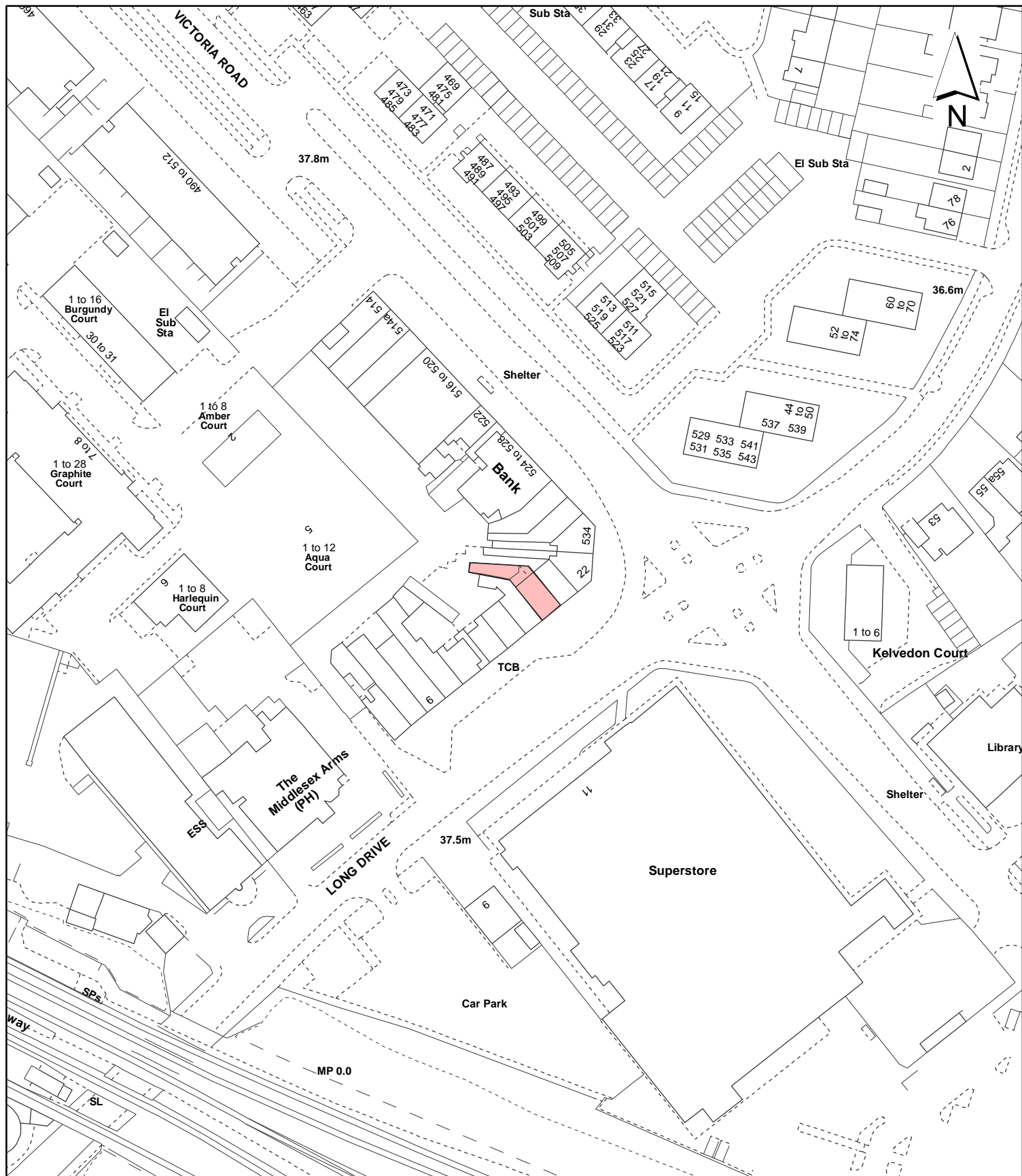
There is no objection in principle to the scheme as the proposal does not involve a complete loss of an A1 Use. The proposed alterations are minor and would not detract from the character of the existing building or the wider area. As the proposed mixed use is considered to fall within both Class A1 and Class A3 and would occupy 100% of the floor area of the existing unit. It is considered that this would not impact on the shopping frontage and as the use of the application site would remain at 50% A1 and the shopping parade as a whole would remain 70% A1, it is considered that the proposed development would not harm the retail function of the Core Shopping Area of the Ruislip Local Centre

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: Diane Verona

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

18 Long Drive

Planning Application Ref:

74580/APP/2019/470

Planning Committee:

North Page 62

Scale:

1:1,250

Date:

June 2019

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

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



HILLINGDON
LONDON

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Plans for North Applications Planning Committee

Wednesday 19th June
2019



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Report of the Head of Planning, Transportation and Regeneration

Address 70 NORTHWOOD ROAD HAREFIELD

Development: Two storey side extension and boundary fence to side.(AMENDED PLANS 06-06-19)

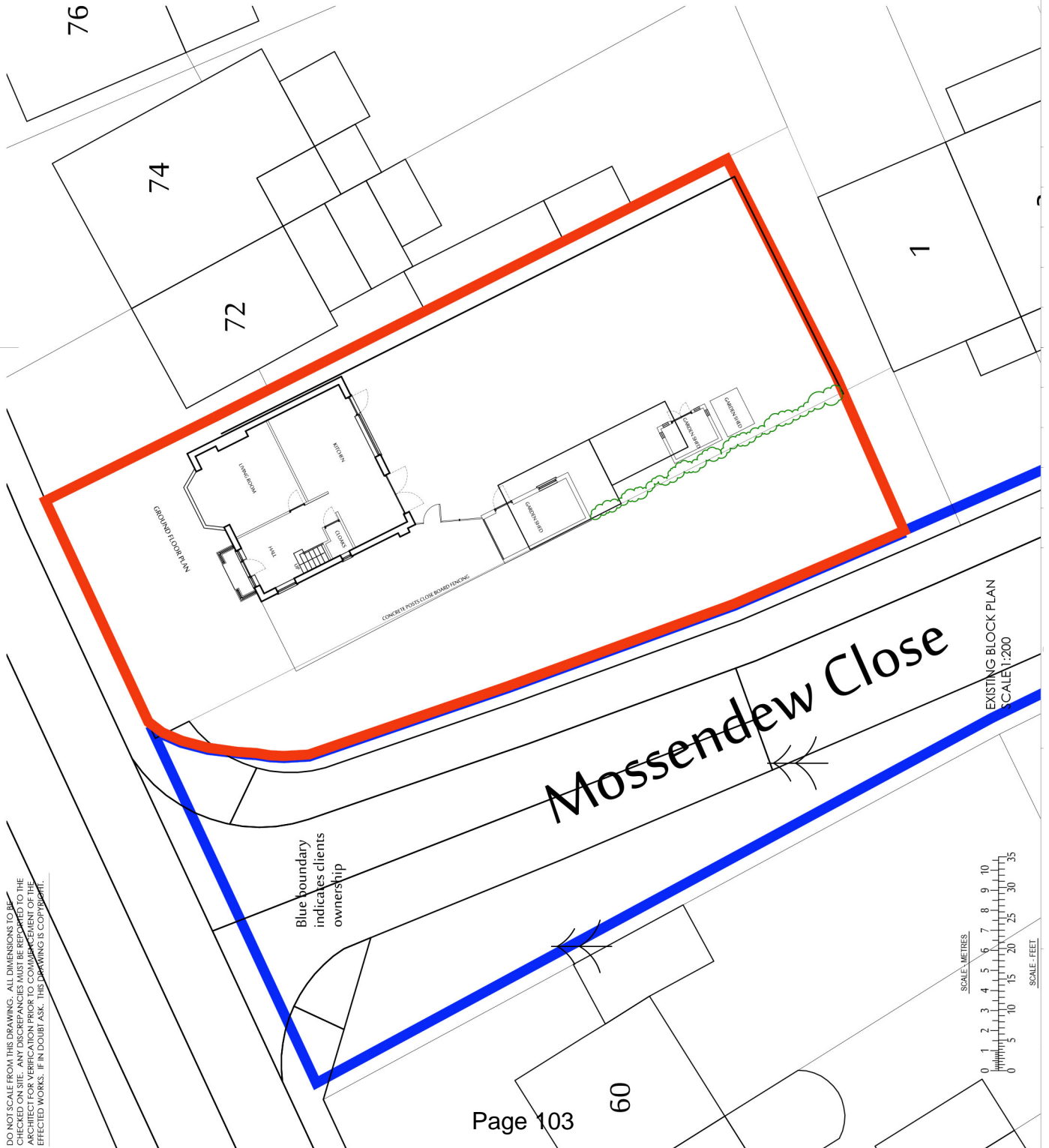
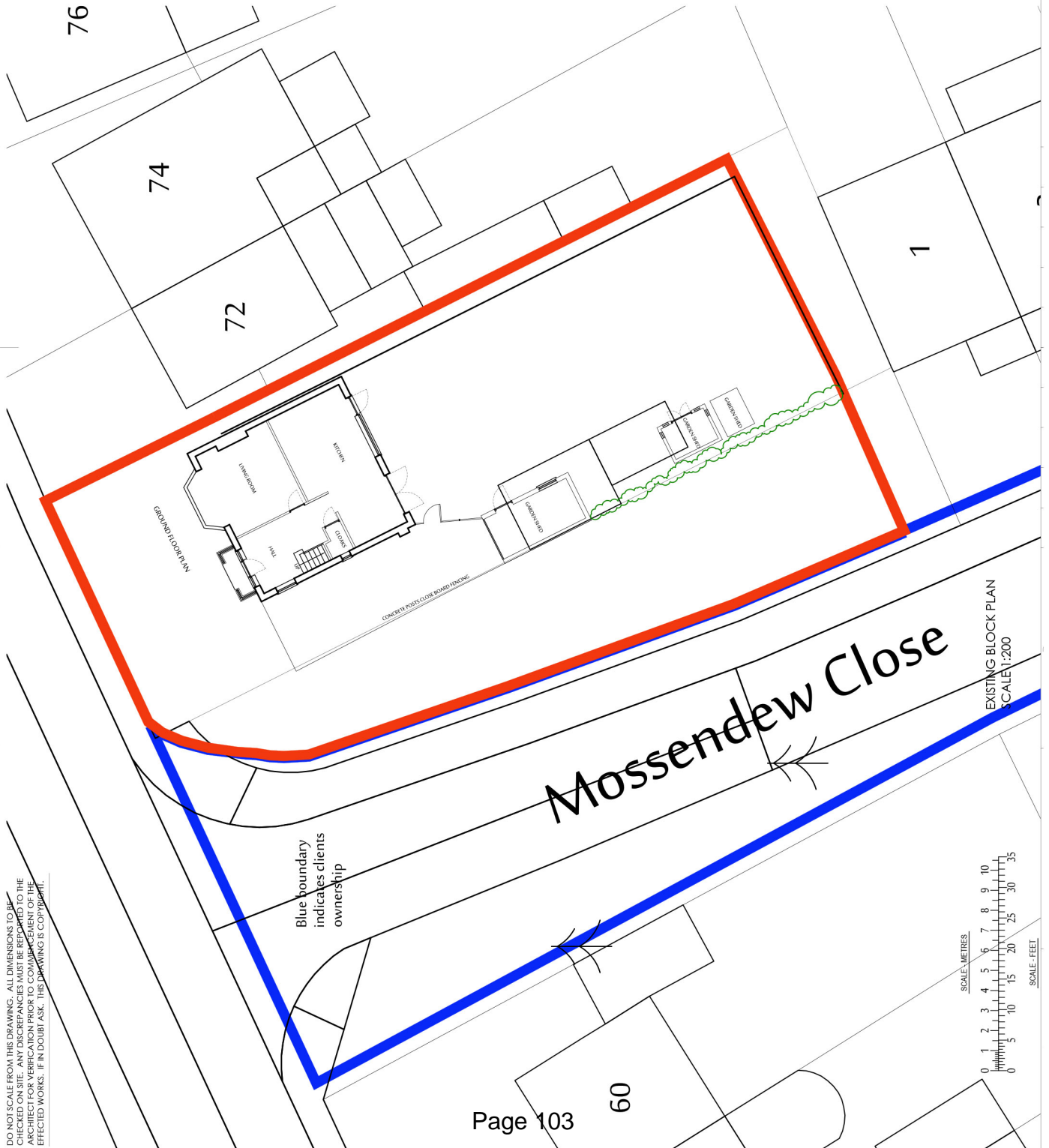
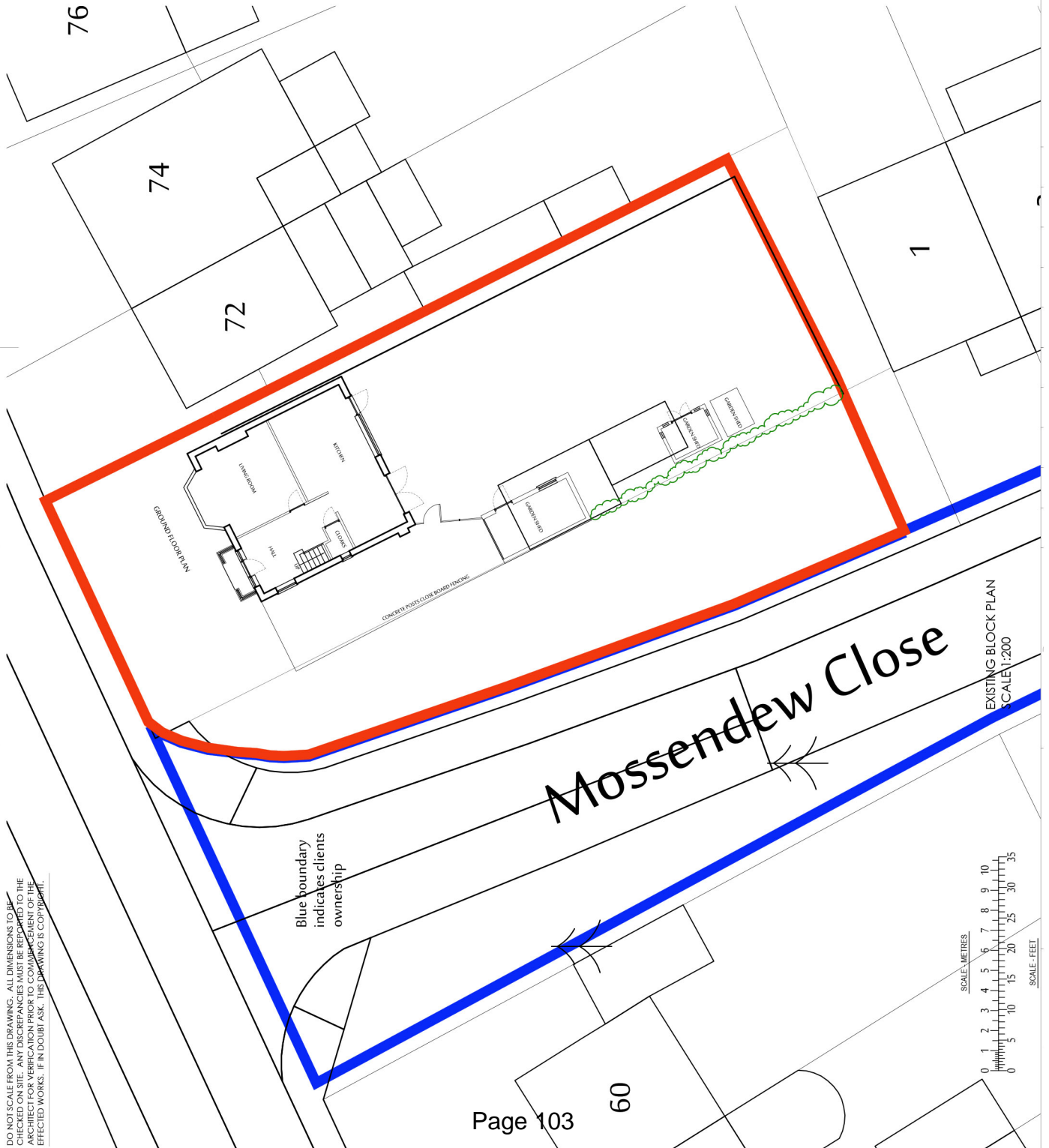
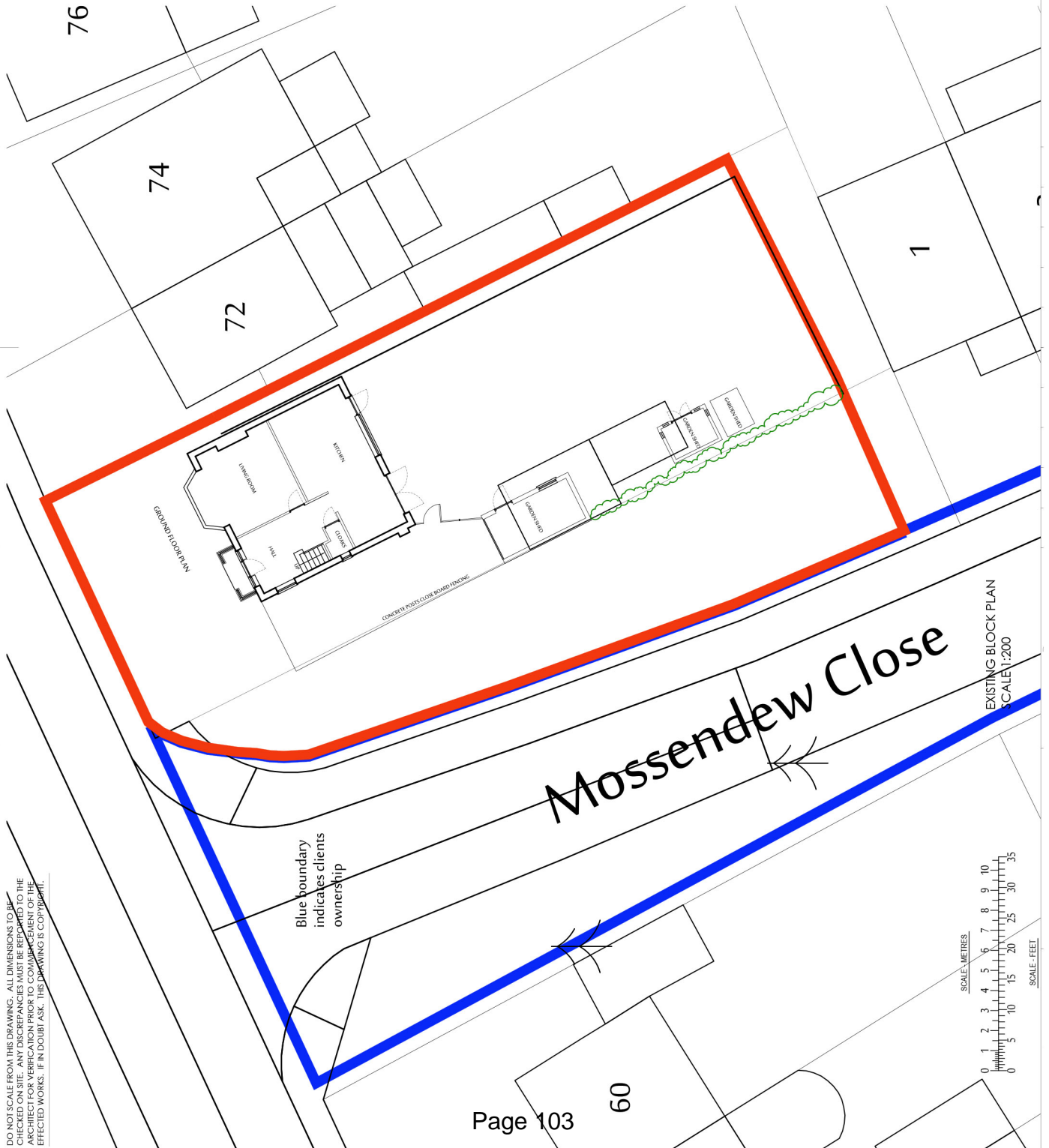
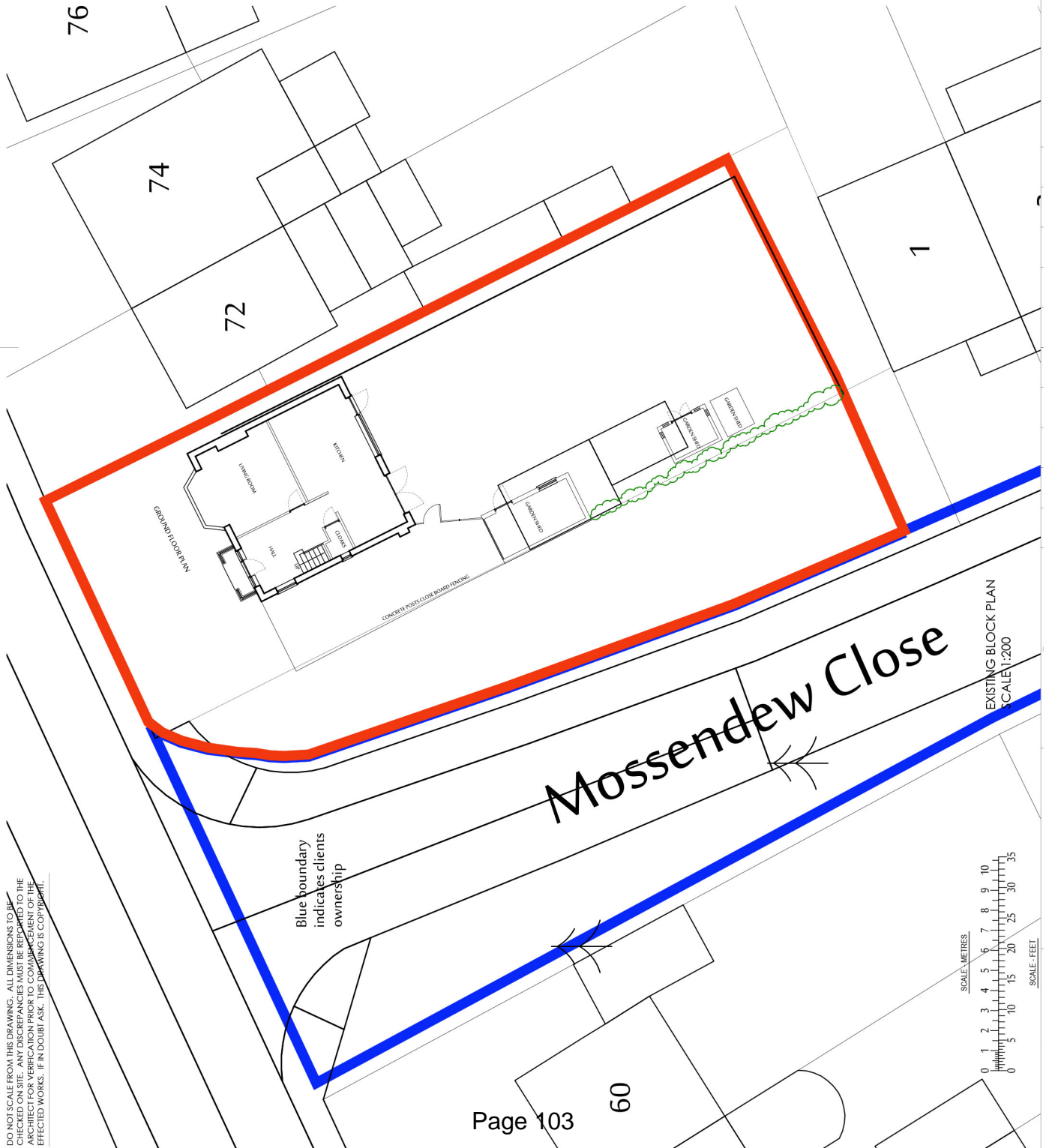
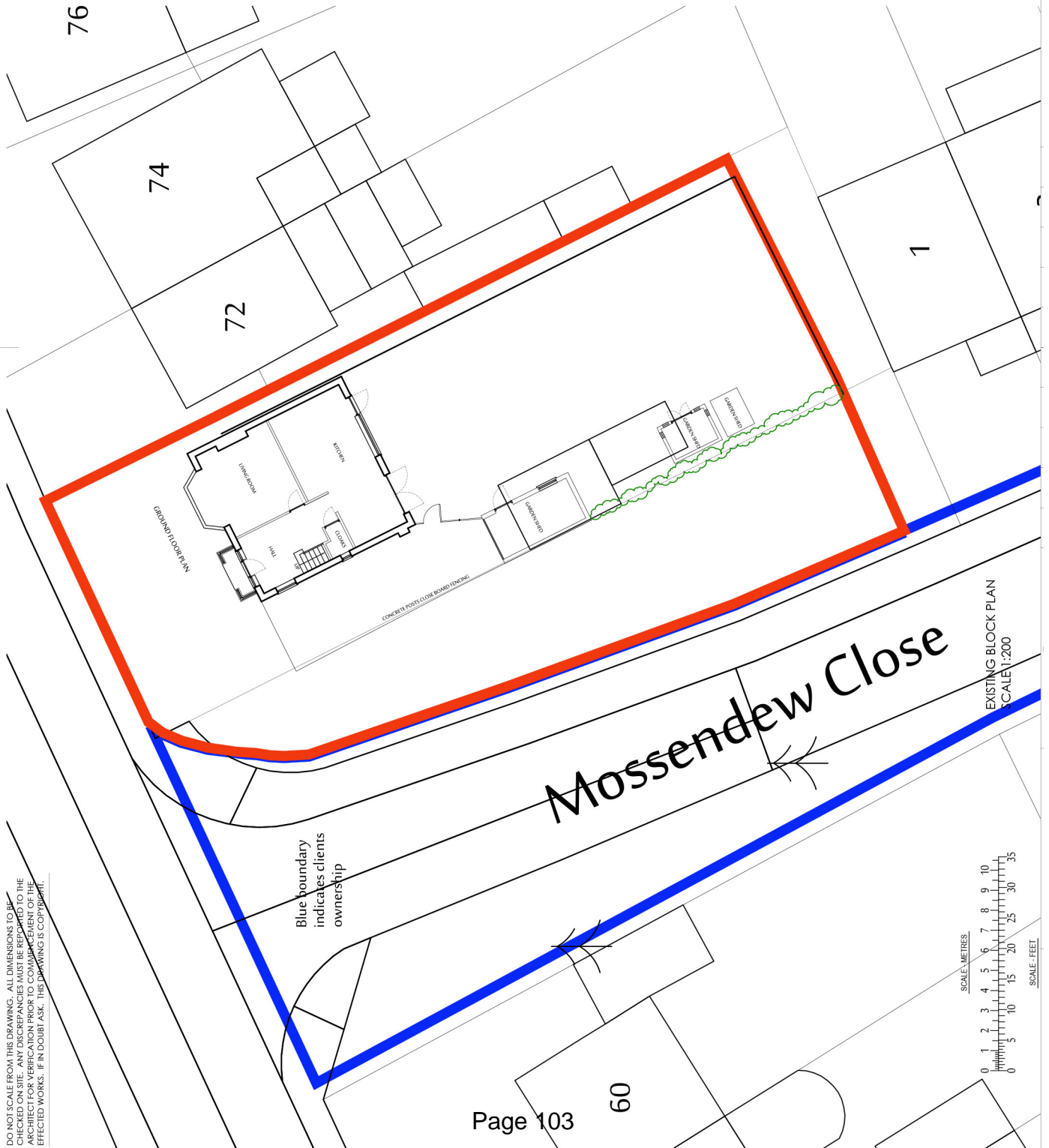
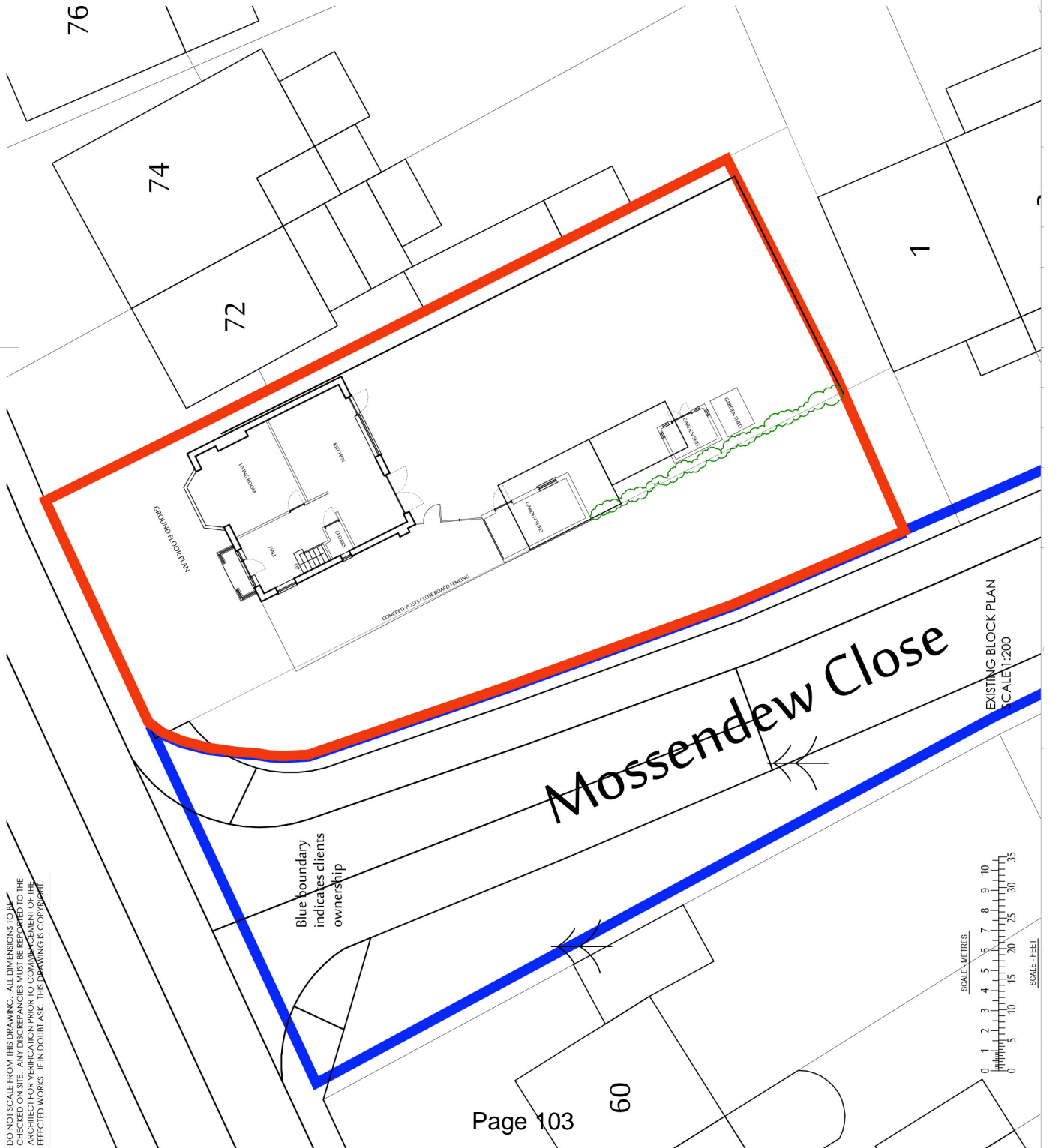
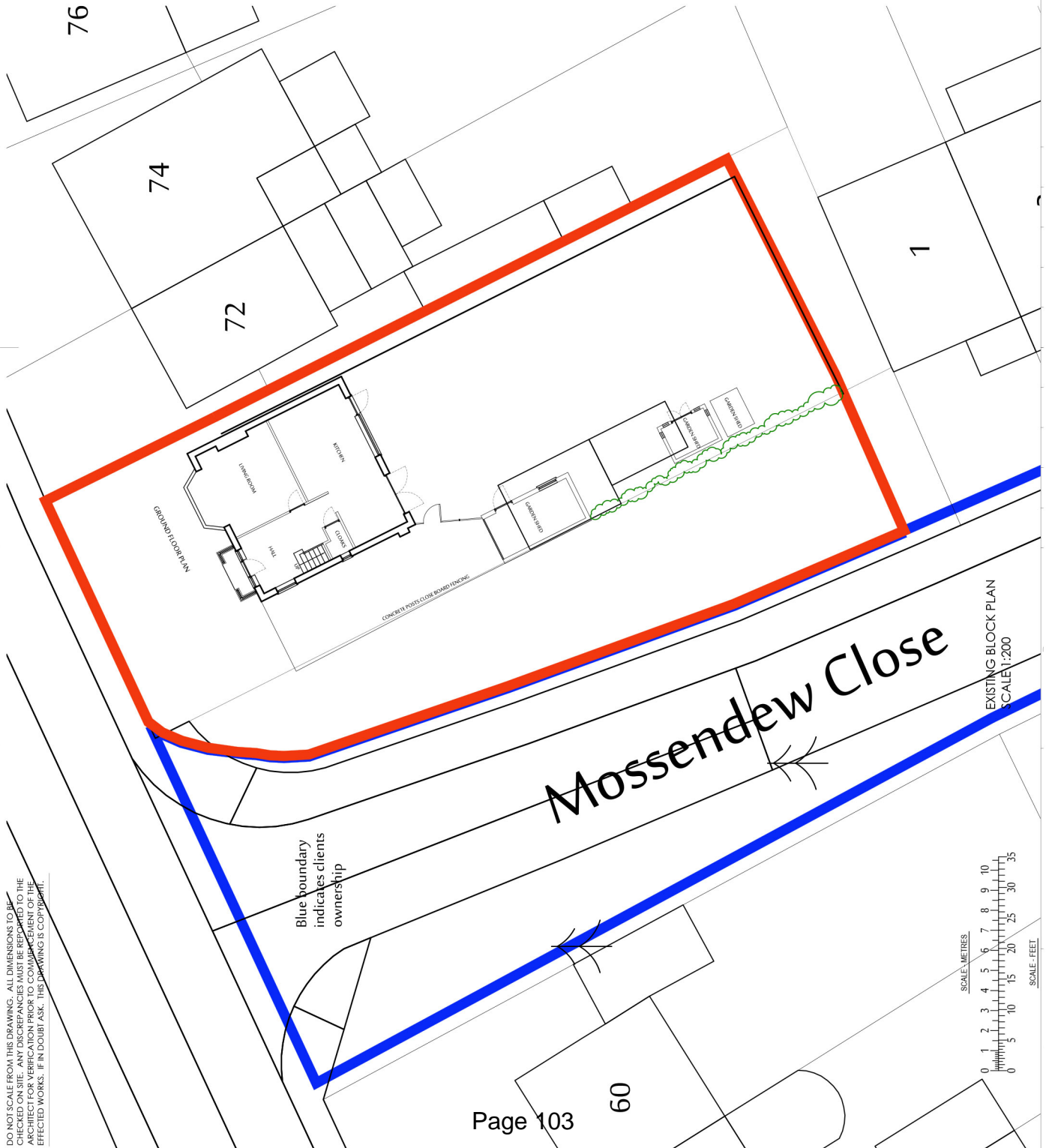
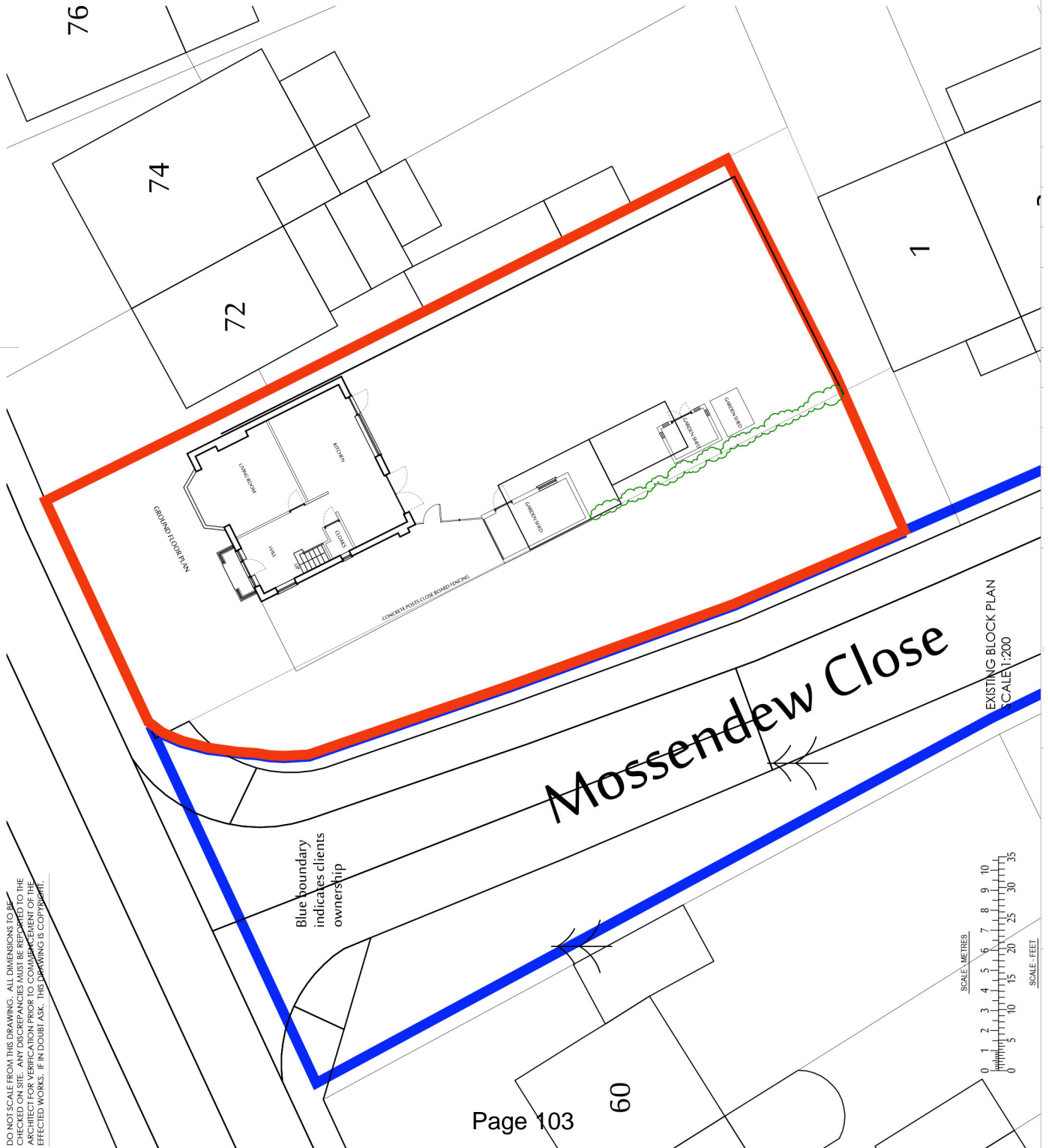
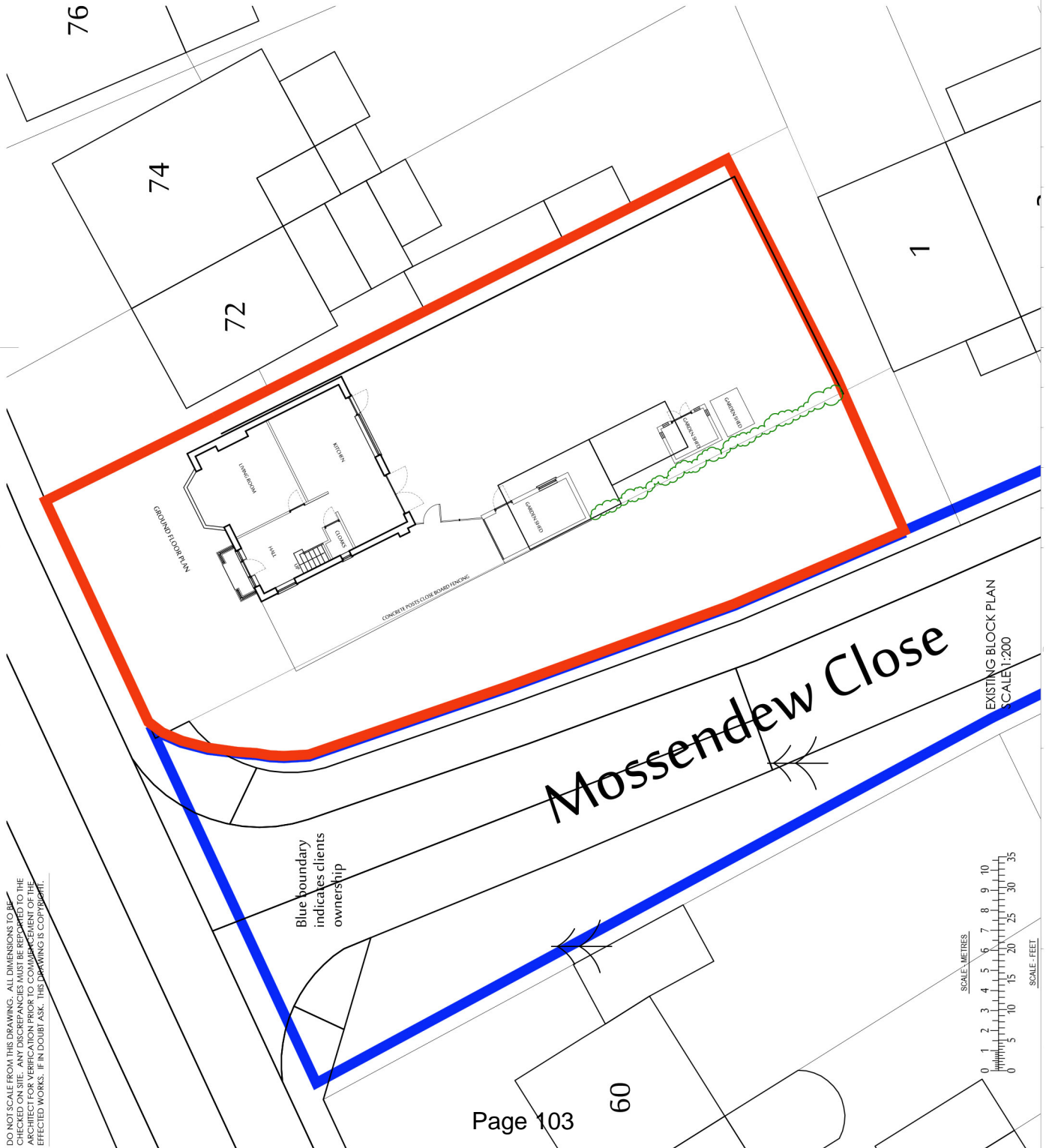
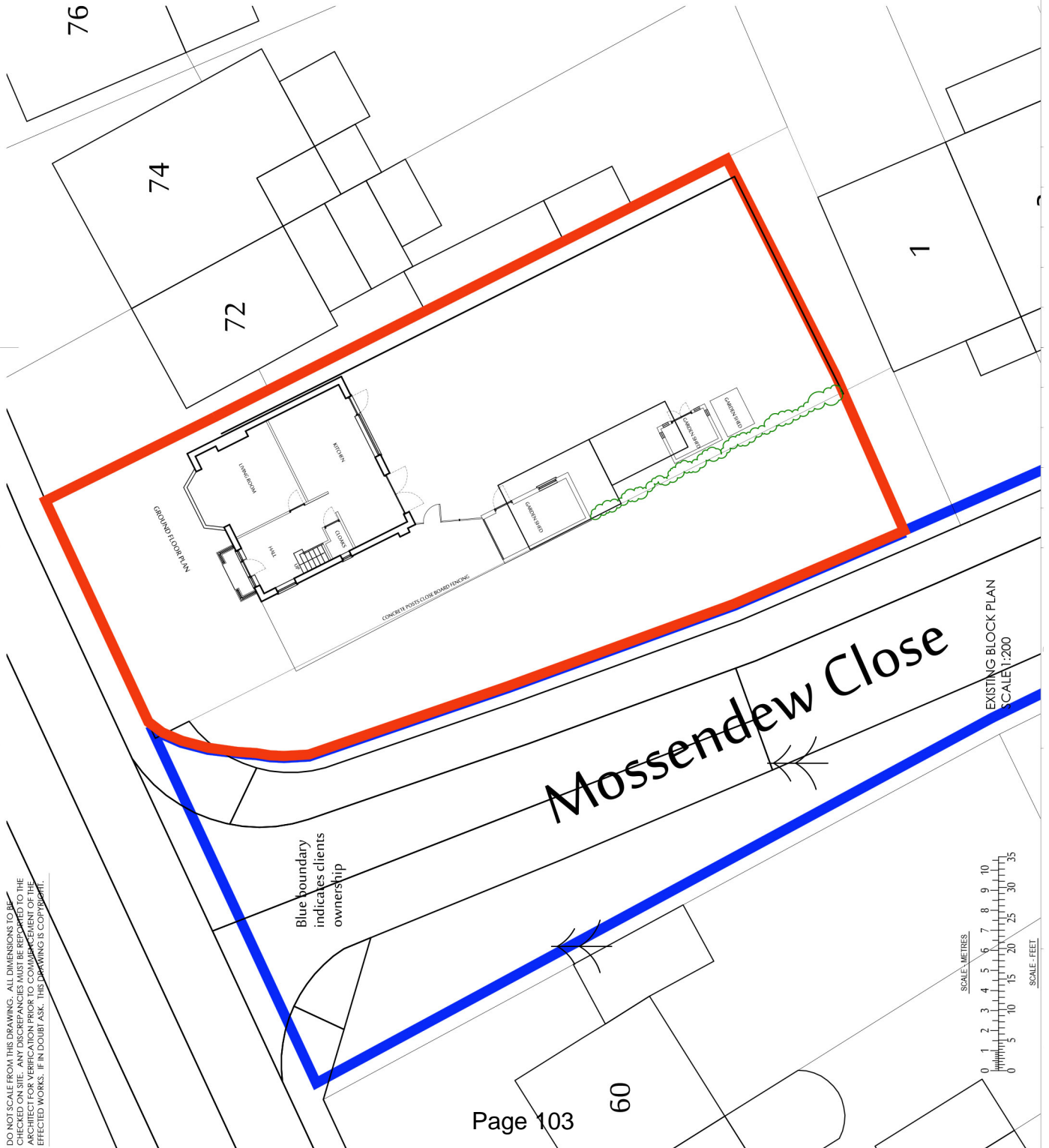
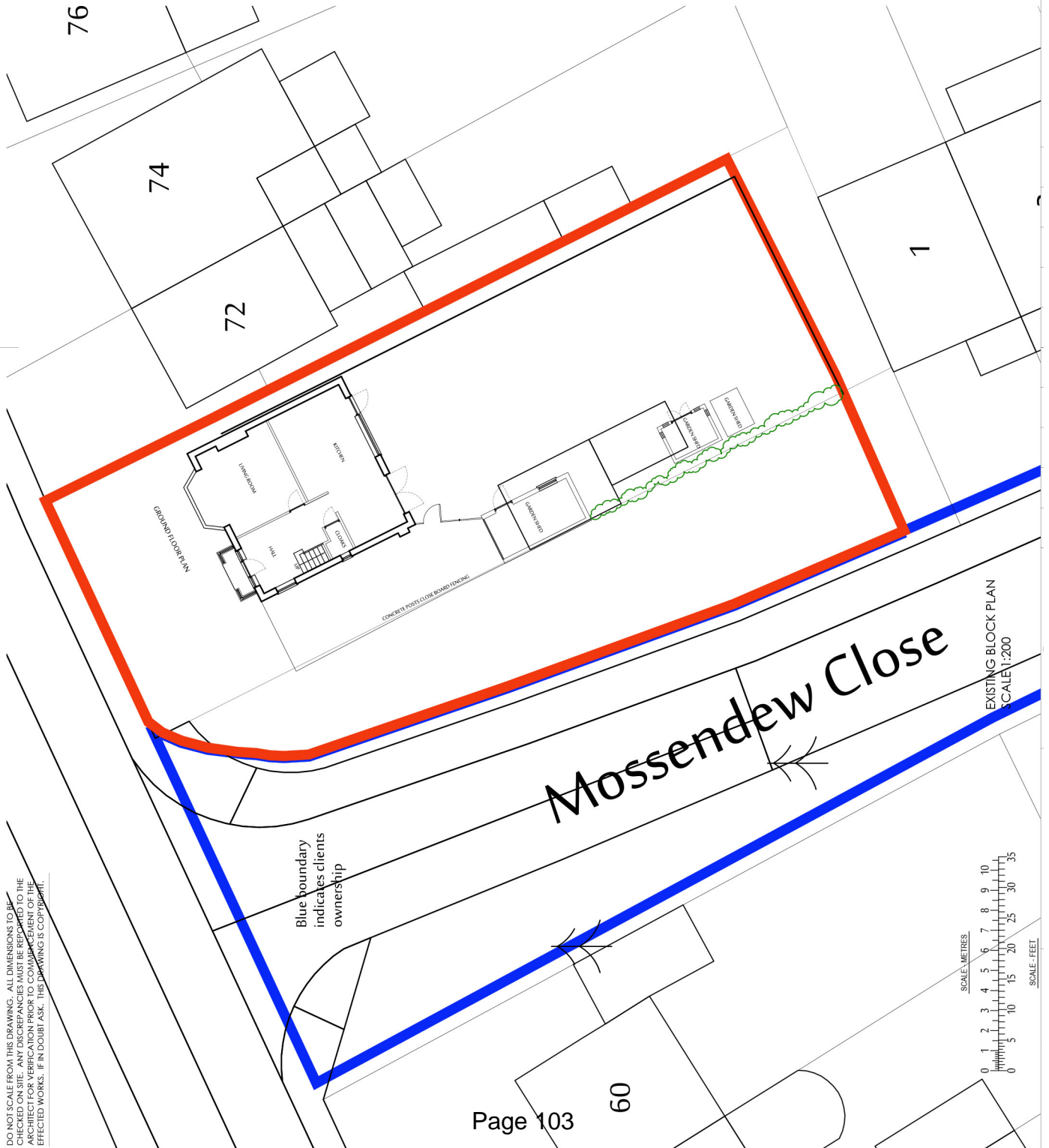
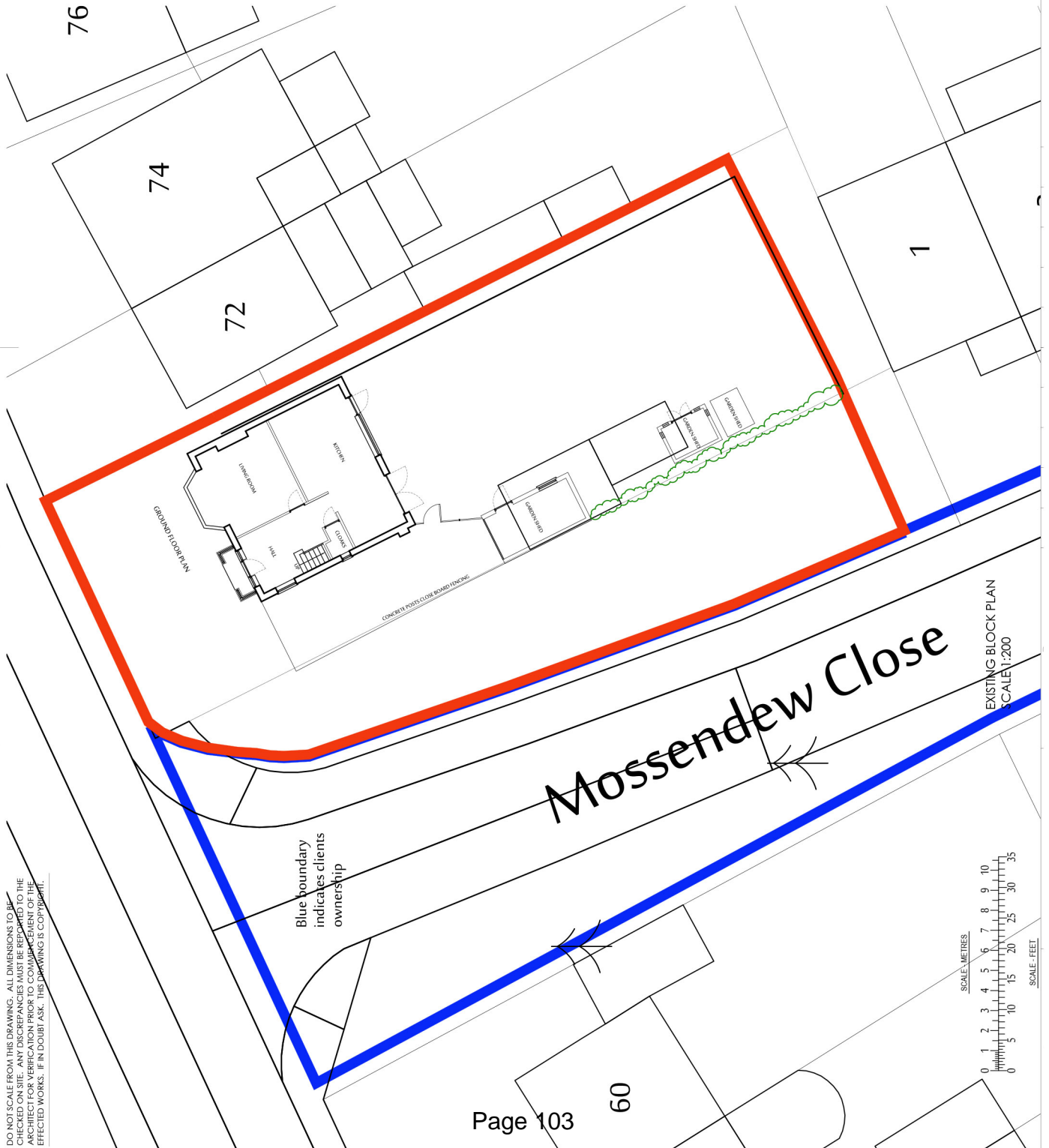
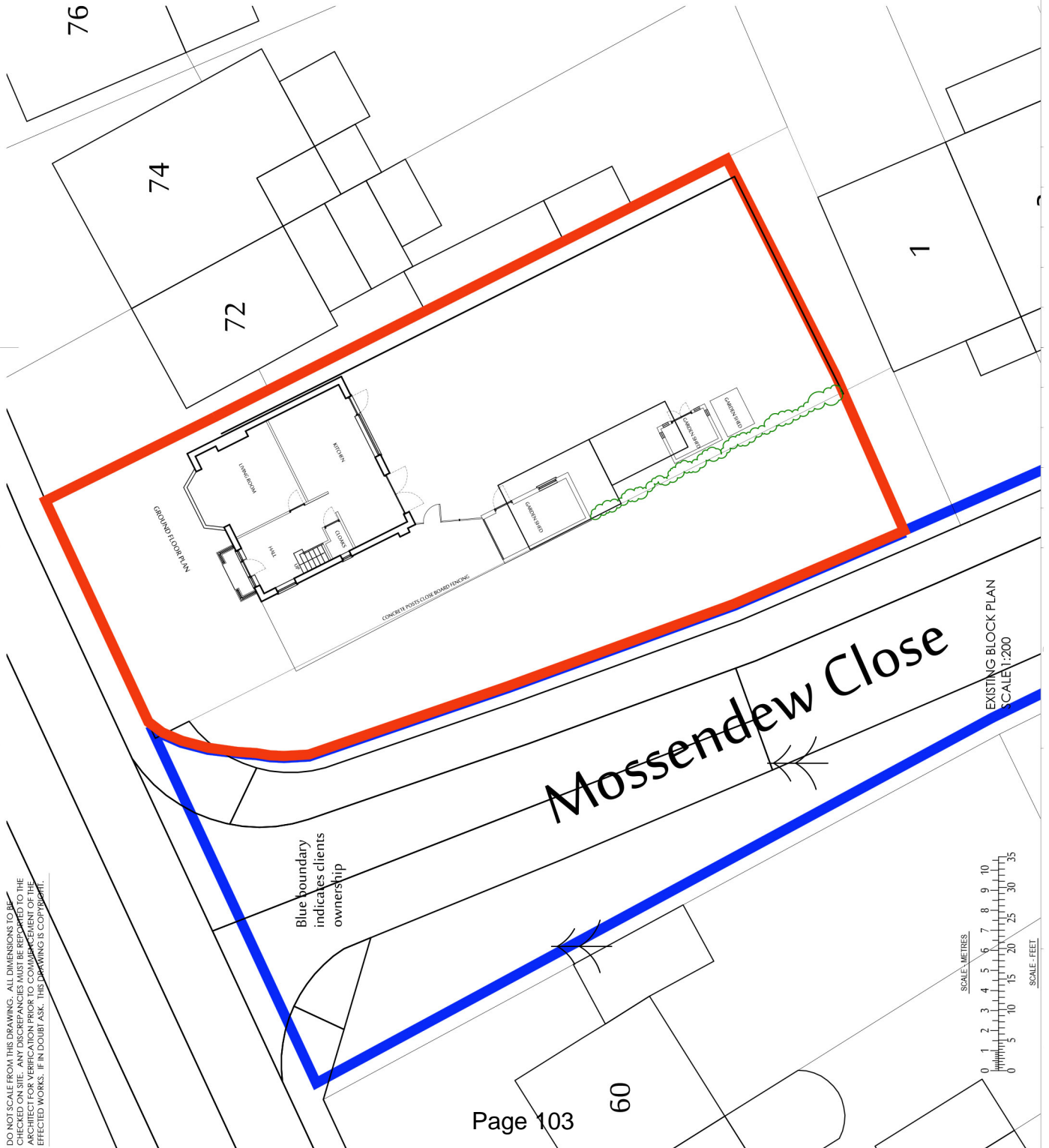
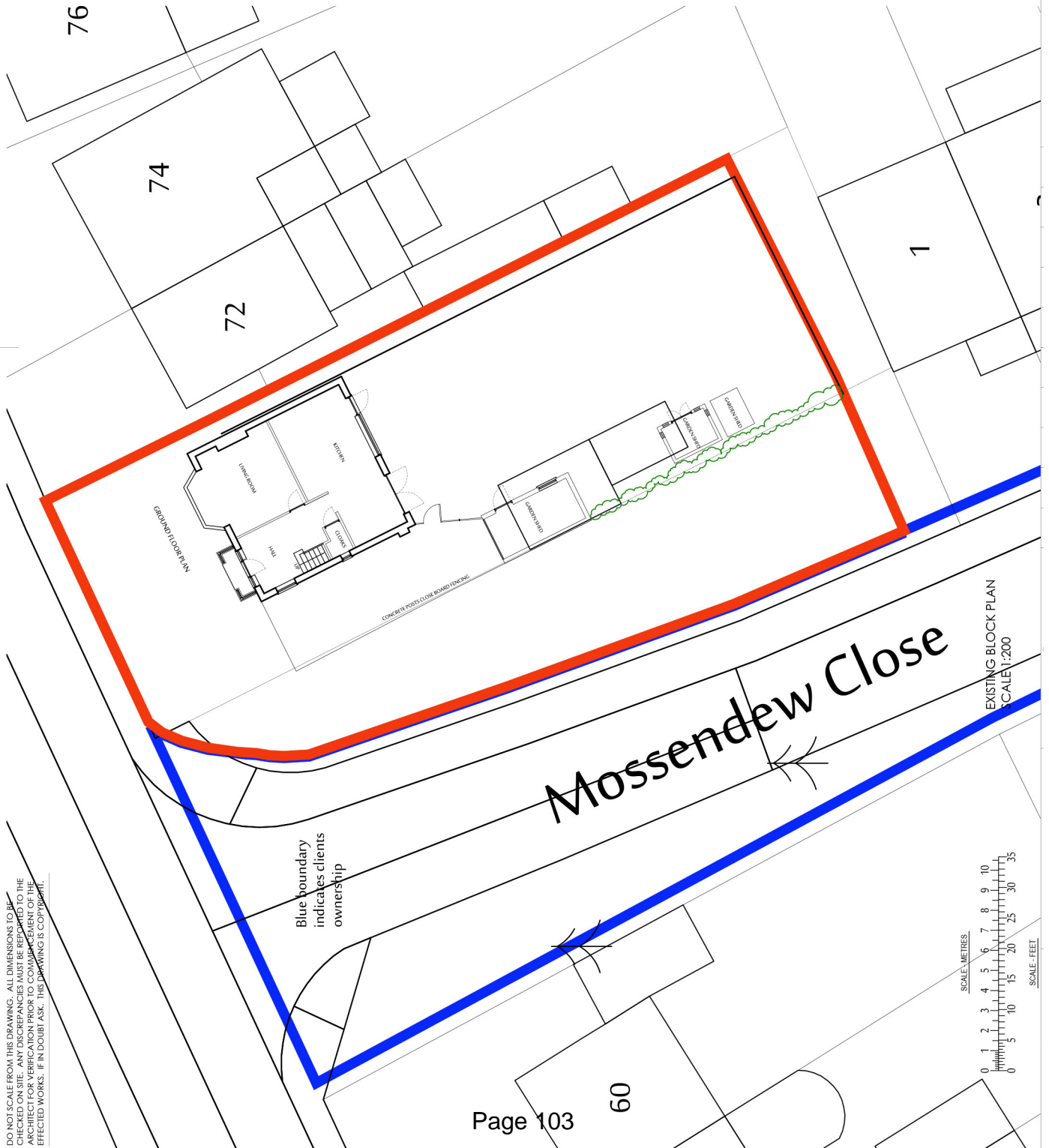
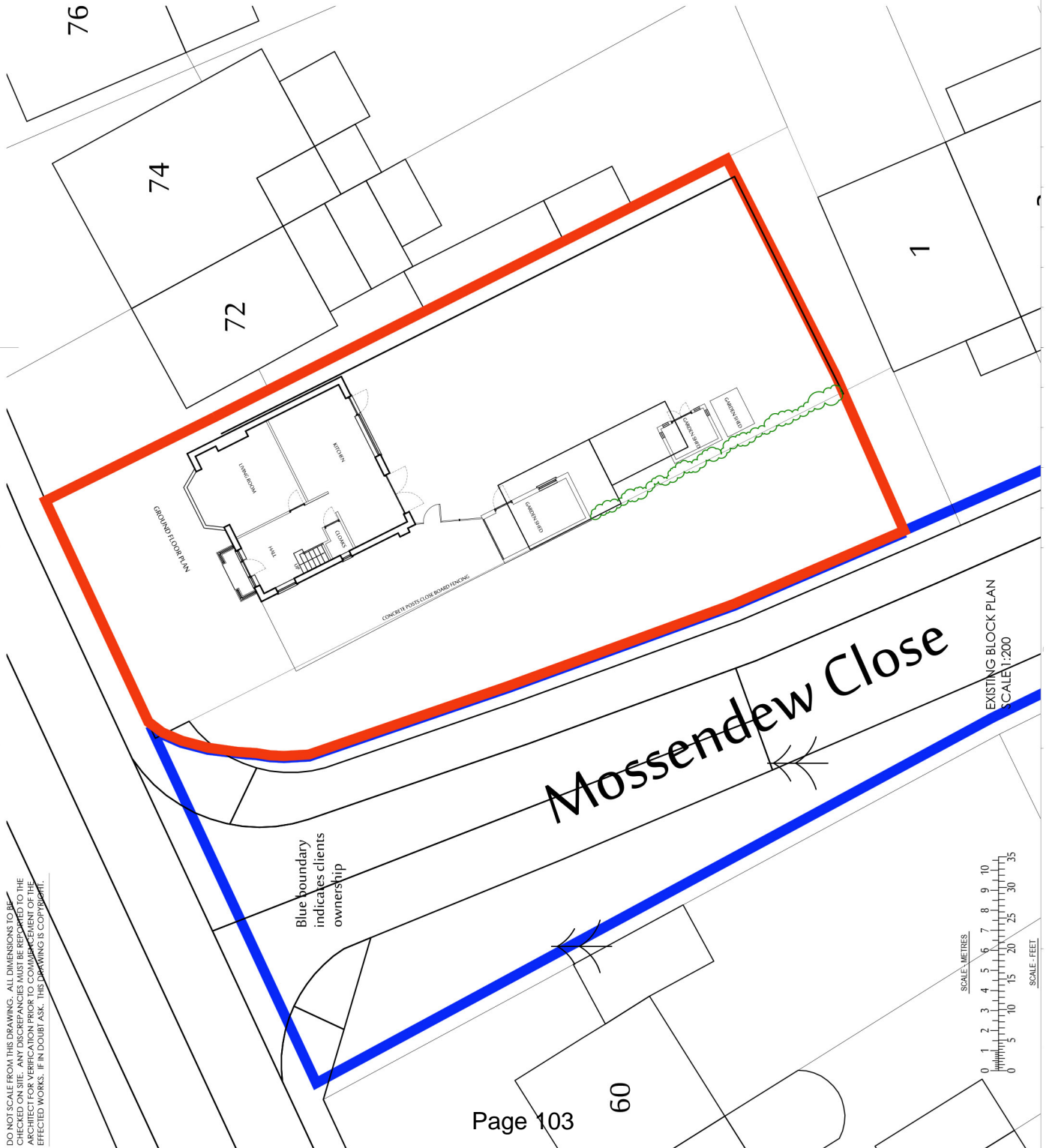
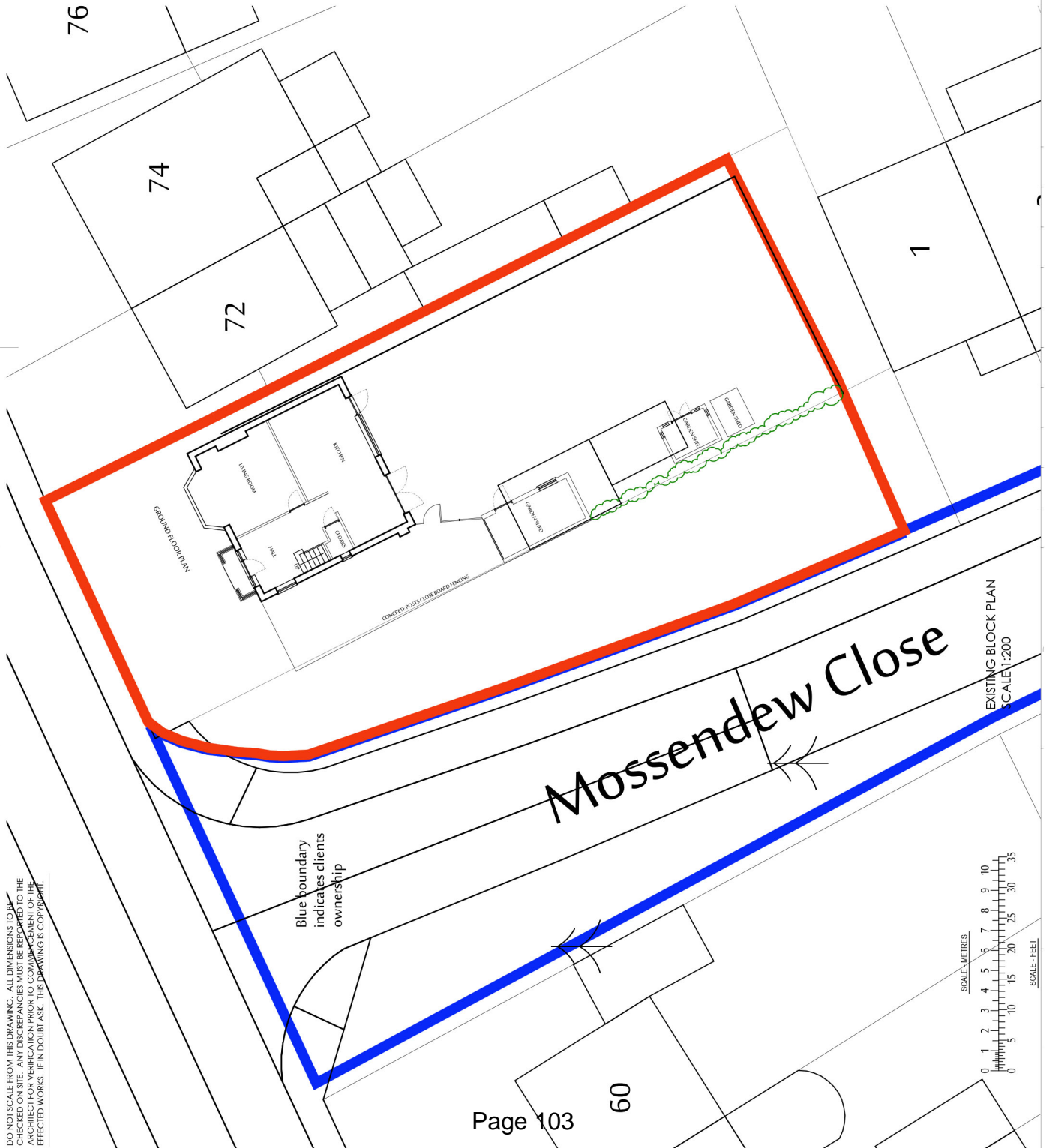
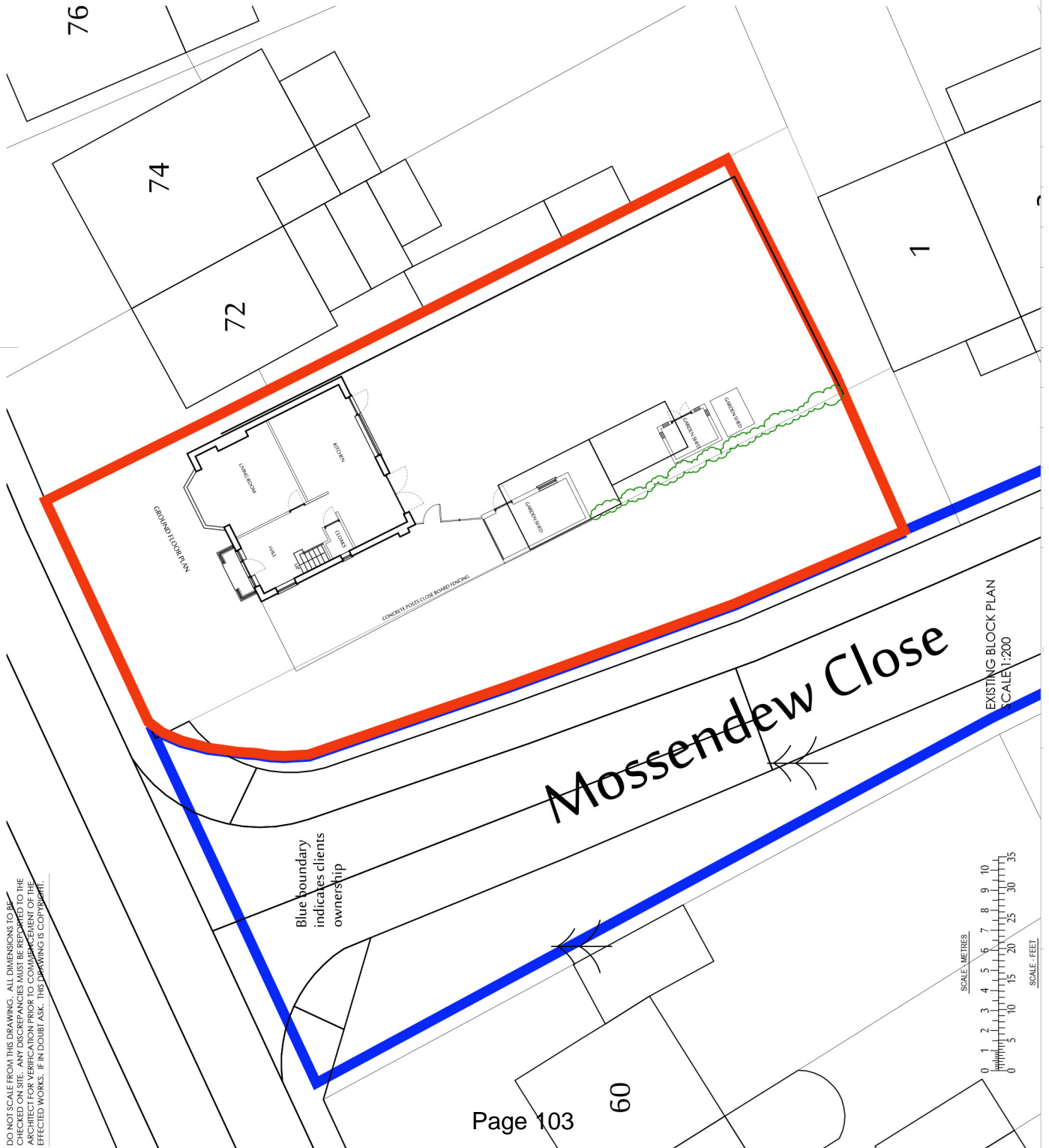
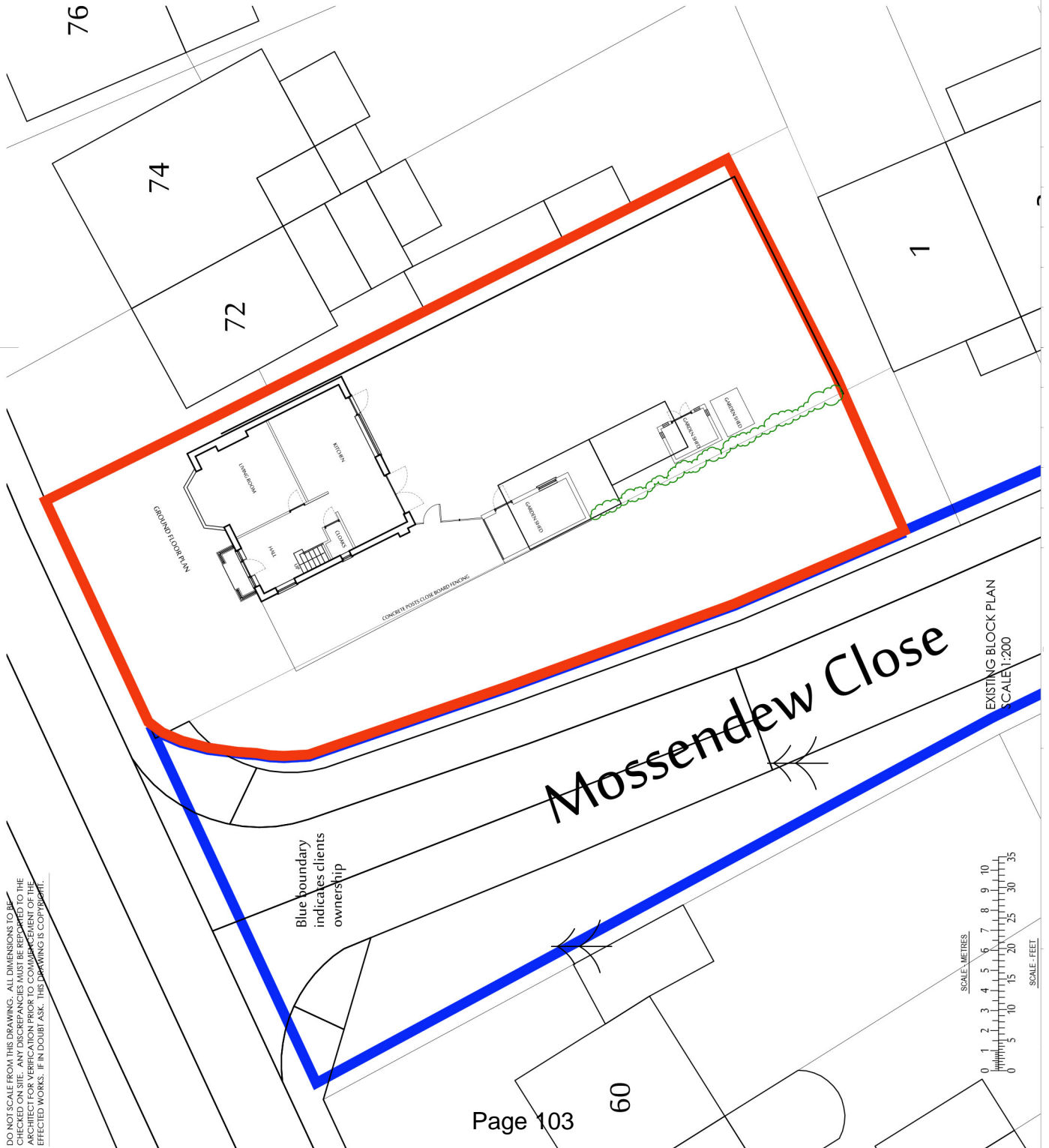
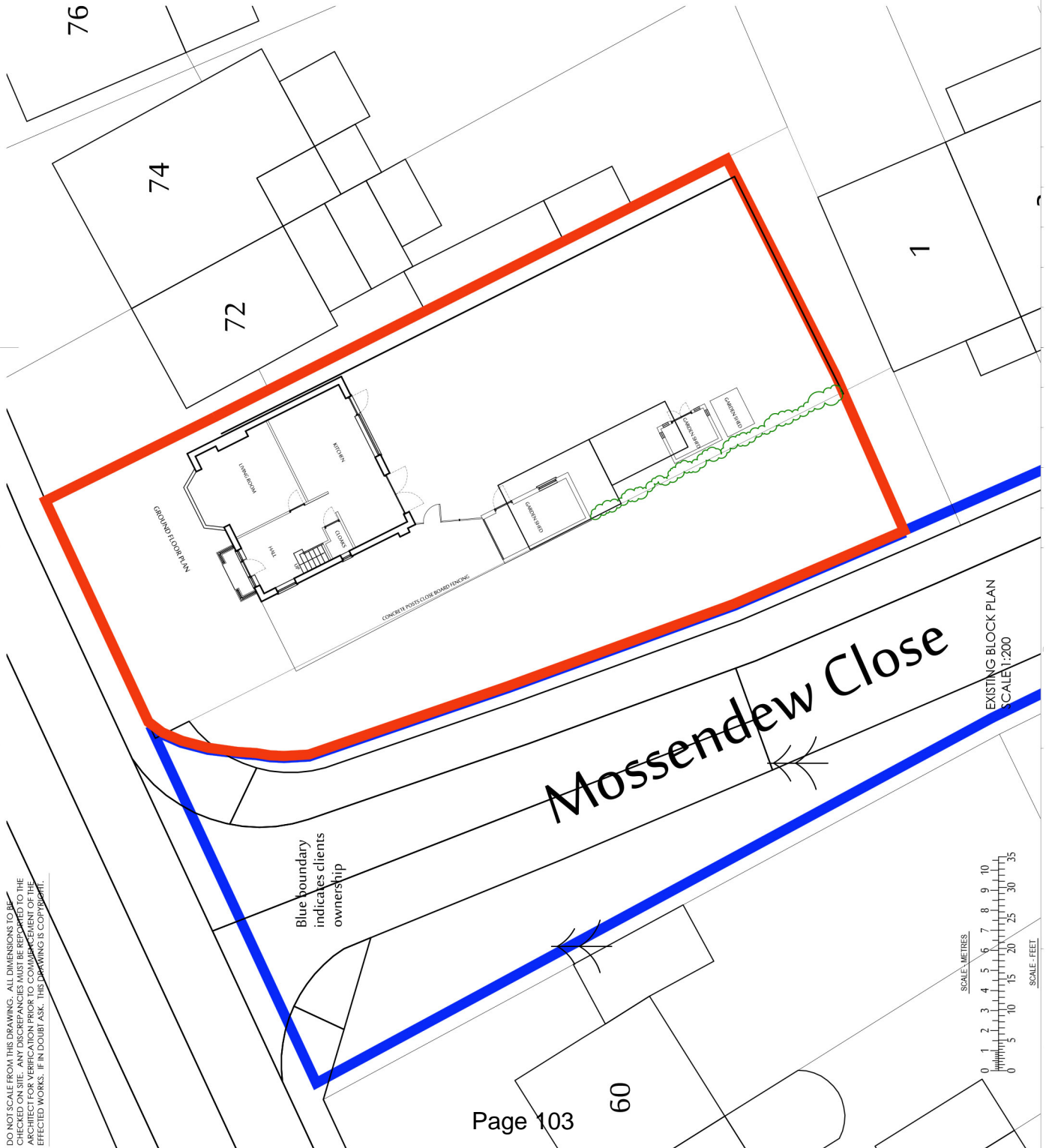
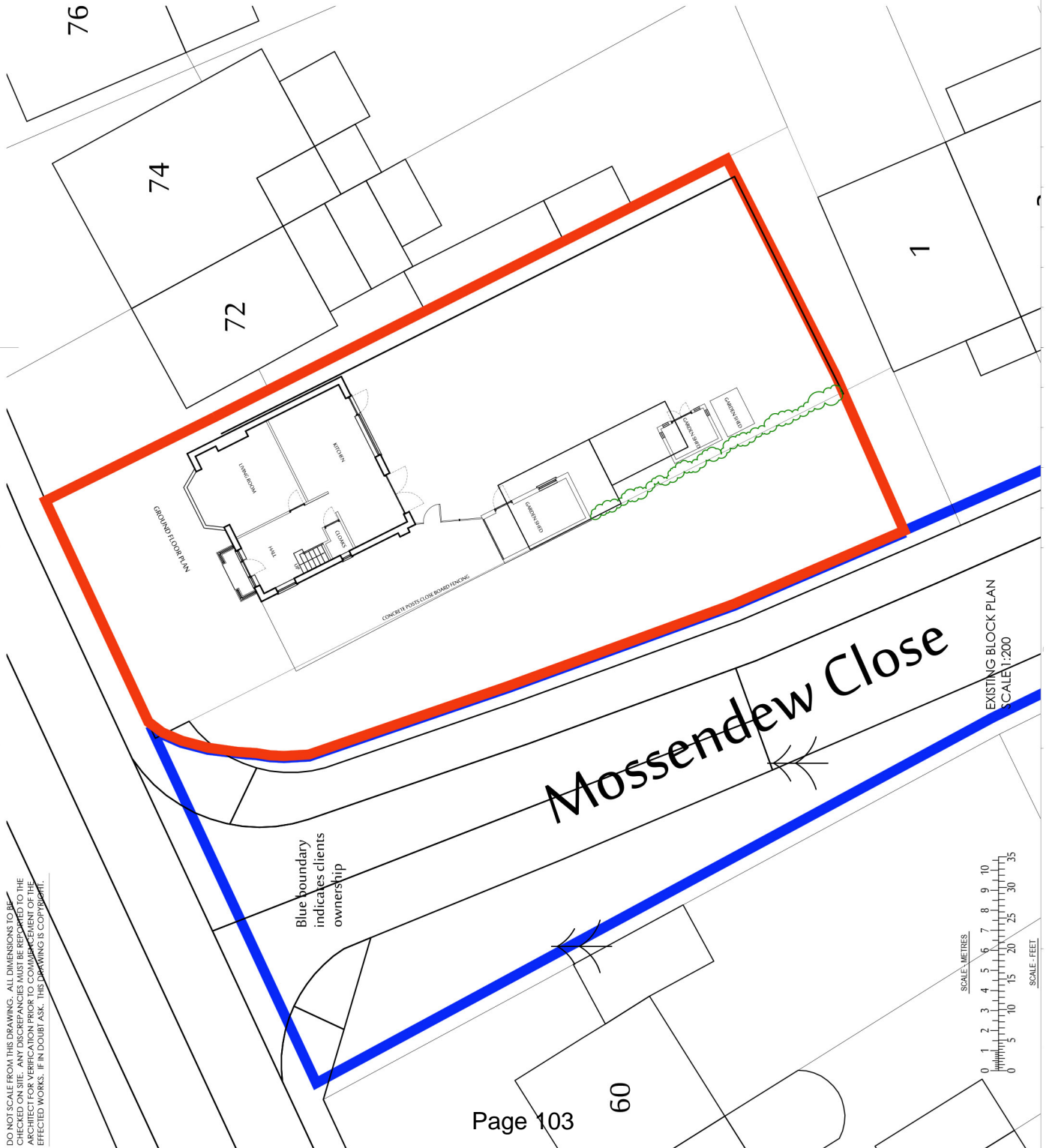
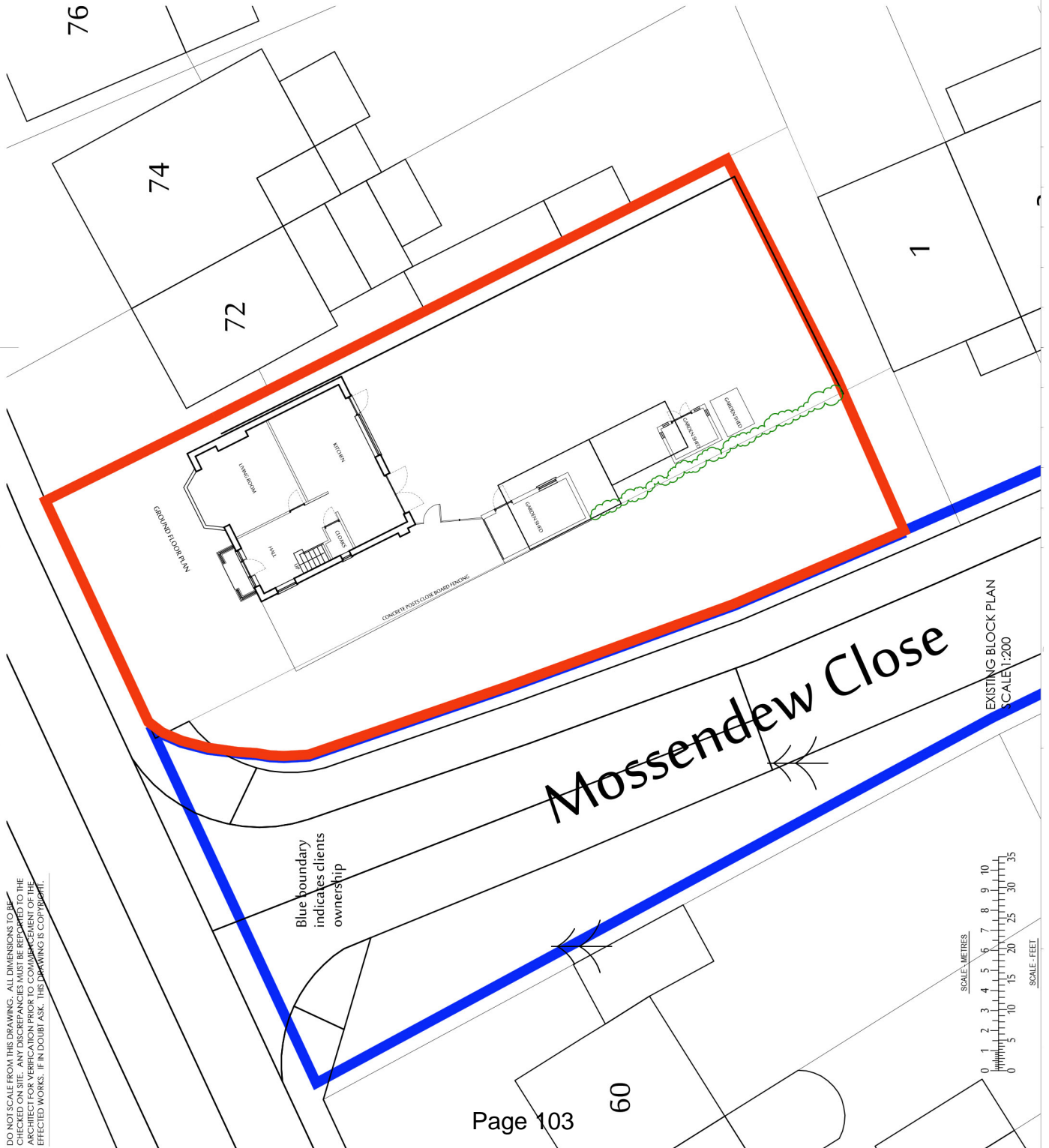
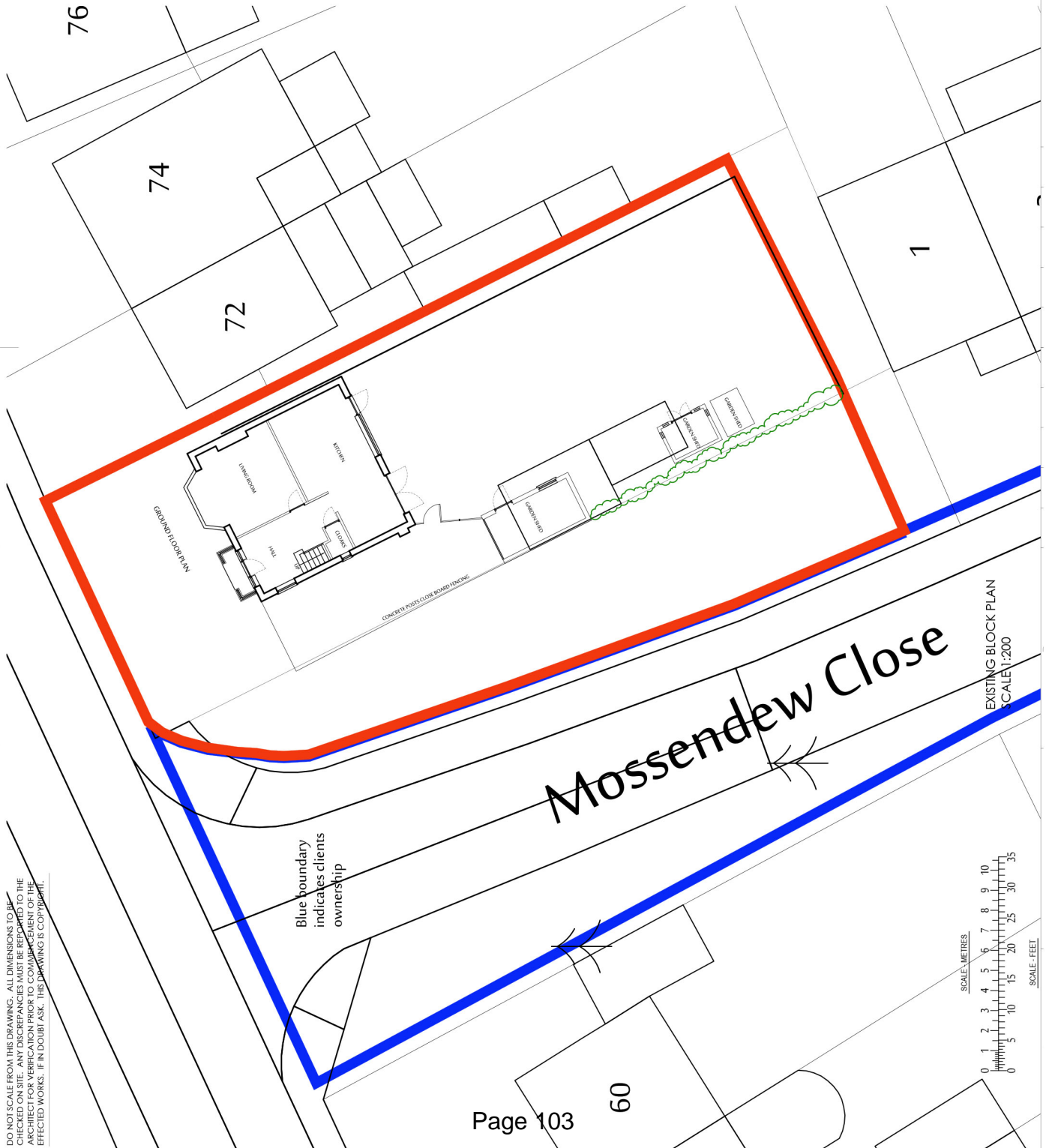
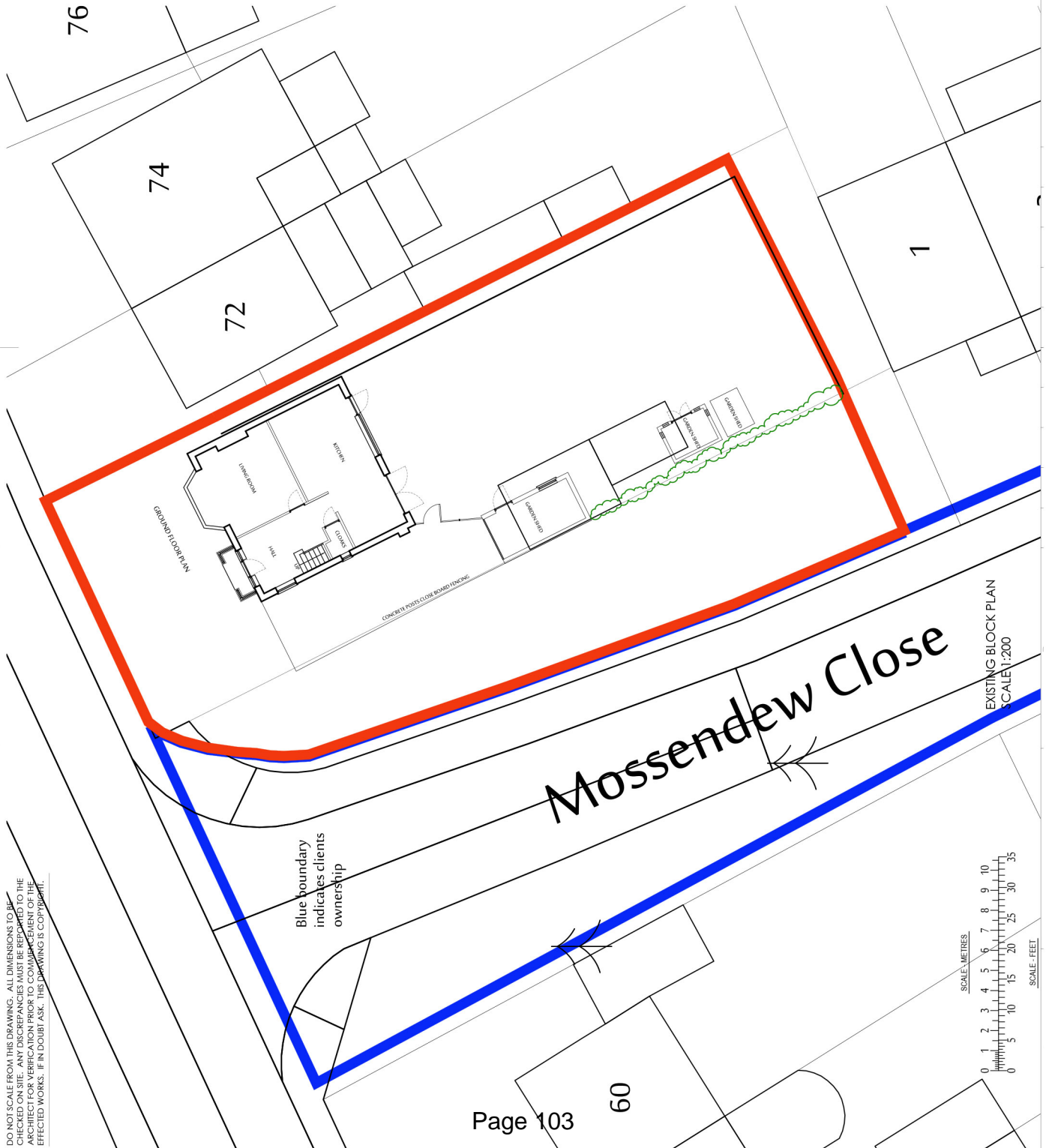
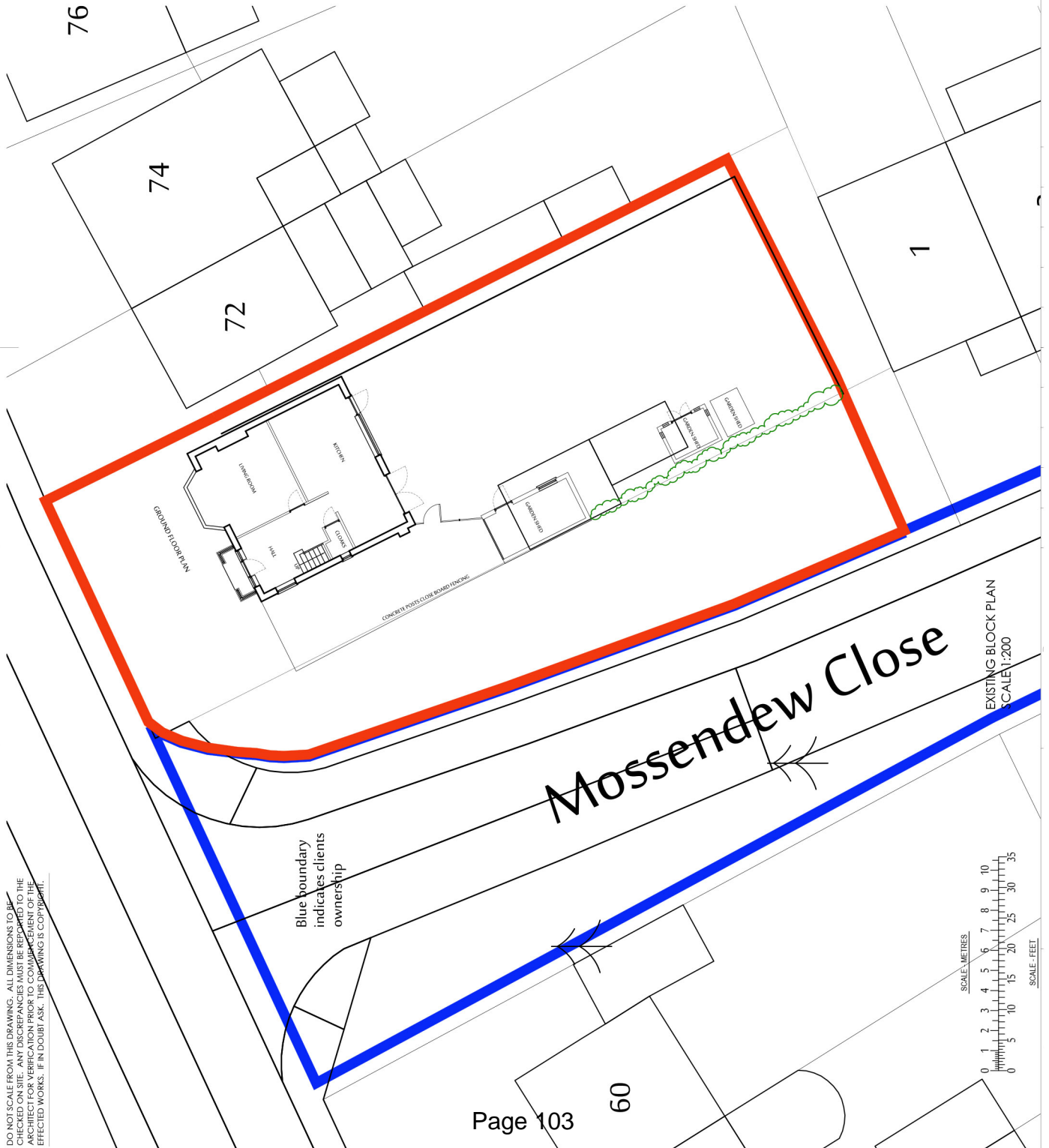
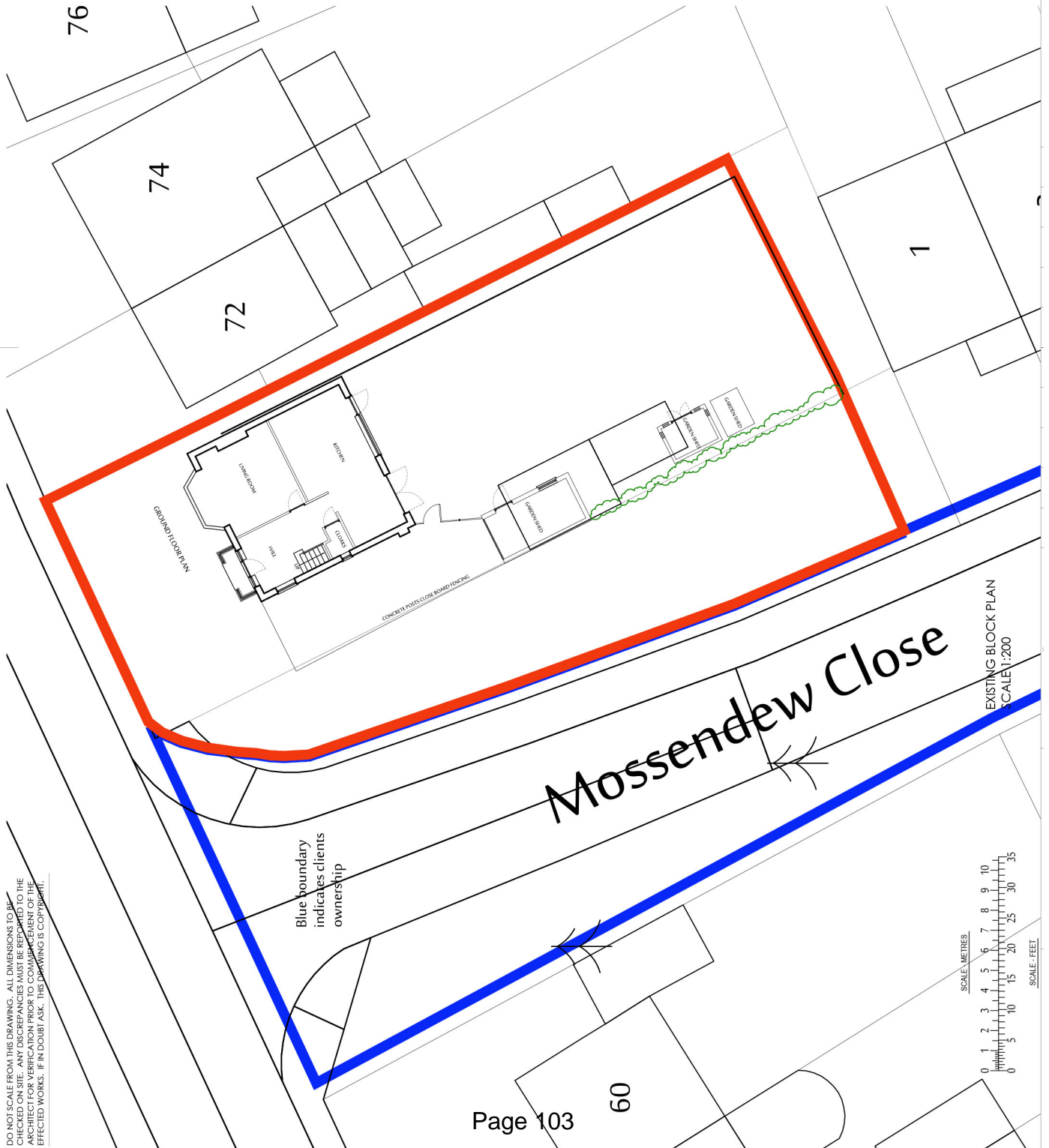
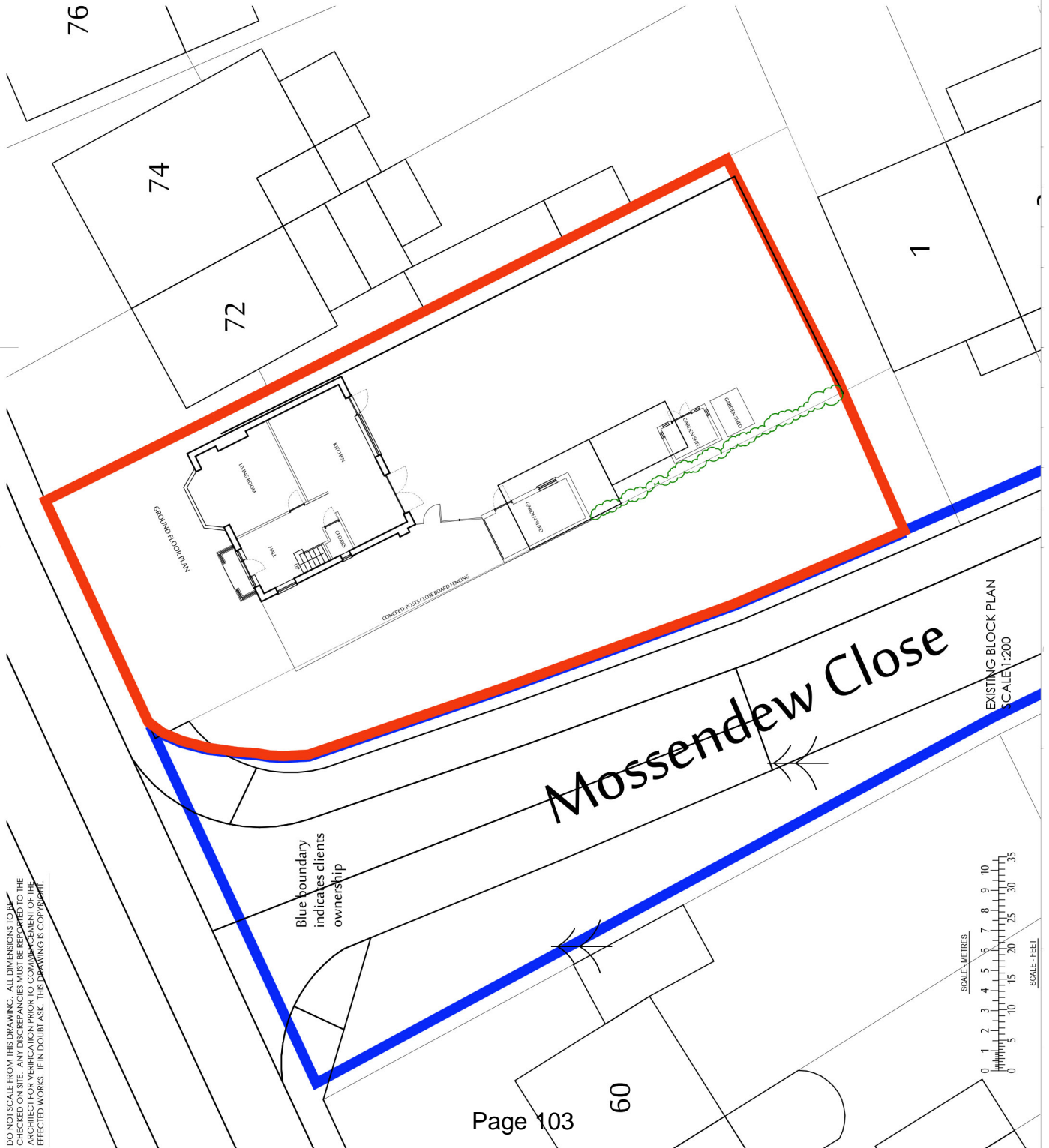
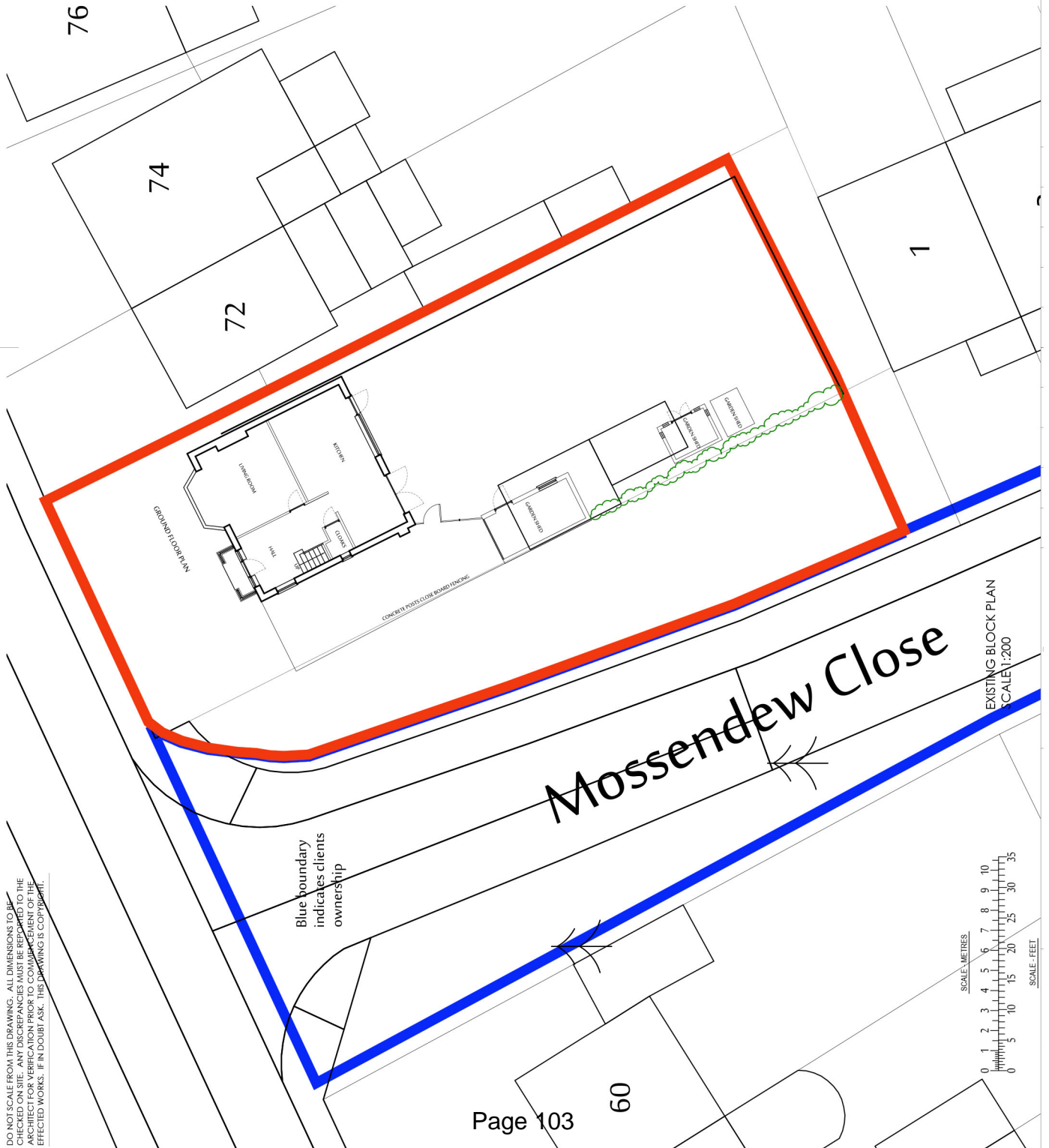
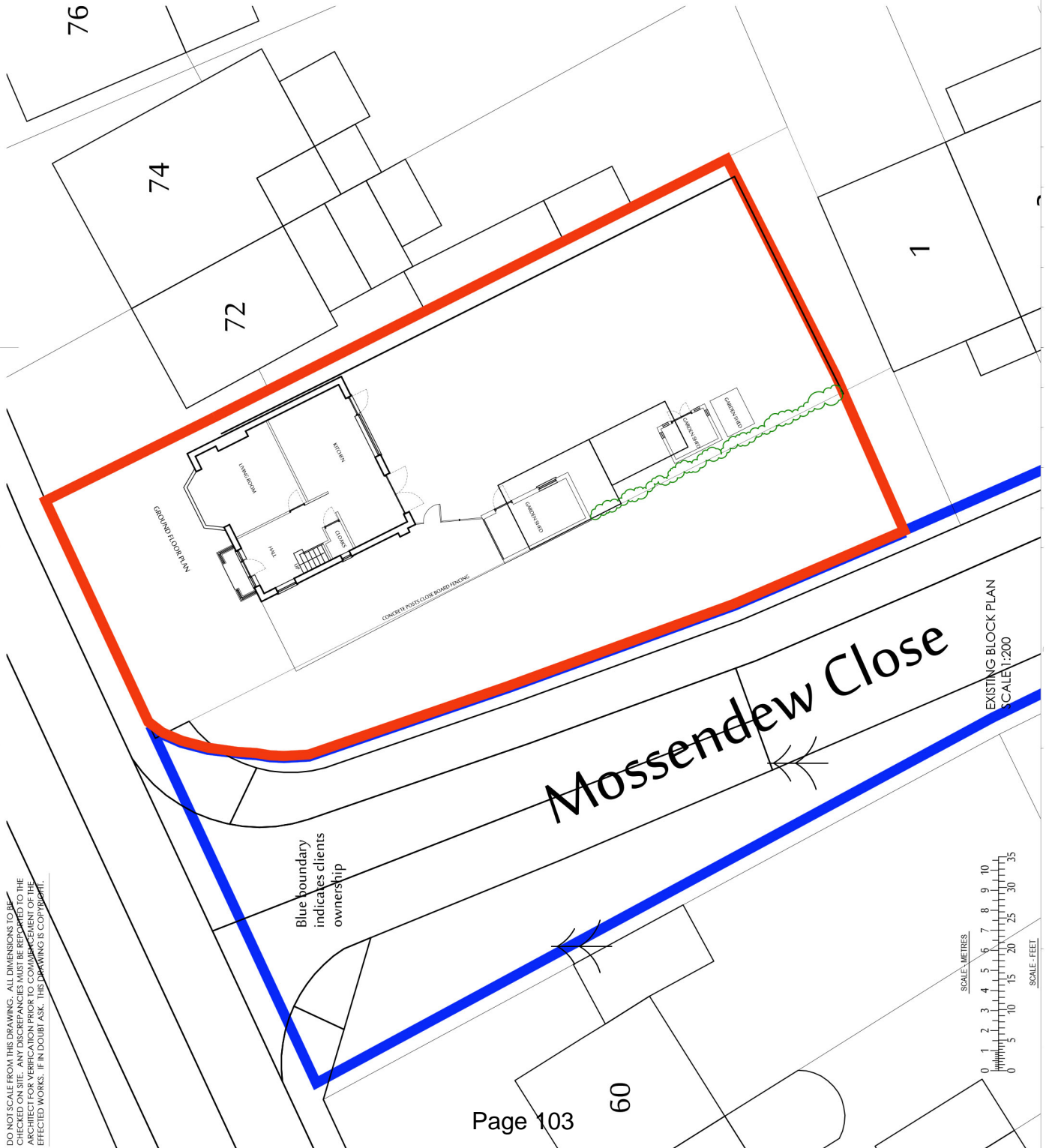
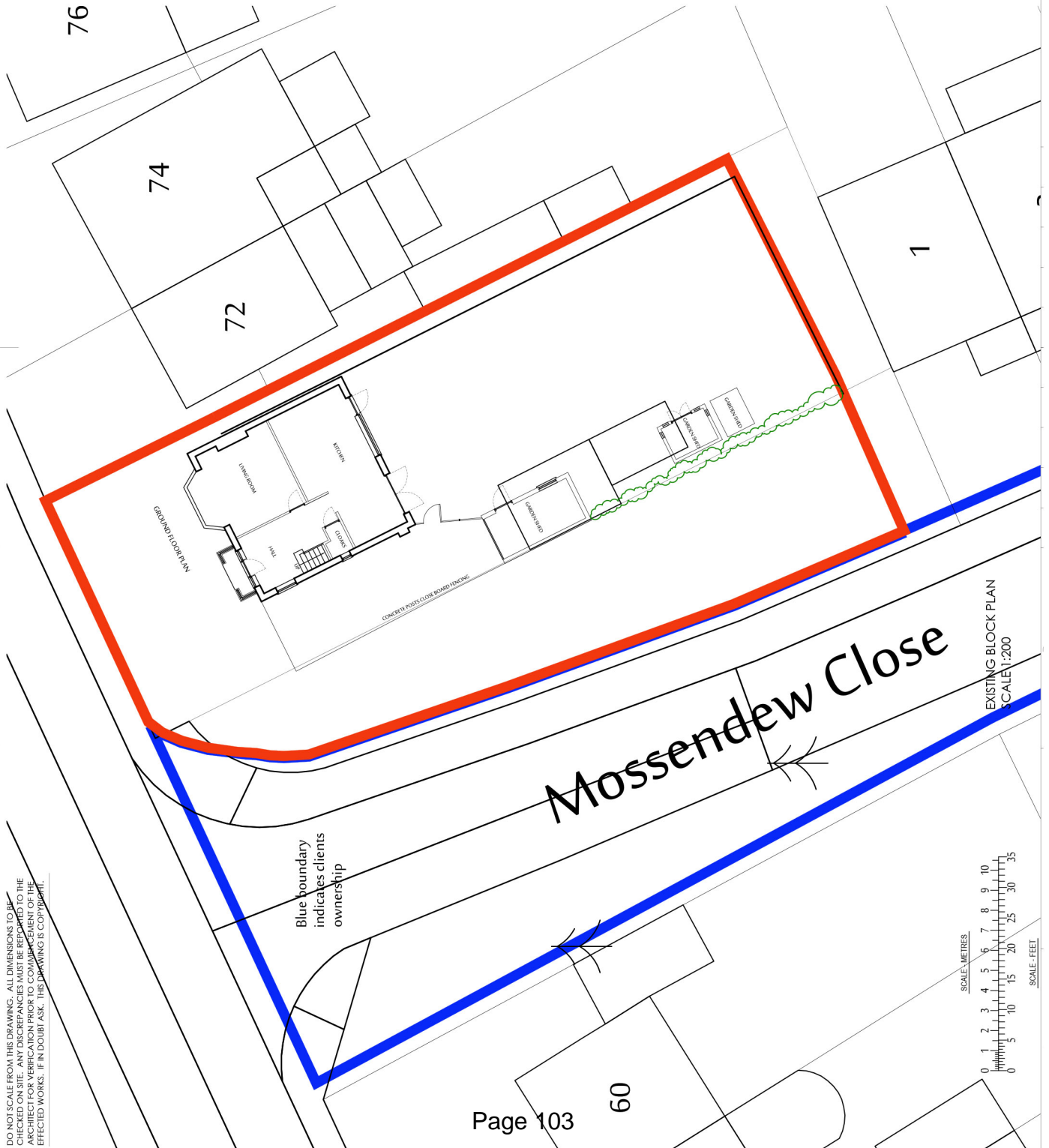
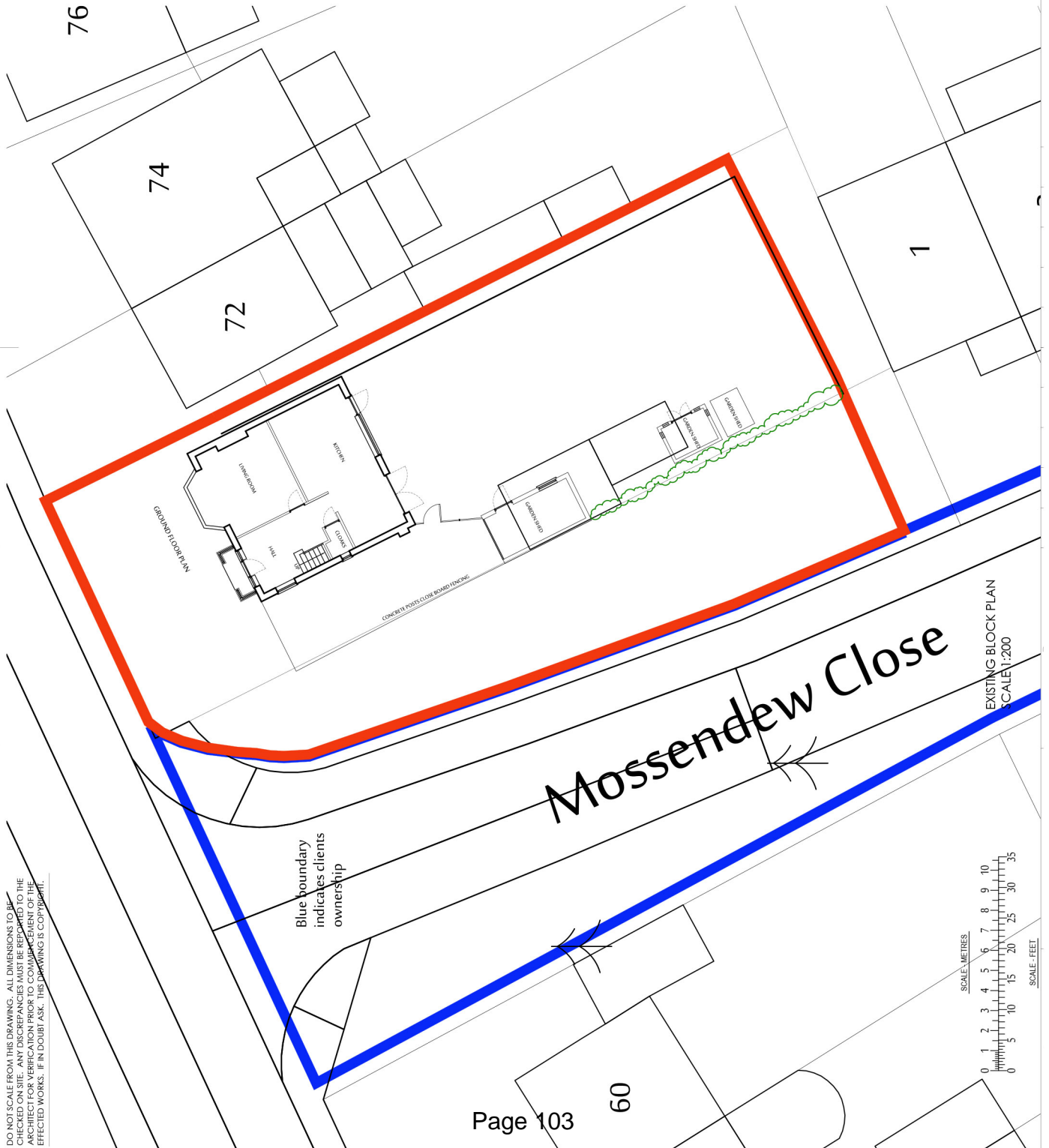
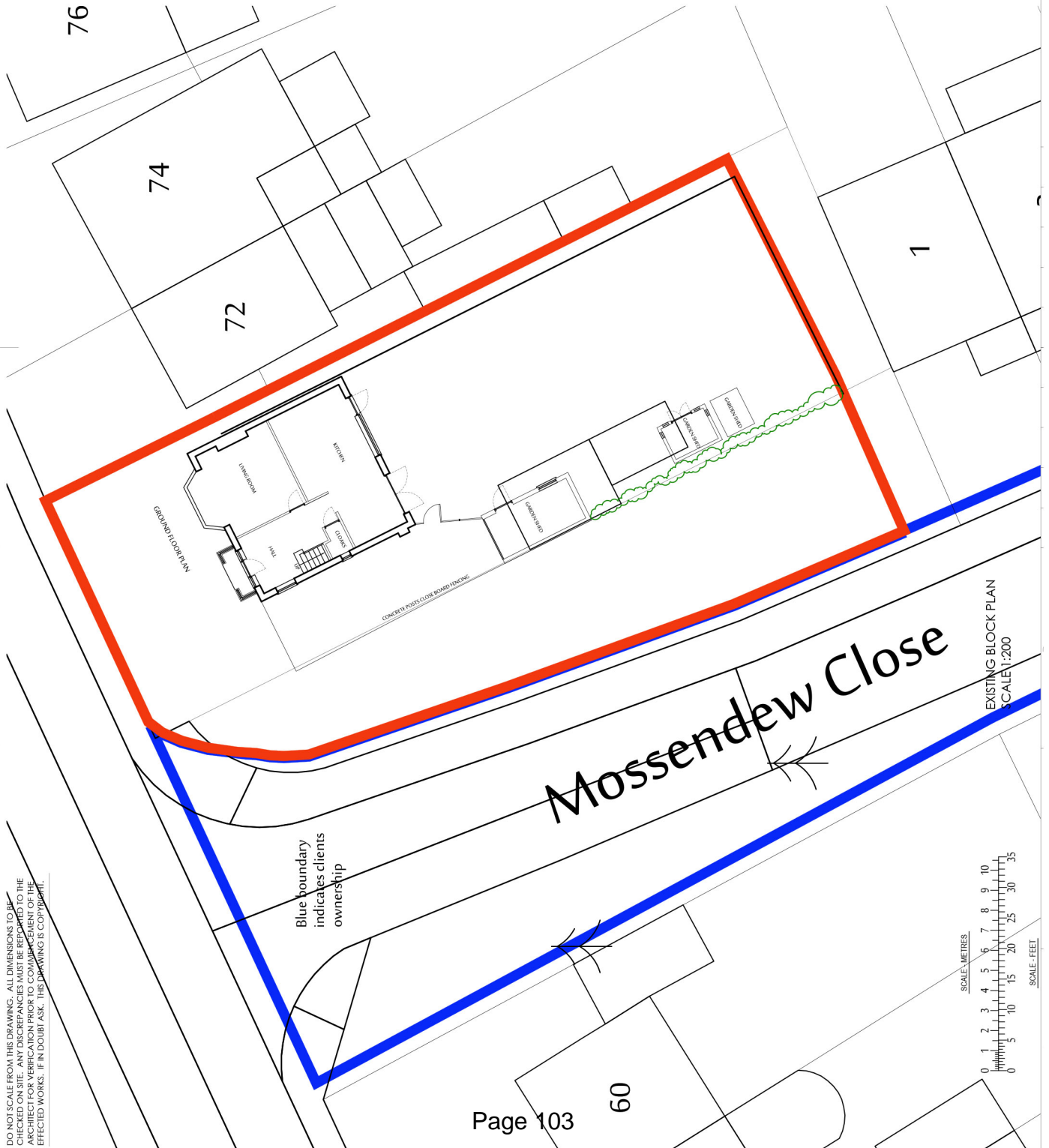
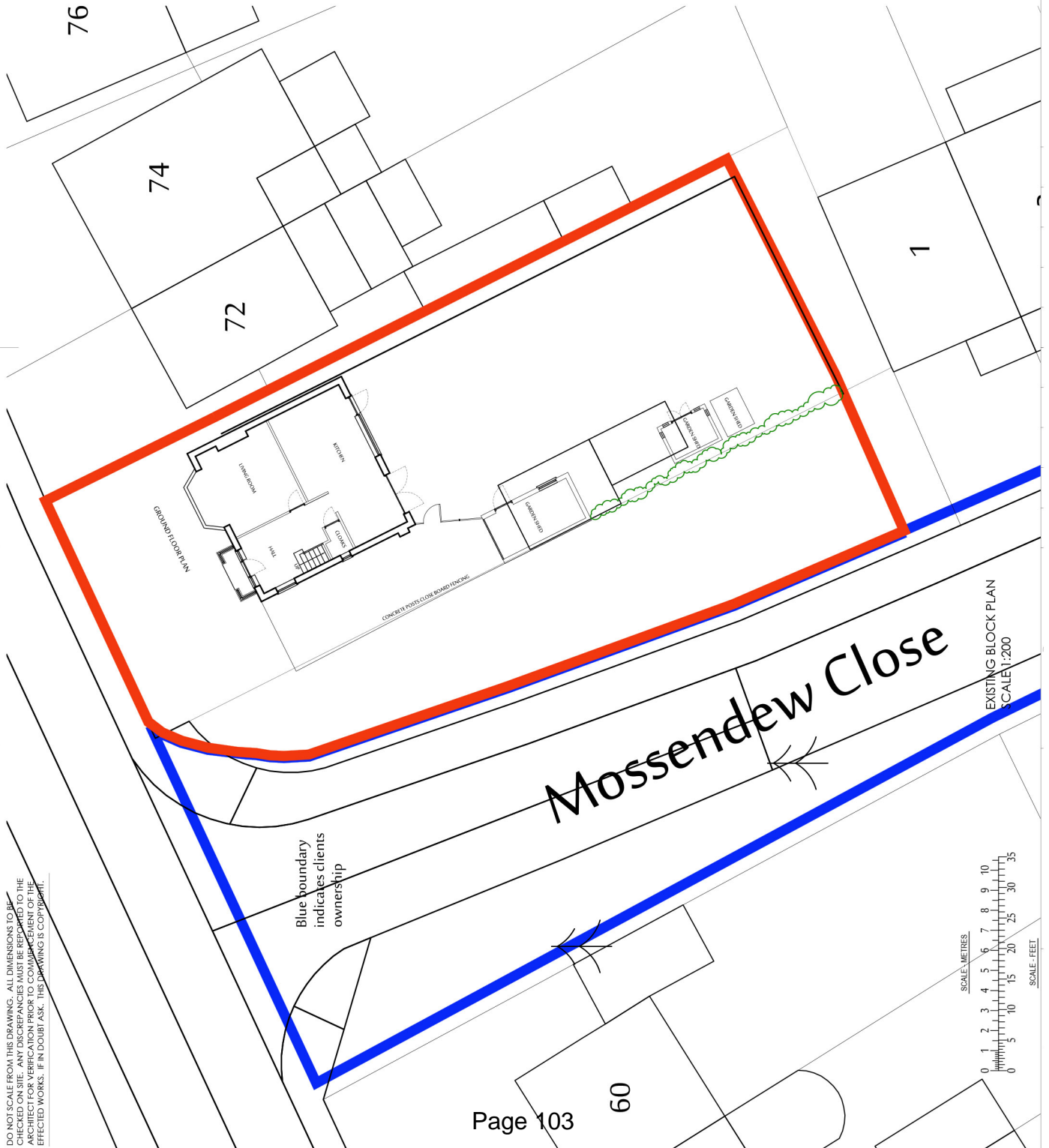
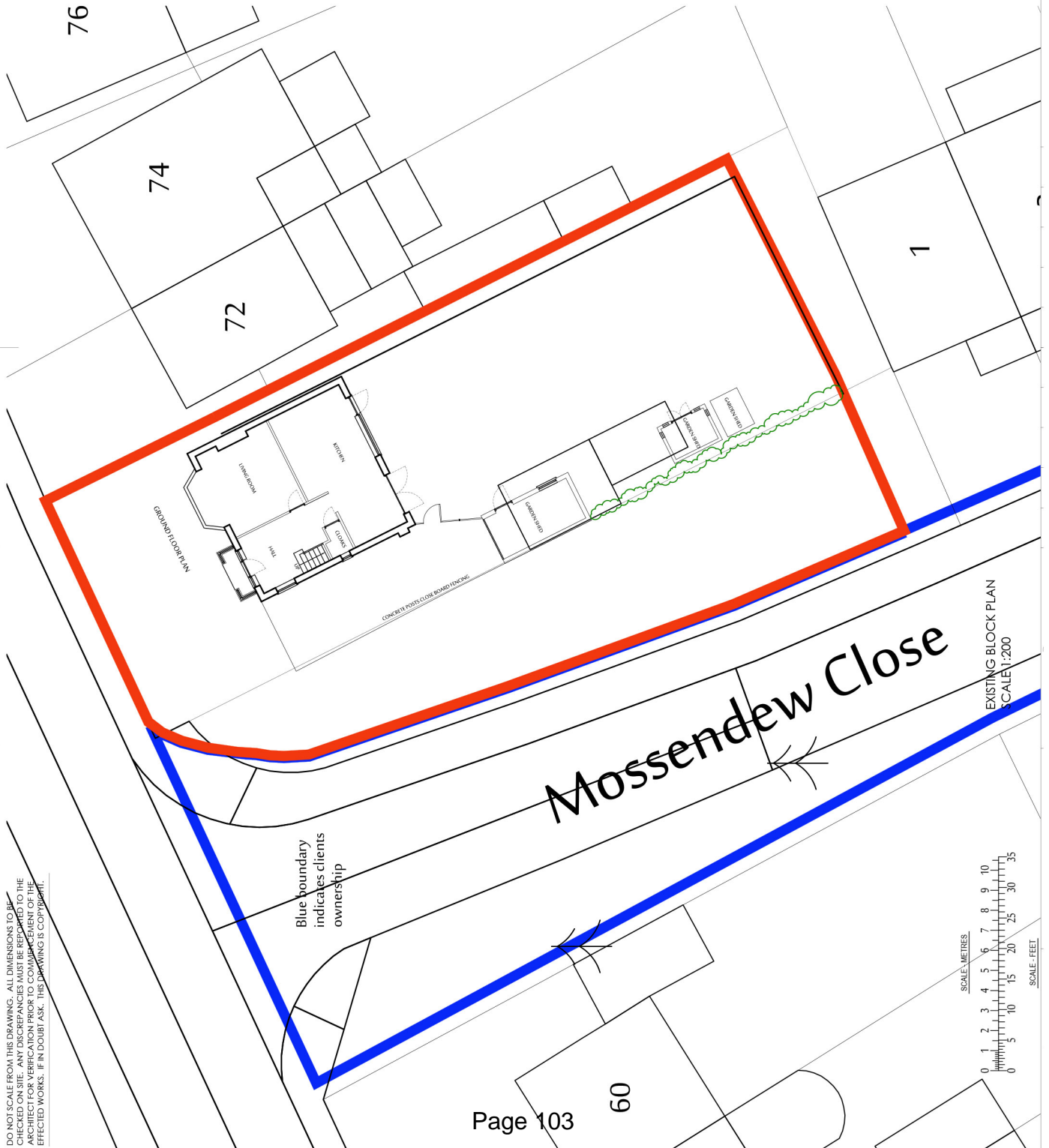
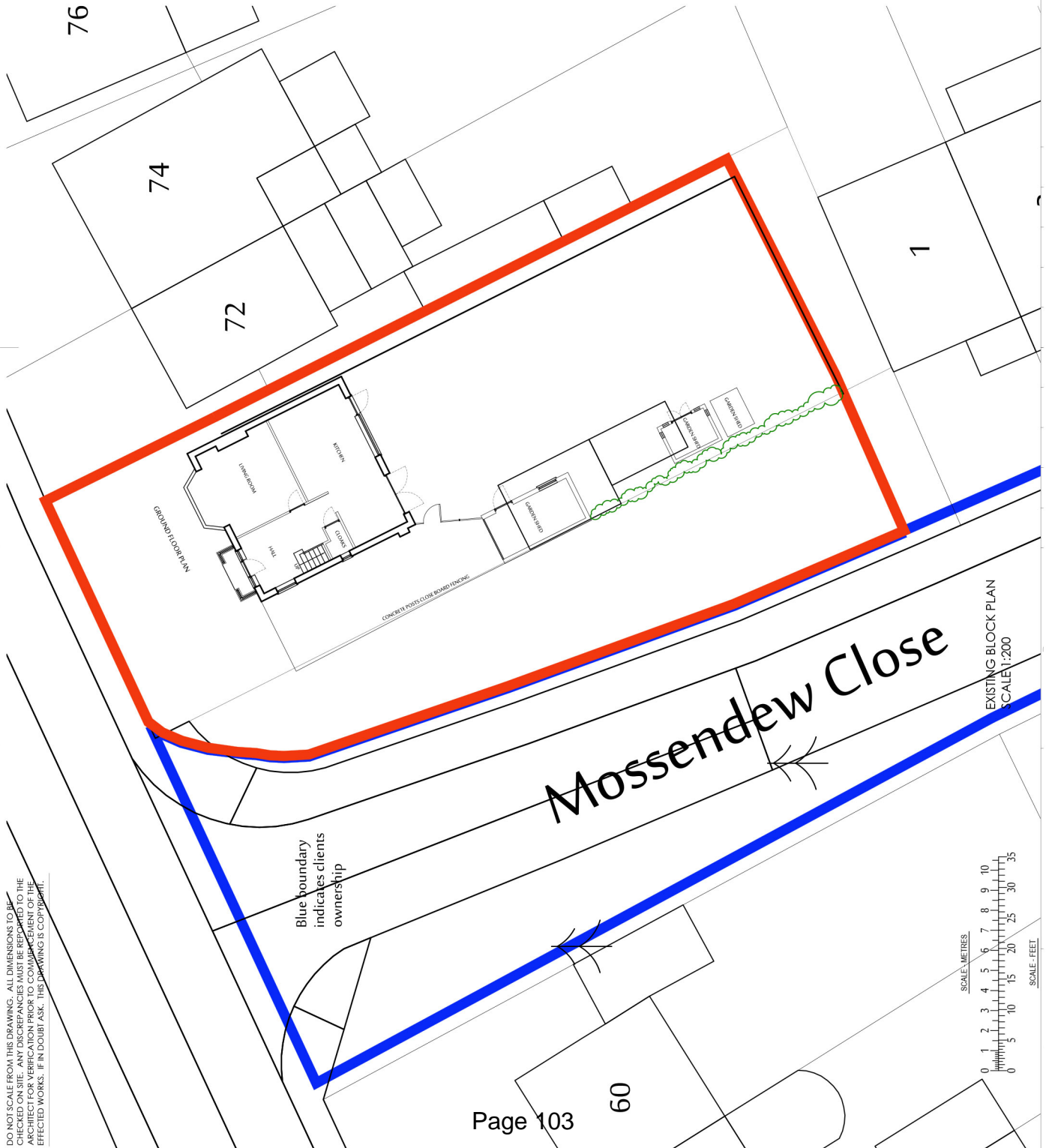
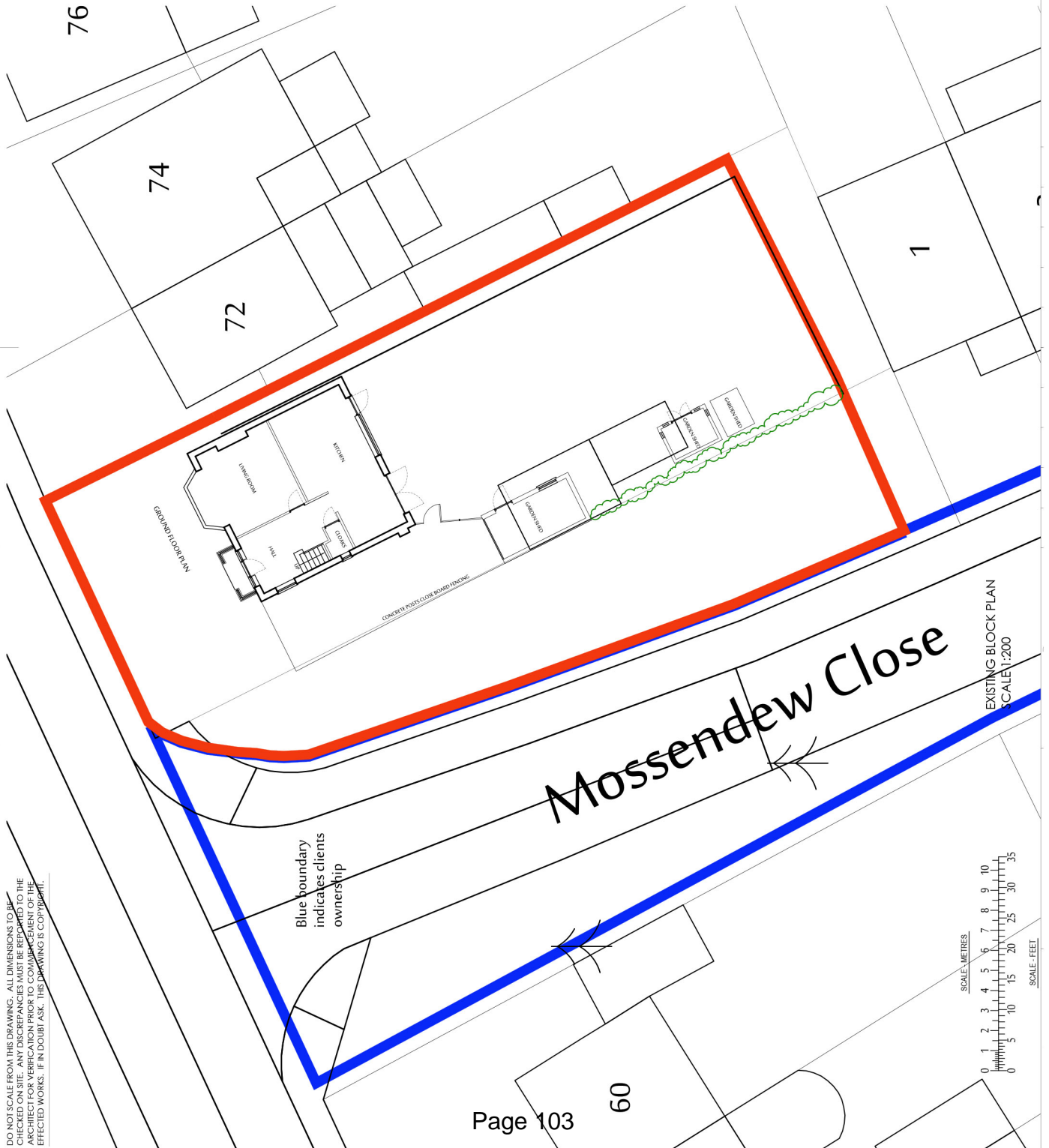
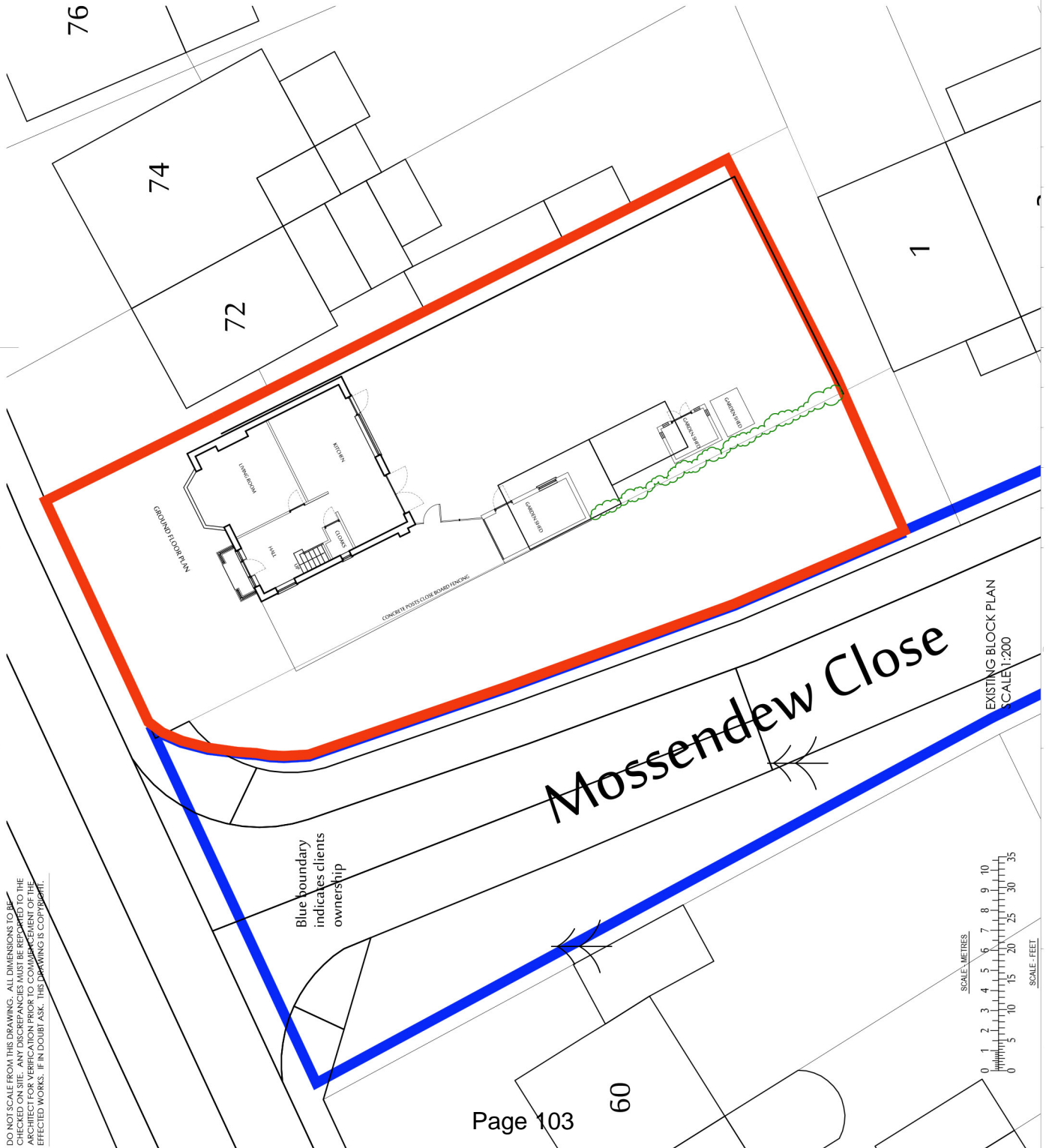
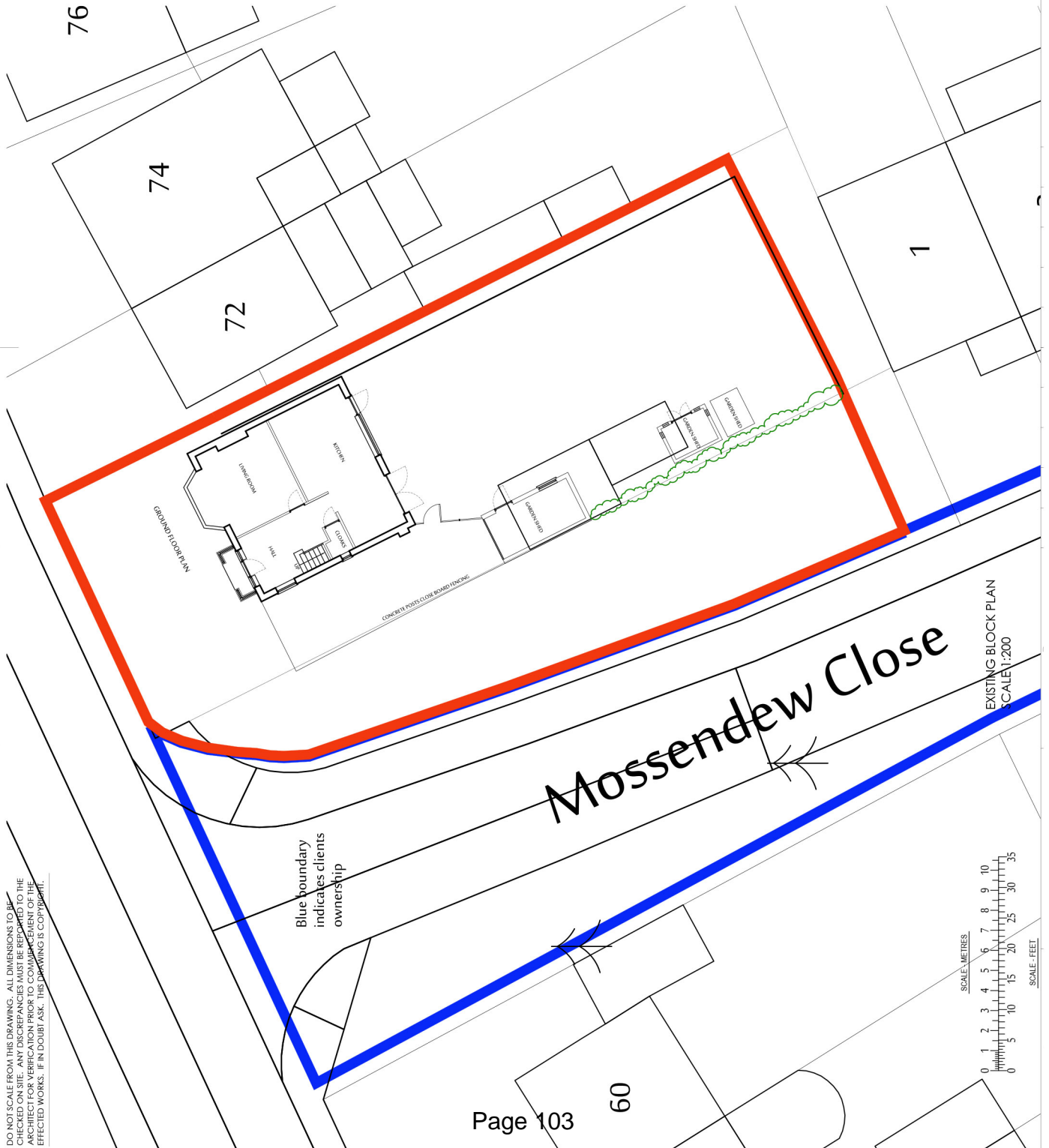
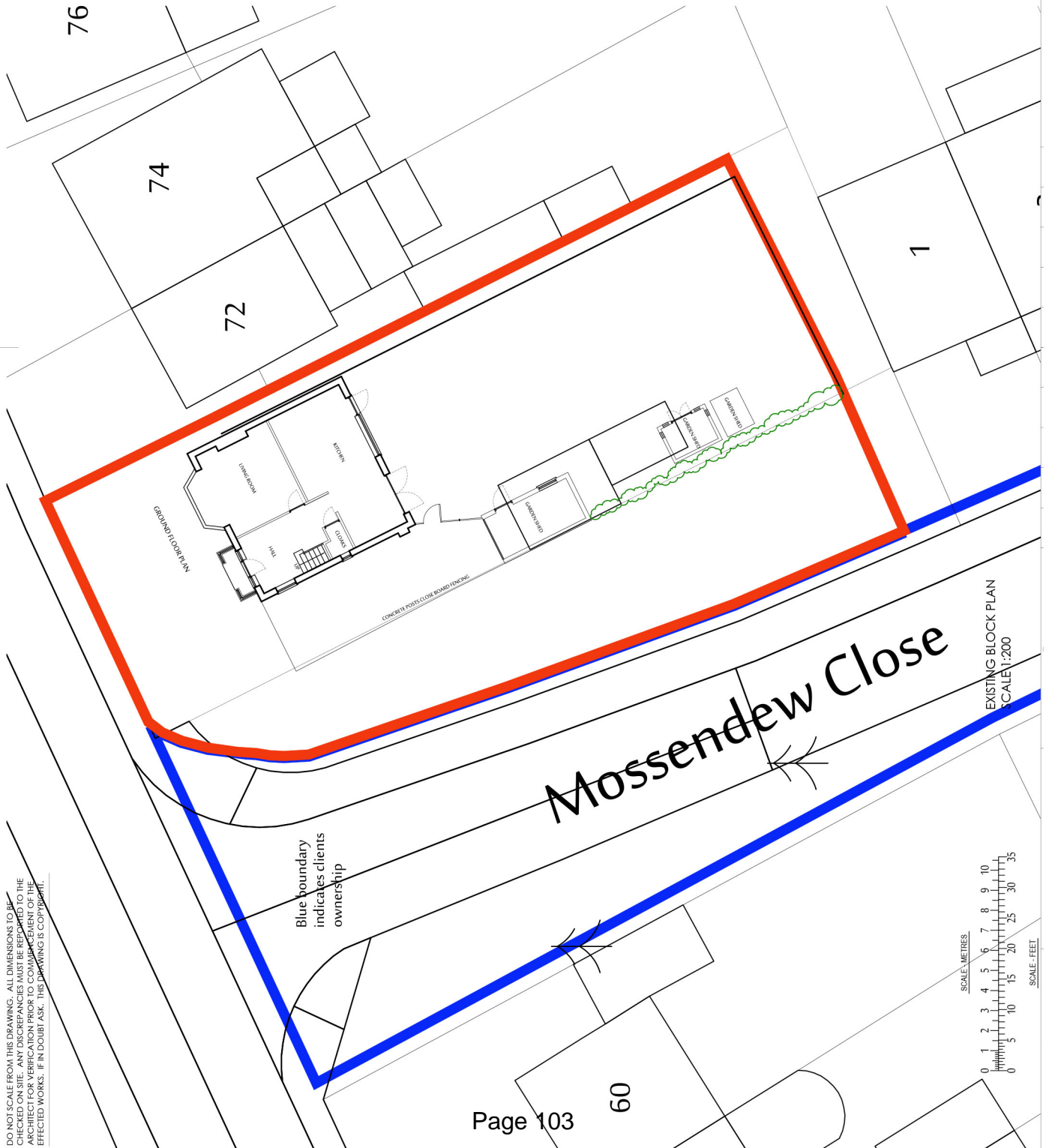
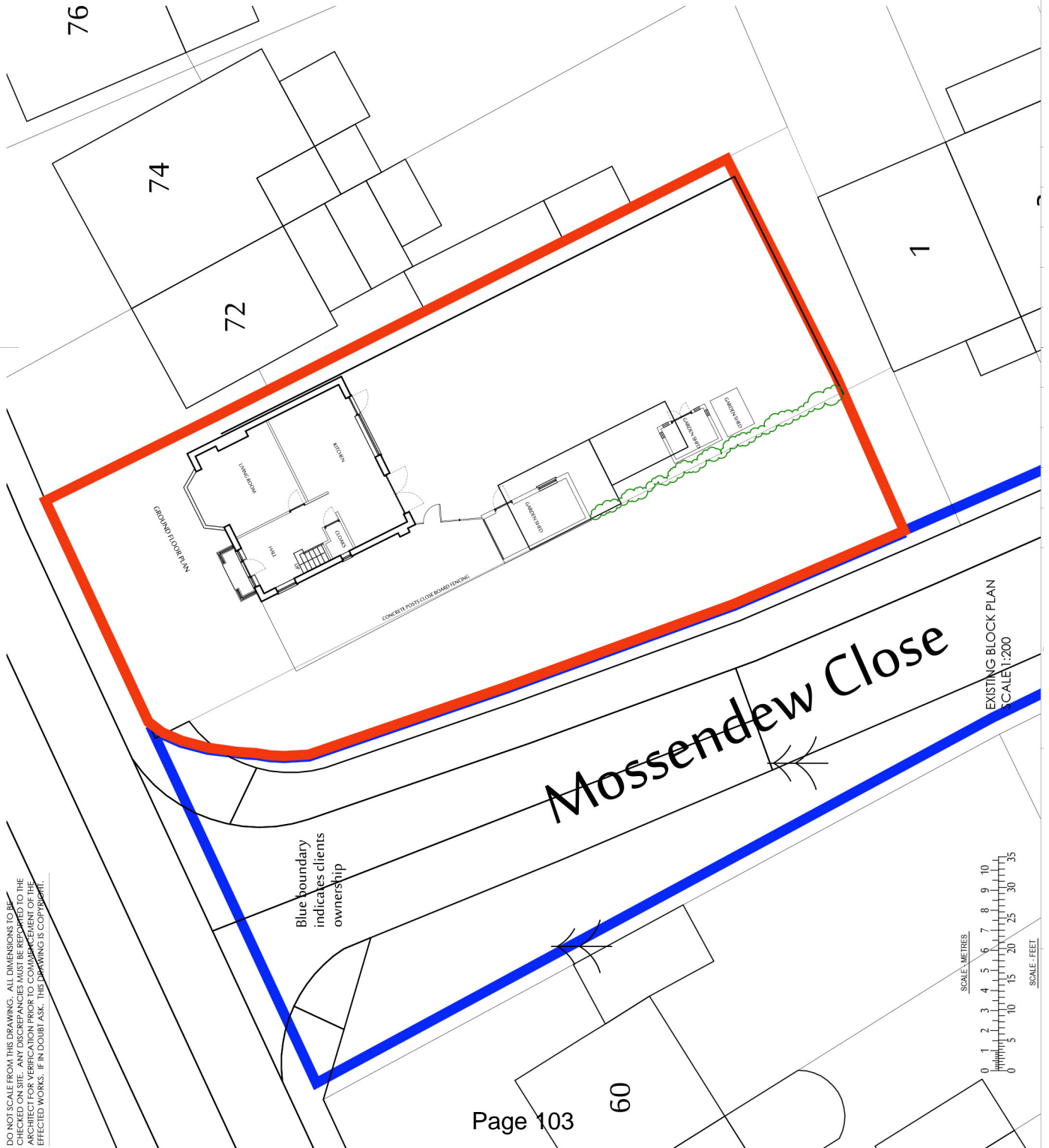
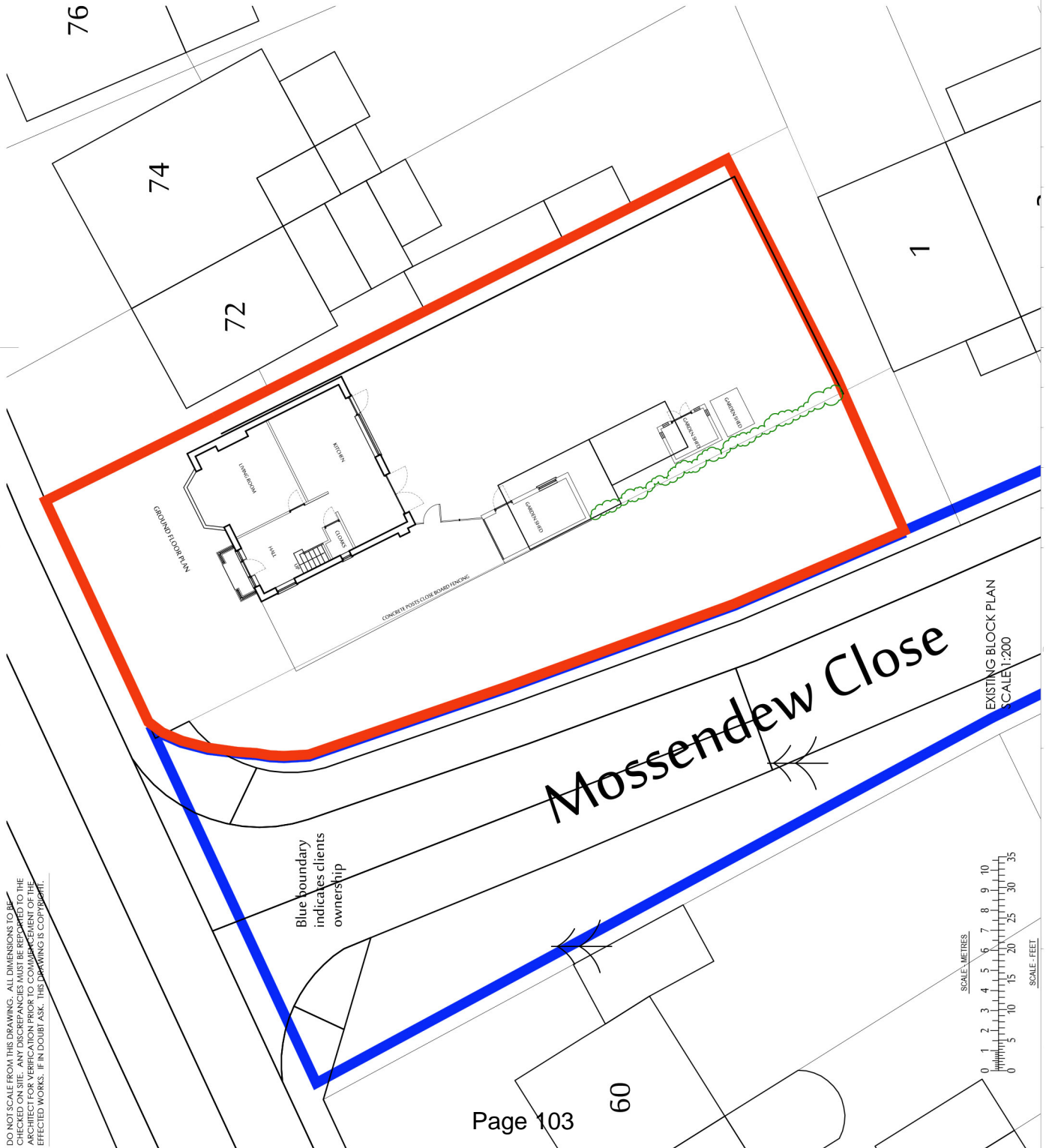
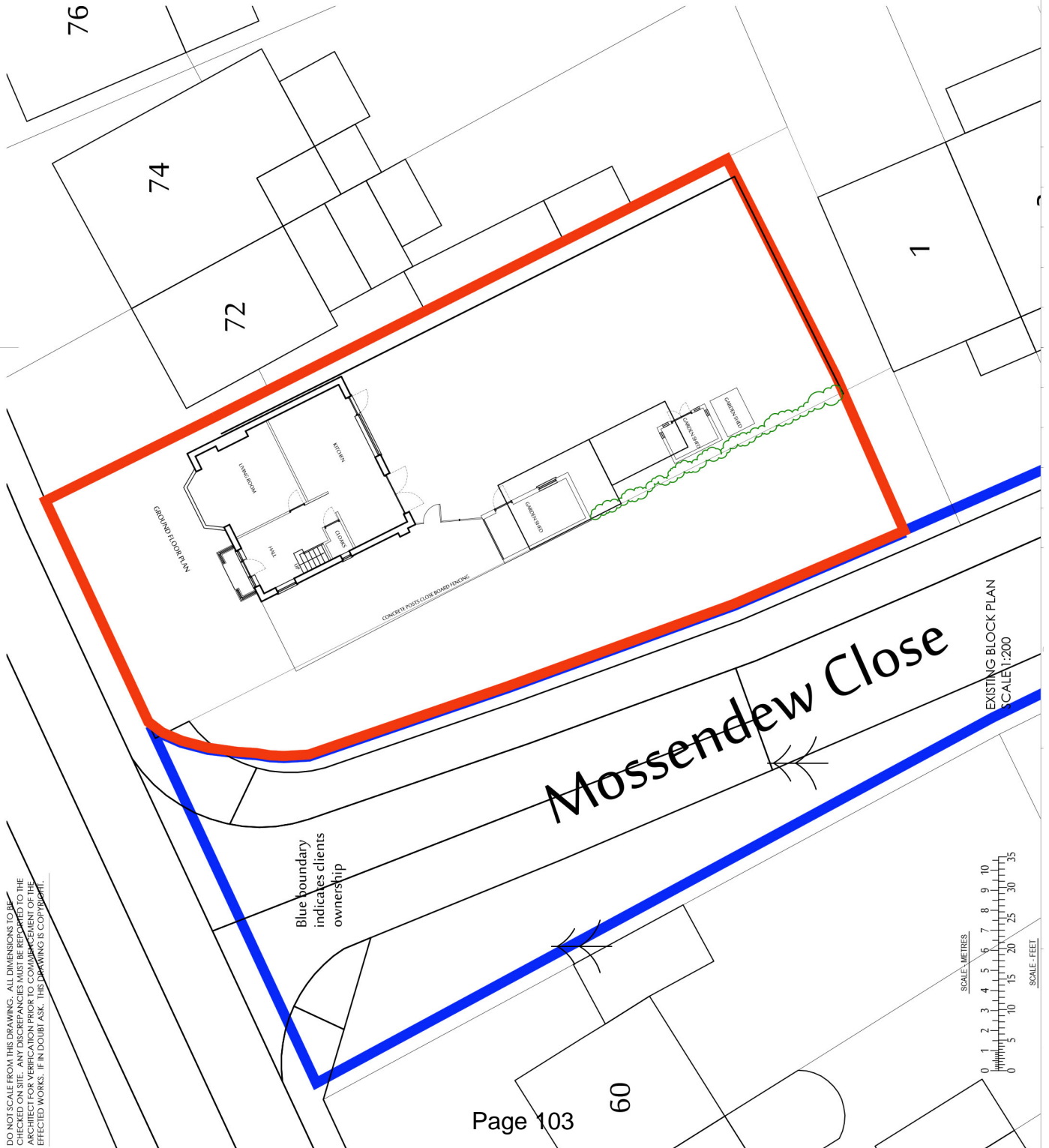
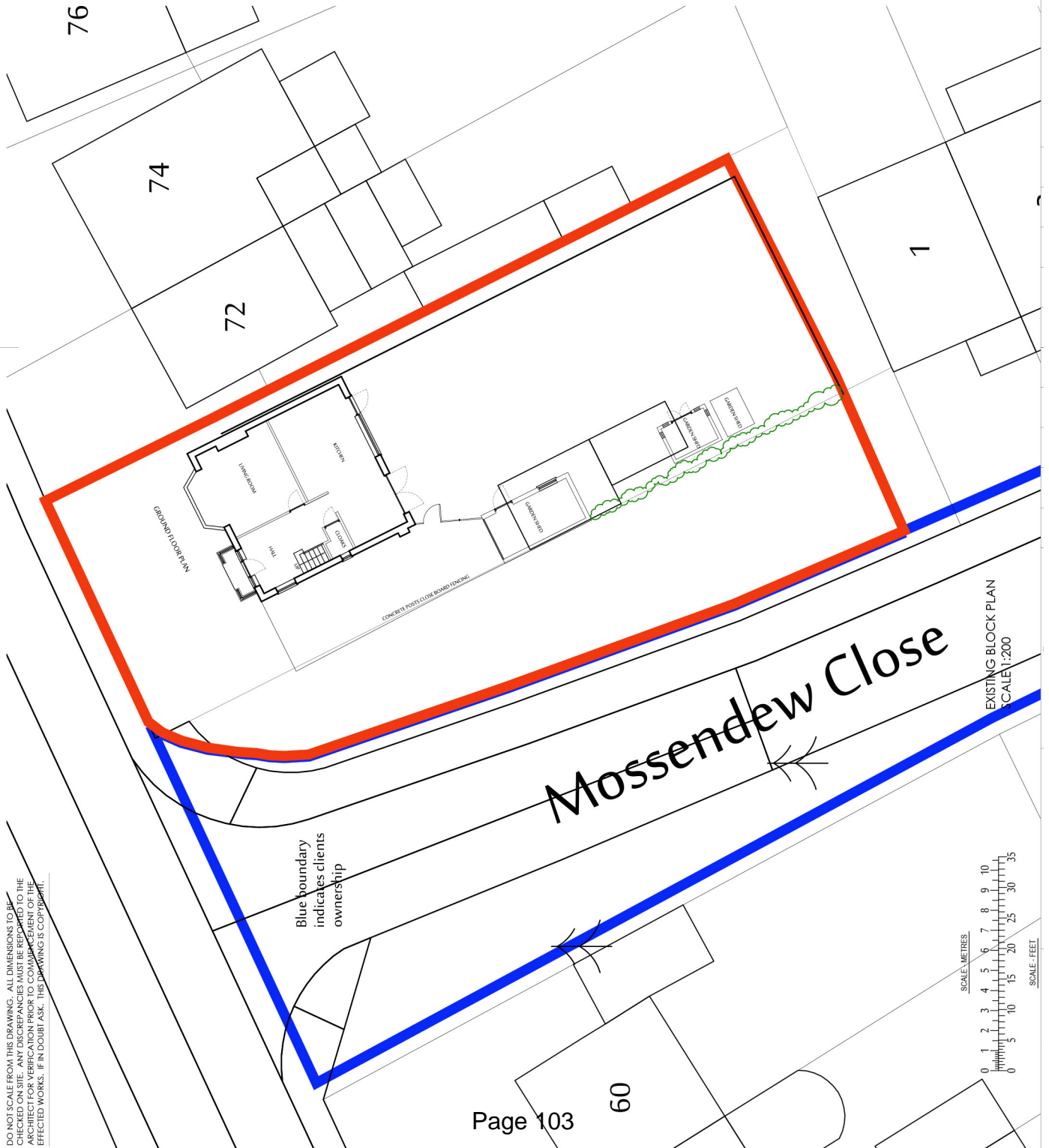
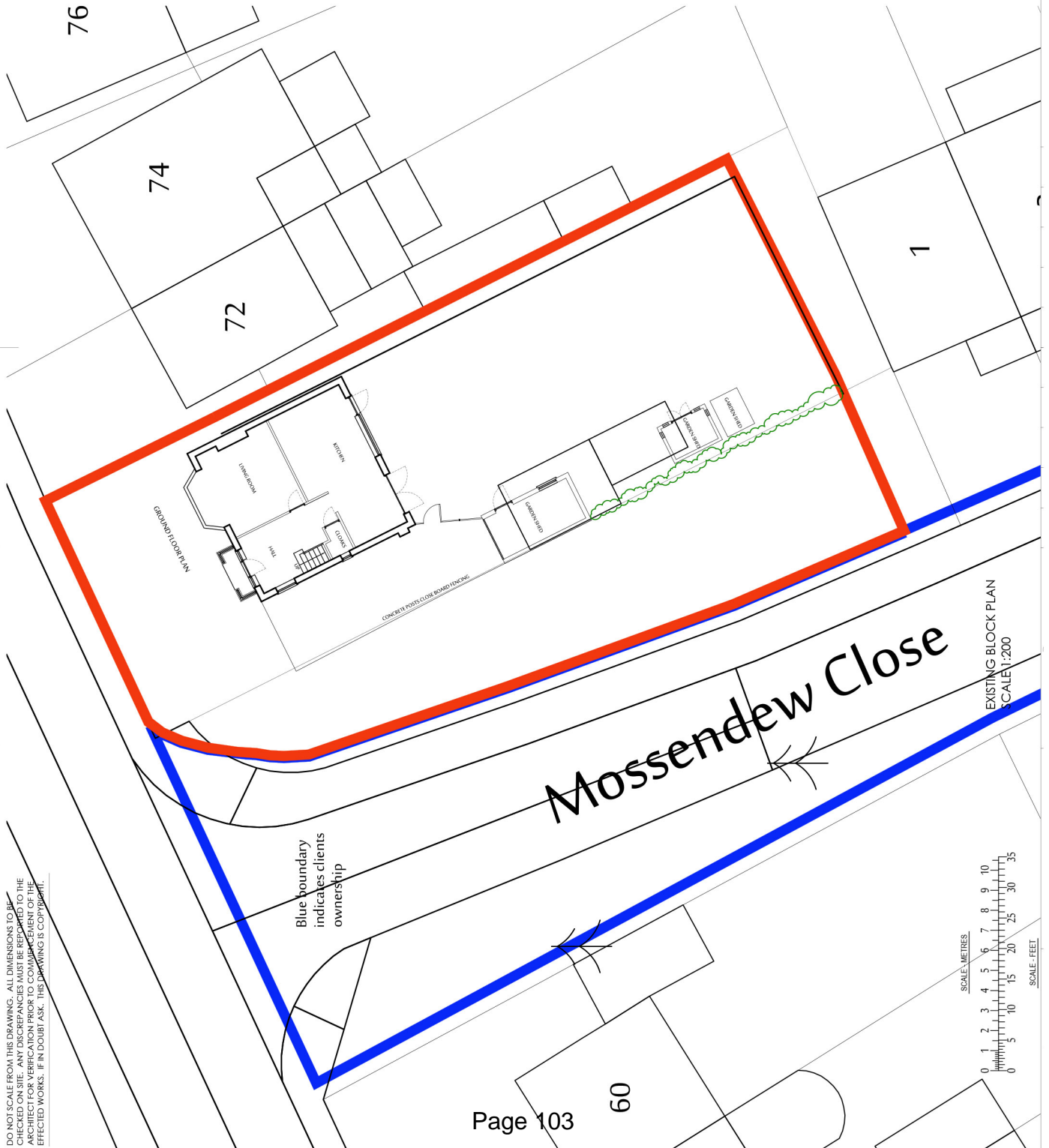
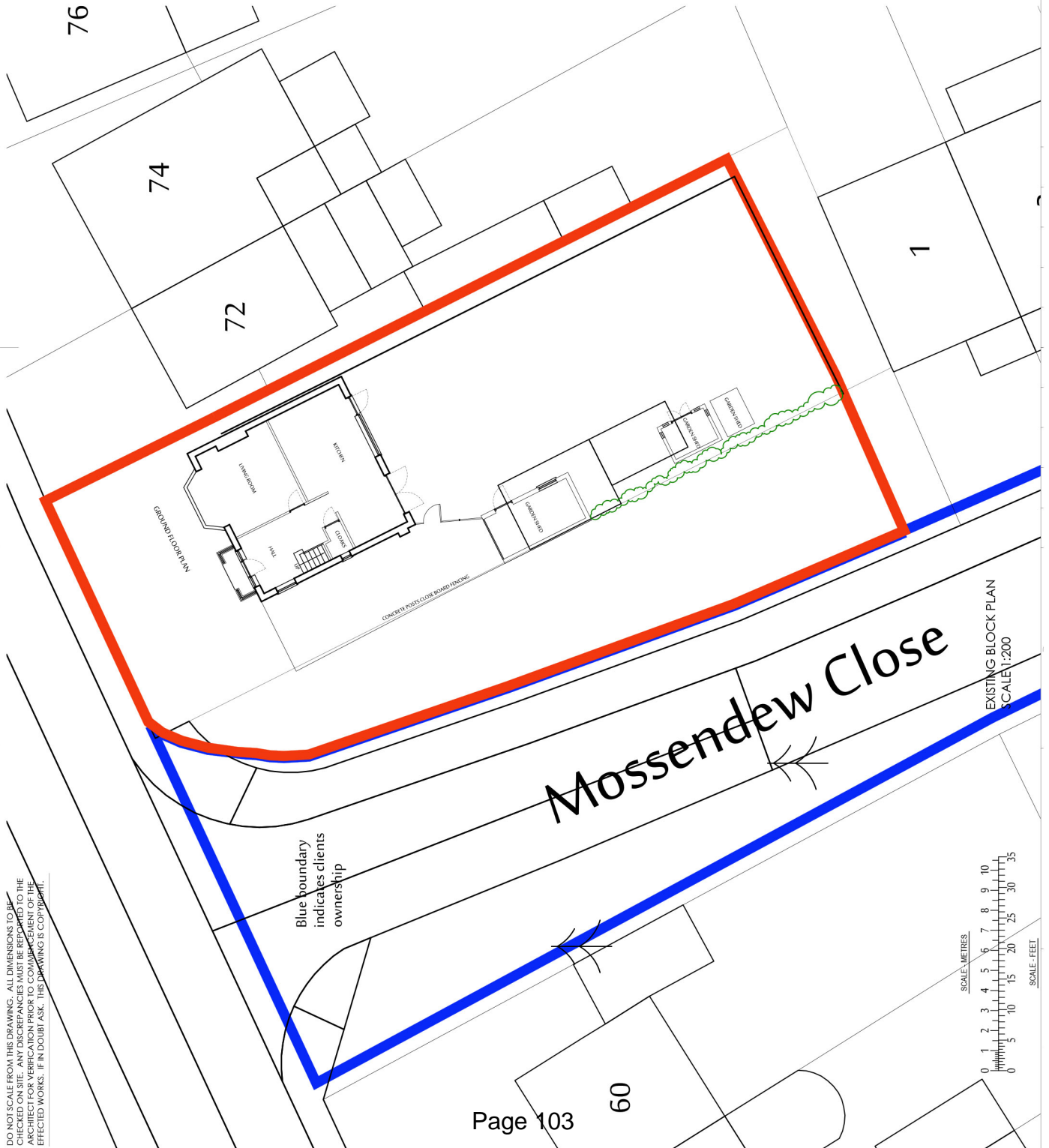
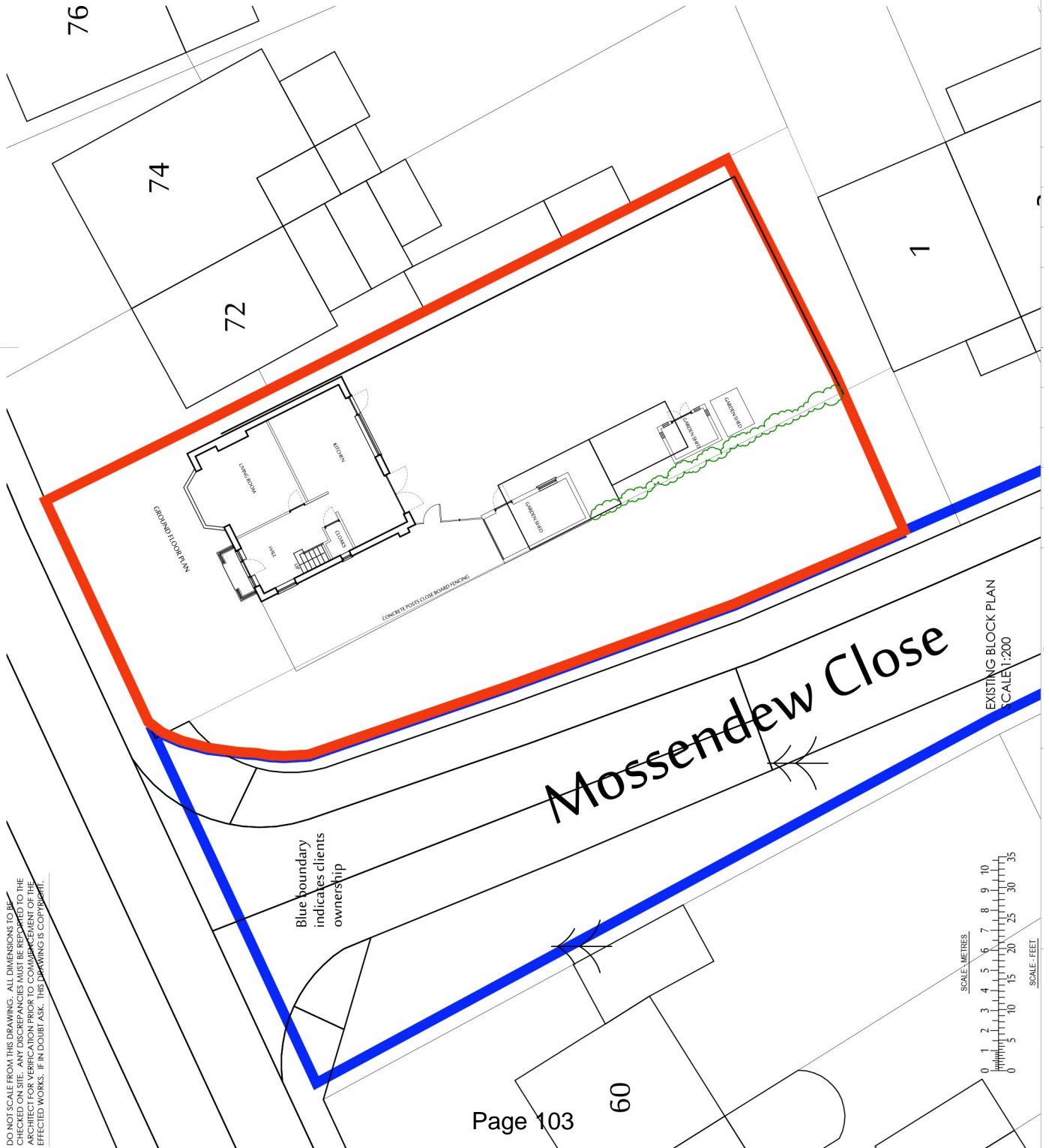
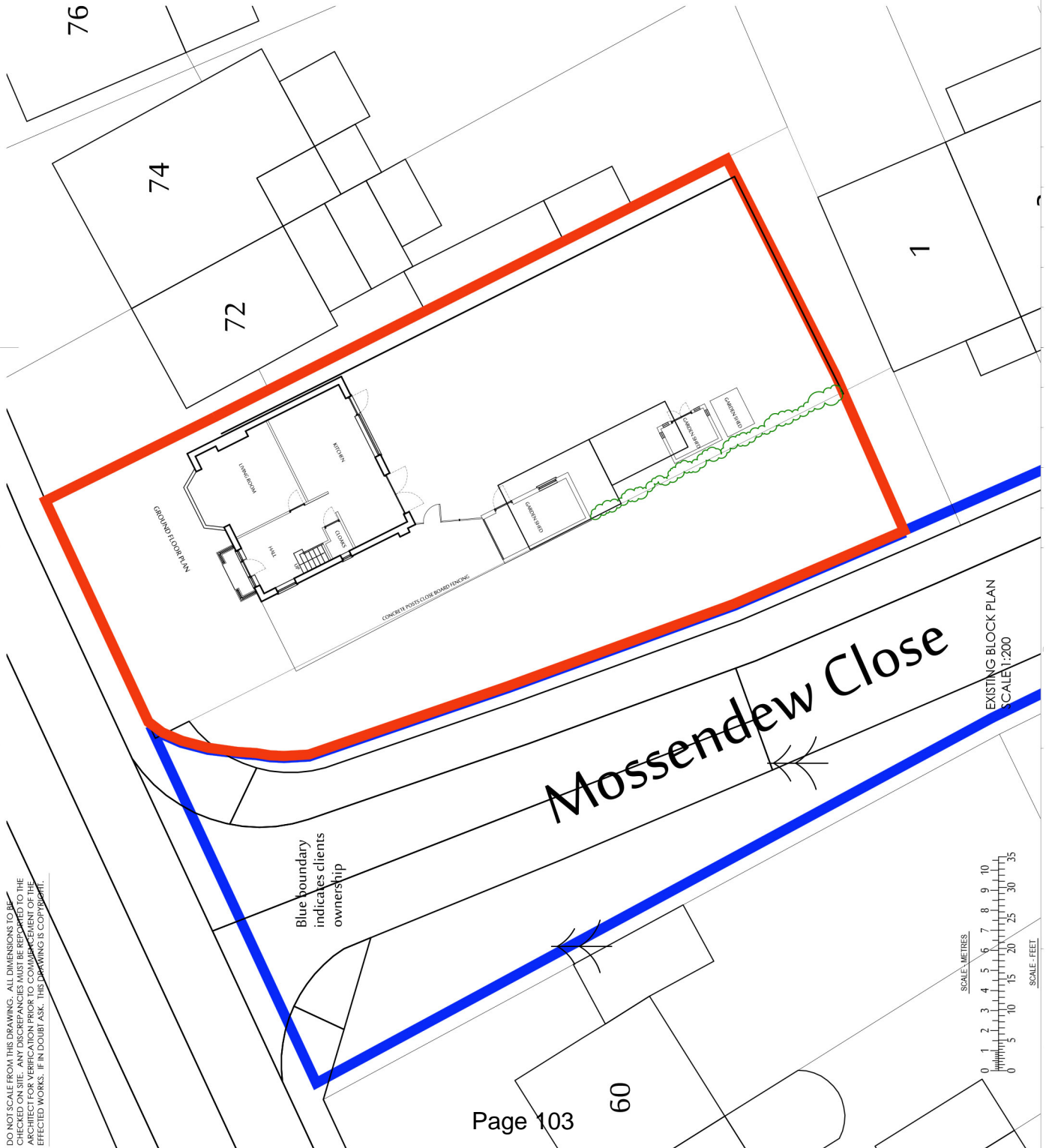
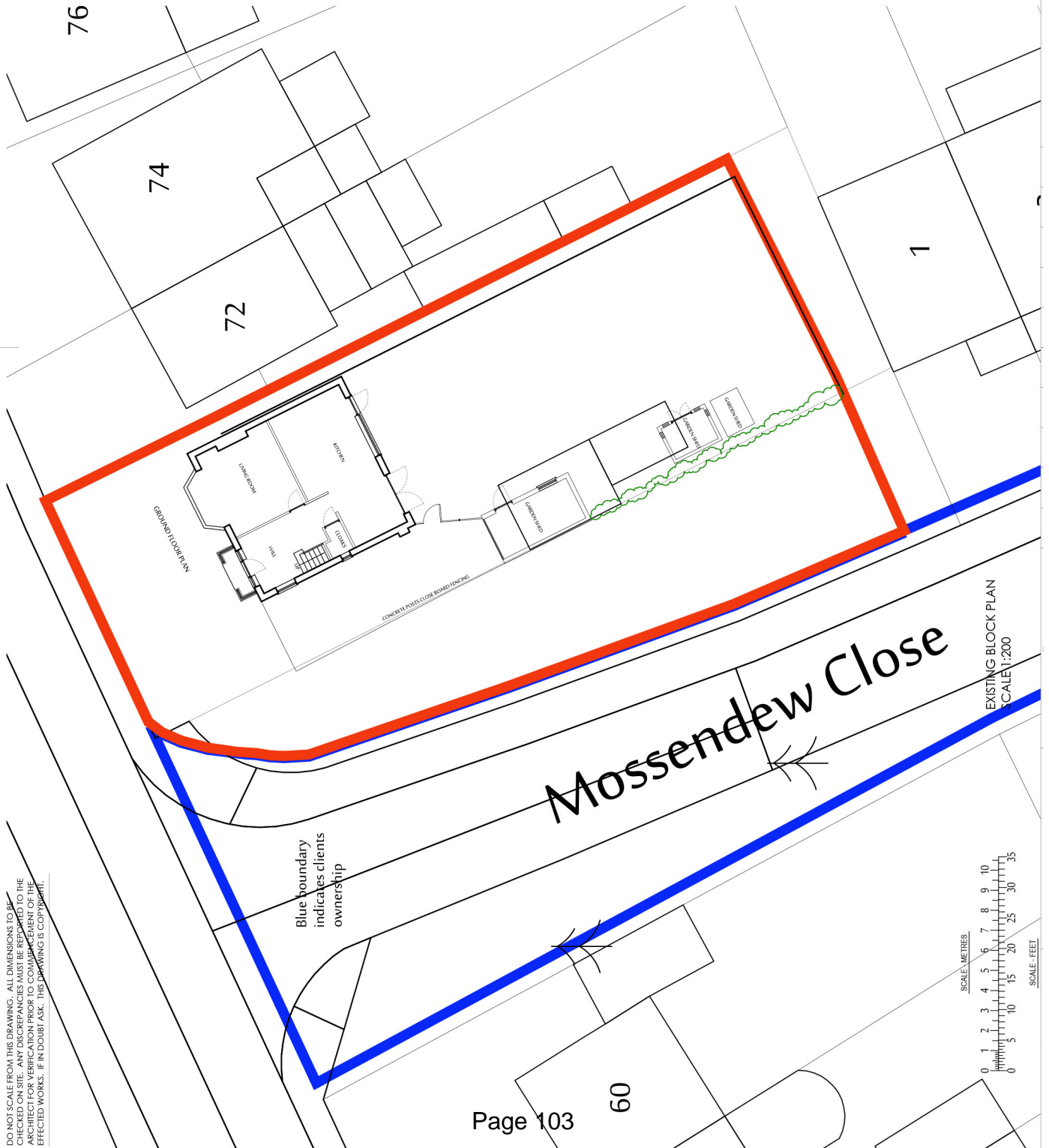
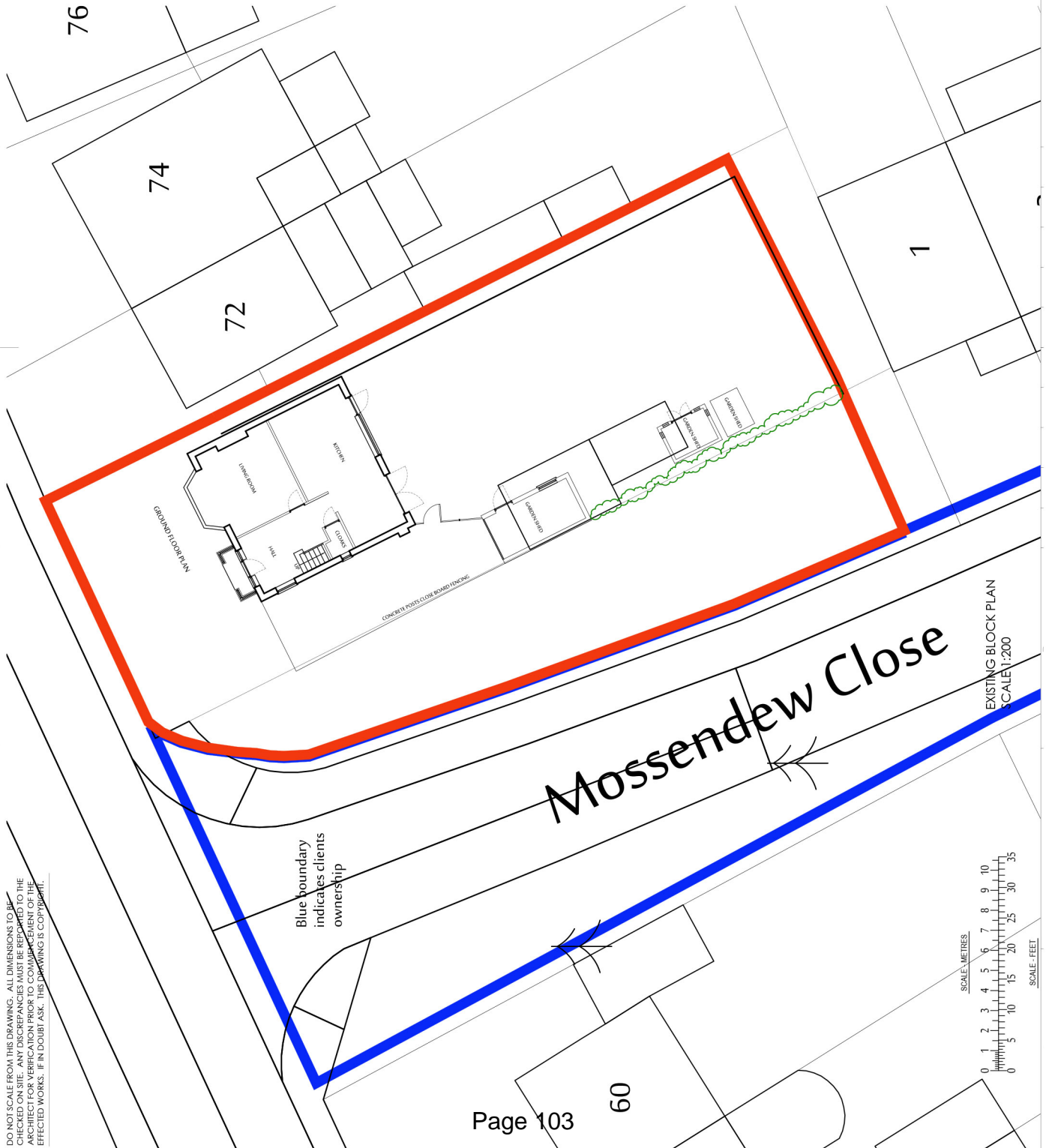
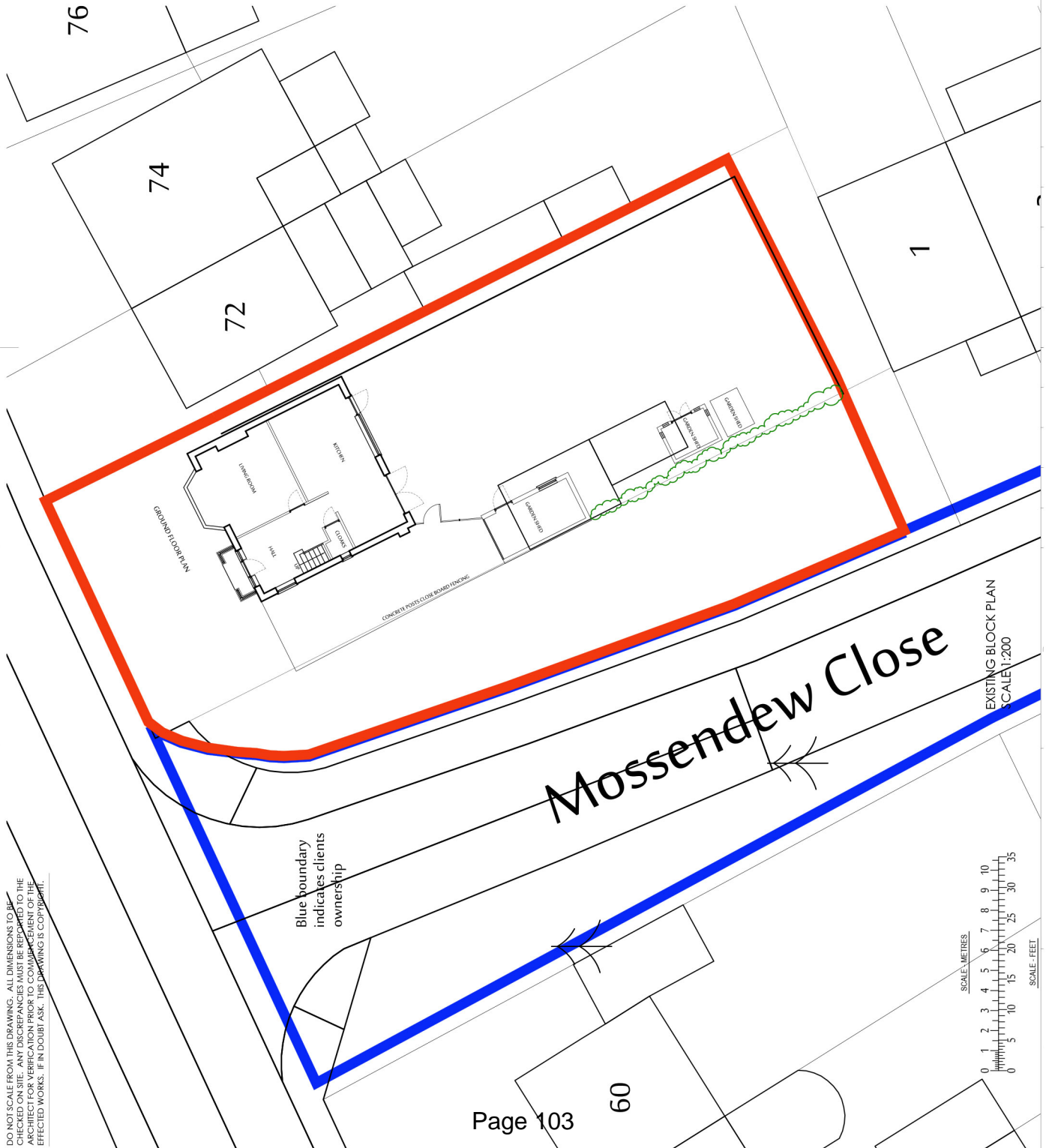
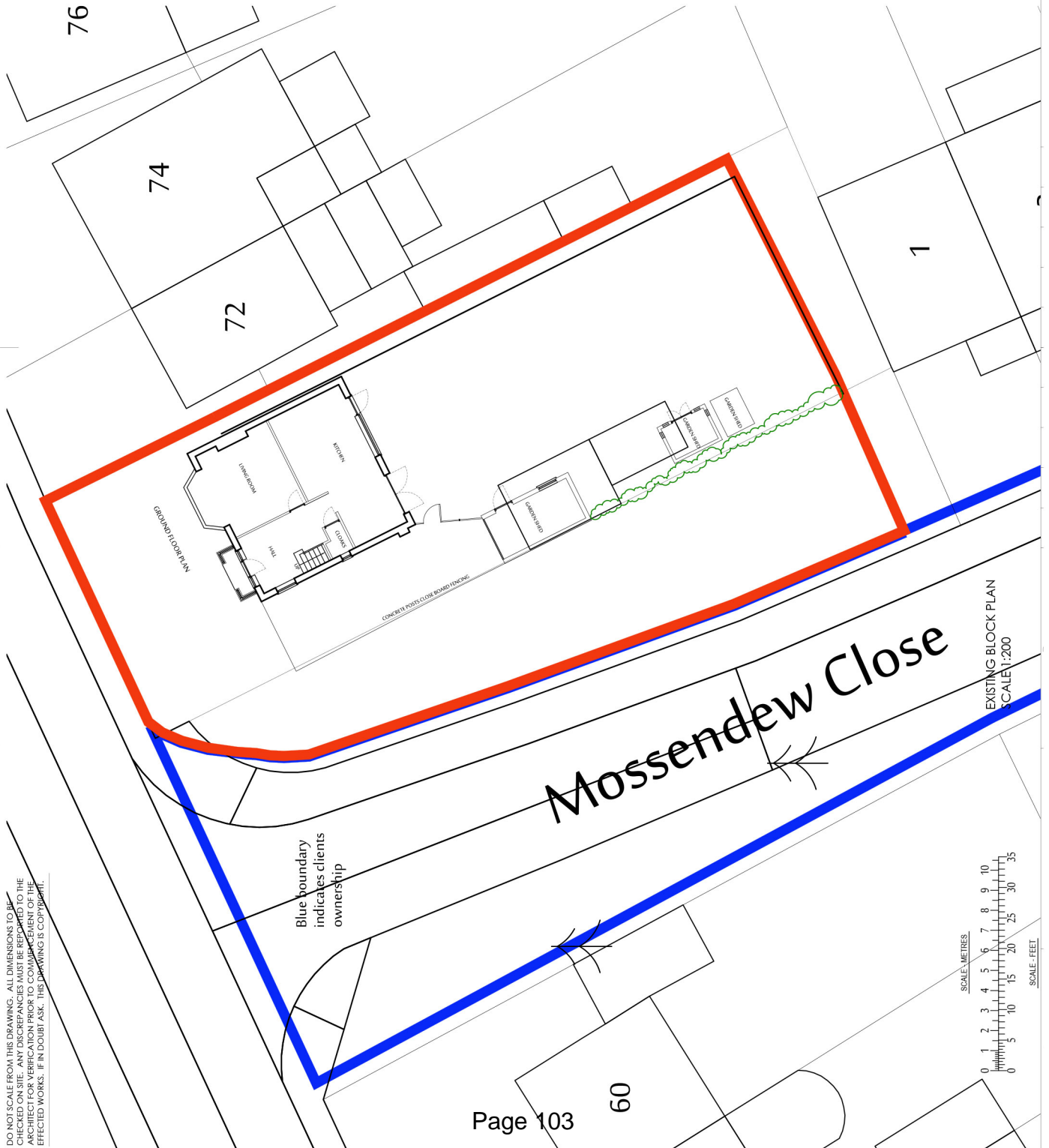
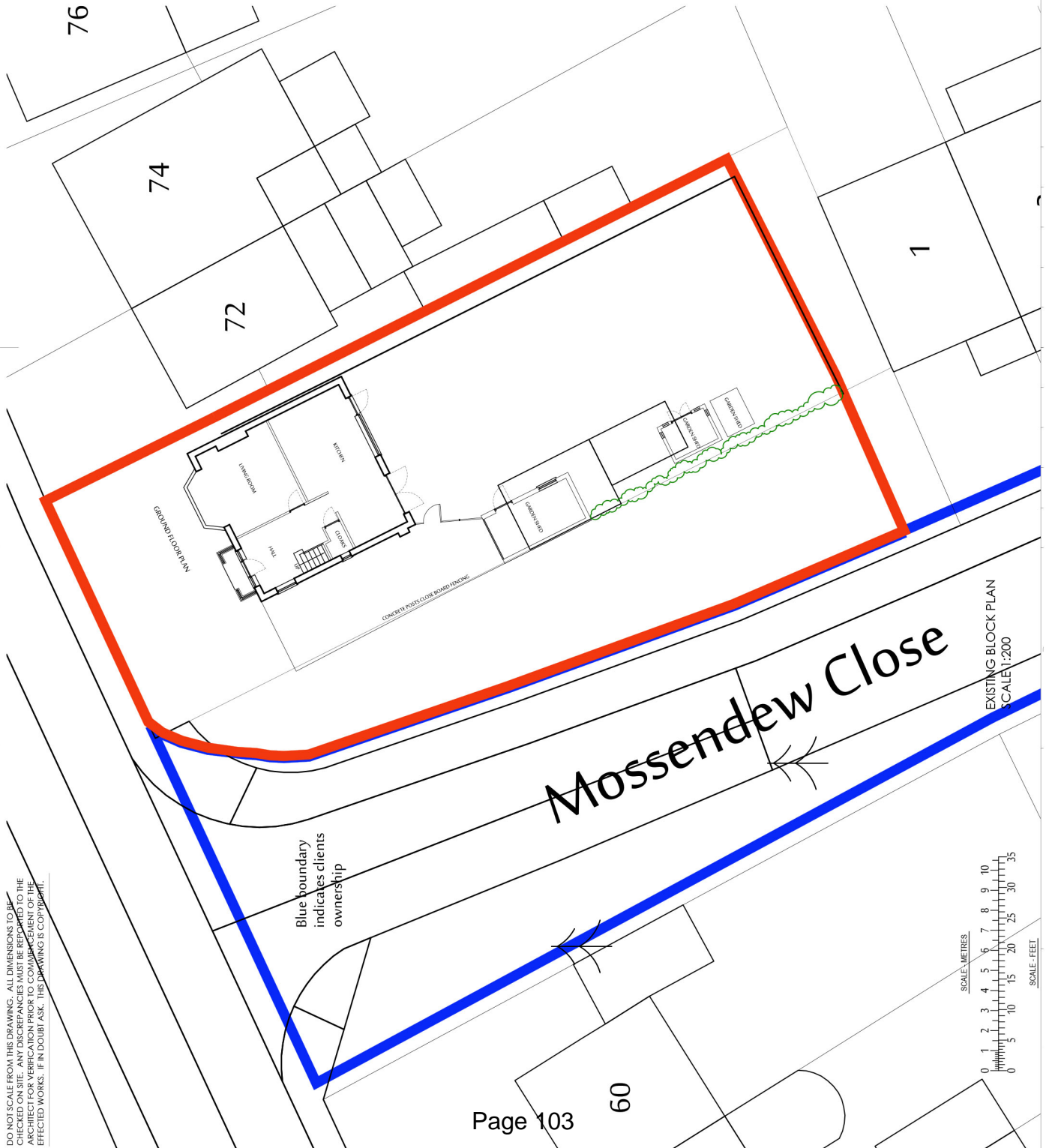
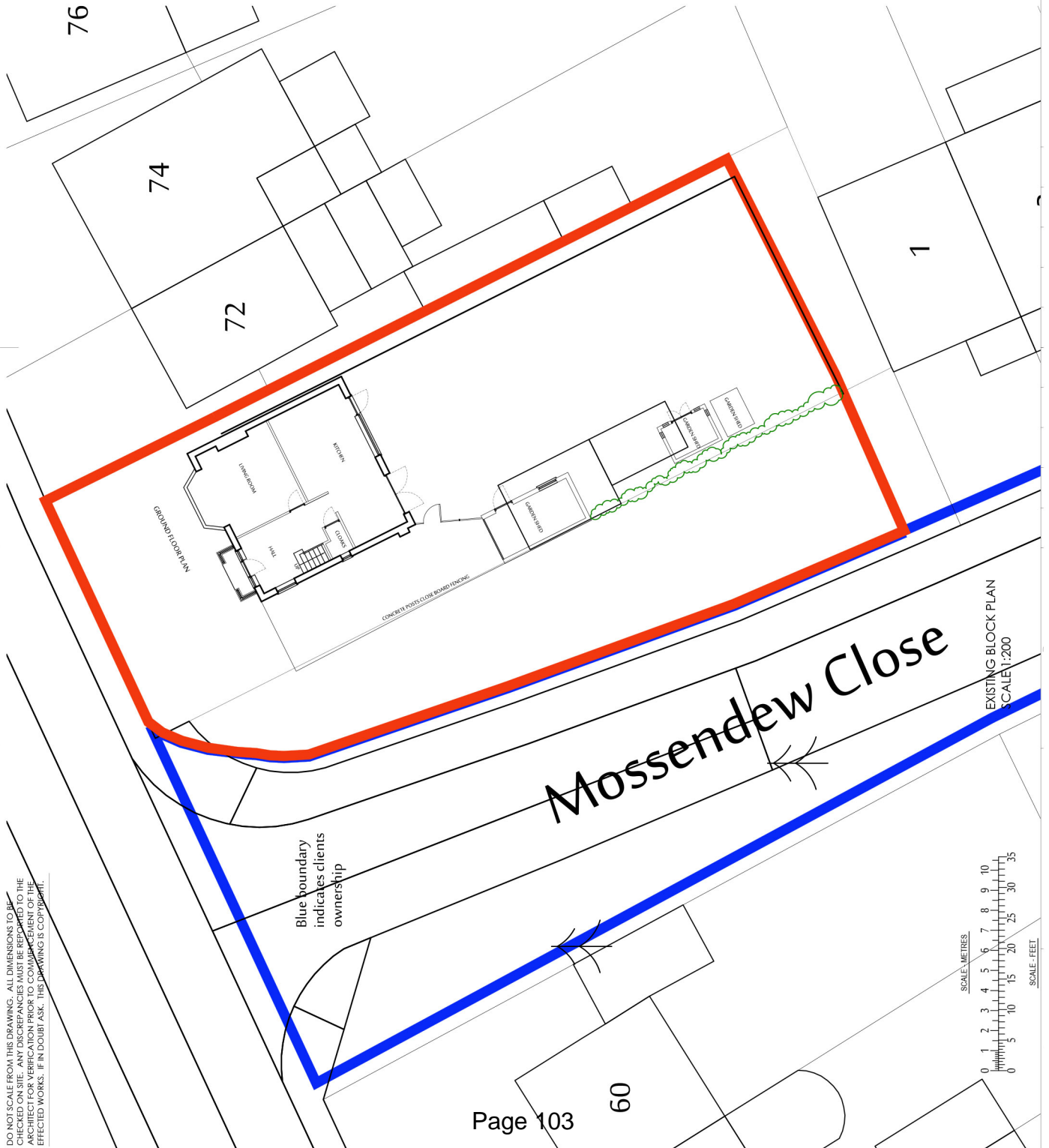
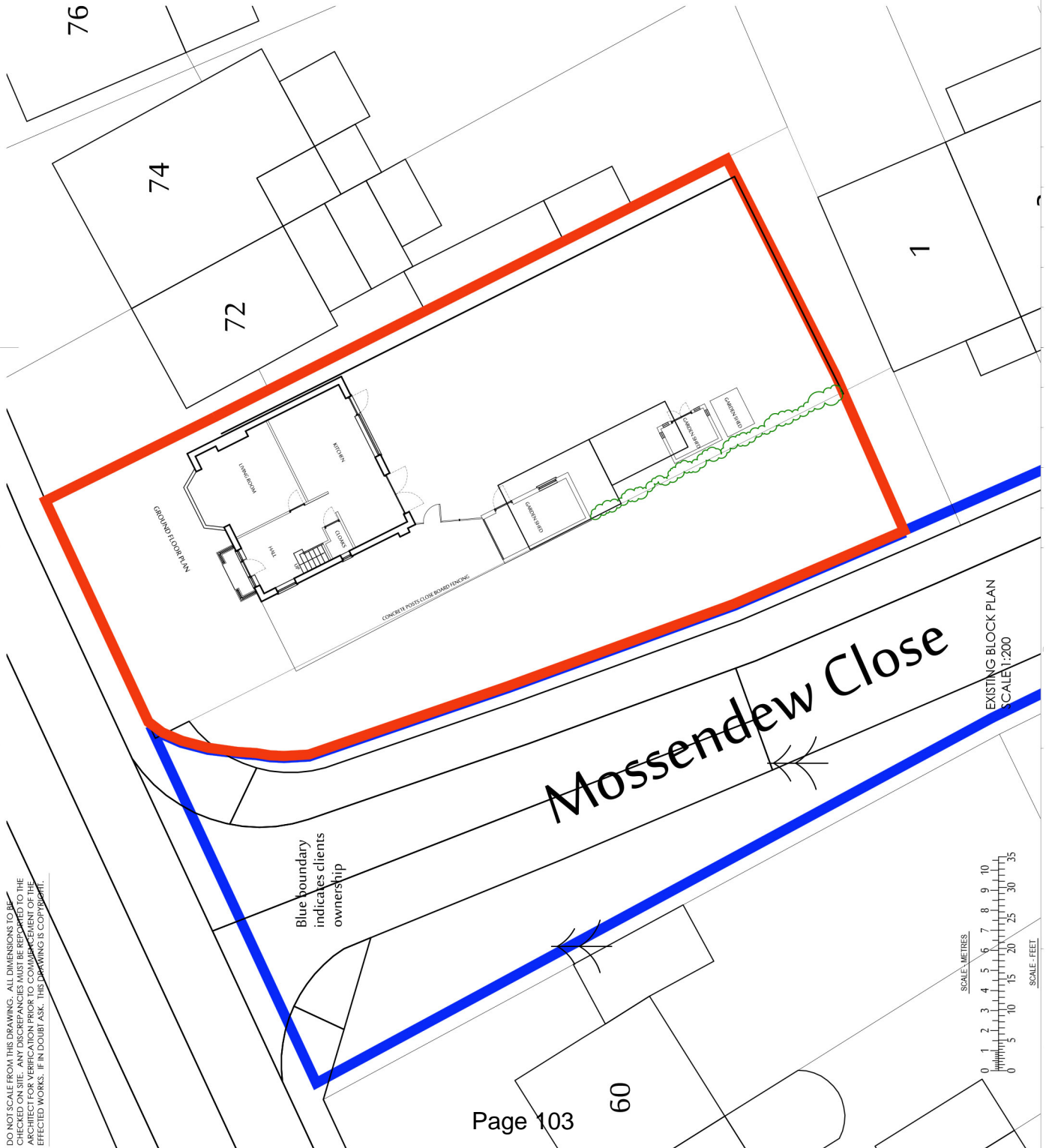
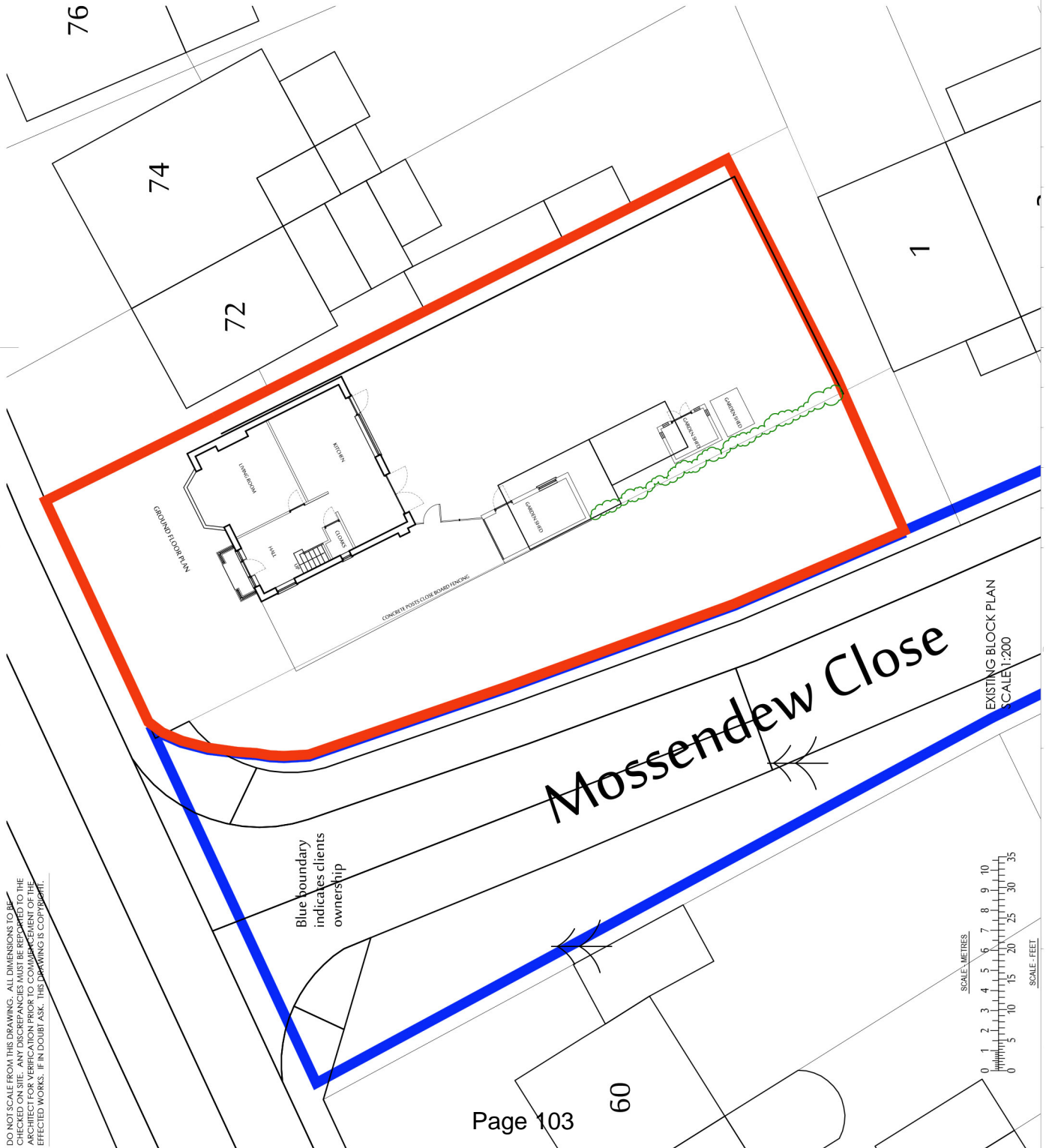
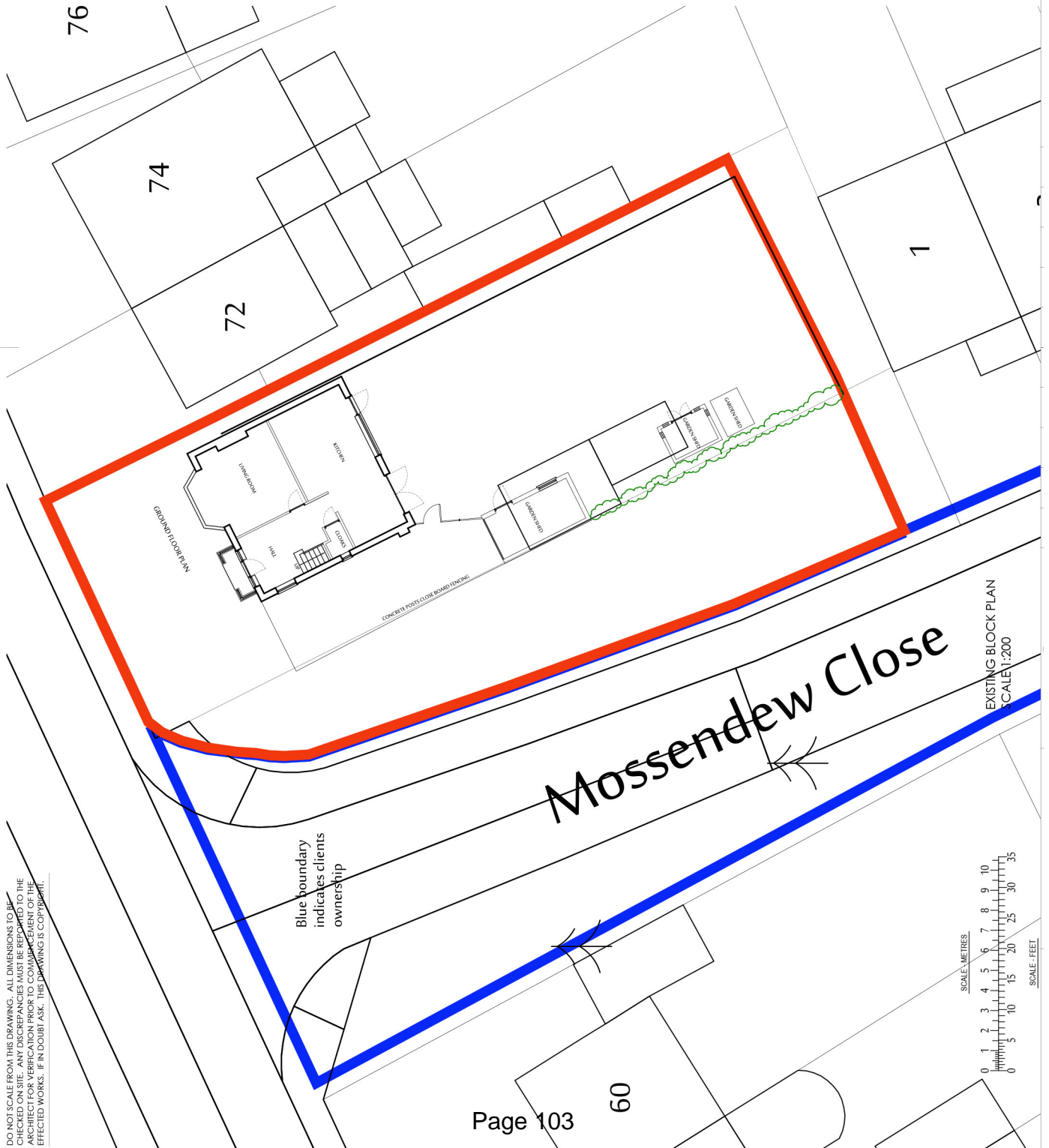
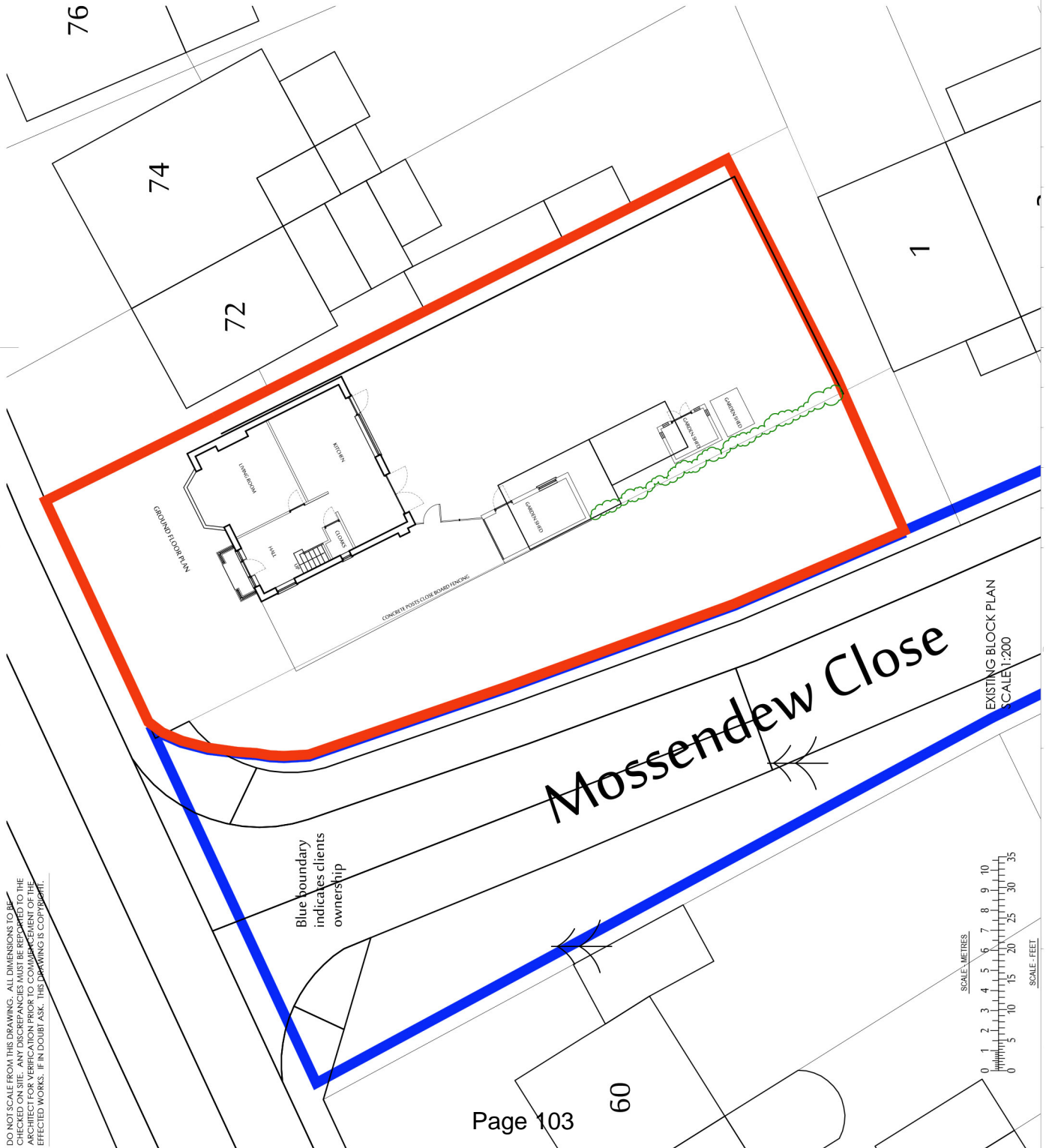
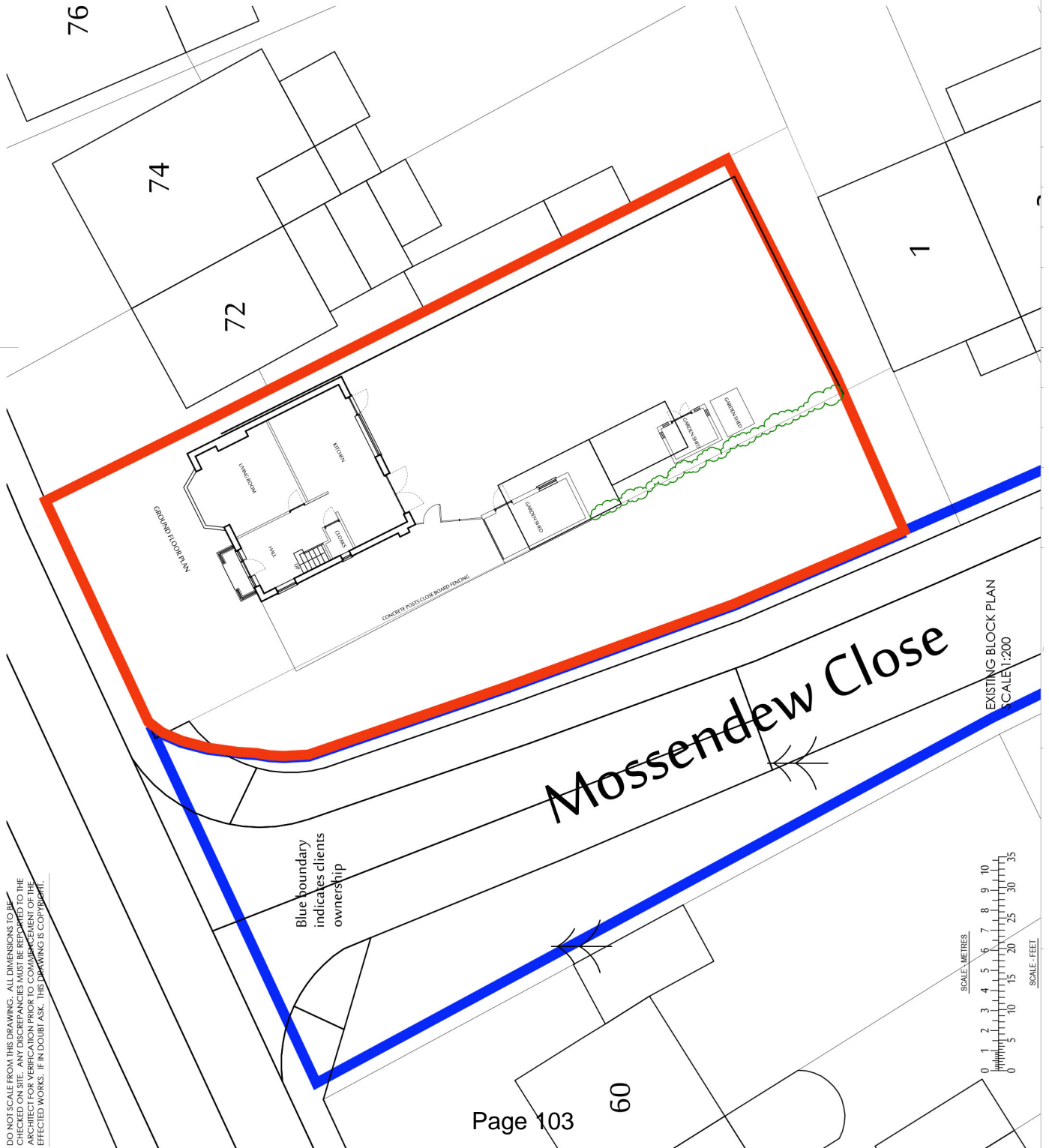
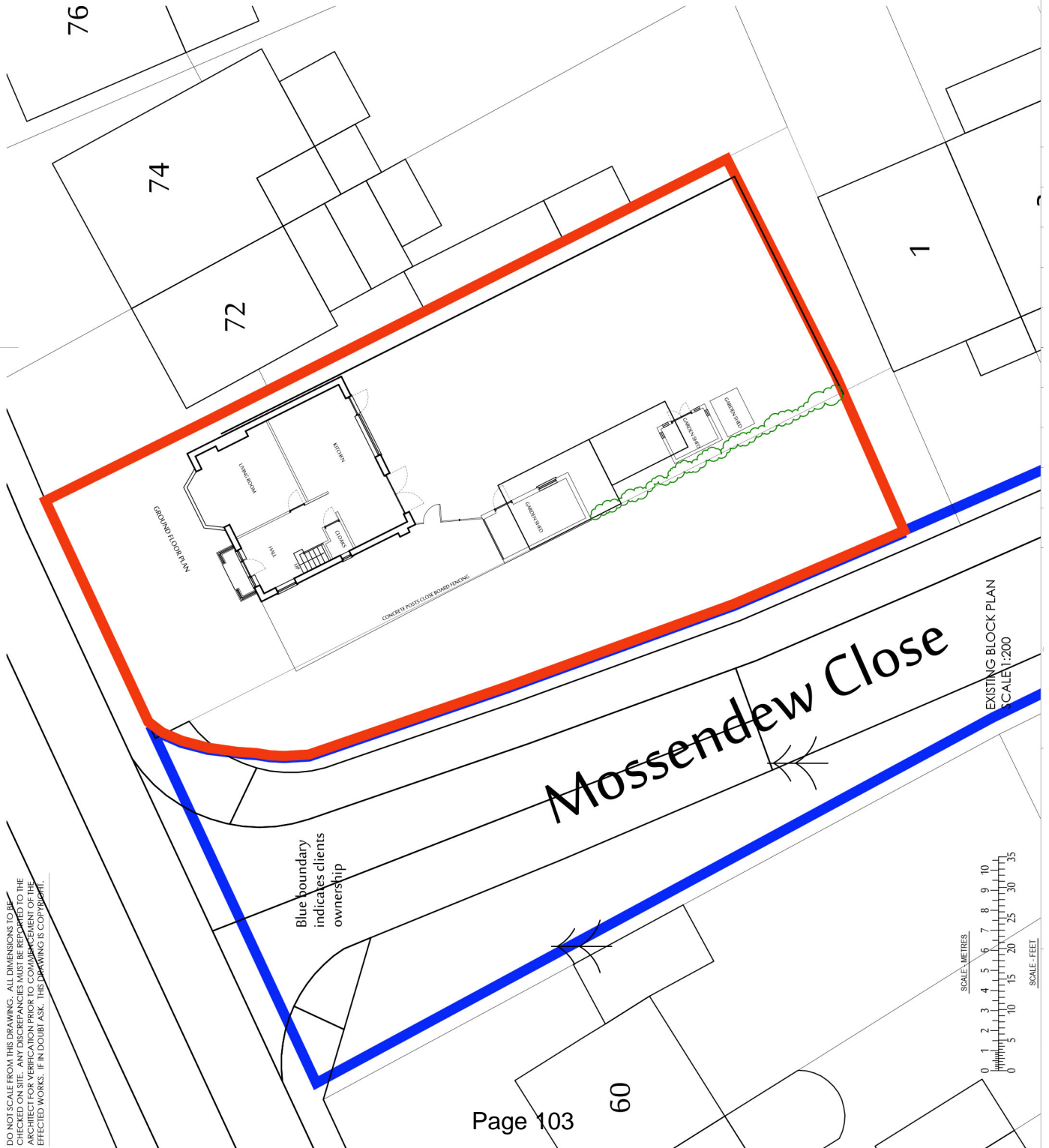
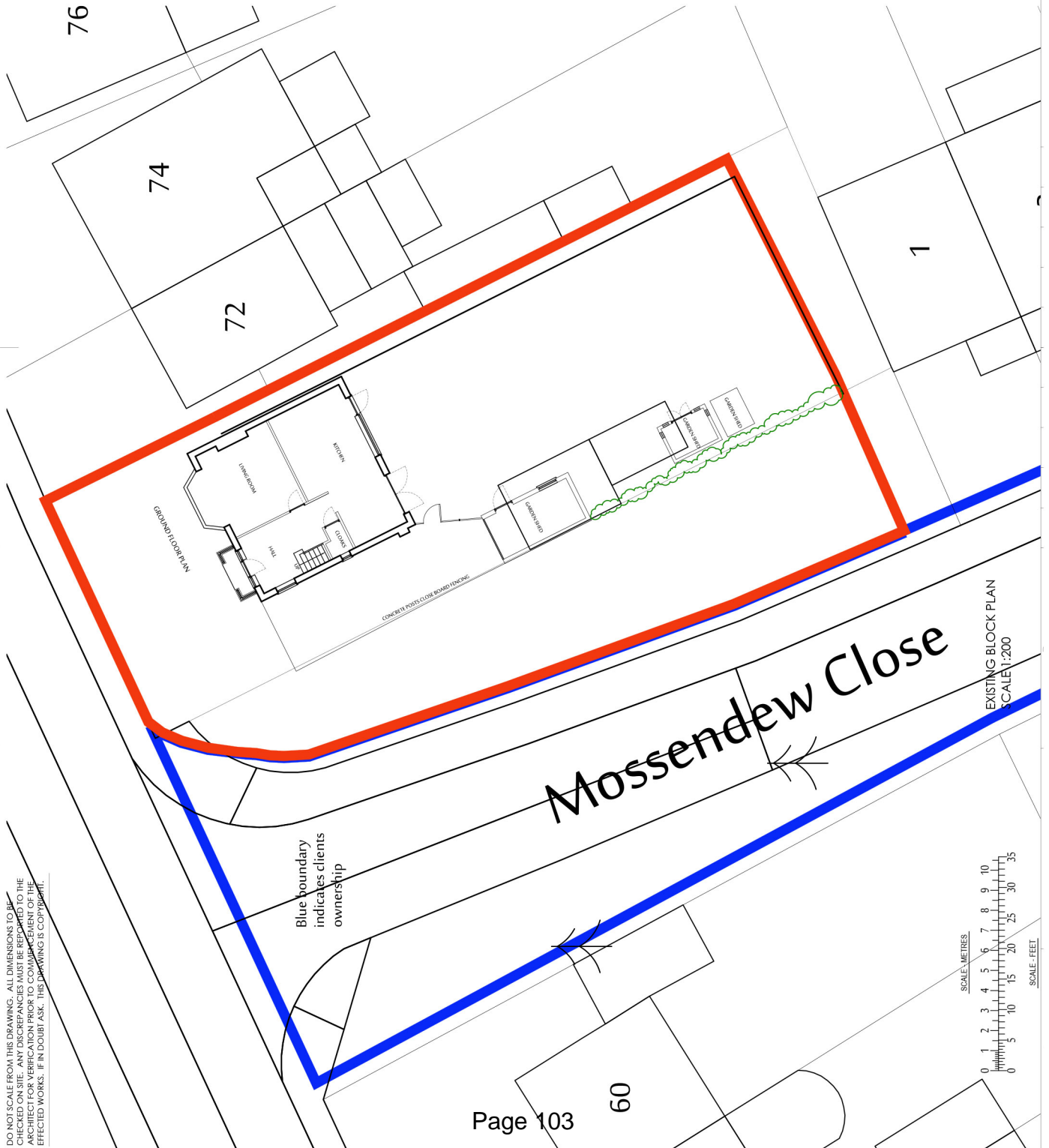
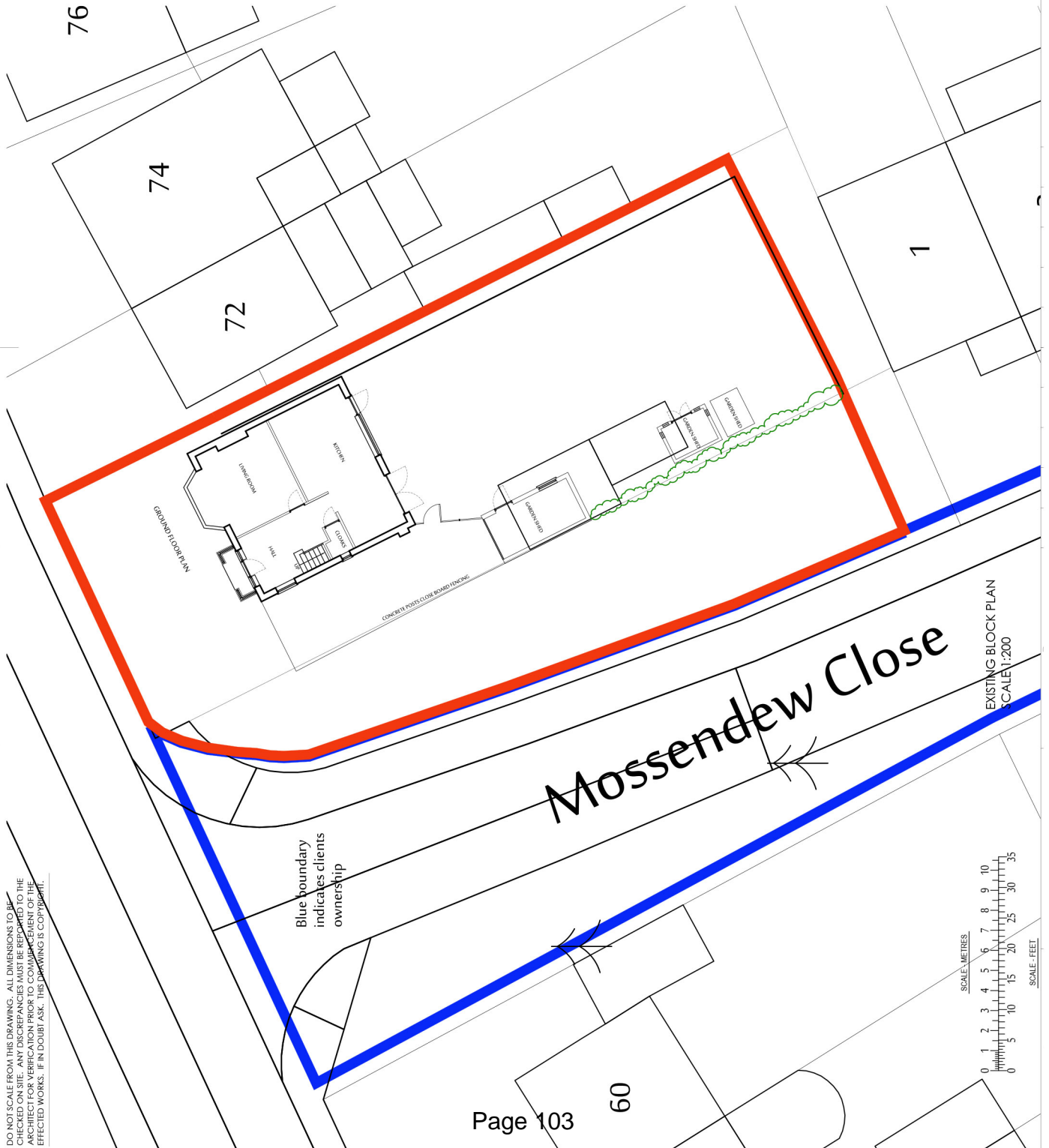
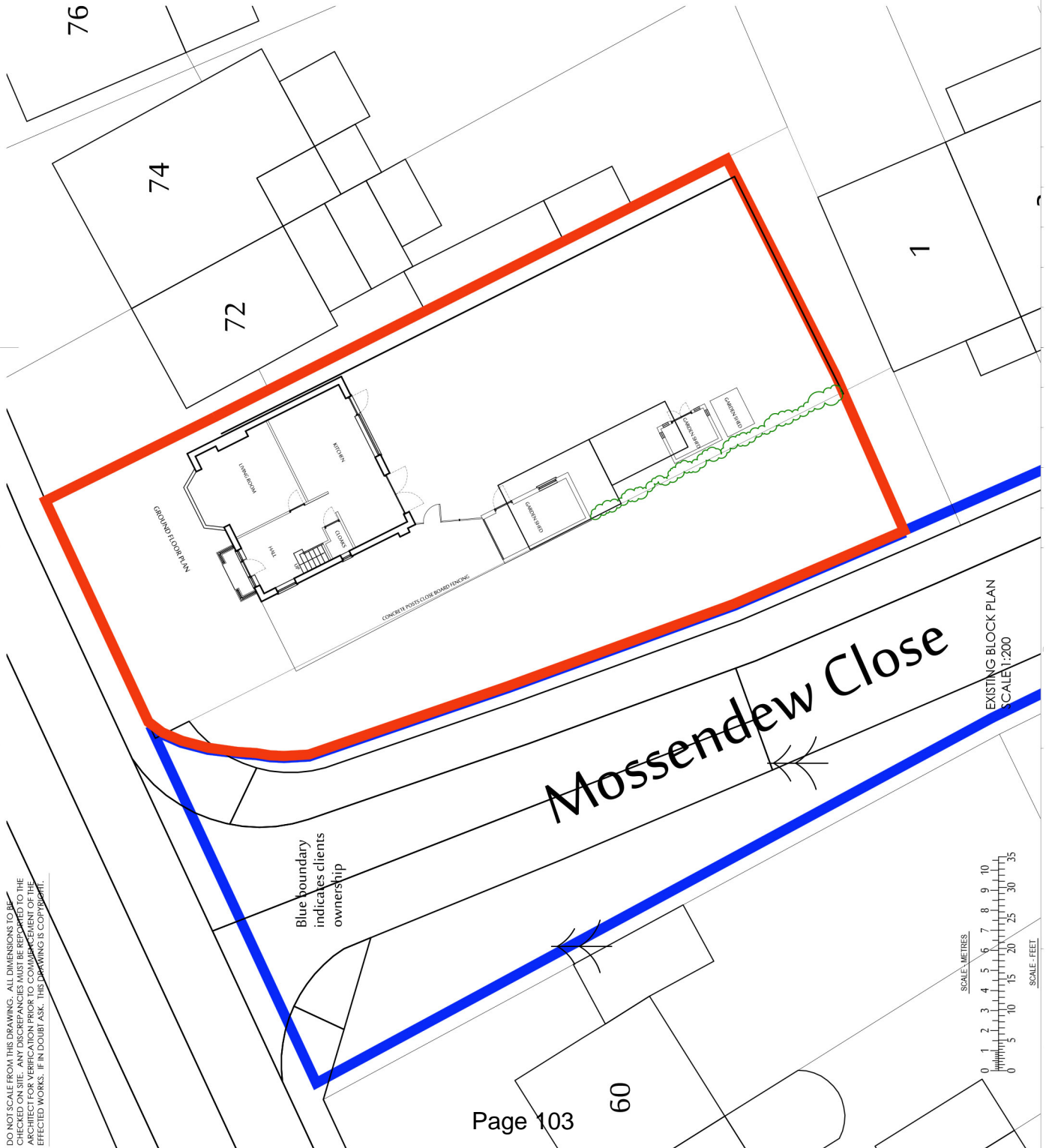
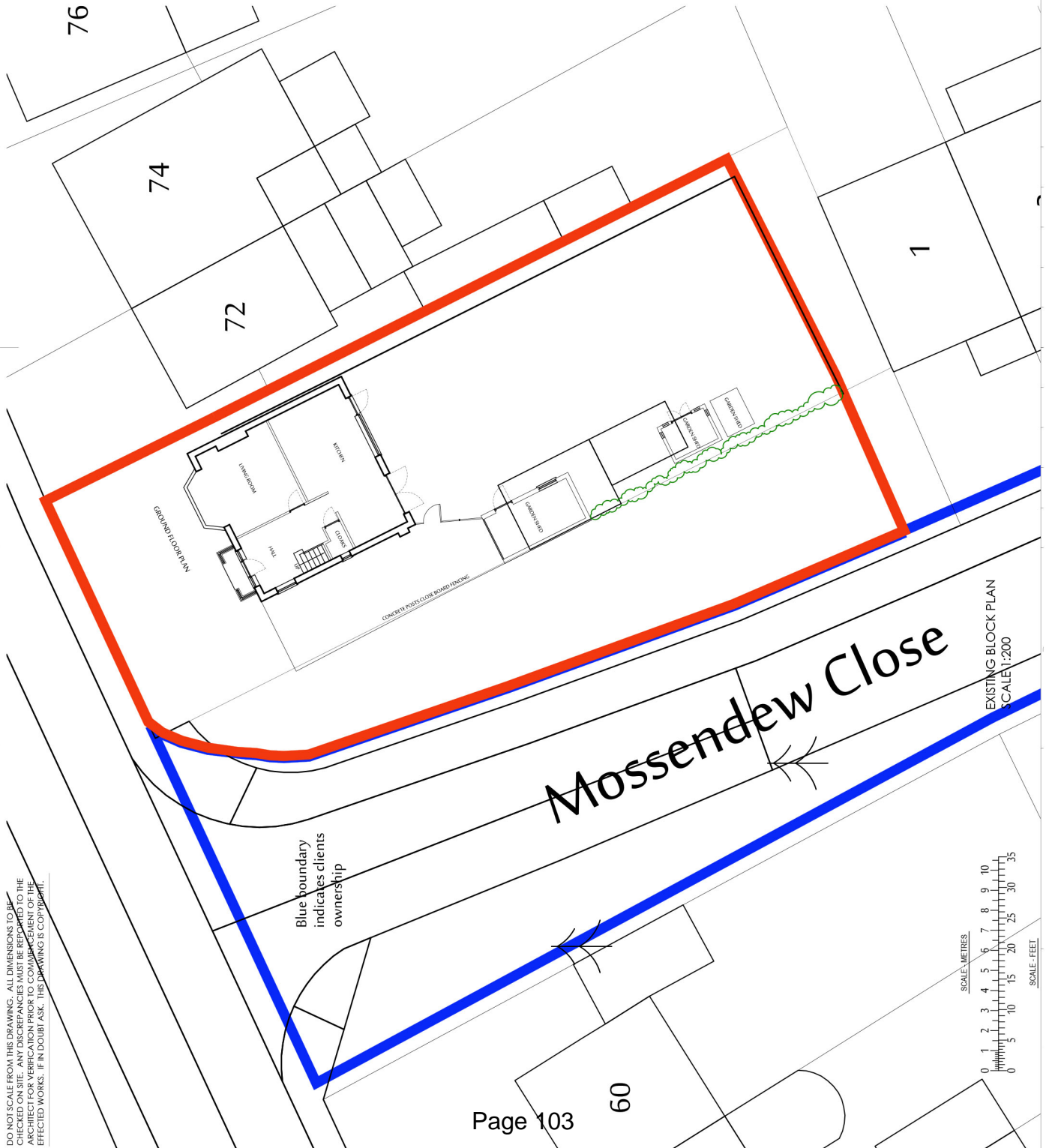
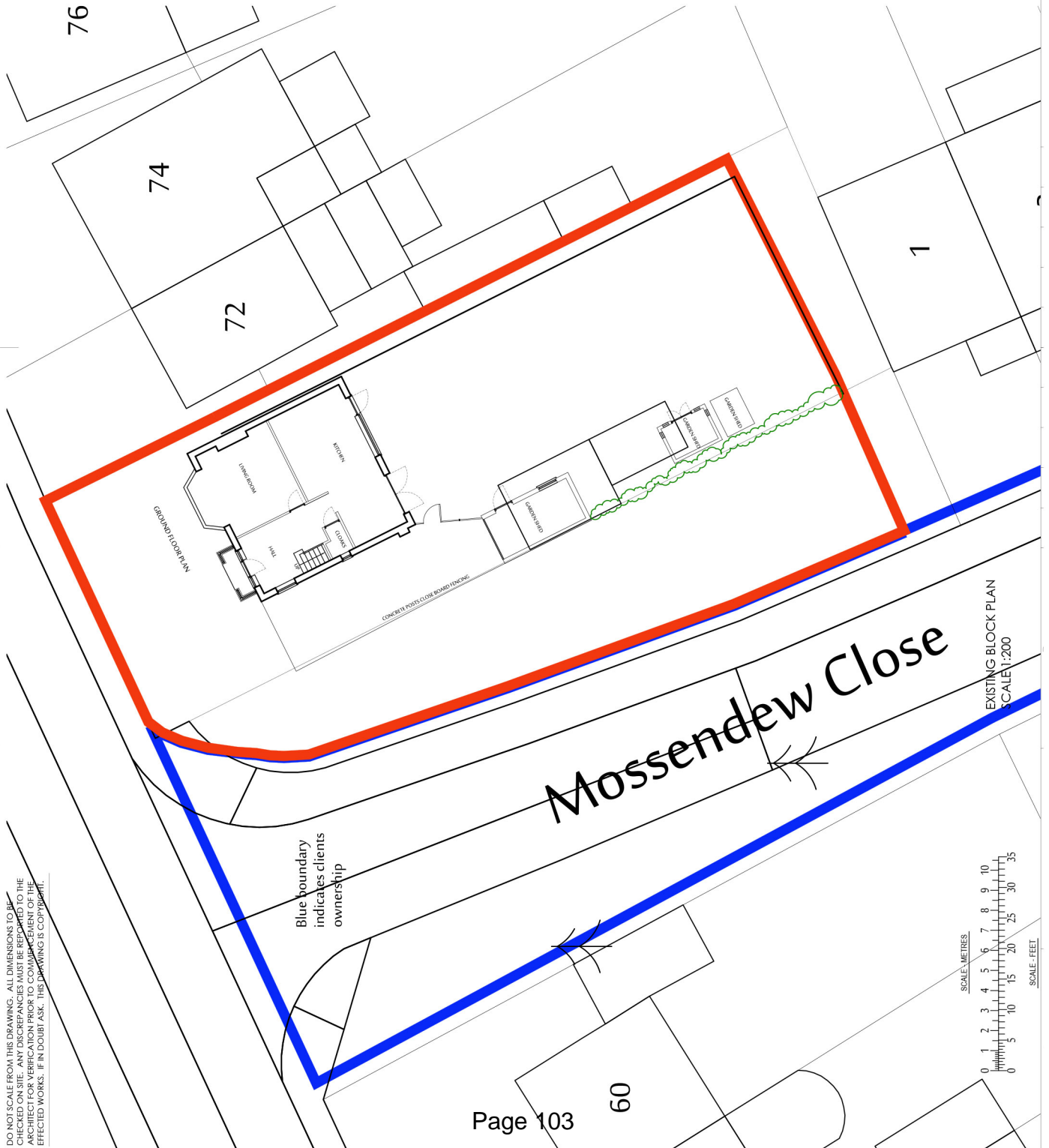
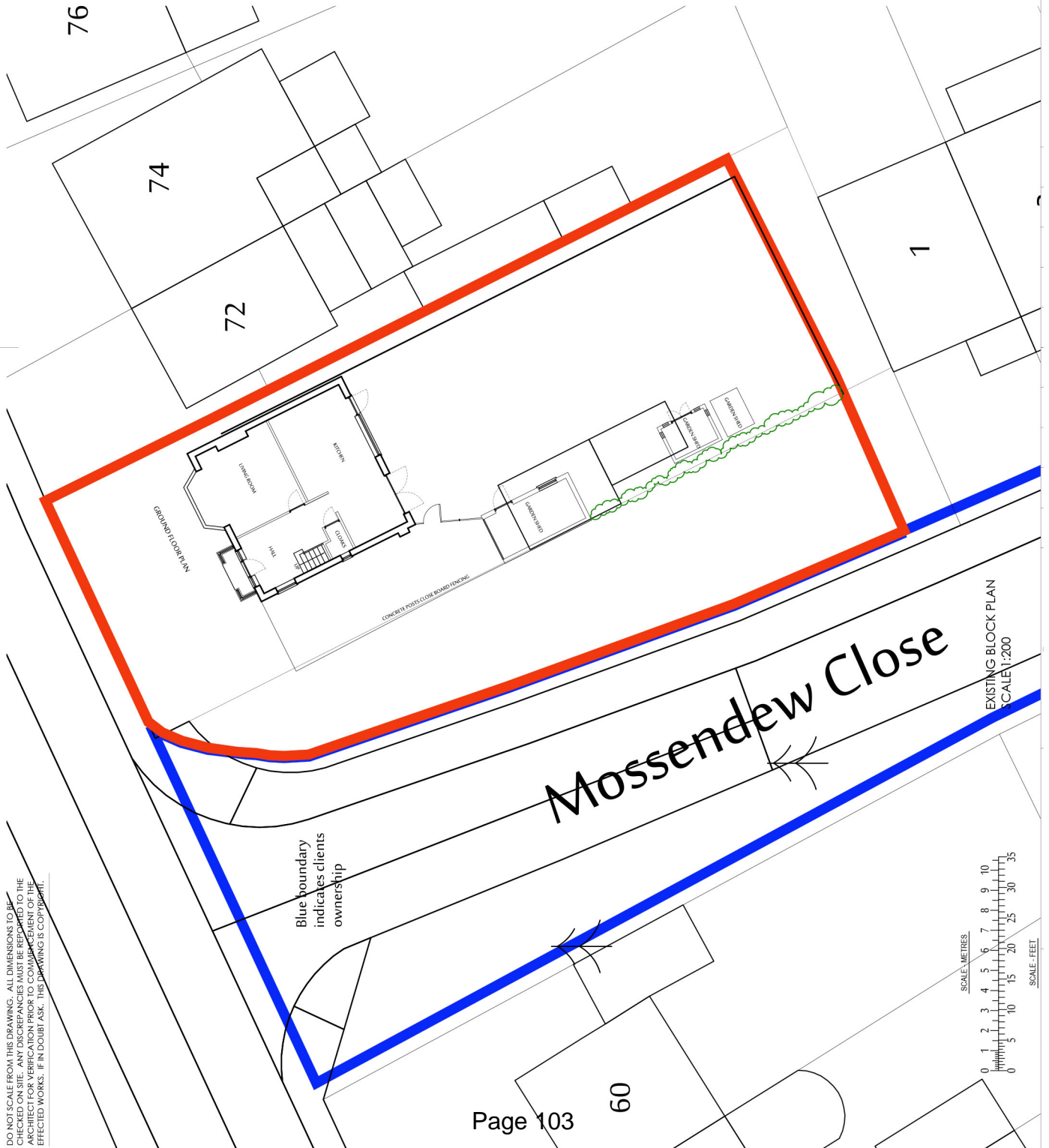
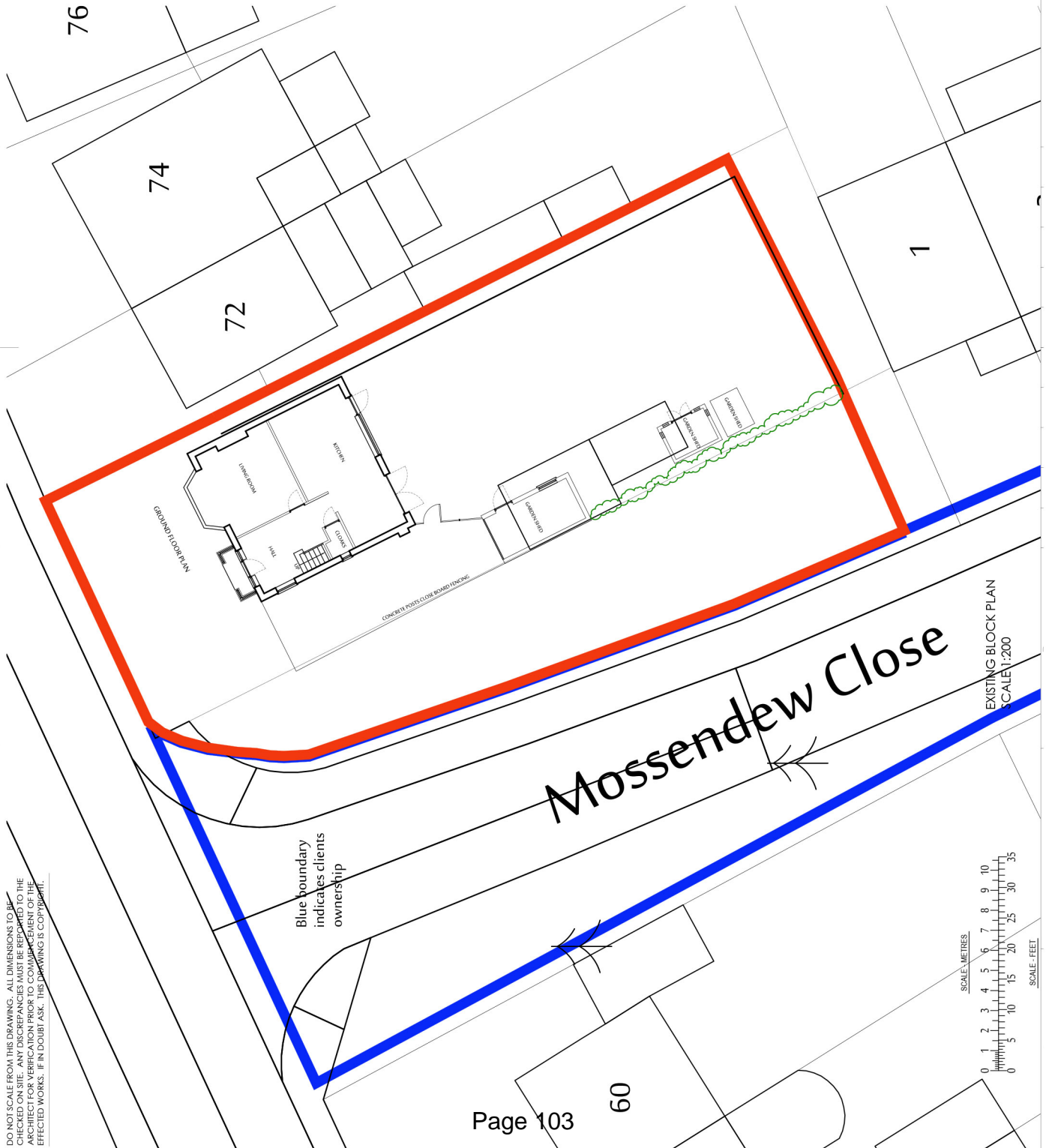
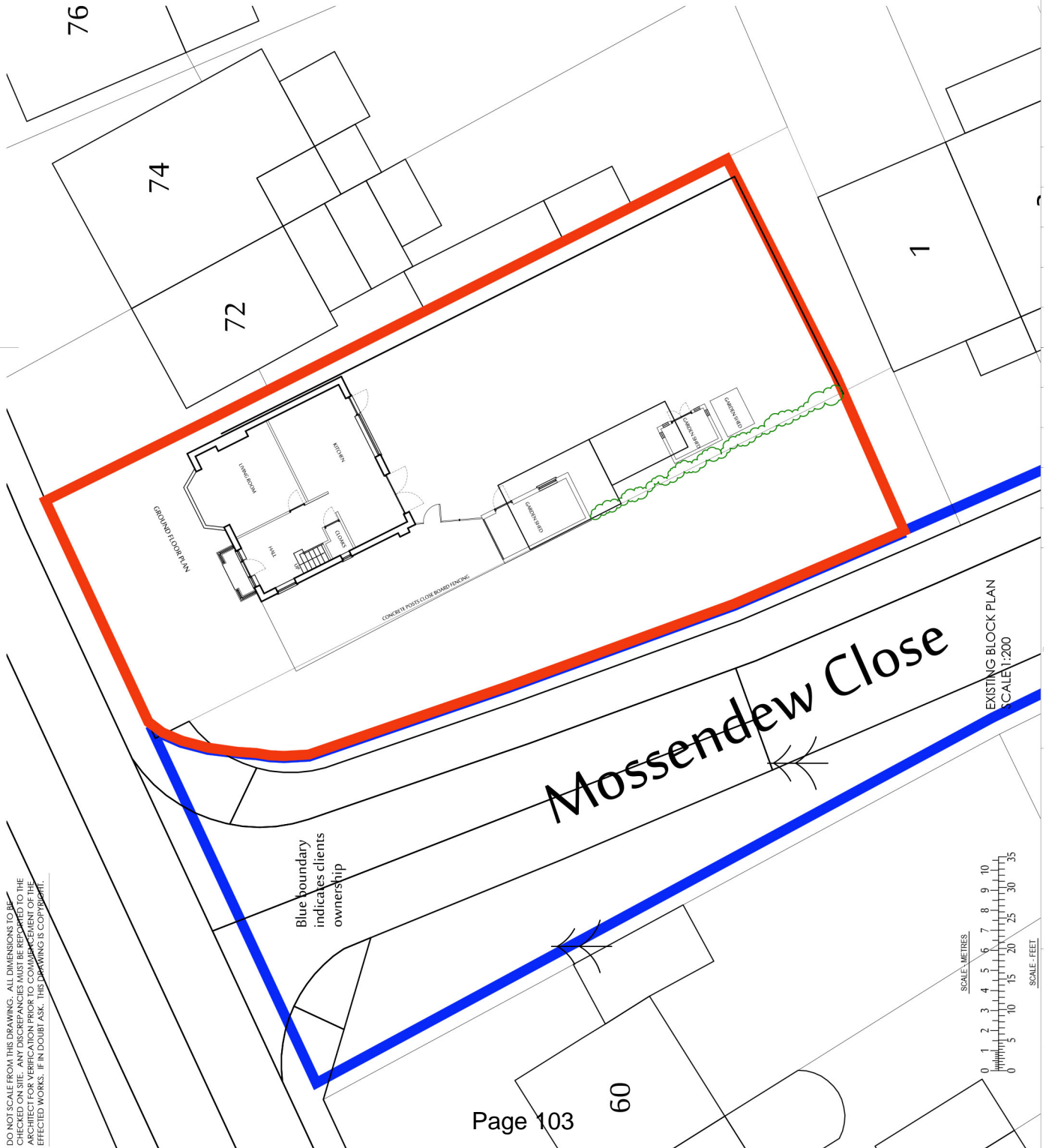
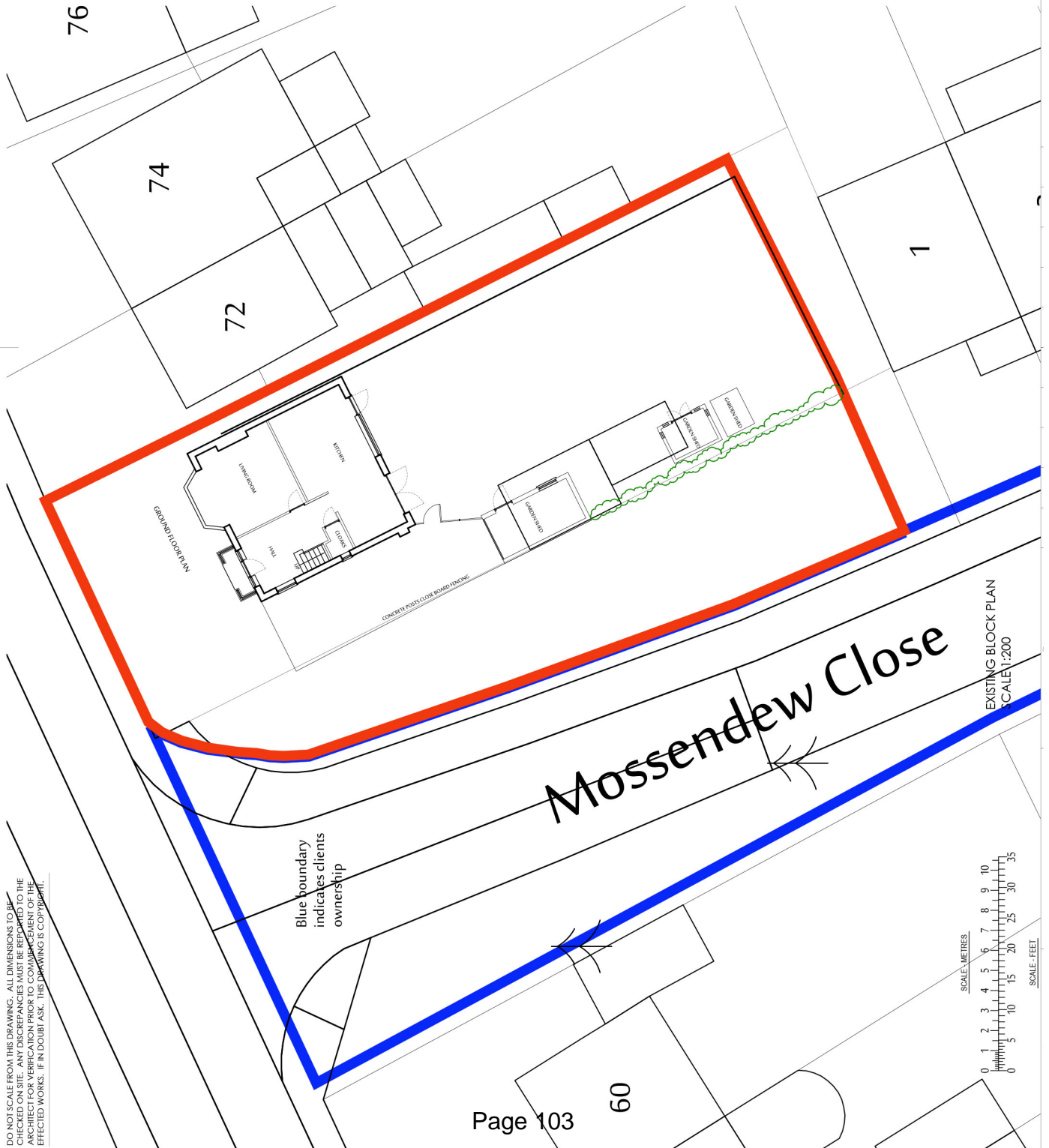
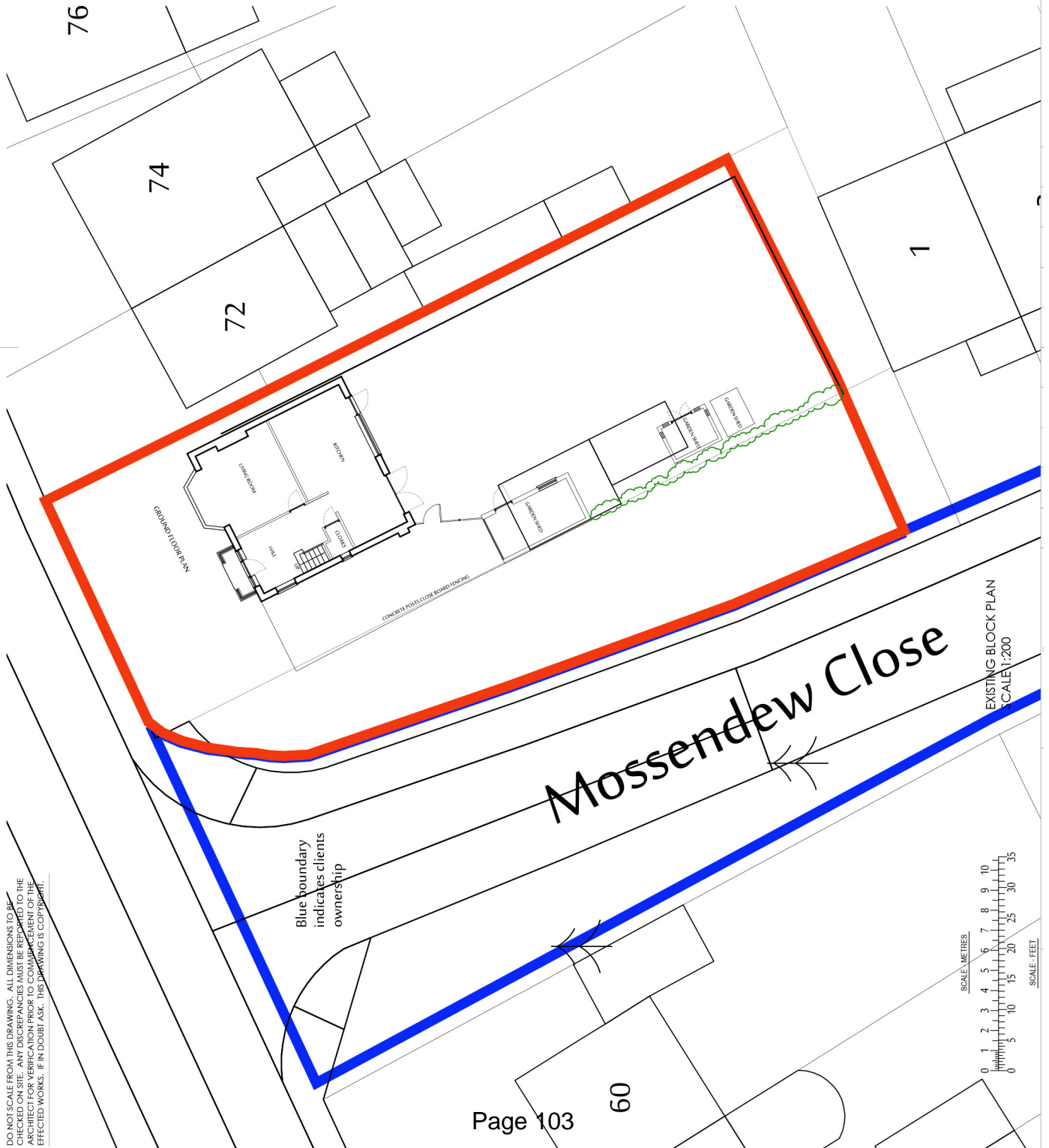
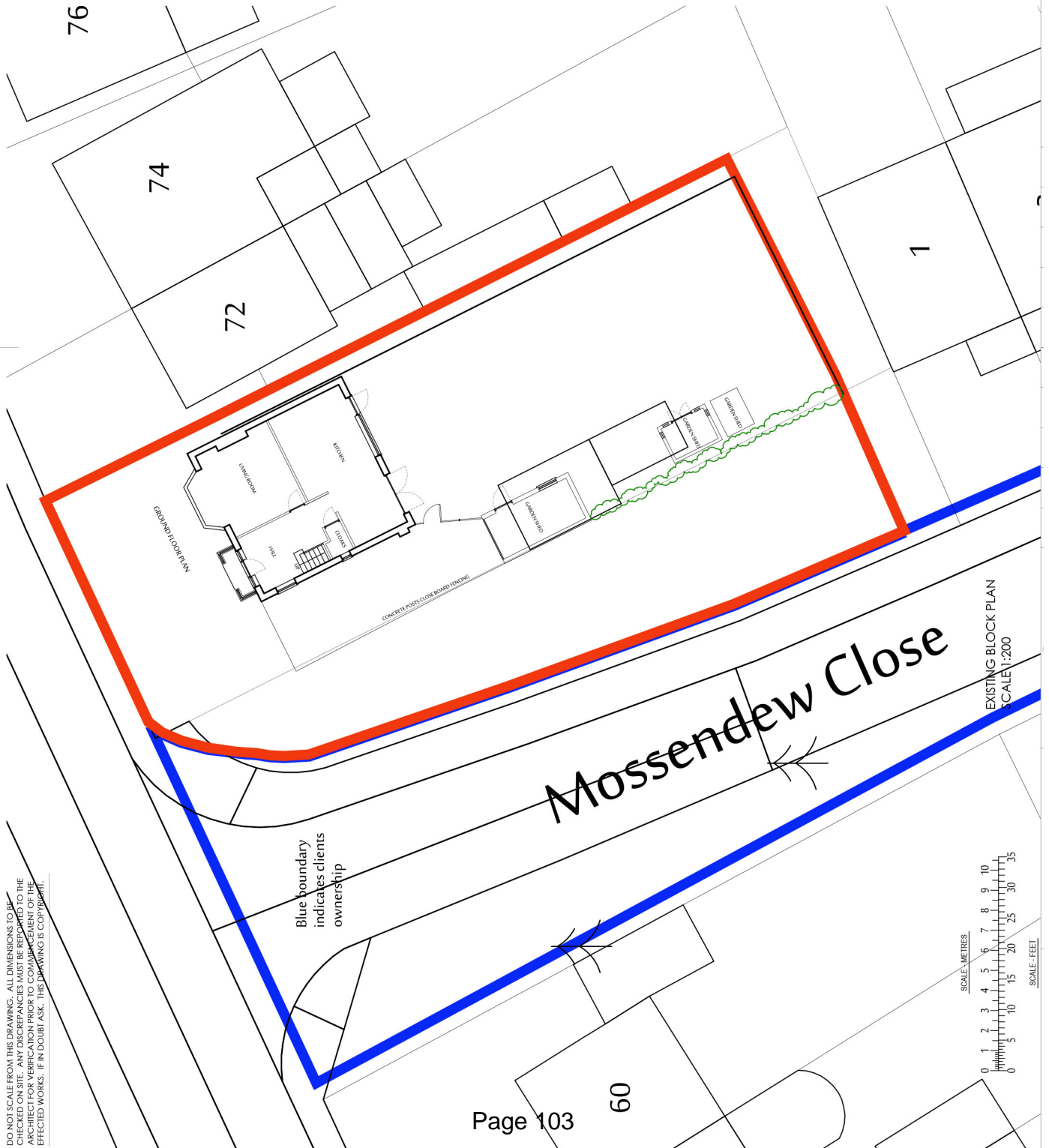
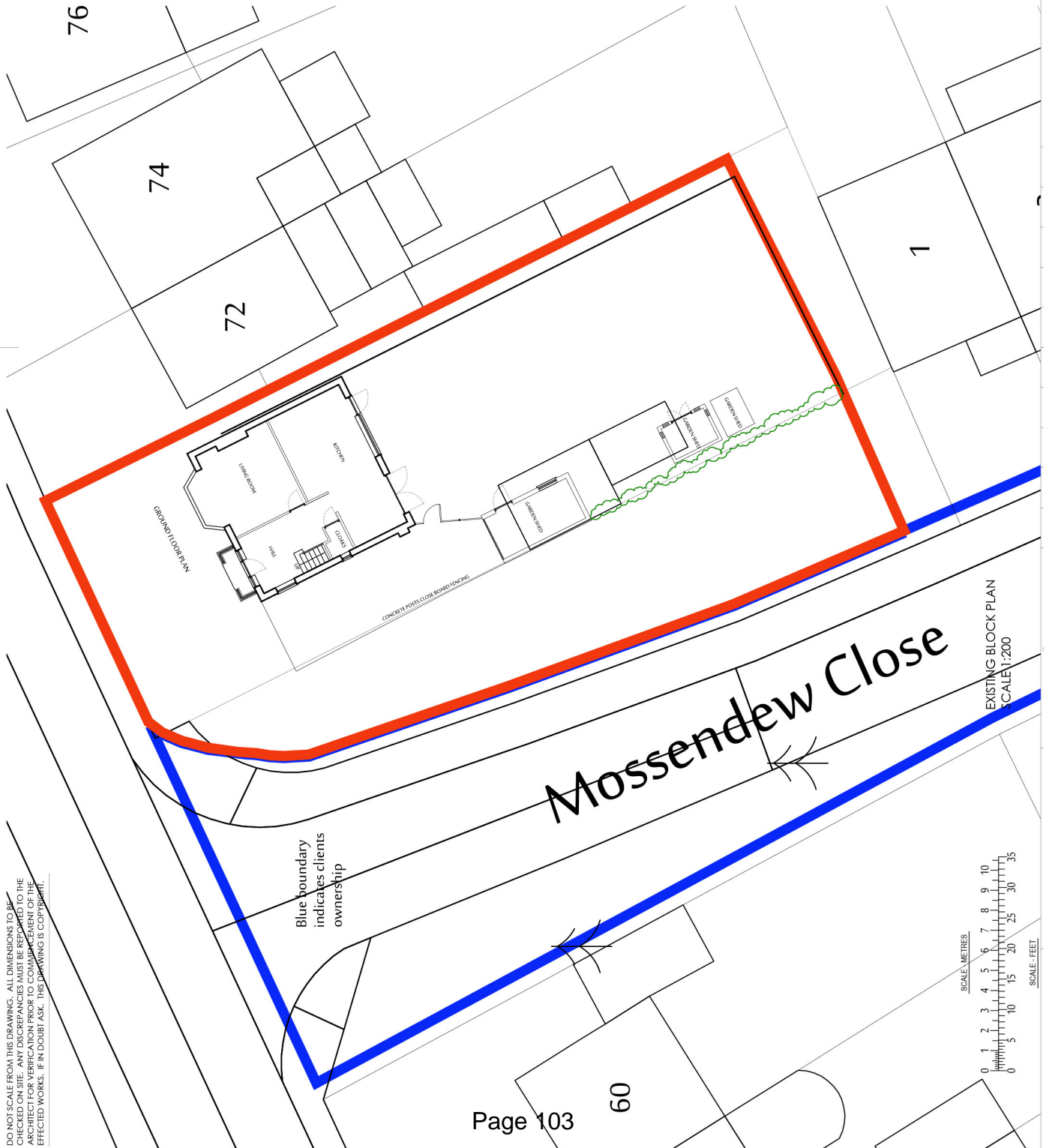
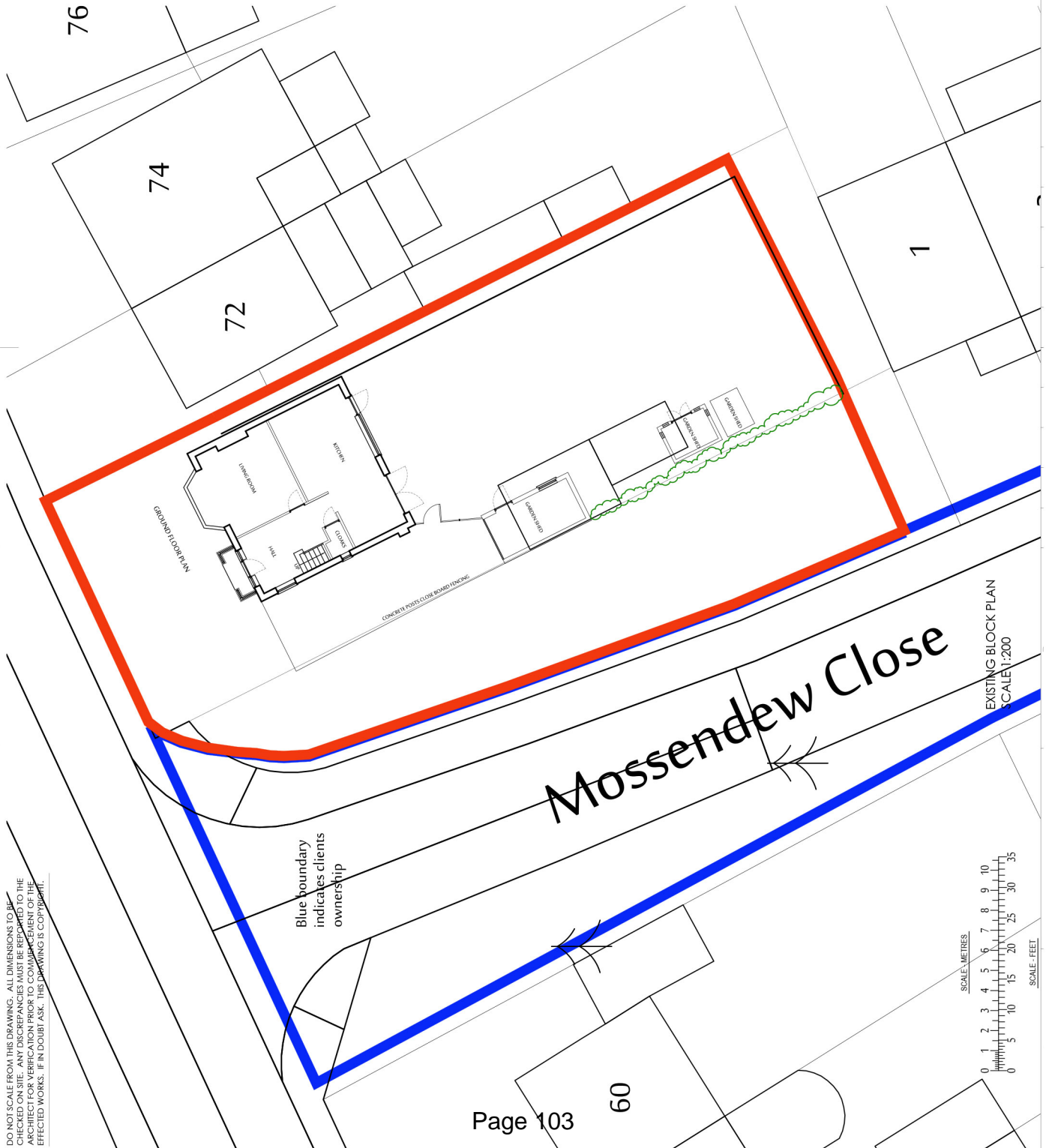
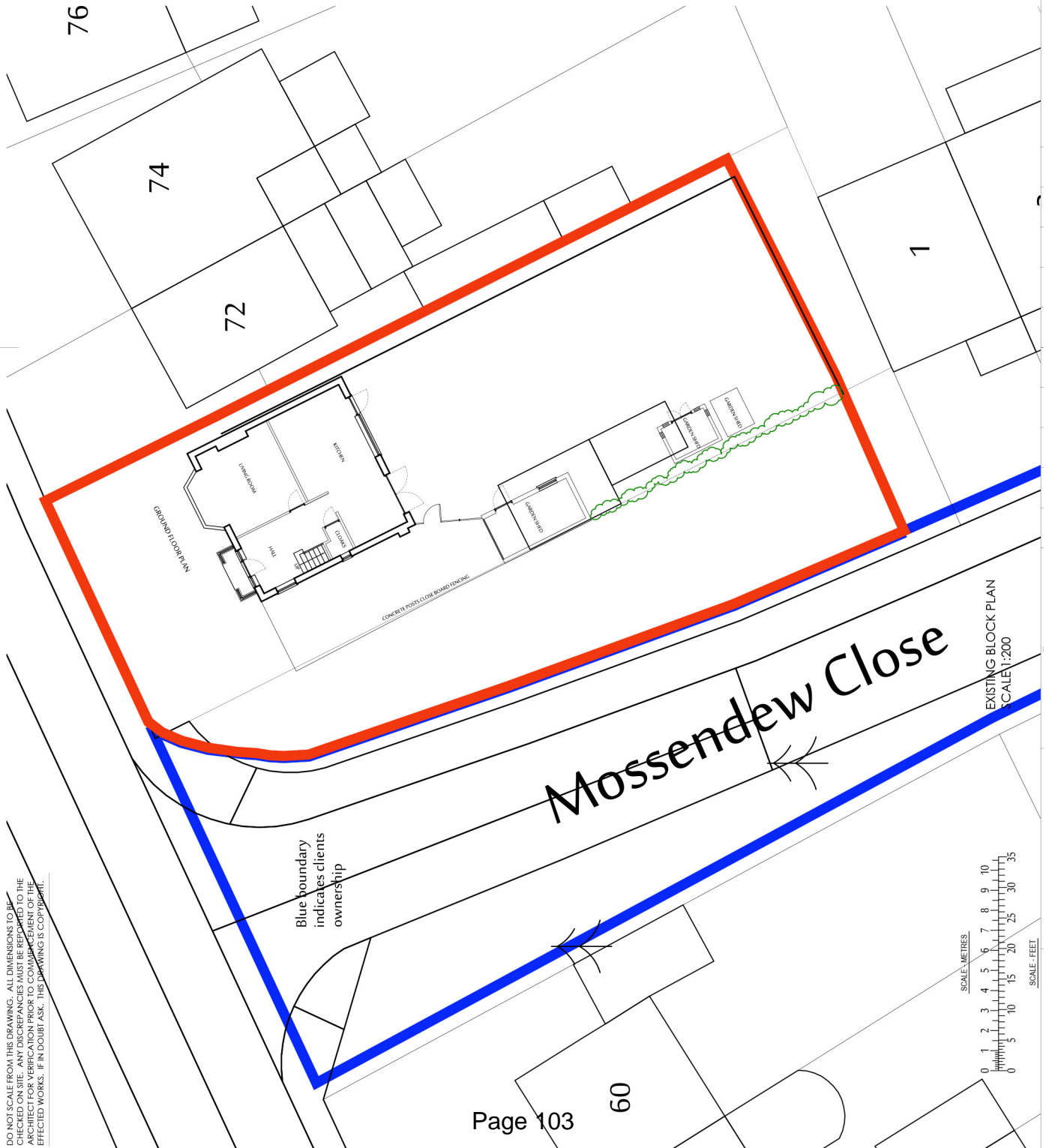
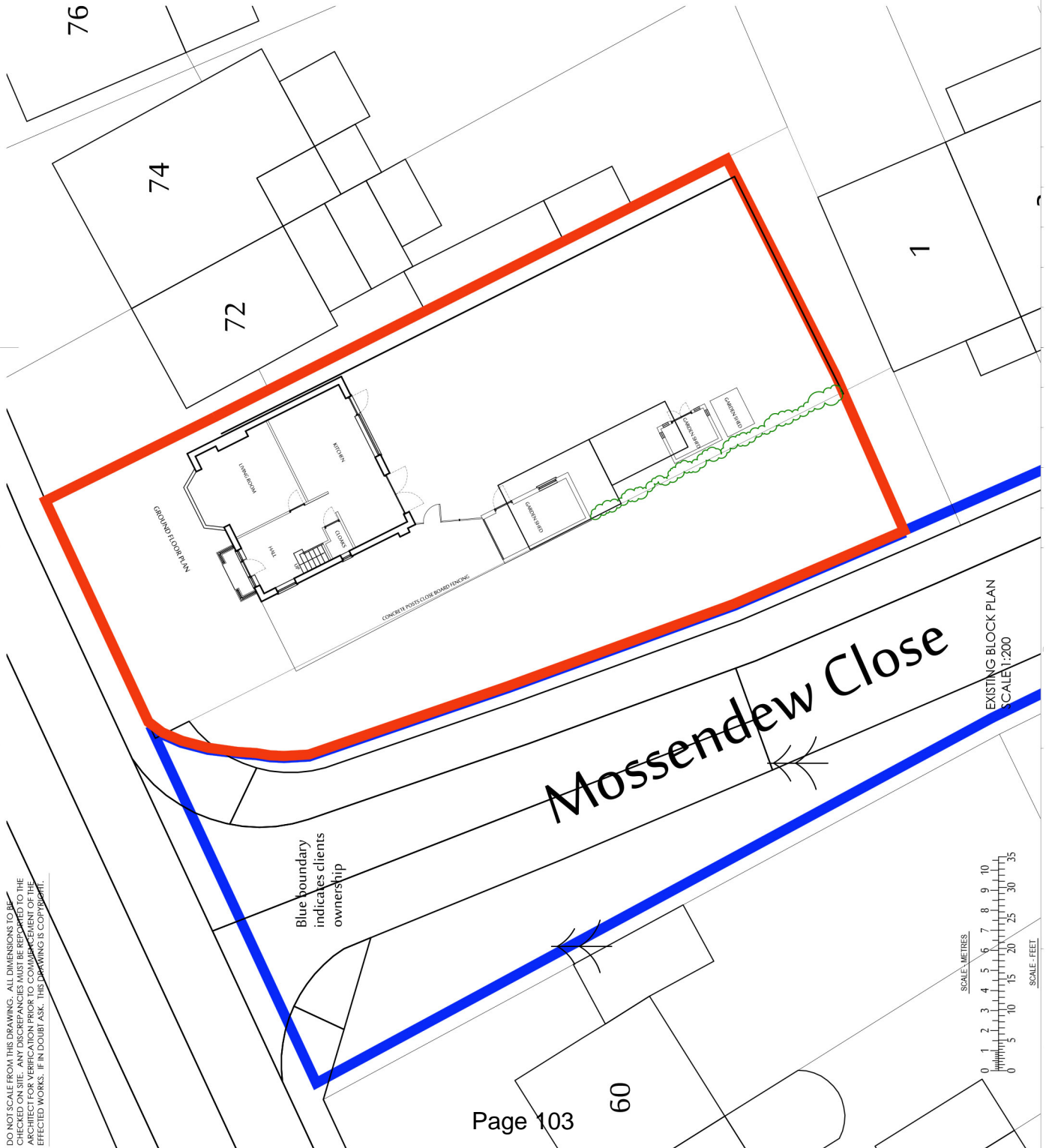
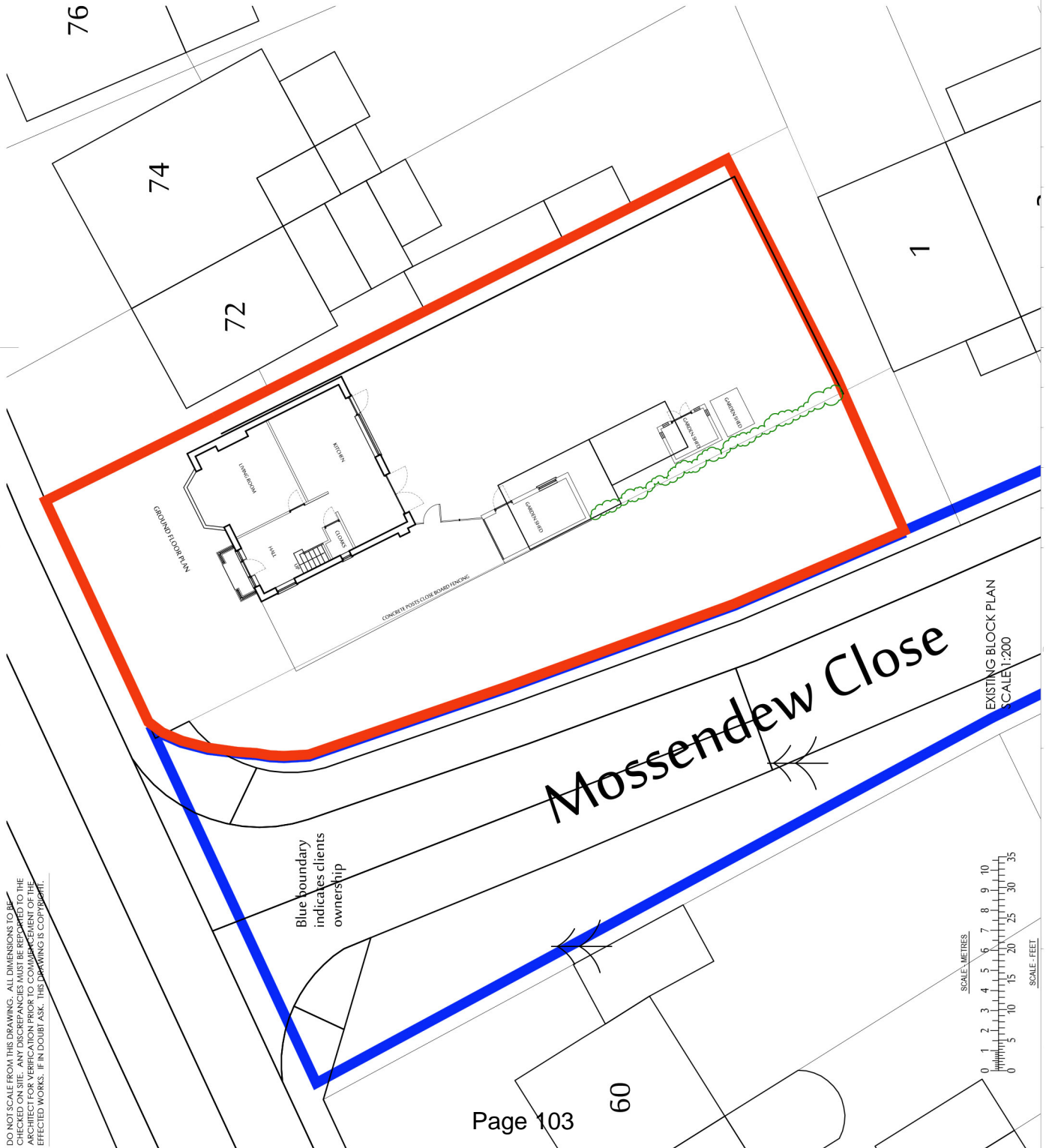
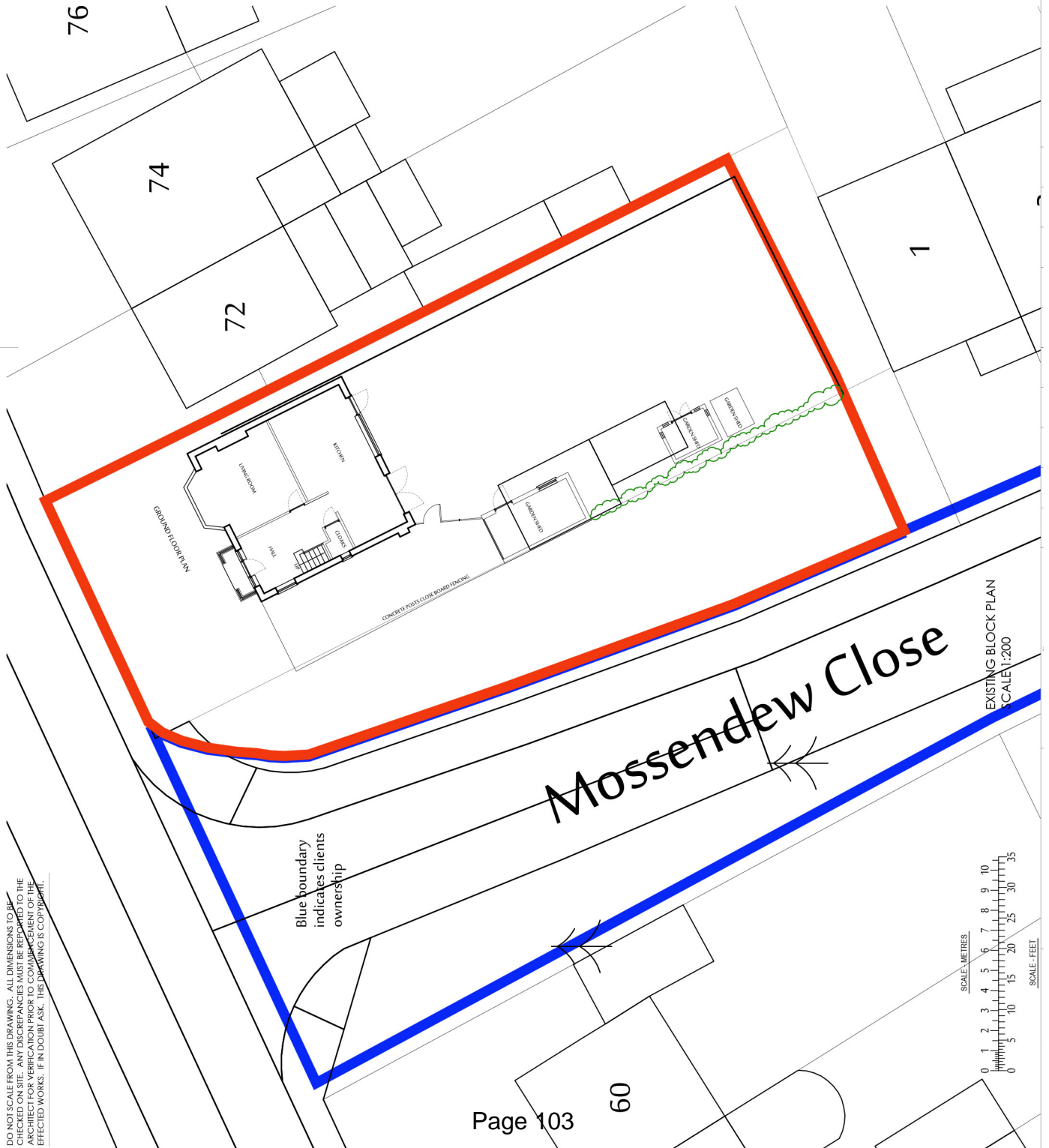
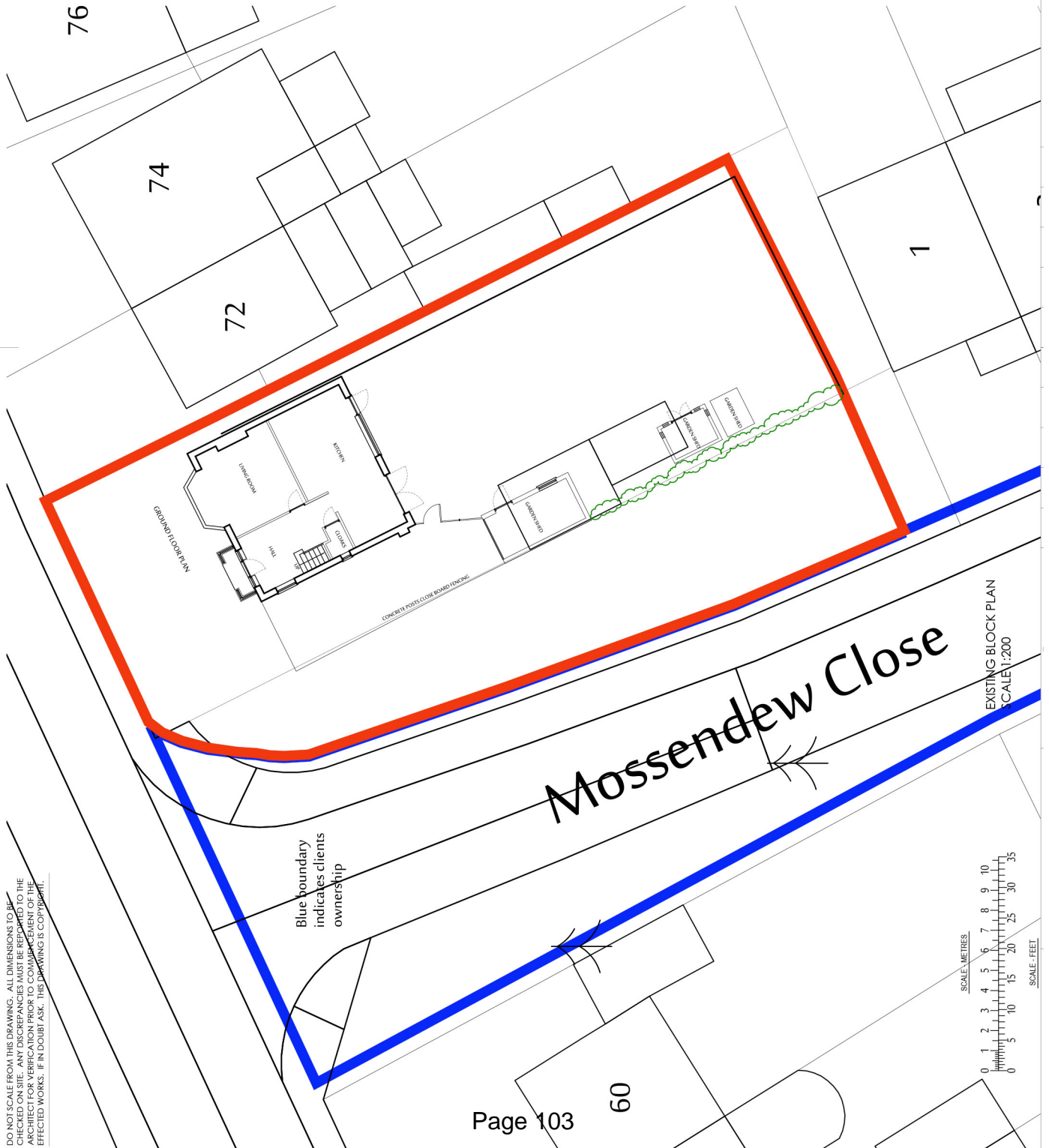
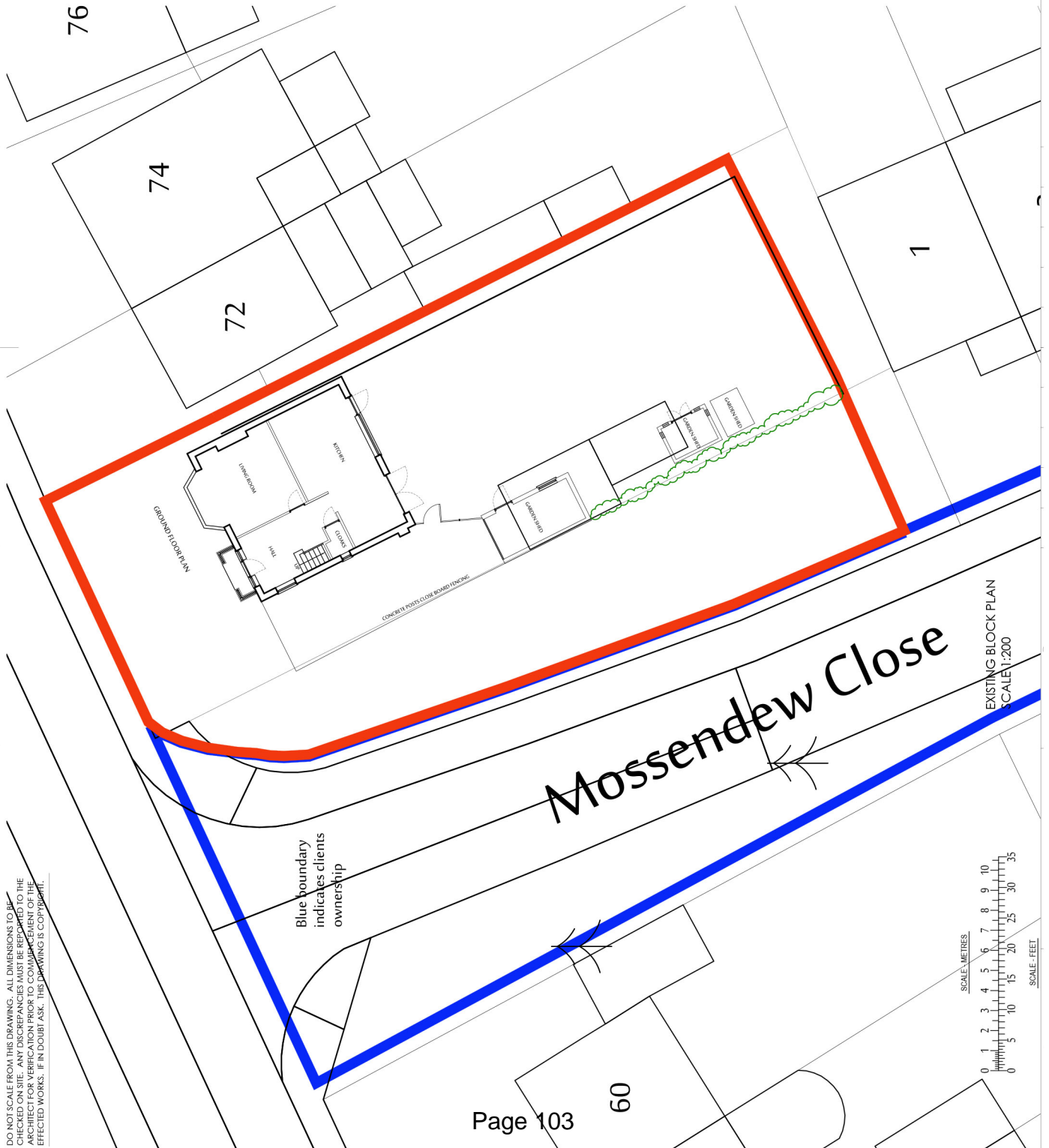
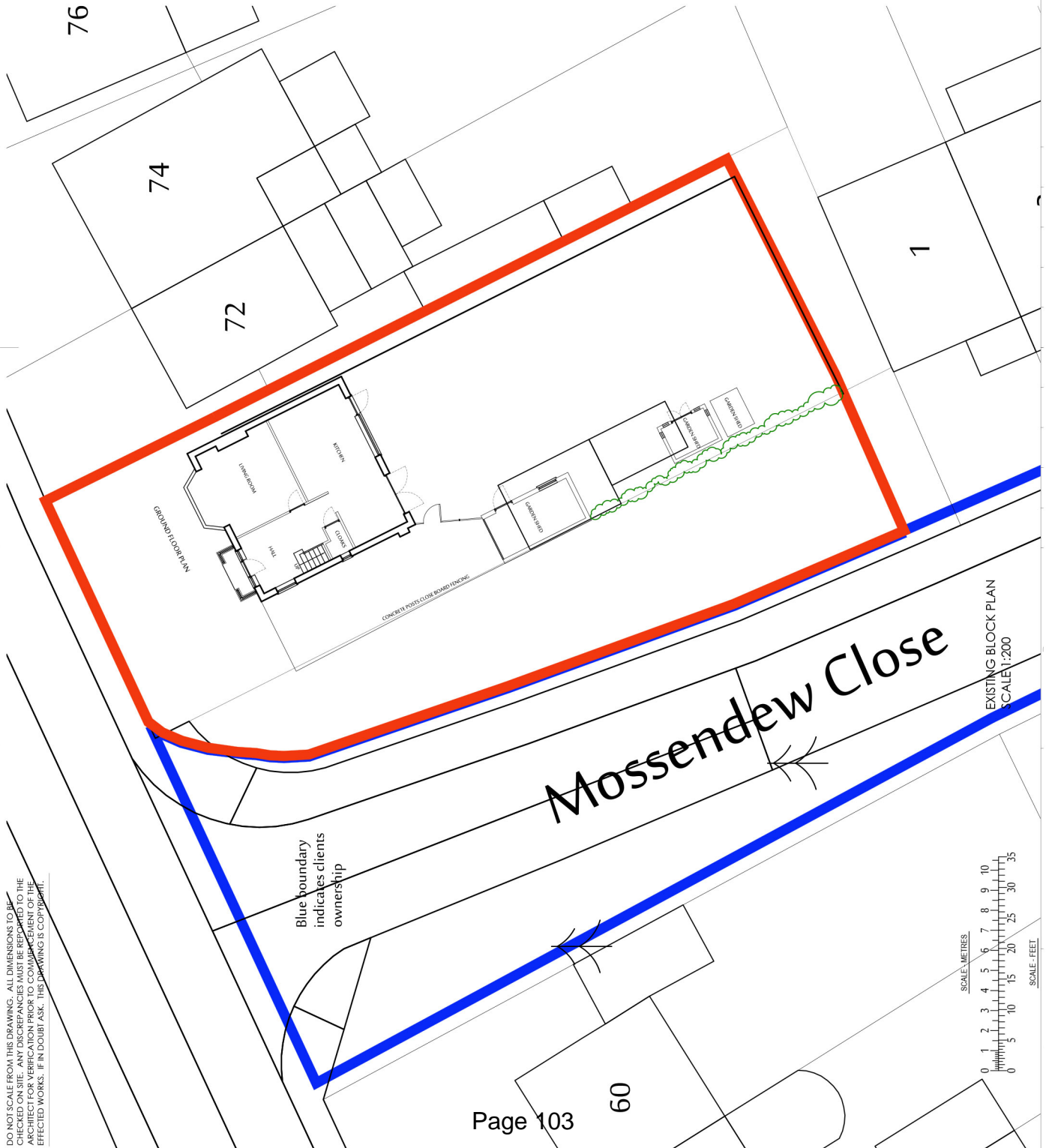
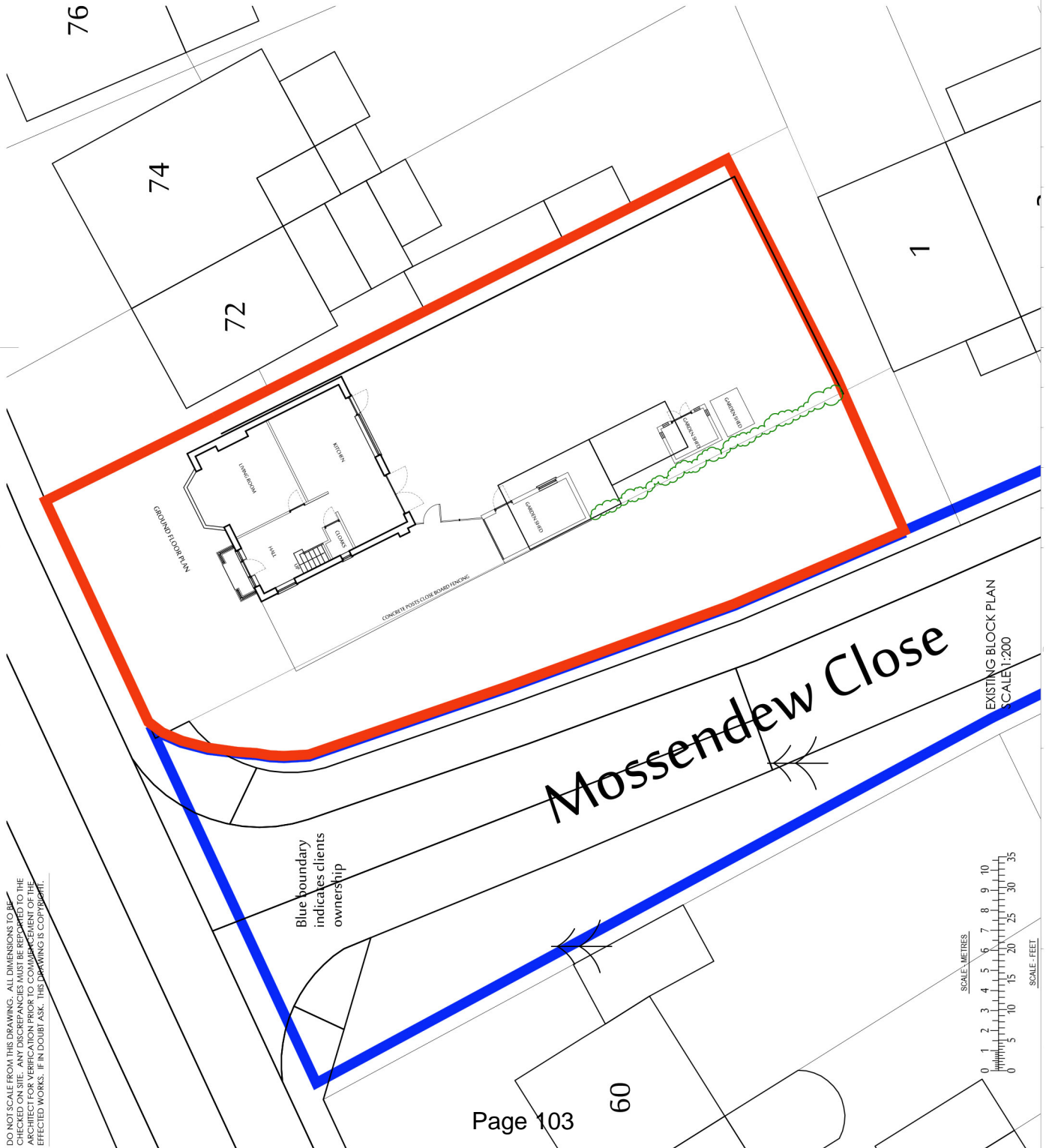
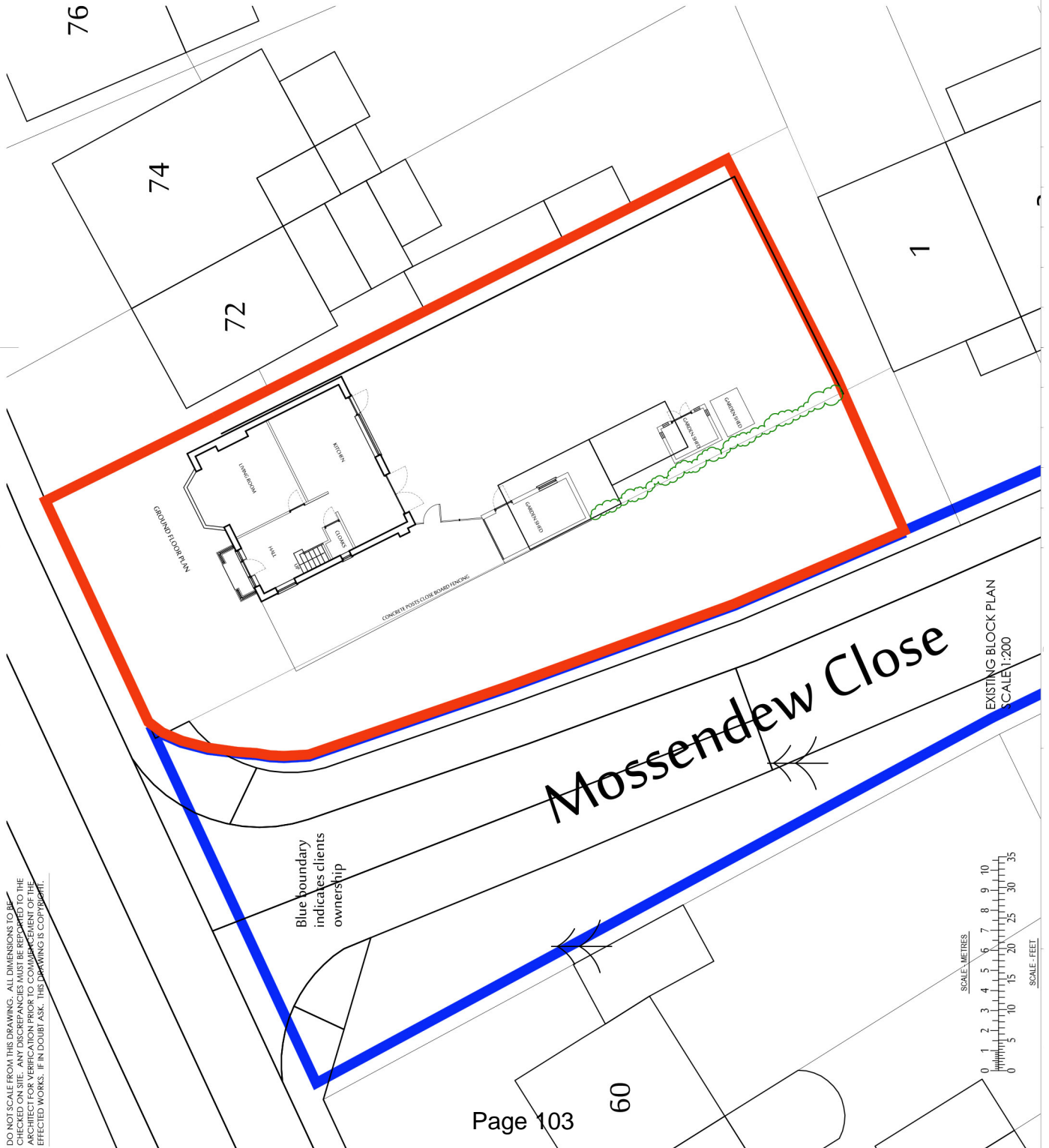
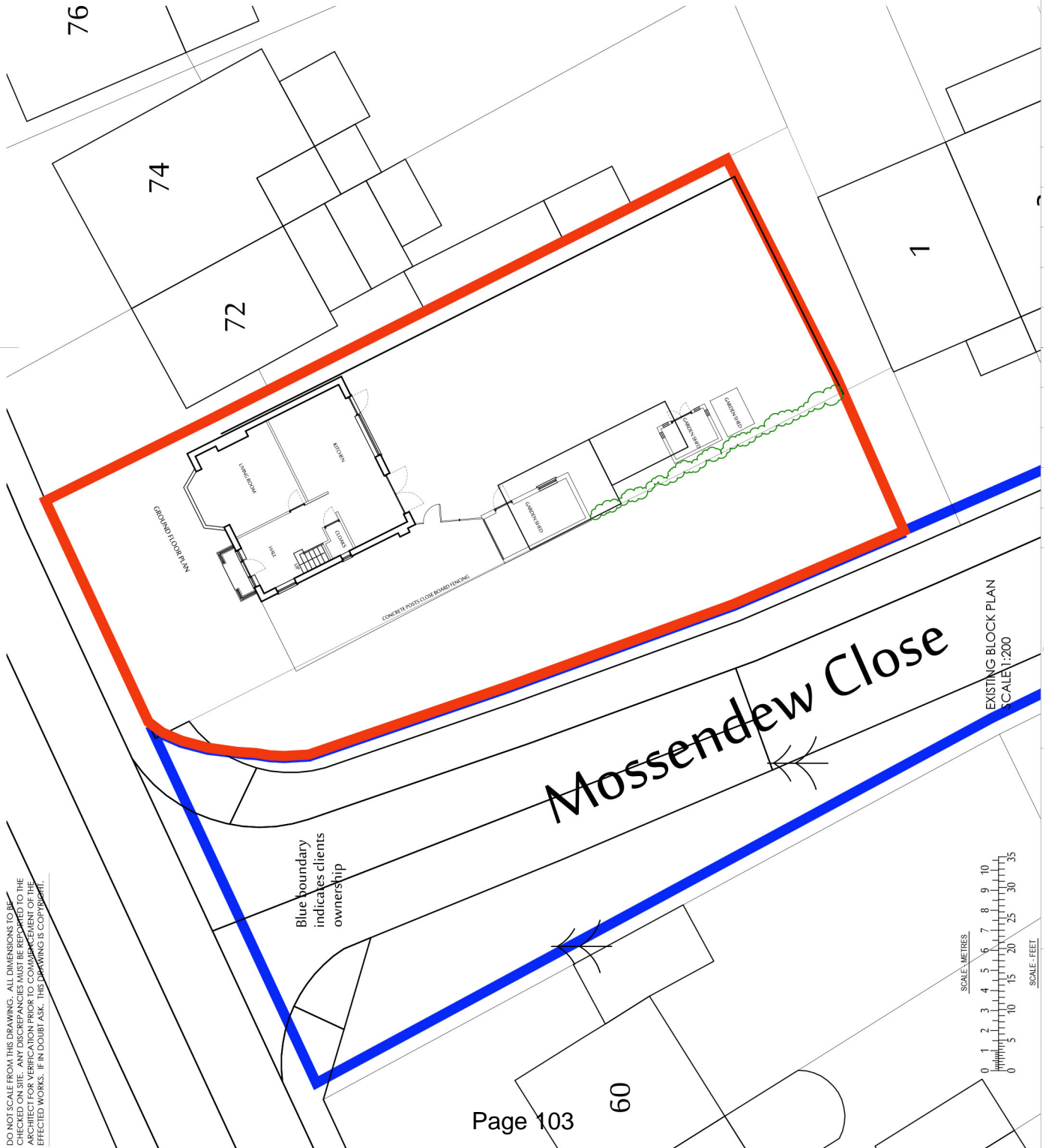
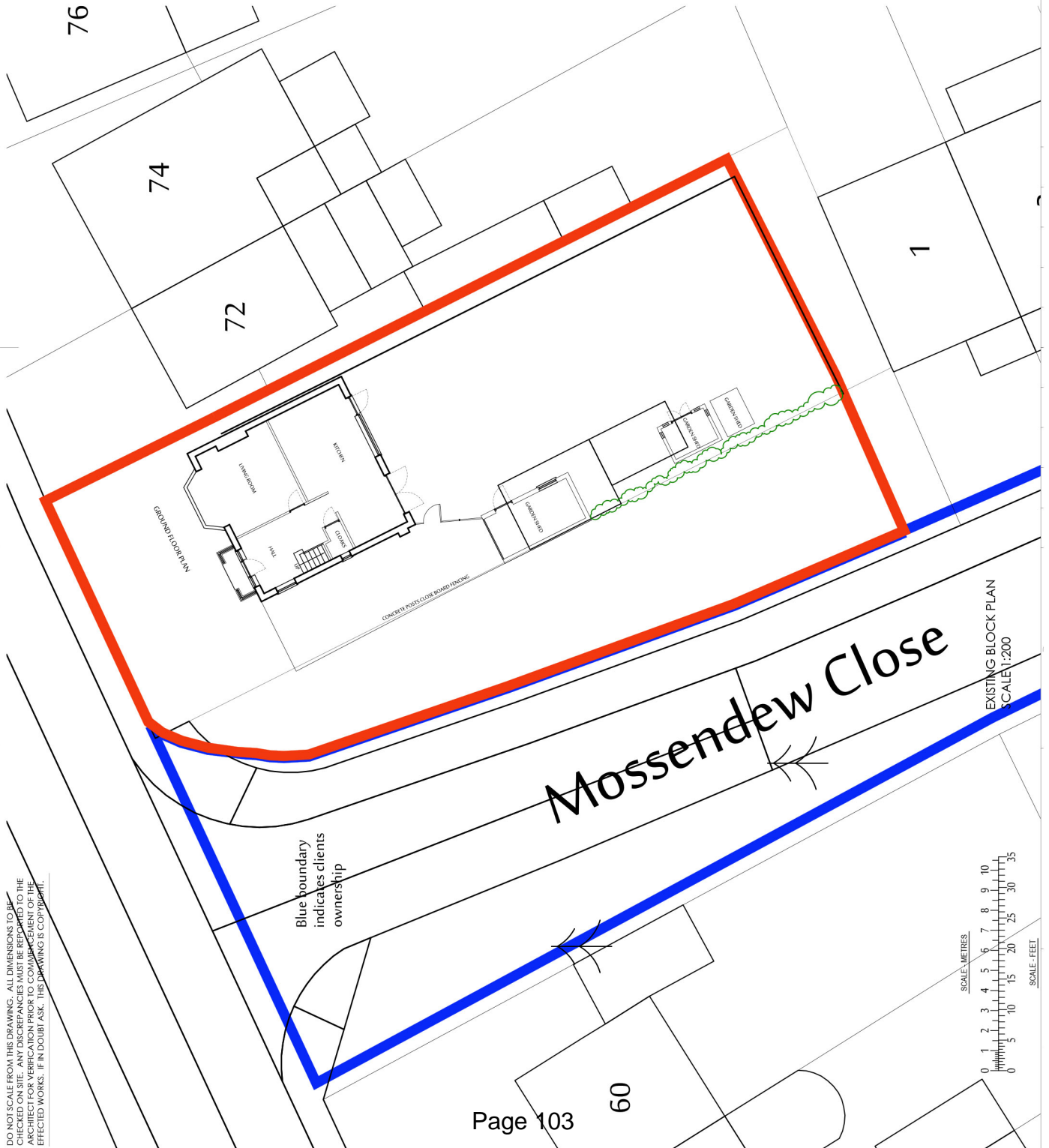
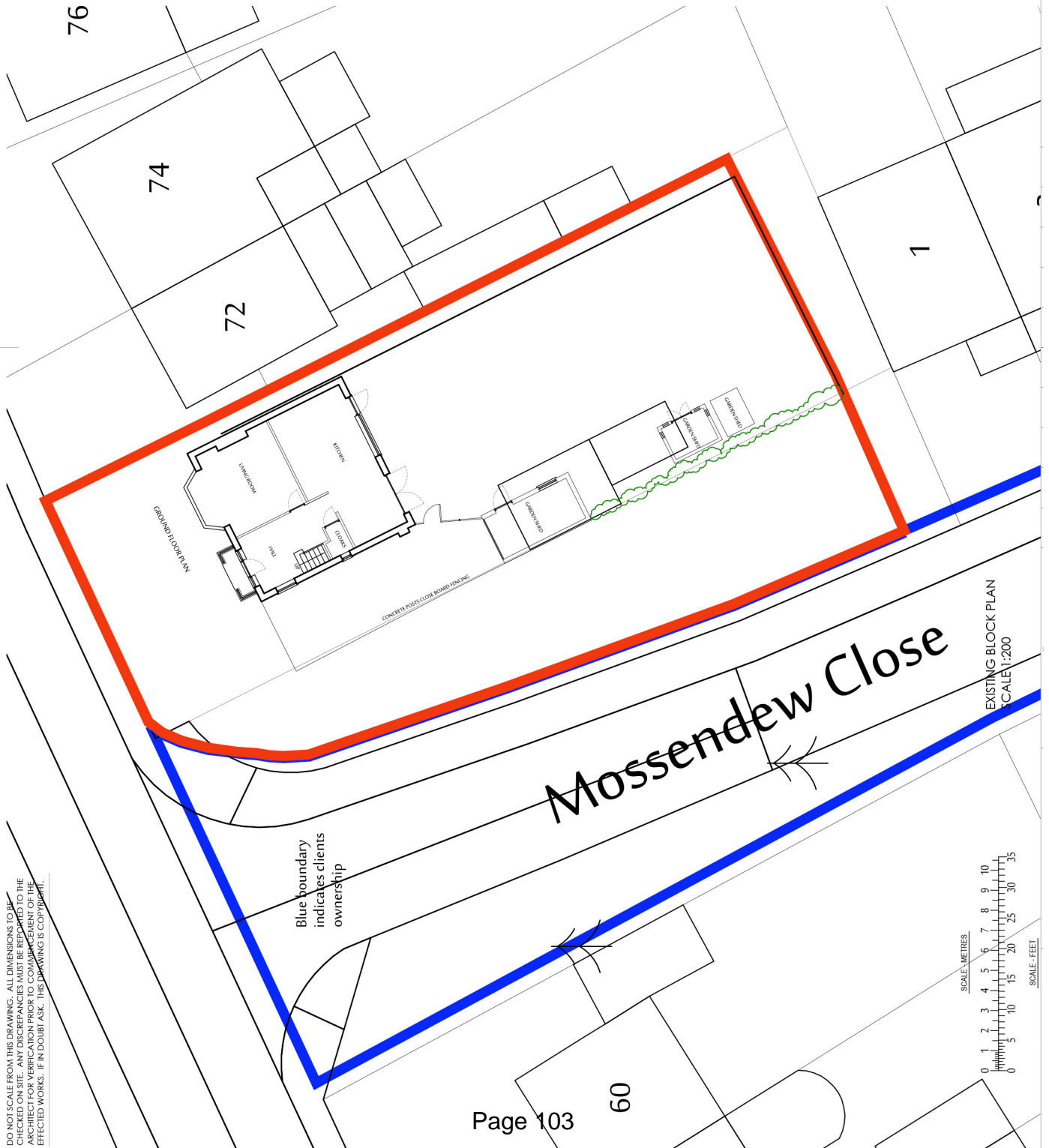
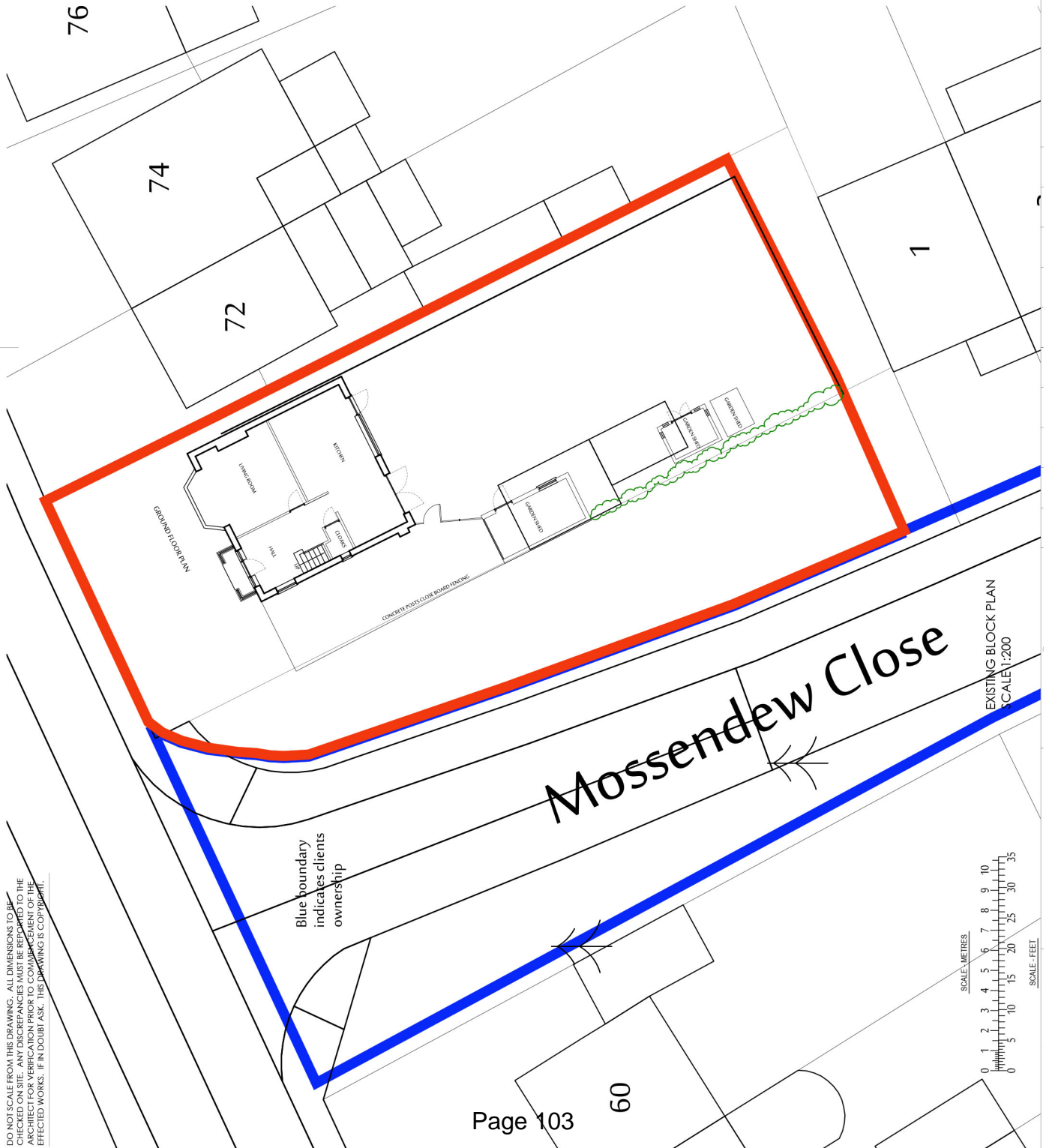
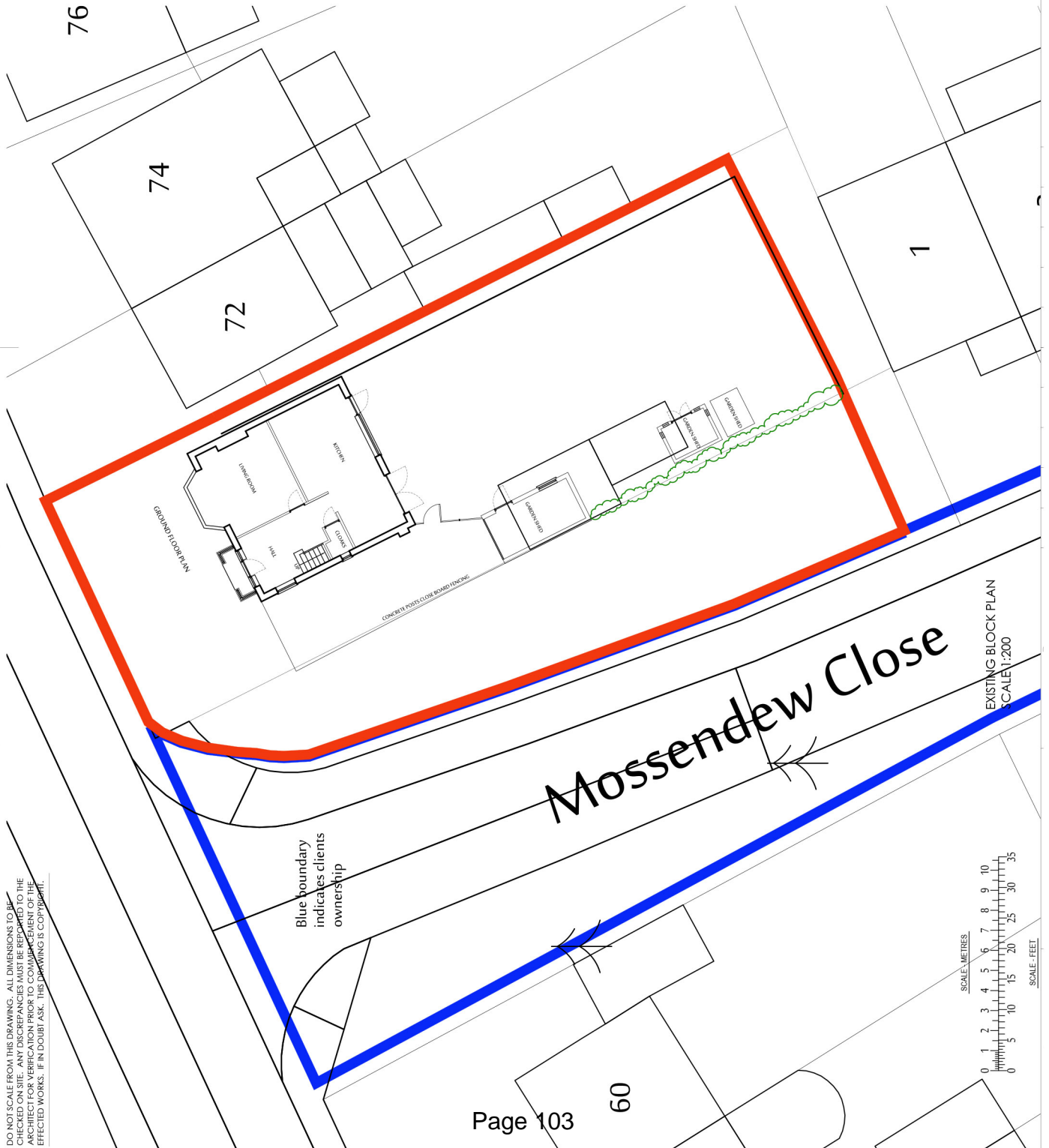
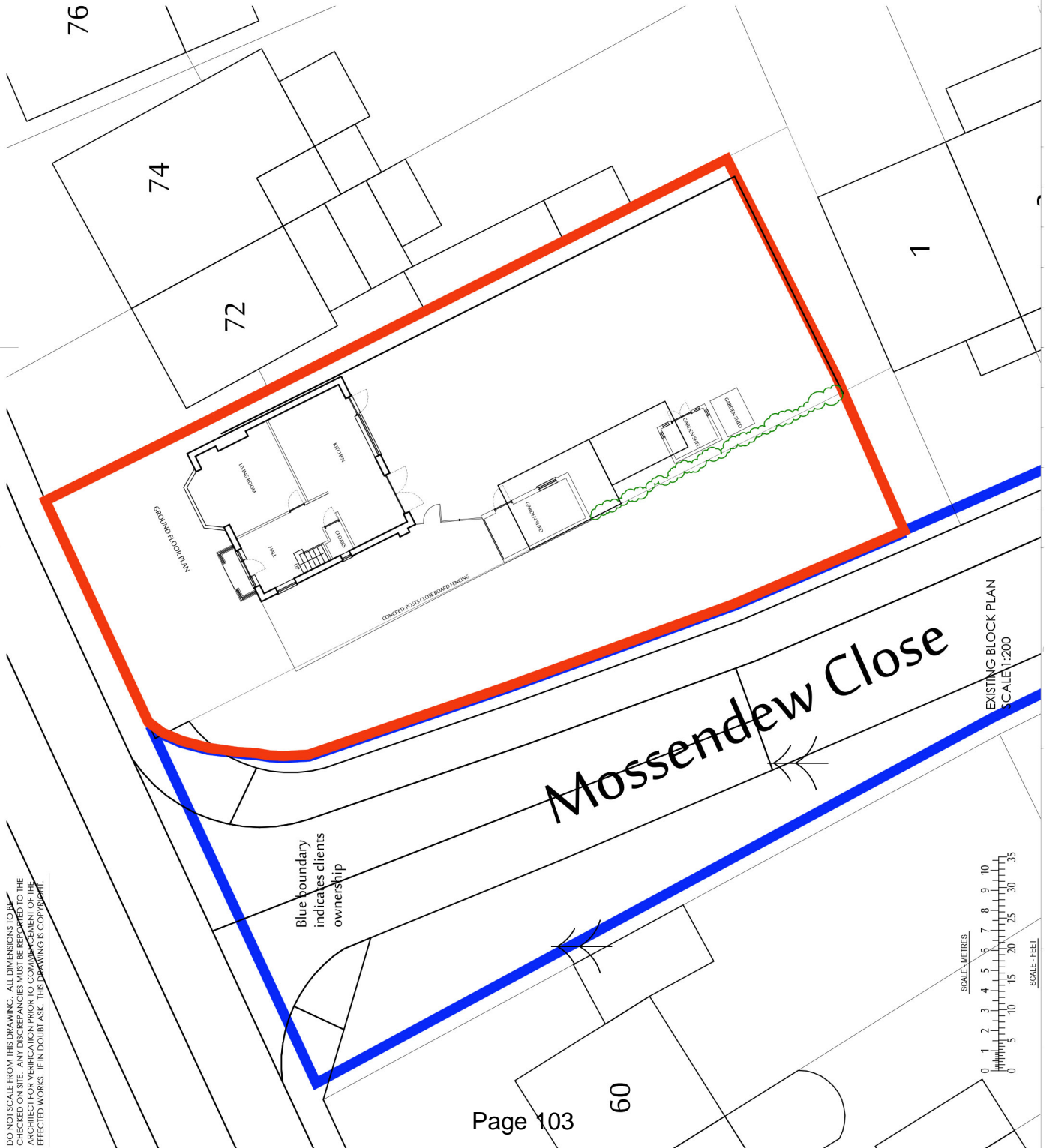
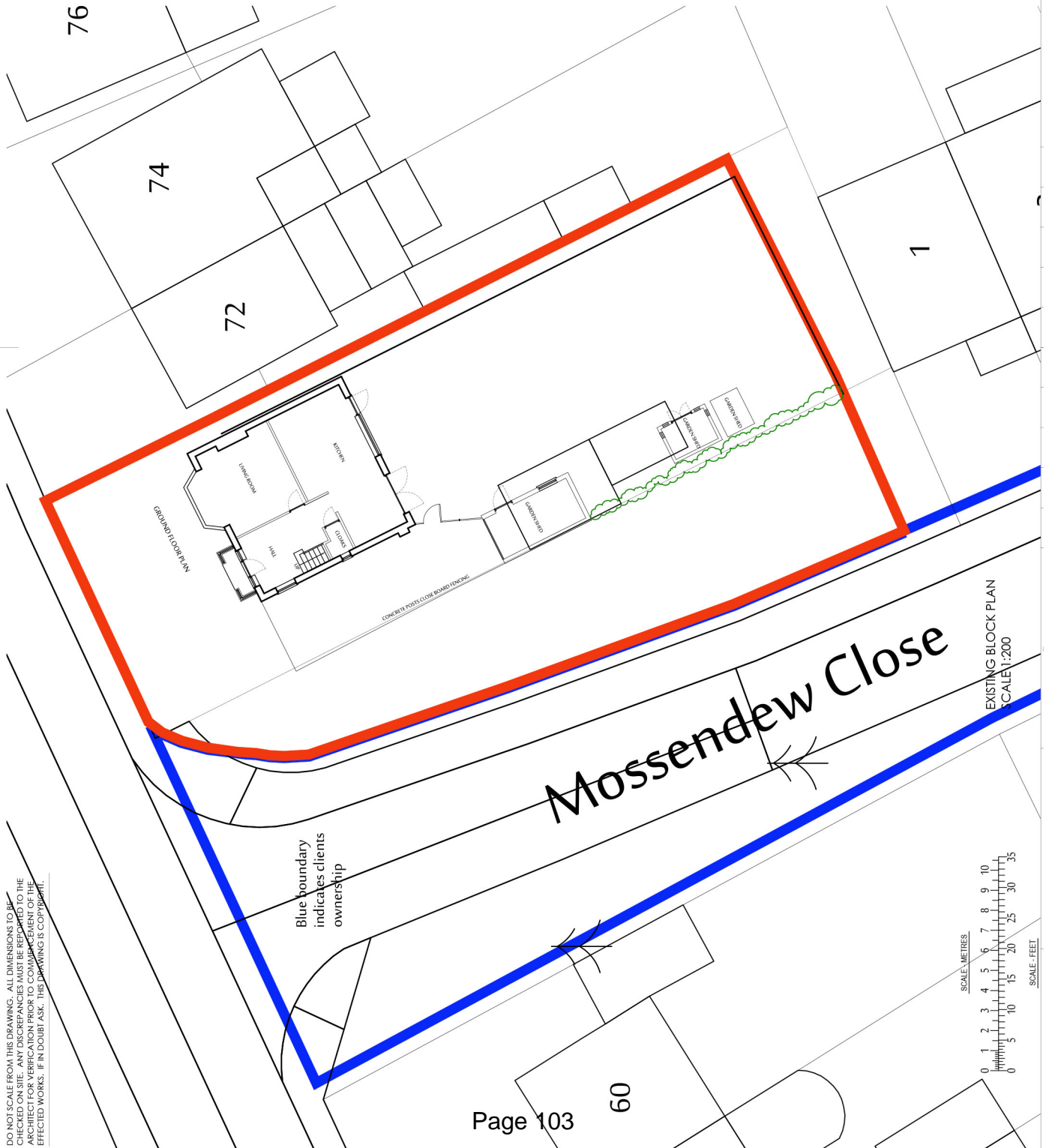
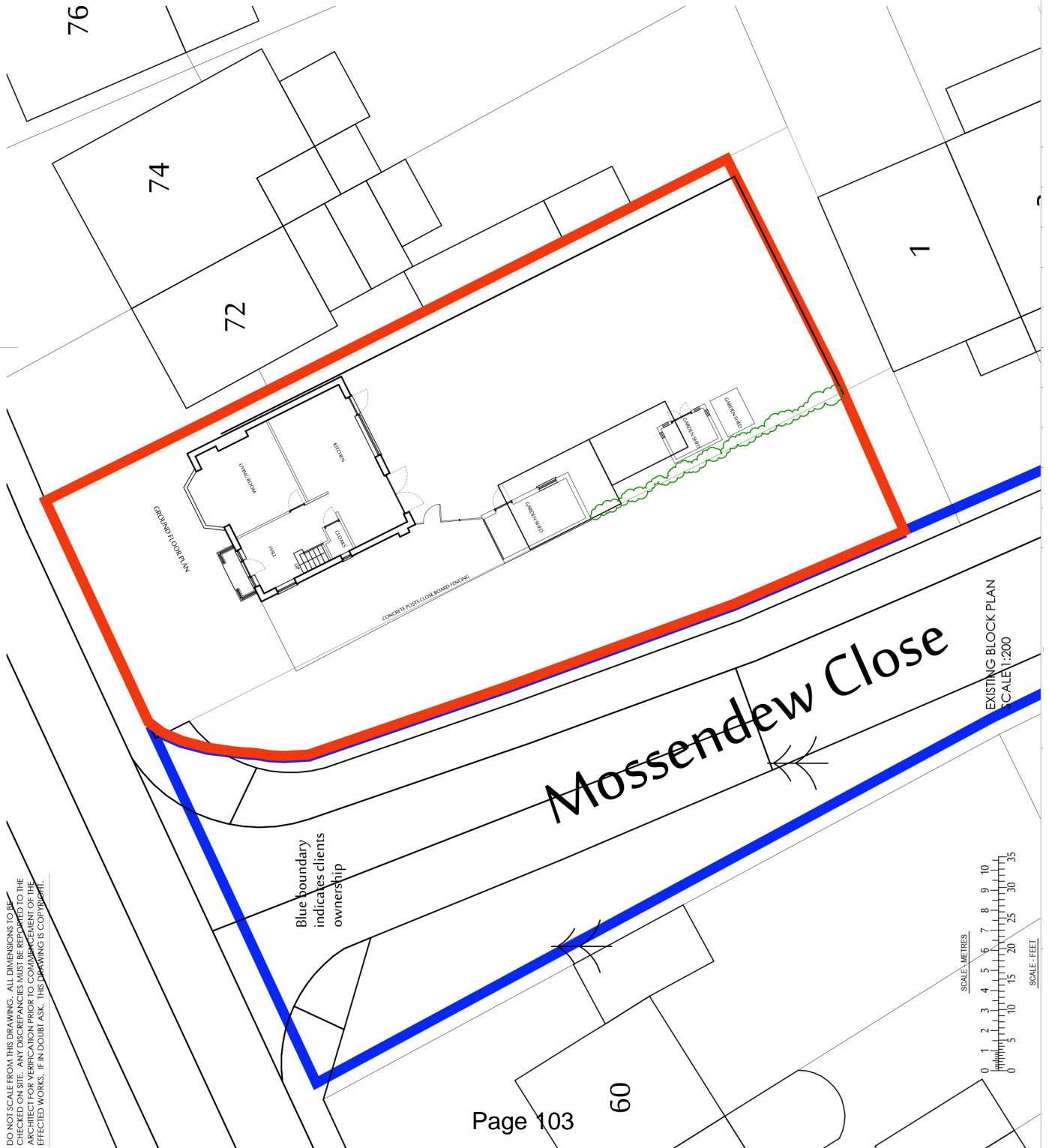
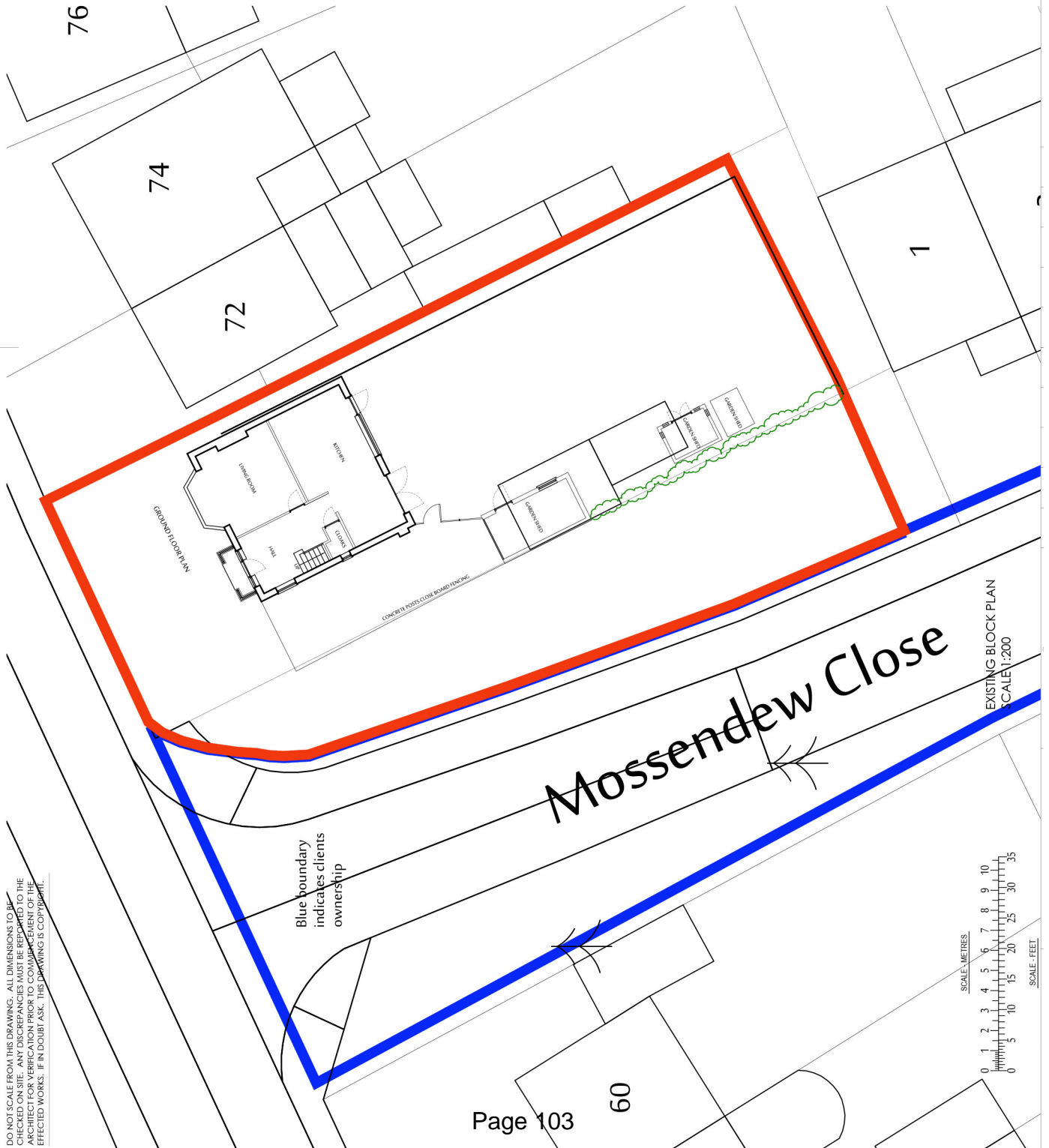
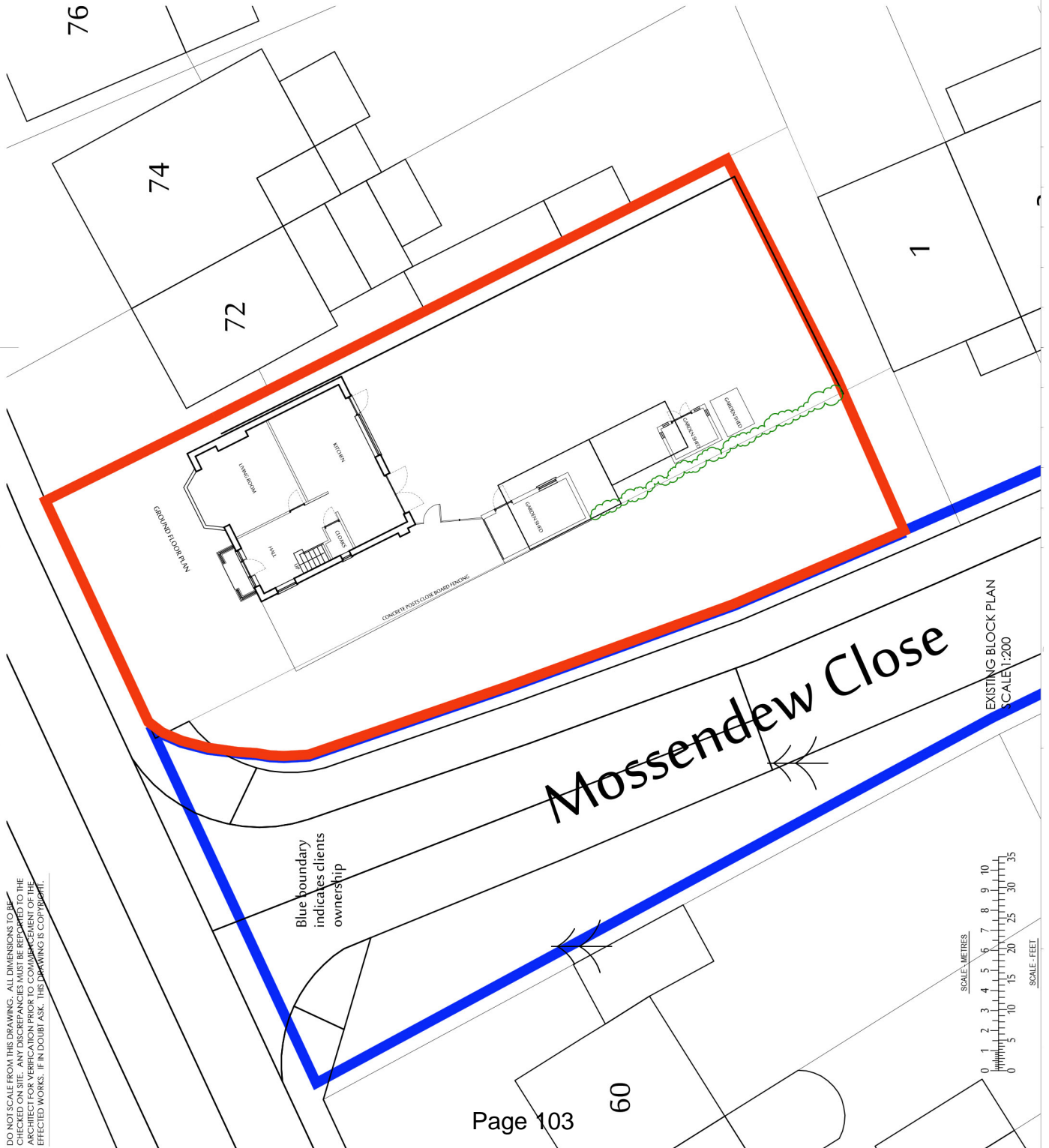
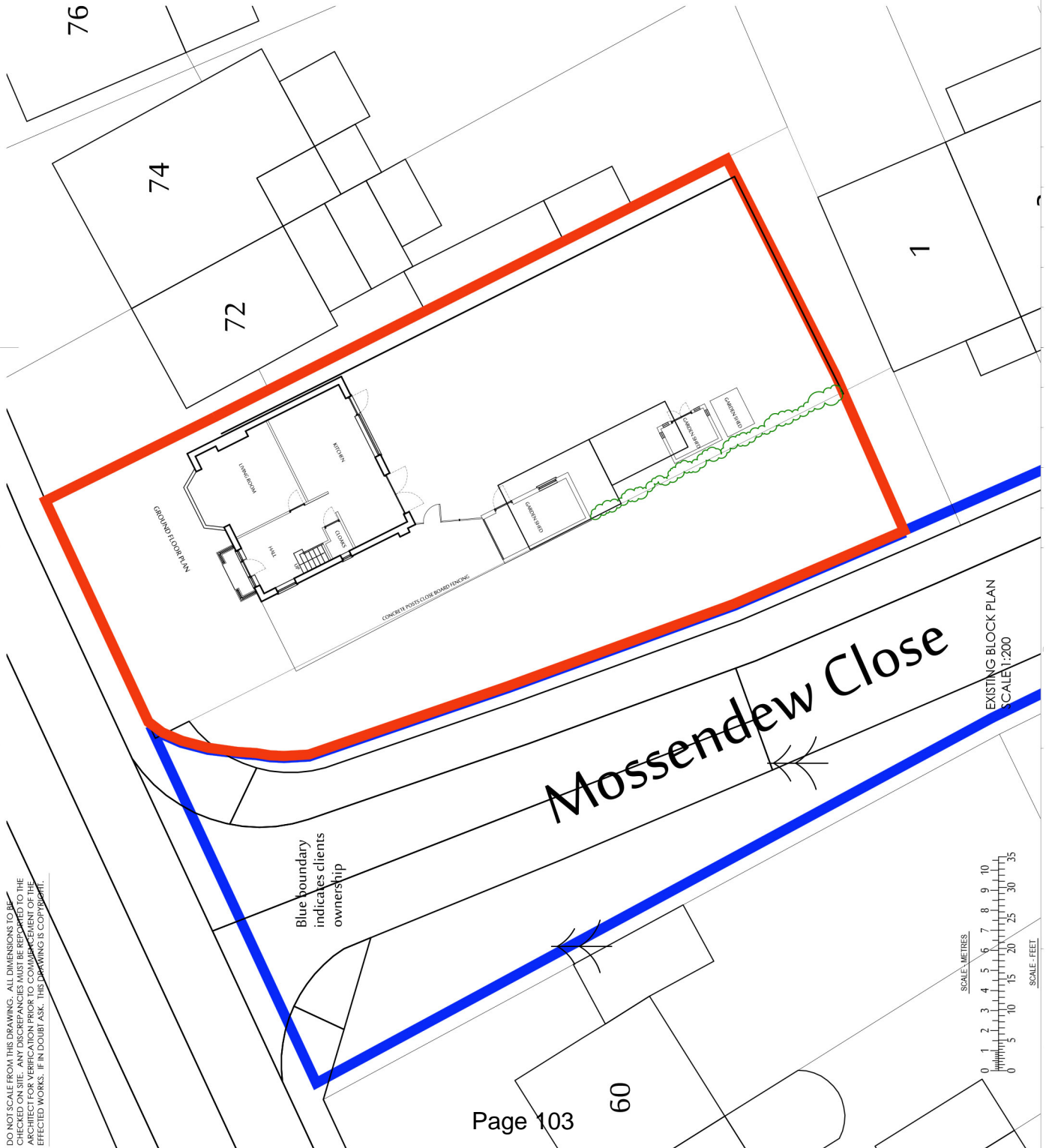
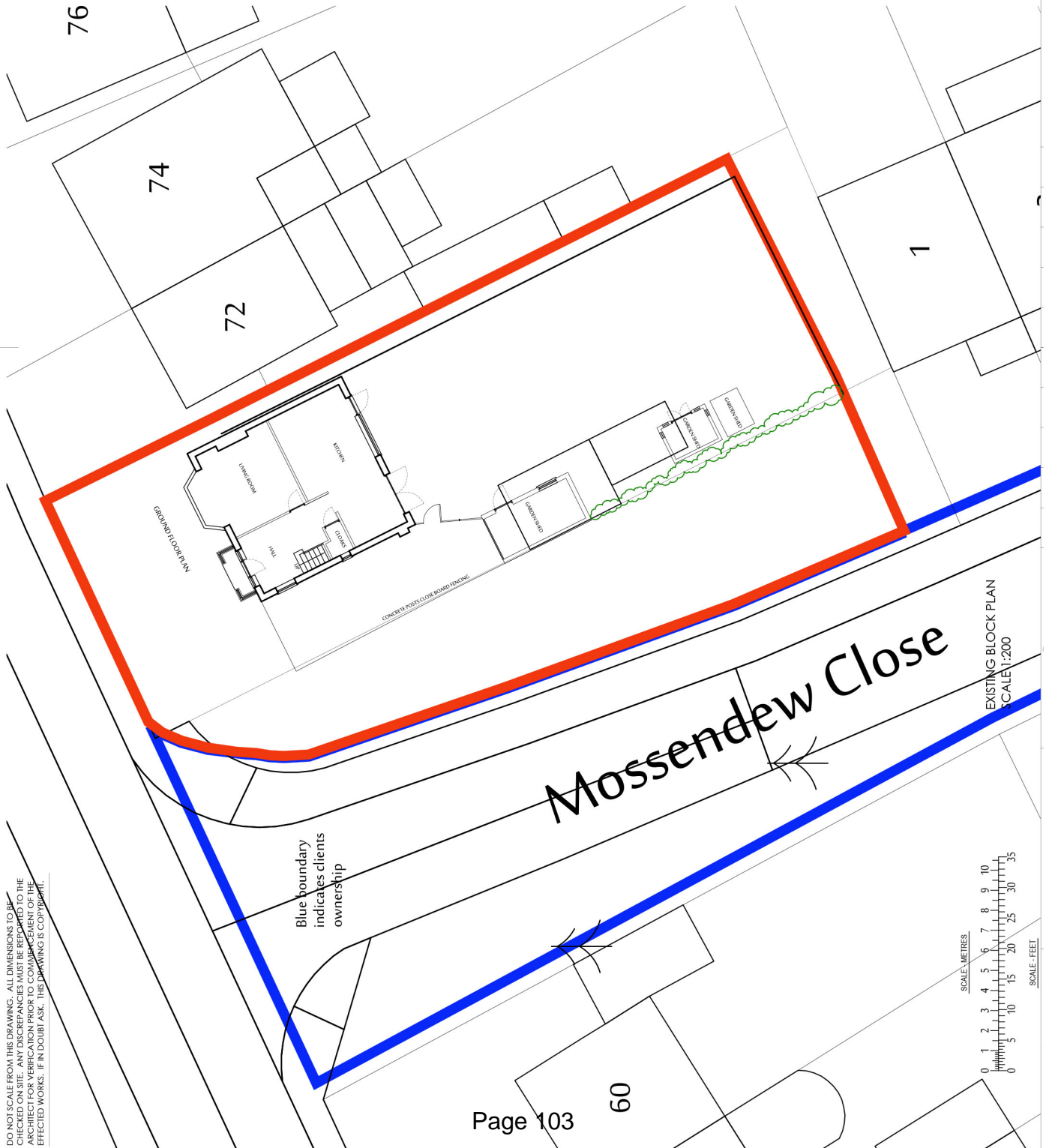
LBH Ref Nos: 74520/APP/2019/996

Date Plans Received: 22/03/2019

Date(s) of Amendment(s): 22/03/2019

Date Application Valid: 22/03/2019

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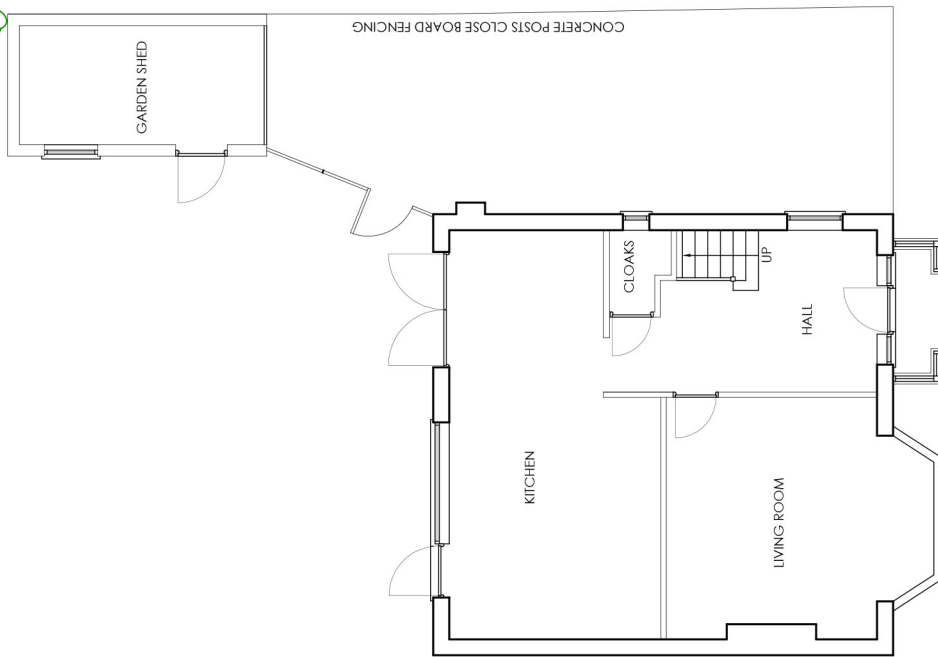


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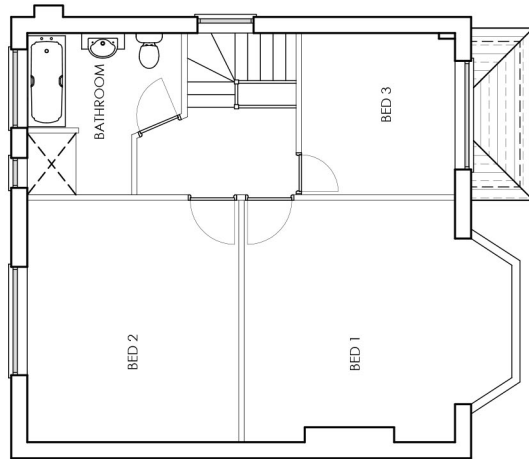
Rev No
P1

Date
22.01.2019

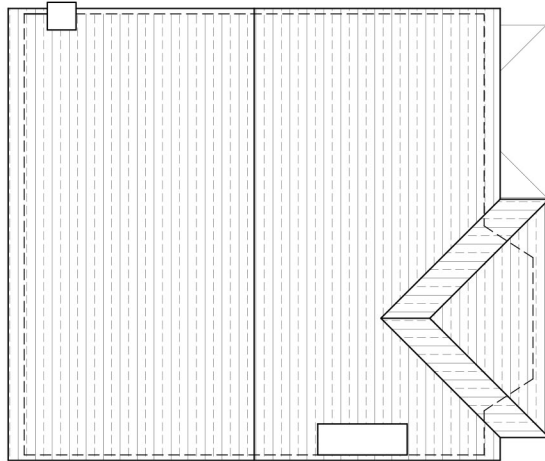
Revision note
Preliminary Issue.



GROUND FLOOR PLAN



FIRST FLOOR PLAN



ROOF PLAN

JOB TITLE

70 NORTHWOOD ROAD
HAREFIELD
UB9 6PR

ipb
architects

DRG TITLE

EXISTING PLANS

SCALE
1:100 @ A3

DATE
SEPT '17

JOB NO
10886

DRG NO
102

REV
P1

HOUSE
Cedar Hill
Harefield
UB9 6PR
TEL: 01895 272 446
FAX: 01895 272 447
EMAIL: admin@ipbarchitects.co.uk

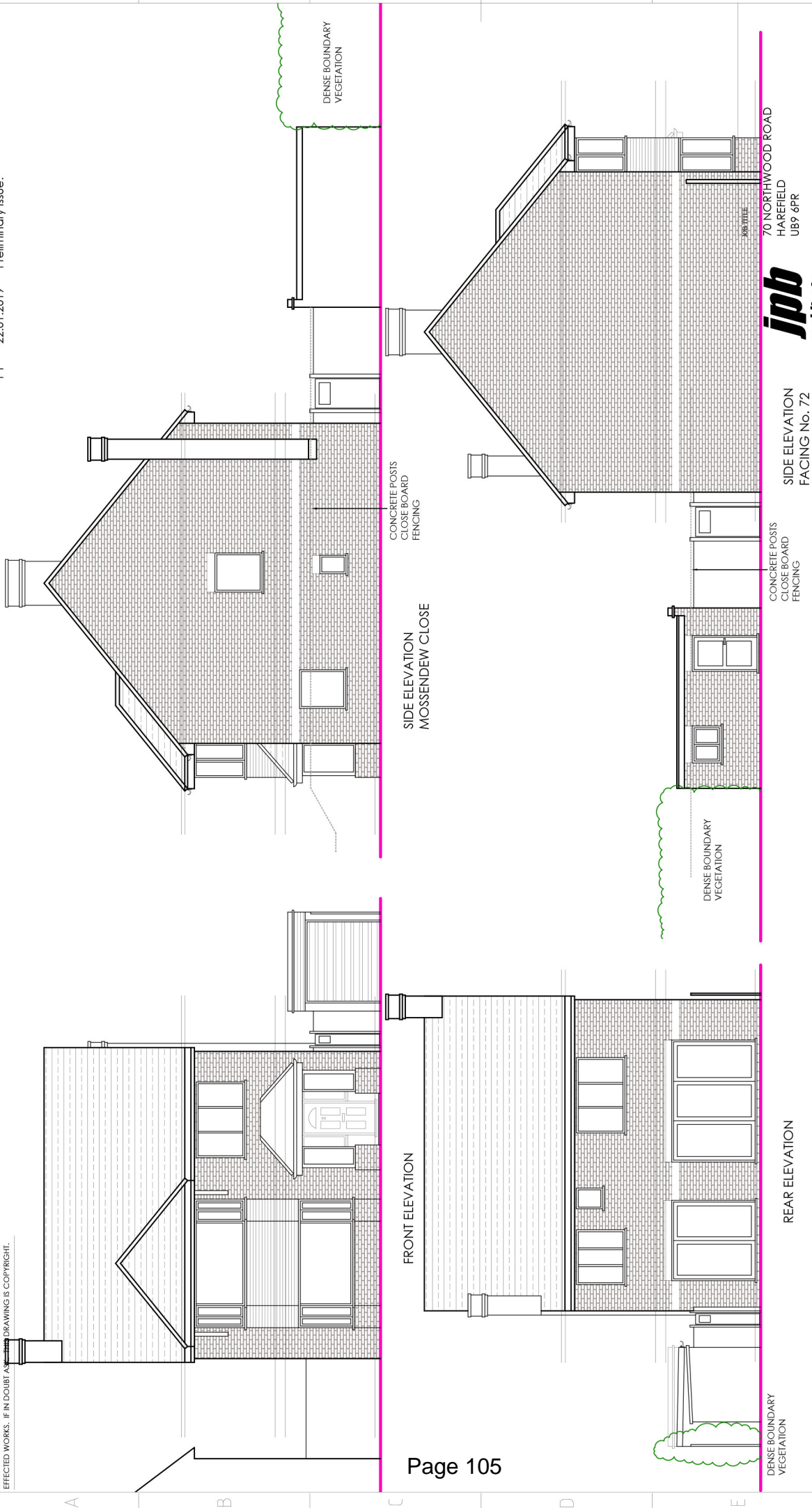


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Rev No
P1

Date
22.01.2019

Revision note
Preliminary Issue.



DRG TITLE

EXISTING ELEVATIONS

SCALE
1:100 @ A3

DATE
SEPT '17

JOB NO
10886

DRG NO
103

REV
P1

HOUSE
Cedar Hill
UB9 6PR
TEL: 01895 272 446
FAX: 01895 272 447
EMAIL: admin@jpharcectureuk



Existing crossover
to be retained

Blue boundary
indicates clients
ownership

Page 106

6.9m single storey
rear extension
approved under
5578/APP/2016/3729

6.0m single storey rear extension approved under 71440/APP/2015/4



SCALE - METRES

SCALE - FEET

JOB TITLE

70 NORTHWOOD ROAD
HAREFIELD
UB9 6PR

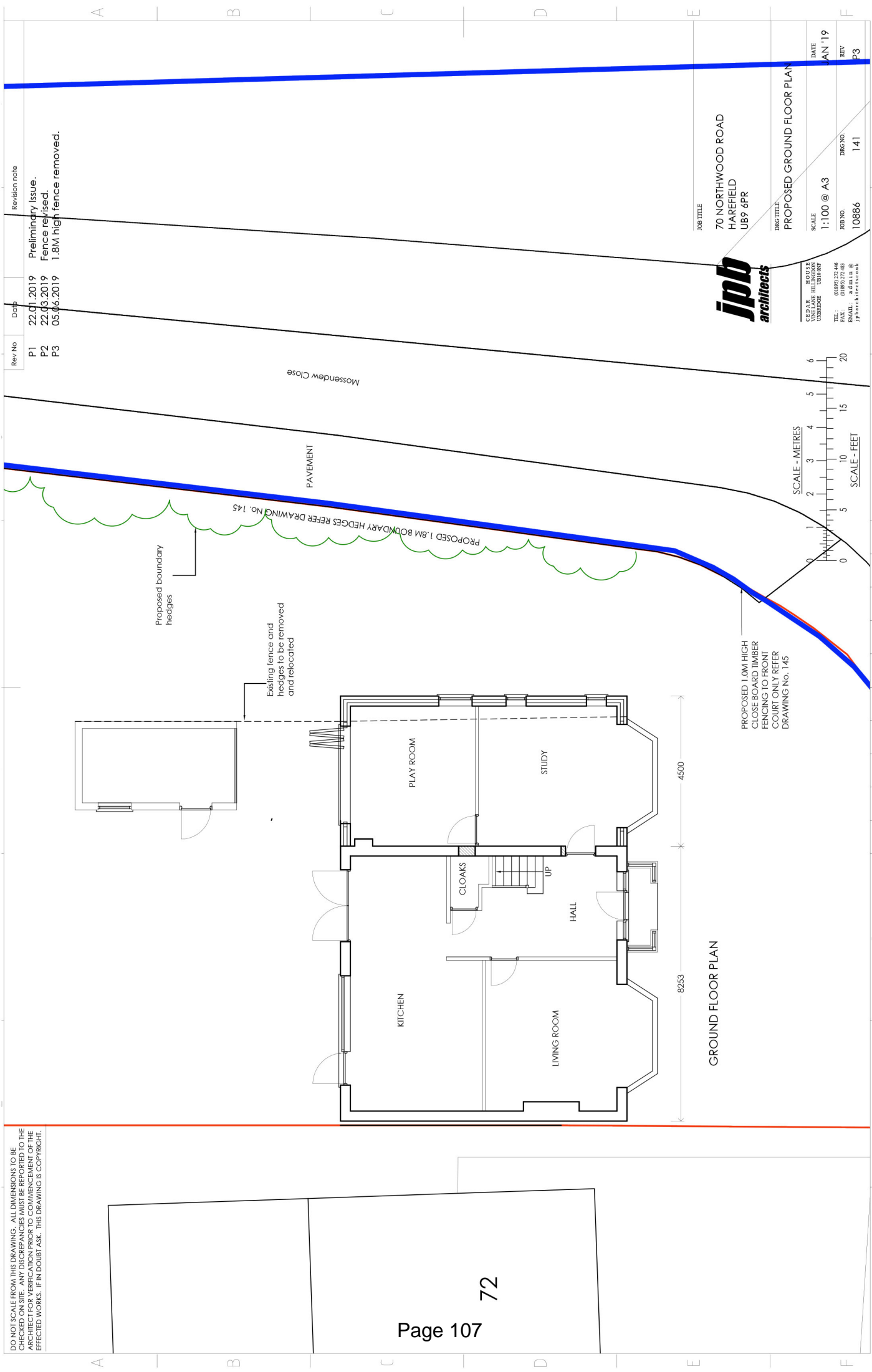
jacob architects

ORG TITLE
PROPOSED BLOCK PLAN

CEDAR HOUSE
VINE LANE HILLINGDON
UNBRIDGE UB10 0NF

TEL: (01895) 272 446
FAX: (01895) 272 483
EMAIL: admin@ipbarchitects.co.uk

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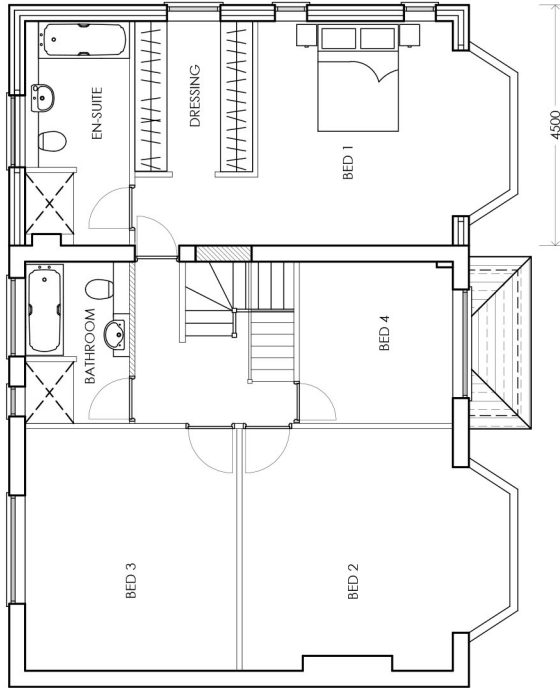
Rev No

Date

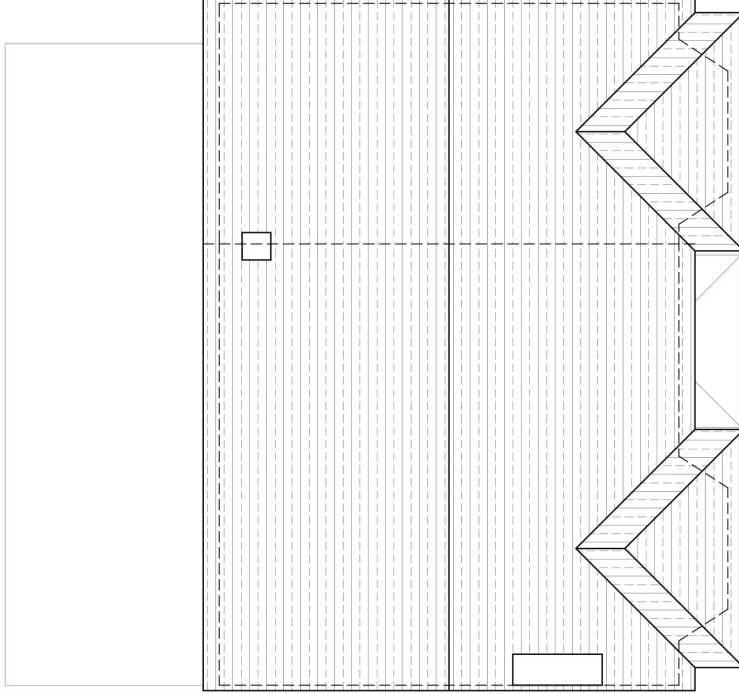
Revision note

P1 22.01.2019

Preliminary Issue.



FIRST FLOOR PLAN



ROOF PLAN

JOB TITLE

70 NORTHWOOD ROAD
HAREFIELD
UB9 6PR

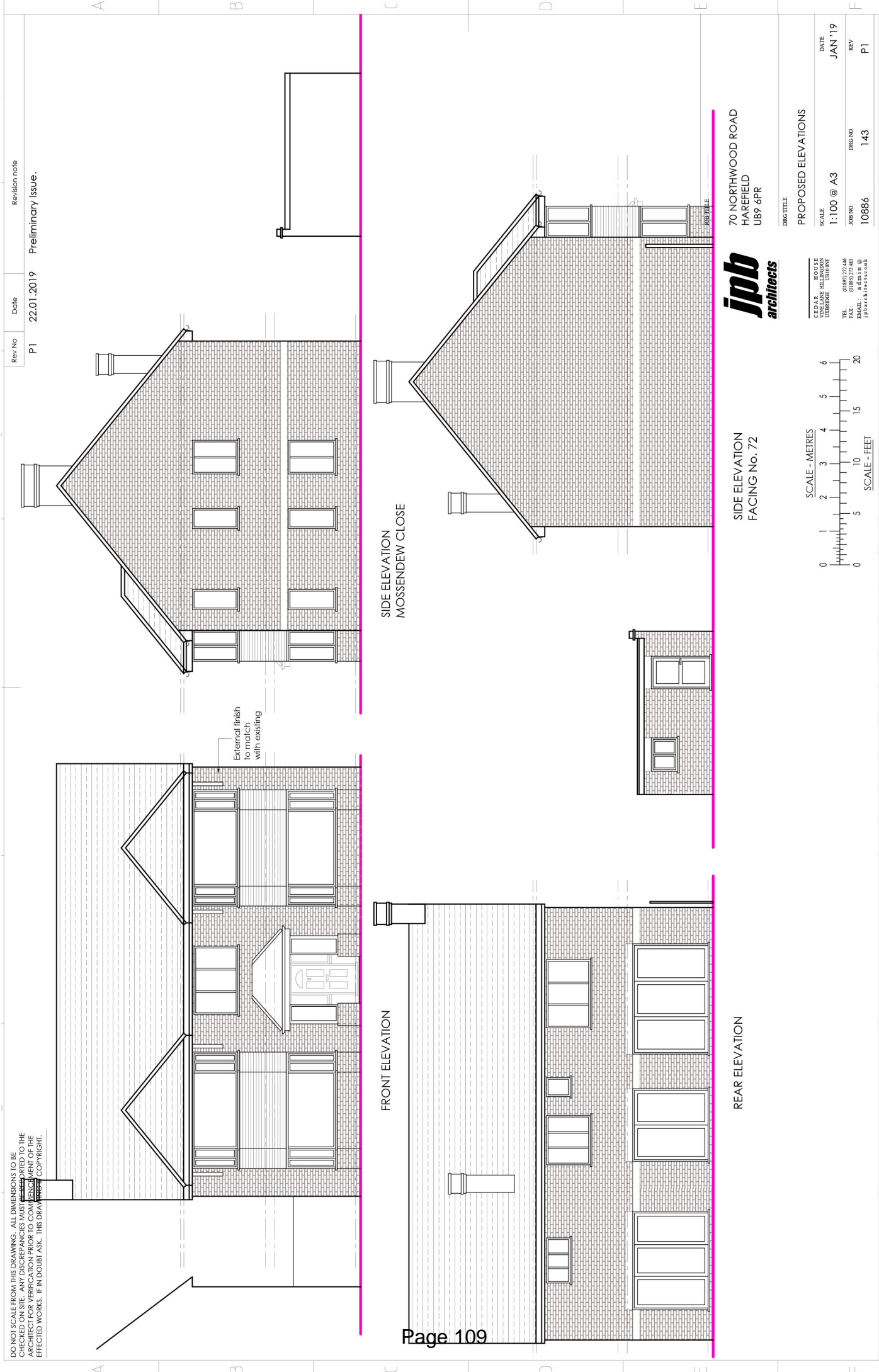
ipb
architects

PROPOSED FIRST FLOOR AND ROOF PLANS

SCALE	DATE
1:100 @ A3	JAN '19
JOB NO	DRG NO
10886	142
REV	P1



HOUSE
CEGAR HILL
UB9 6PR
TEL: 01895 272 446
EMAIL: admin@jpbarchitects.co.uk



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Rev No P1 Date 22.01.2019 Revision note Preliminary Issue.

SIDE ELEVATION MOSSENDEW CLOSE

FRONT ELEVATION

SIDE ELEVATION FACING No. 72

REAR ELEVATION

ipb
architects

70 NORTHWOOD ROAD
HAREFIELD
UB9 6PR

DRG TITLE

PROPOSED ELEVATIONS

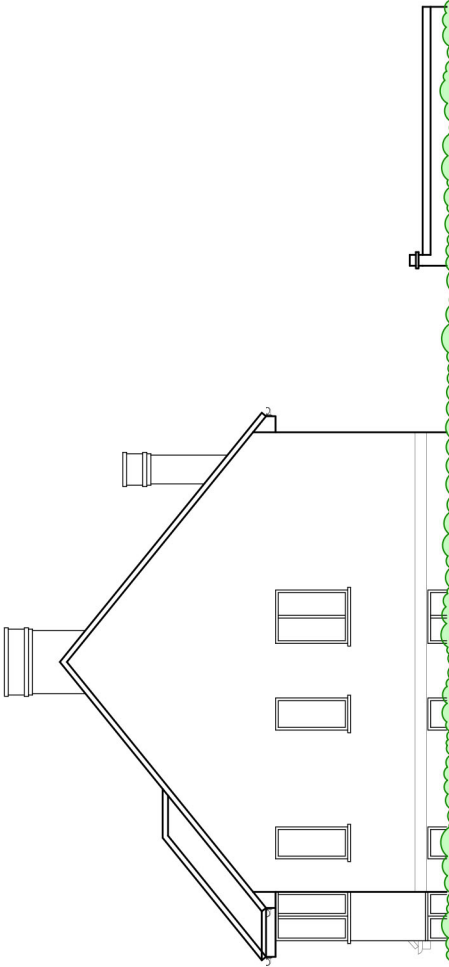
SCALE	DATE
1:100 @ A3	JAN '19
JOB NO	DRG NO
10886	143
REV	P1



HOUSE
NUMBER
10886
JAN '19
TEL: 01895 272 446
FAX: 01895 272 447
EMAIL: admin@jpbarchitects.co.uk

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Rev No	Date	Revision note
P1	22.03.2019	Preliminary Issue.
P2	05.06.2019	1.8M high fence removed.



Proposed 1.8m boundary hedges and 7 or Privet Oval Leaf (Ligustrum Ovalifolium)

Proposed 1.8m boundary hedges and 7 or Privet Oval Leaf (Ligustrum Ovalifolium)

Proposed 1.8m boundary hedges and 7 or Privet Oval Leaf (Ligustrum Ovalifolium)

Proposed 1m high close board timber fence



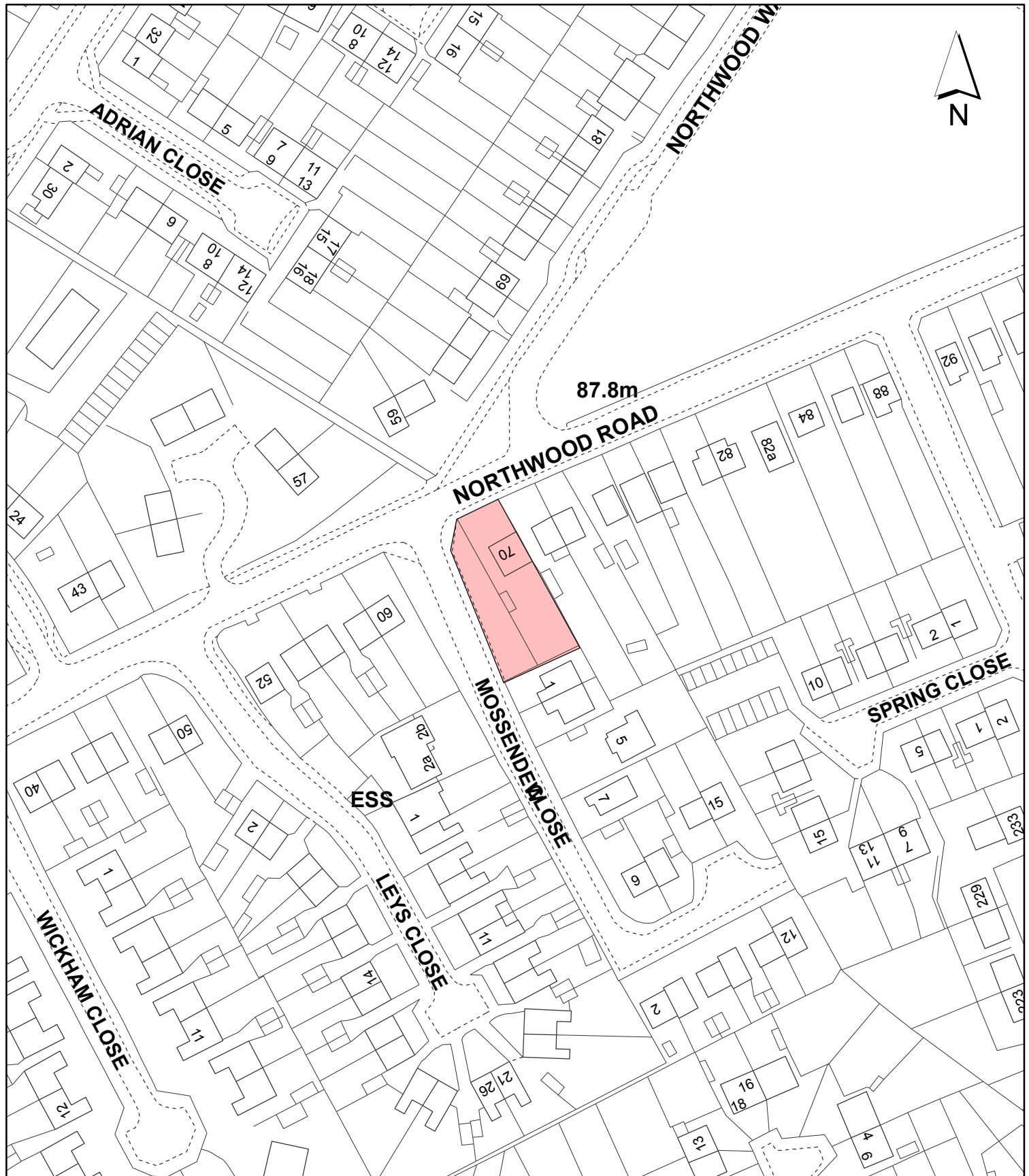
ipb
architects

JOB TITLE
70 NORTHWOOD ROAD
HAREFIELD
UB9 6PR

DRG TITLE
PROPOSED FENCE

HOUSE
Cedar Hill
UB9 6PR
TEL: (01895) 272 444
FAX: (01895) 272 445
EMAIL: admin@jpharchitect.co.uk

SCALE	DATE
1:100 @ A3	MAR '19
JOB NO	DRG NO
10886	145
REV	P2



Notes:

 Site boundary

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Site Address:

70 Northwood Road

Planning Application Ref:

74520/APP/2019/996

Planning Committee:

North Page 111

Scale:

1:1,250

Date:

June 2019

**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 4 ASHBURTON ROAD RUISLIP

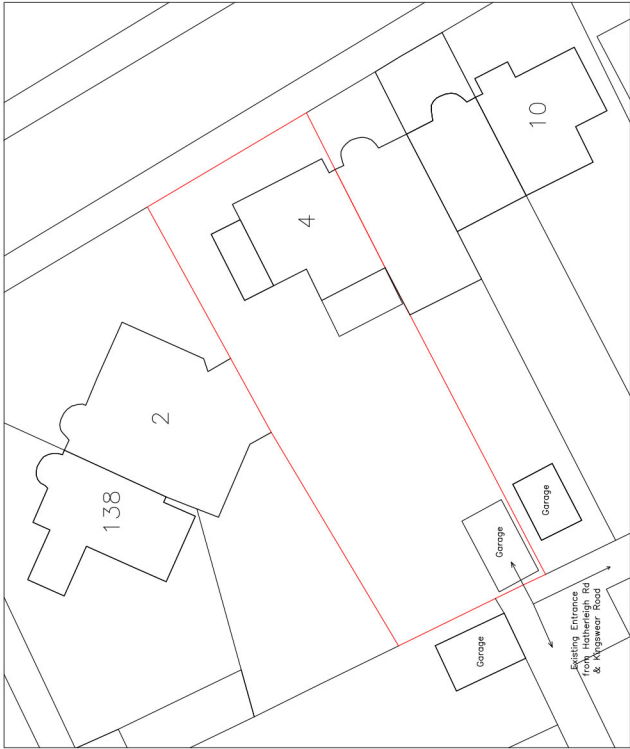
Development: Part two storey, part first floor side/rear extension, single storey front extension, first floor rear extension, conversion of roofspace to habitable use to include 2 rear dormers and conversion of roof from hip to gable end, 4 detached garages to rear and conversion of dwelling from 1 x 4-bed to 1 x 1-bed and 3 x 2-bed self-contained flats with associated parking and amenity space.

LBH Ref Nos: 15579/APP/2019/365

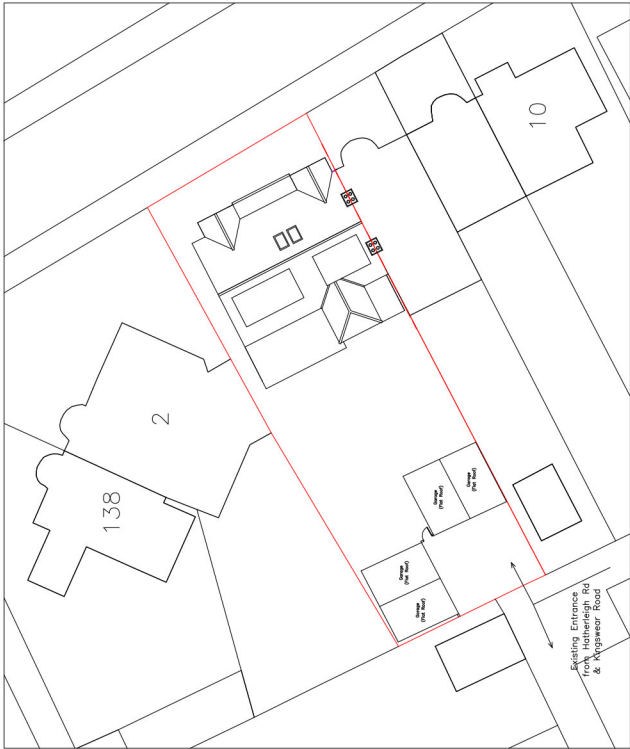
Date Plans Received: 29/01/2019

Date(s) of Amendment(s):

Date Application Valid: 12/02/2019



EXISTING BLOCK PLAN
(1:200)



PROPOSED BLOCK PLAN
(1:200)



NOTES

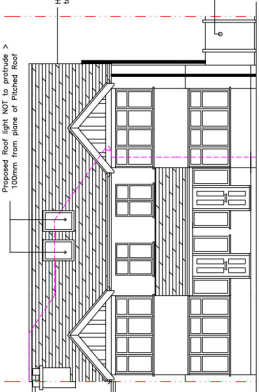
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10. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ALL INFORMATION PROVIDED TO THE ARCHITECT.

BCConsultants Barry Cunningham 07976098772 bconsultants@mail.com	Drawing No: 4AshburtonRd/2019/01 Scale: 1:200	Client: Mr J Stanley 4 Ashburton Road Ruislip HA4 6AD	Description: Erection of Part Single Front/Rear & Part Two Storey Side/Rear Extensions & Conversion of Dwelling into 4 Residential Flats with Associated Landscaping & Amenity Space

SITE LOCATION PLAN
 AREA 2 HA
 SCALE: 1:1250 on A4
 CENTRE COORDINATES: 510149 , 186854



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 14:24:00 11/09/2017

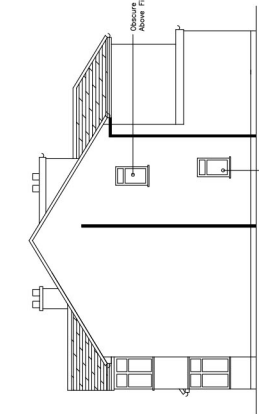
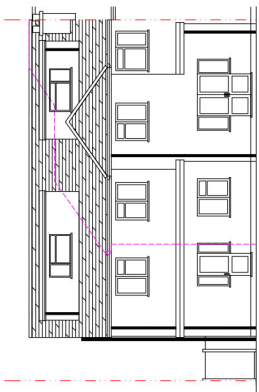


PROPOSED FRONT ELEVATION

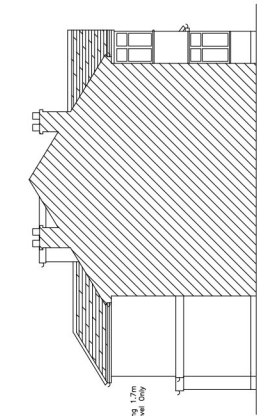
New Surface Water Drainage Connection to Ashburton Road is the Responsibility of Ashburton Council. Please Contact Planning Department From Highway/LA/TNU Departments

PROPOSED REAR ELEVATION

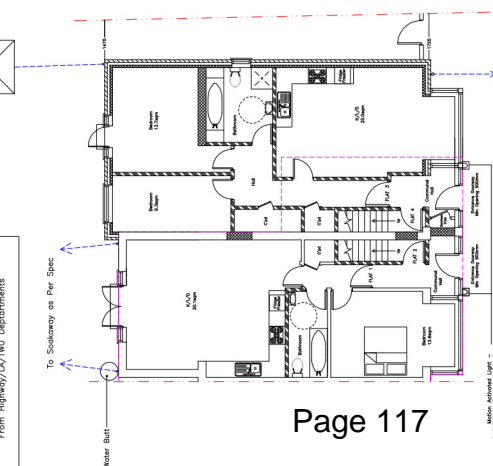
Alternative Tank (Qty. 2x3) with Hydro Control Valve for Rainwater Harvesting or Sockaway for Rainwater



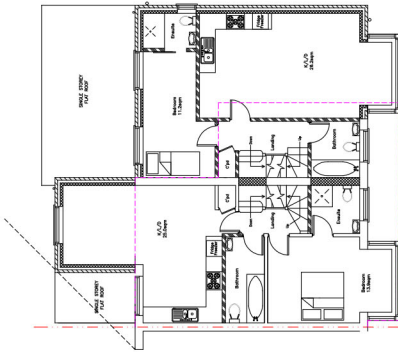
PROPOSED SIDE ELEVATION



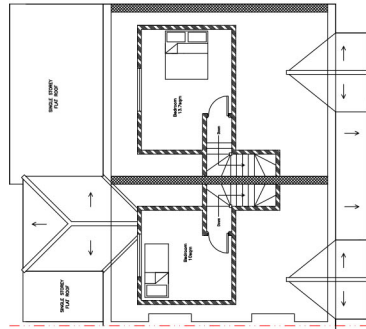
PROPOSED SIDE ELEVATION



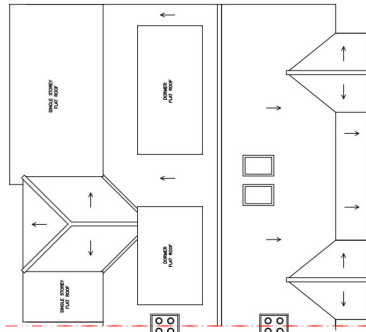
PROPOSED GROUND FLOOR PLAN



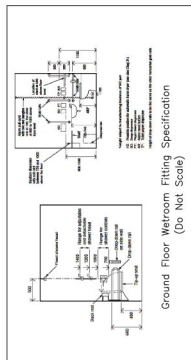
PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



PROPOSED ROOF PLAN



Ground Floor Window Fitting Specification (Do Not Scale)

FLAT 1 - 1Bed/2Person = 53.4sqm
FLAT 2 - 2Bed/3Person = 63.0sqm
FLAT 3 - 2Bed/3Person = 68.0sqm
FLAT 4 - 2Bed/3Person = 68.2sqm

Existing Dwelling Superimposed on Proposal

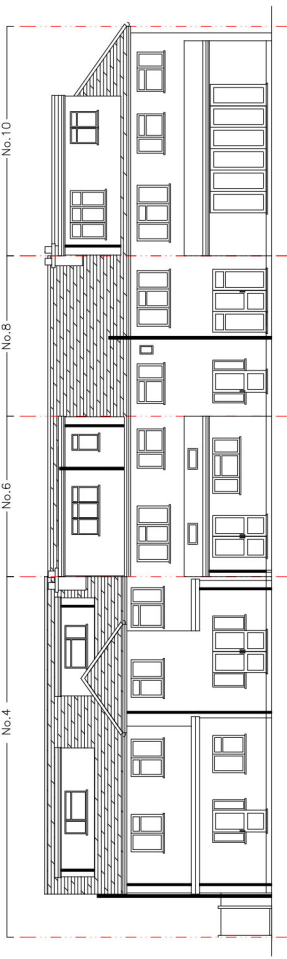
Structure above main bedroom and bathroom ceilings will be capable of supporting ceiling joists

Service Controls should be within height band of 450mm to 1500mm from the floor level and at least 300mm away from any internal room corner

Materials to match existing
- Doors to match existing
- Windows to match existing

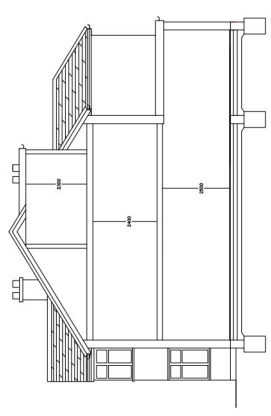


PROPOSED STREET VIEW



REAR ELEVATION DEPICTING PROPOSED DORMER WINDOWS TO No.4 & EXISTING DORMER WINDOWS TO No.6 & No.10

PROPOSED SECTION

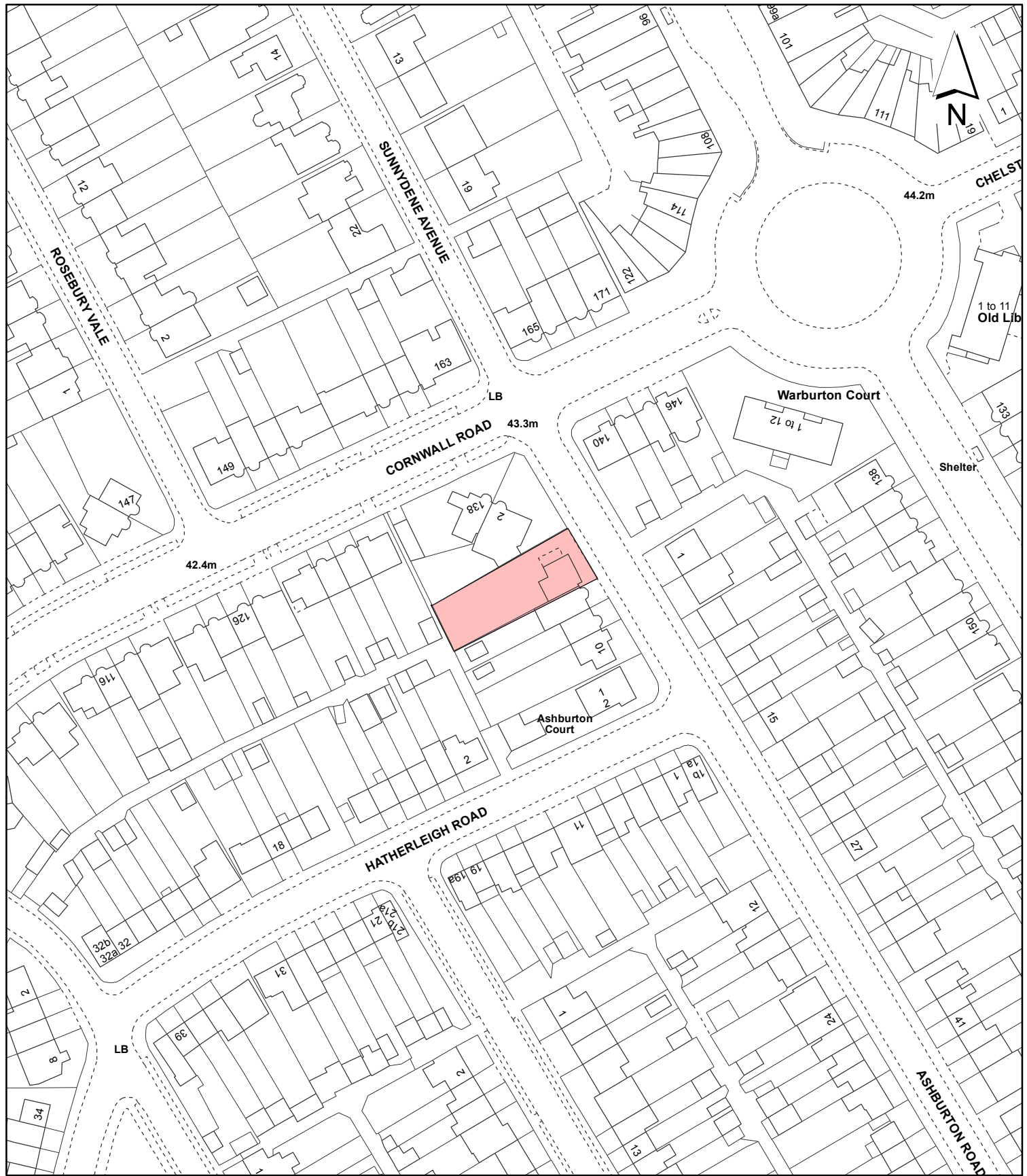


NOTES

1. EXISTING ROOF TO REMAIN UNLESS OTHERWISE SPECIFIED. THE PROPOSED ROOF SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS AND THE ROOFING INDUSTRY PRACTICES.
2. ALL ROOFING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS AND THE ROOFING INDUSTRY PRACTICES.
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10. THE ROOFING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS AND THE ROOFING INDUSTRY PRACTICES.

Drawing No. 4AshburtonRd/2019/03		Client: Mr J Stanley 4 Ashburton Road Ruislip HA4 6AD	Description: Erection of Part Single Front/Rear & Part Two Storey Side/Rear Extensions & Conversion of Dwelling into 4 Residential Flats with Associated Landscaping & Amenity Space
Scale: 1:100	Paper: A1		
Issue Date: 09/01/2019			

BCConsultants
Barry Cunningham
07976098772
bconsultants@mail.com



Notes:



Site boundary

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Site Address:

4 Ashburton Road

Planning Application Ref:

15579/APP/2019/365

Planning Committee:

North Page 118

Scale:

1:1,250

Date:

June 2019

**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

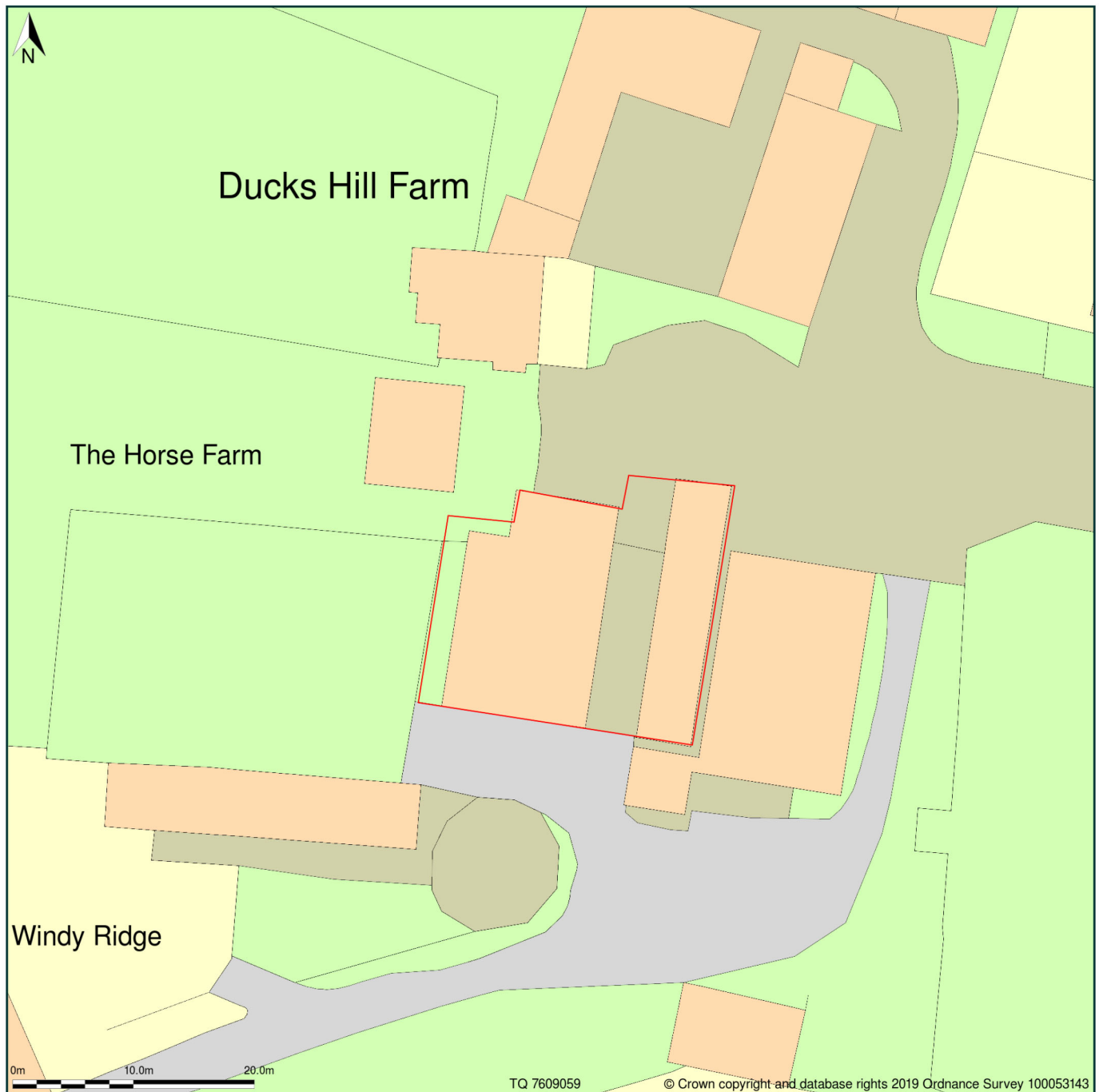
Address DUCKS HILL FARM DUCKS HILL ROAD NORTHWOOD
Development: Erection of a building for use as a shop and storage involving demolition of existing sheds
LBH Ref Nos: 5907/APP/2019/872

Date Plans Received: 12/03/2019

Date(s) of Amendment(s):

Date Application Valid: 03/04/2019

Horse House Shop, Ducks Hill Farm, Ducks Hill Road, Northwood, Hillingdon, HA6 2SP



Block Plan shows area bounded by: 507559.75, 190553.03, 507649.75, 190643.03 (at a scale of 1:500), OSGridRef: TQ 7609059. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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Horse House Shop, Ducks Hill Farm, Ducks Hill Road, Northwood, Hillingdon, HA6 2SP



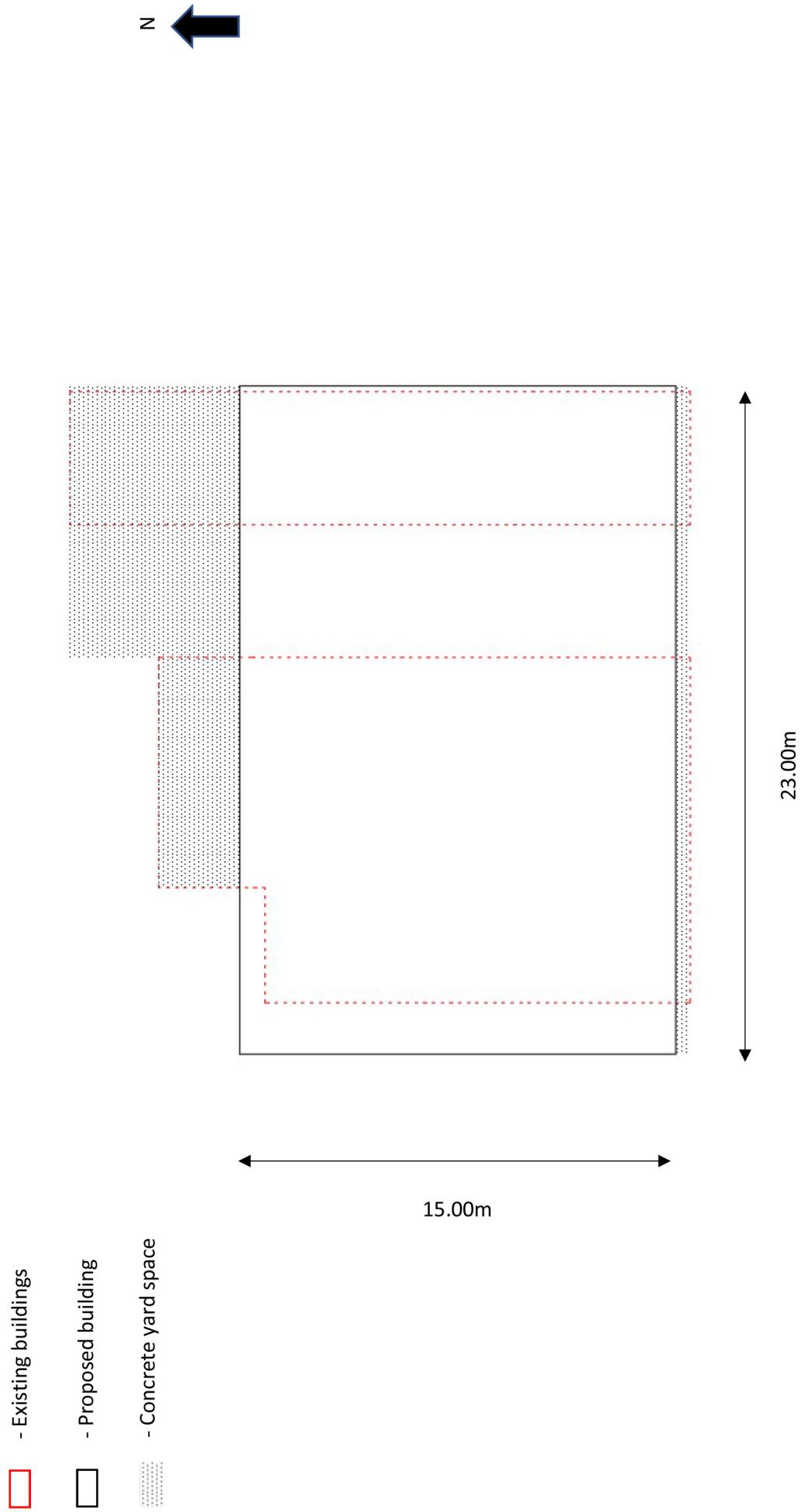
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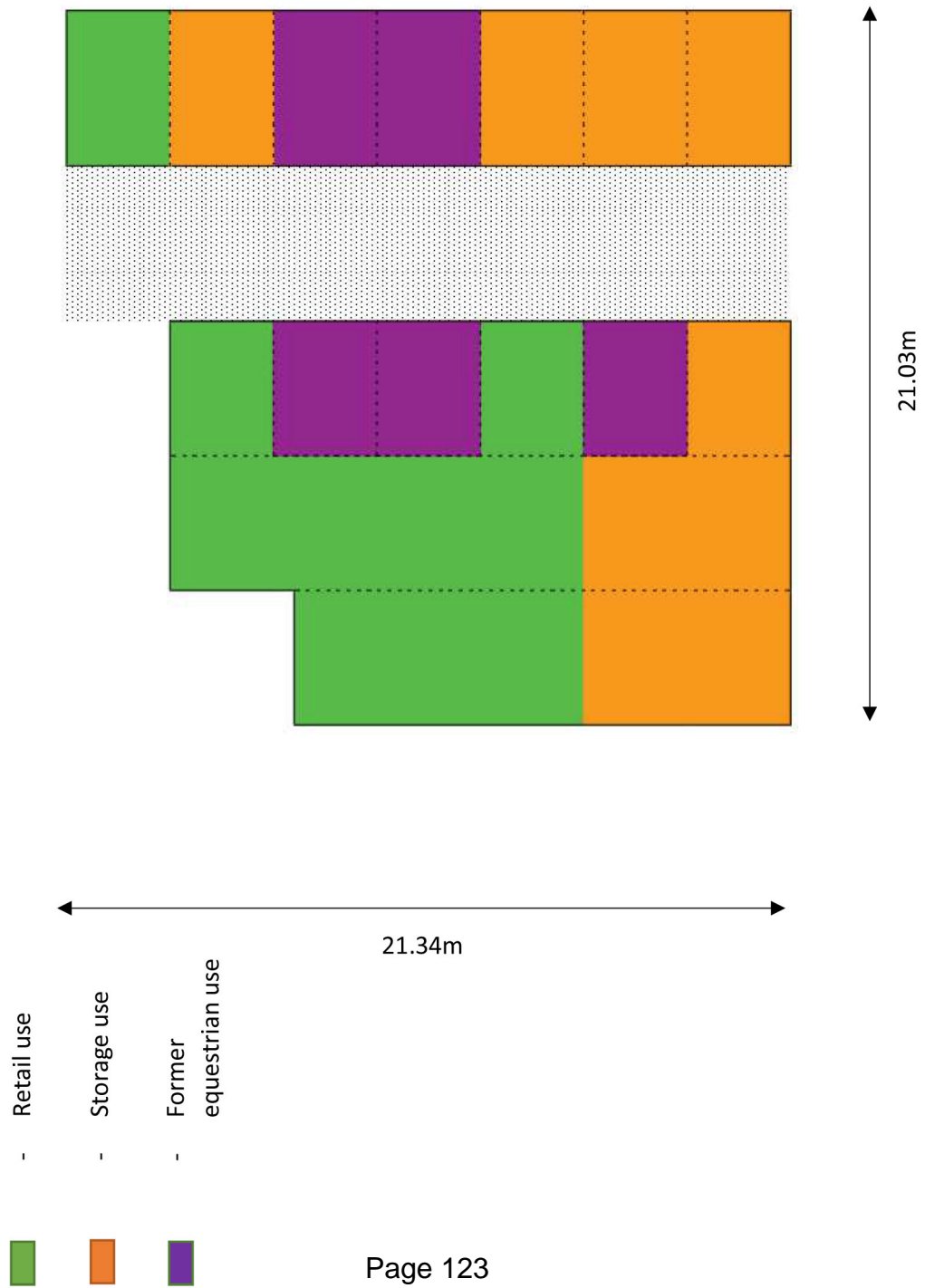
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New site layout compared with existing

Scale - 1:200 at A4

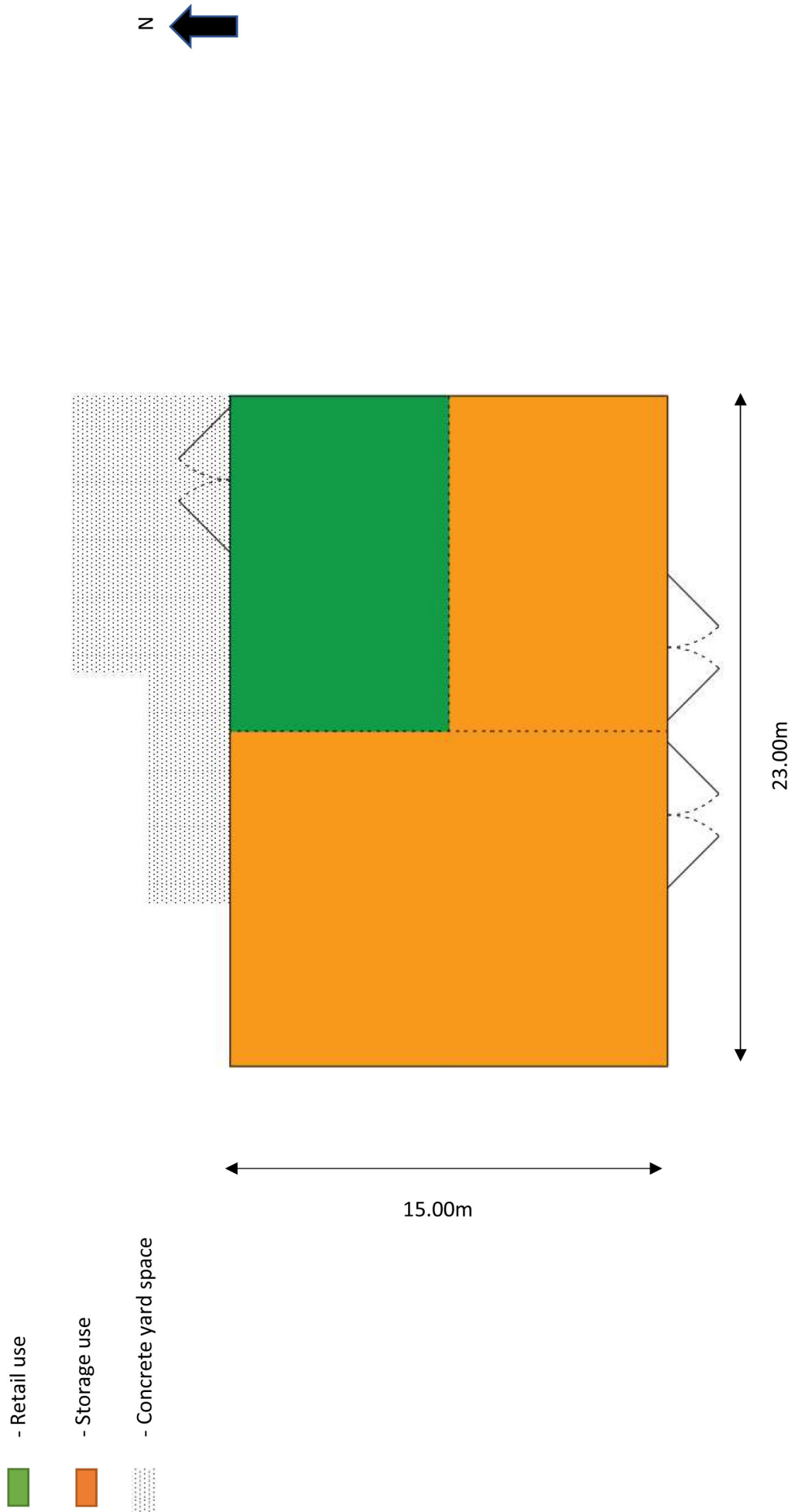


Existing Site Layout with Uses



New site layout with uses

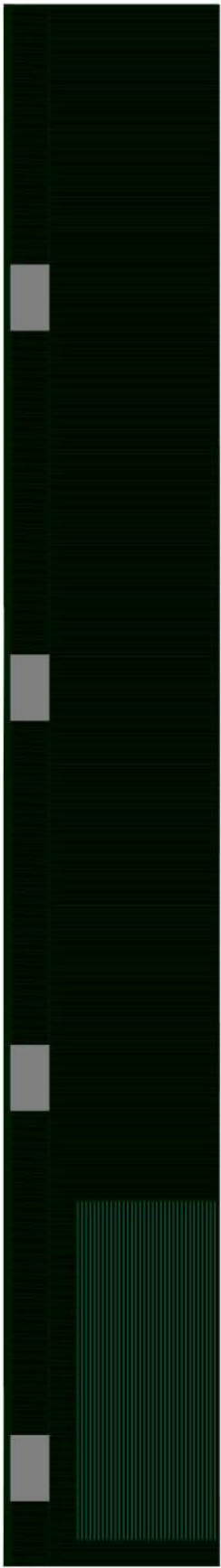
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North Elevation

Scale - 1:100 at A4

- Shutter doors



3.16m

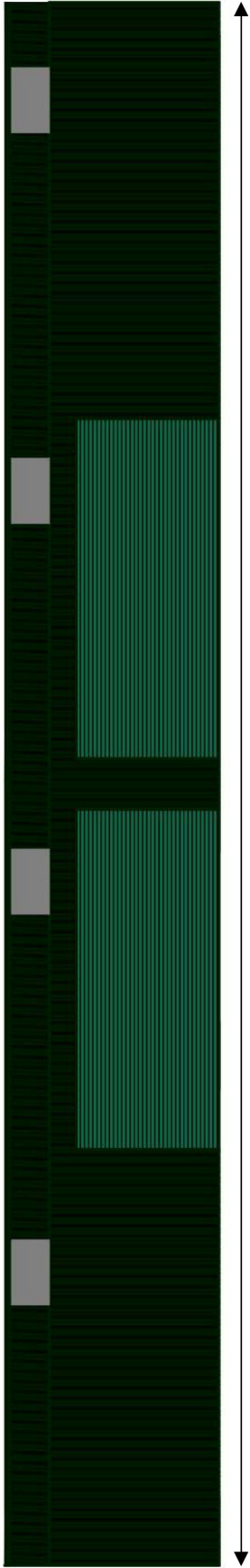


23.00m

South Elevation

Scale - 1:100 at A4

- Shutter doors

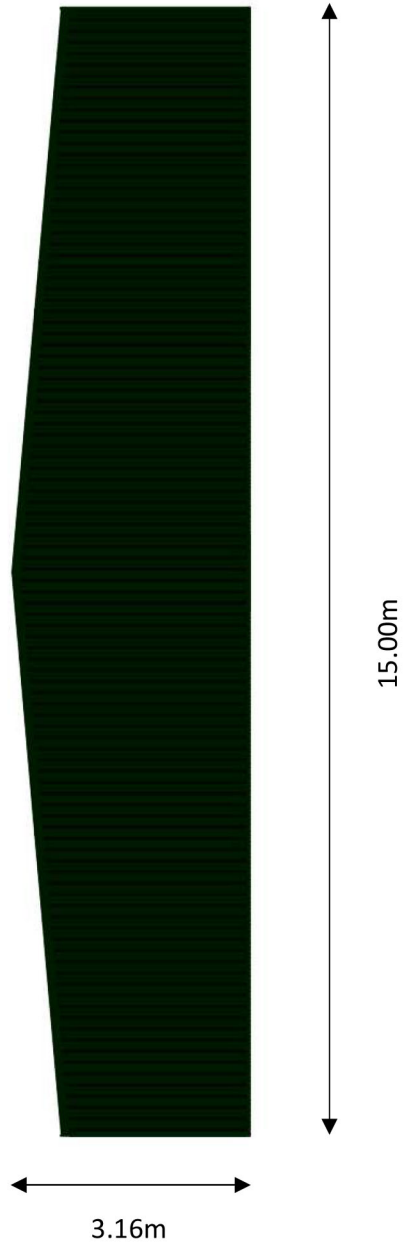


3.16m

23.00m

West Elevation

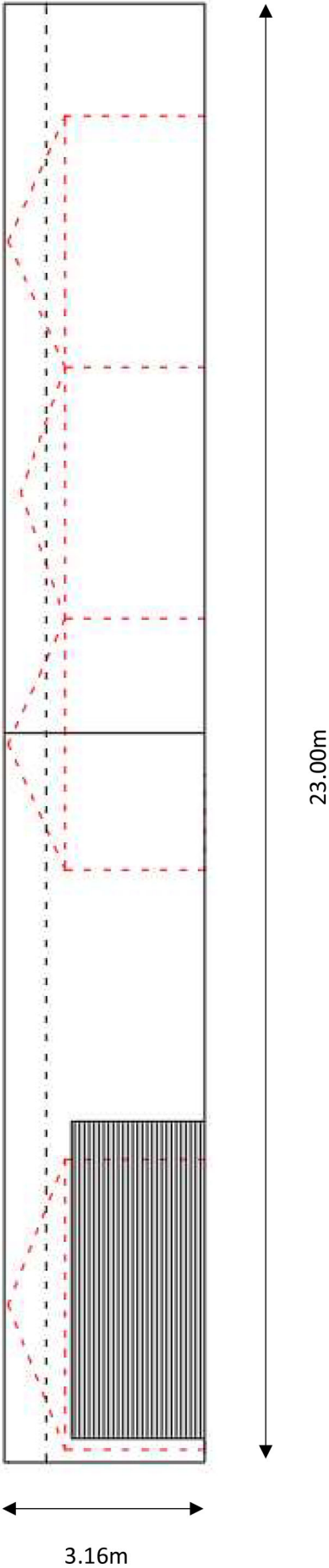
Scale - 1:100 at A4



North Elevation compared with existing

Scale - 1:100 at A4

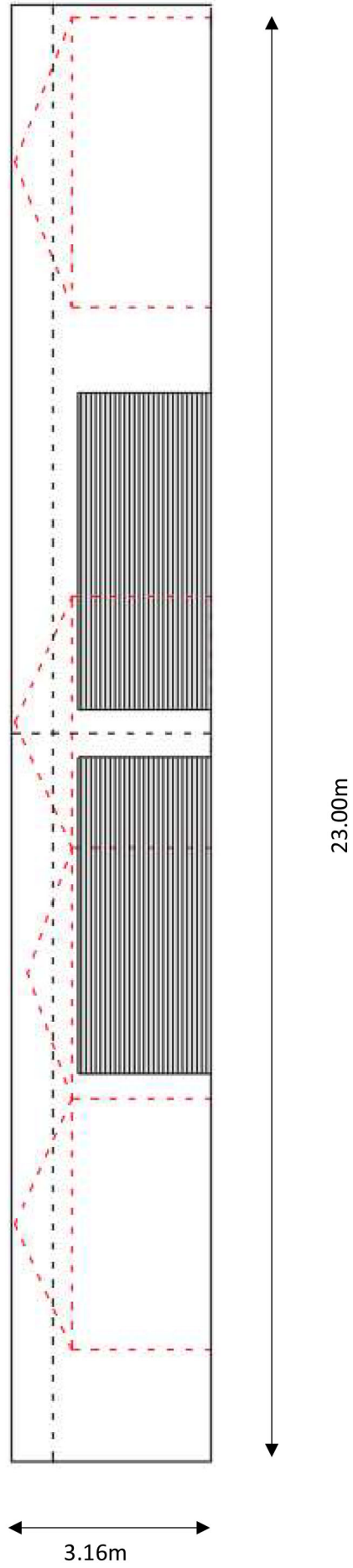
- Existing buildings
- Shutter doors
- Proposed building



South Elevation

Scale - 1:100 at A4

- Existing buildings
- Shutter doors
- Proposed building

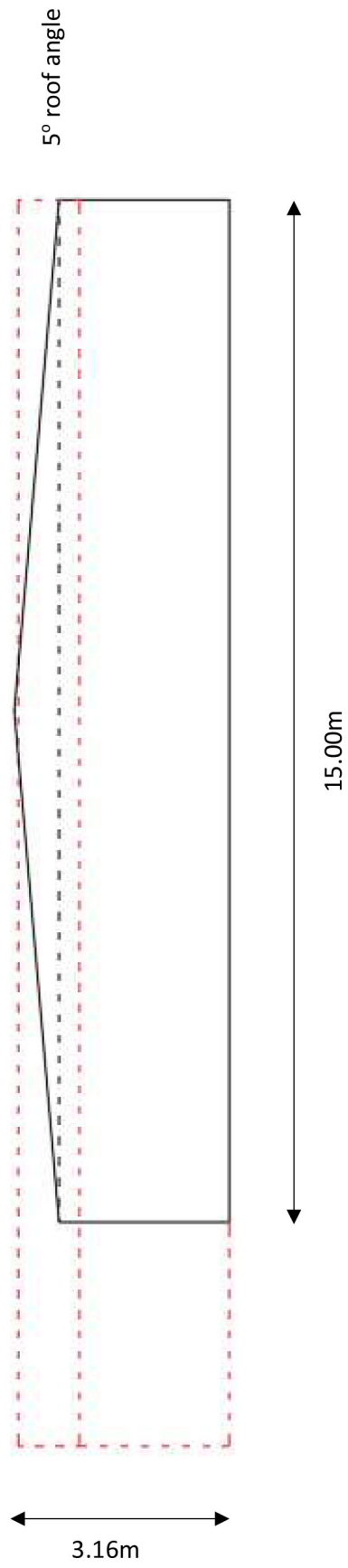


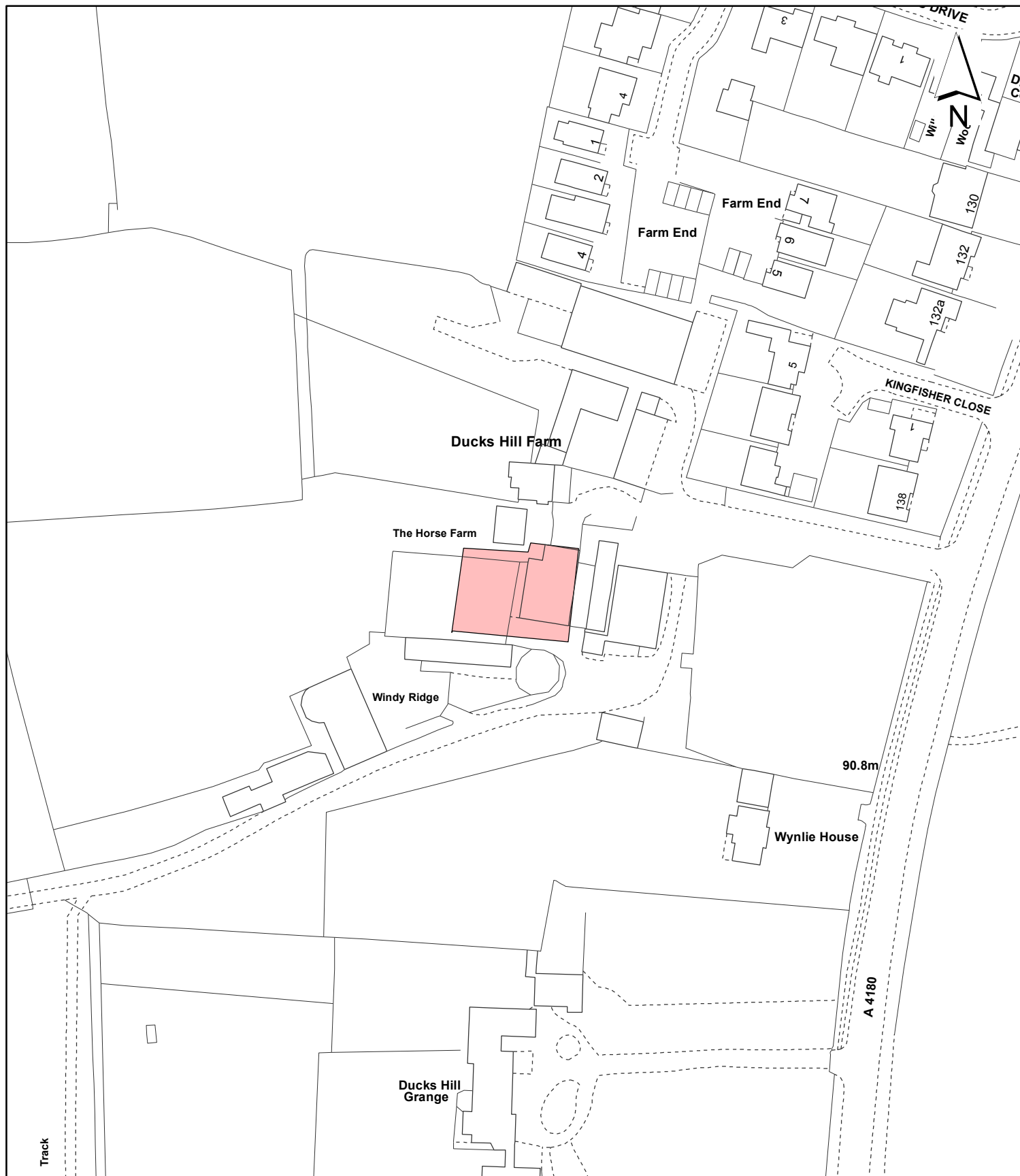
West elevation comparison with existing

Scale - 1:100 at A4

 - Existing building

 - Proposed building





Notes:

 Site boundary

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Site Address:

Duck Hill Farm

Planning Application Ref:

5907/APP/2019/872

Planning Committee:

North Page 131

Scale:

1:1,250

Date:

June 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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

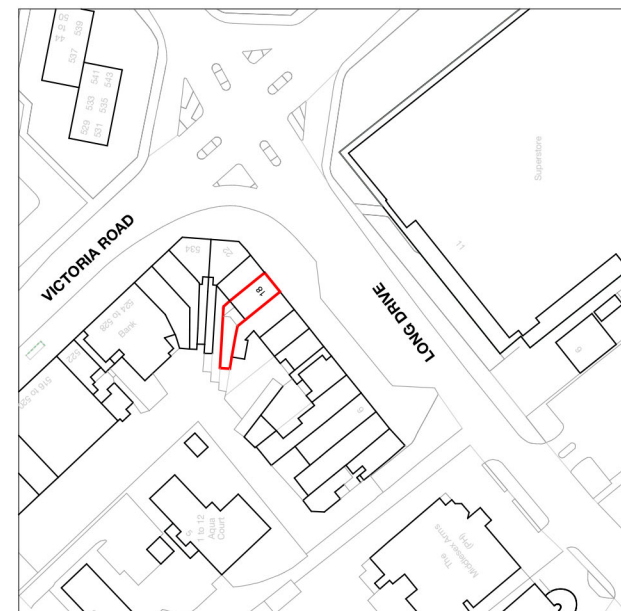


HILLINGDON
LONDON

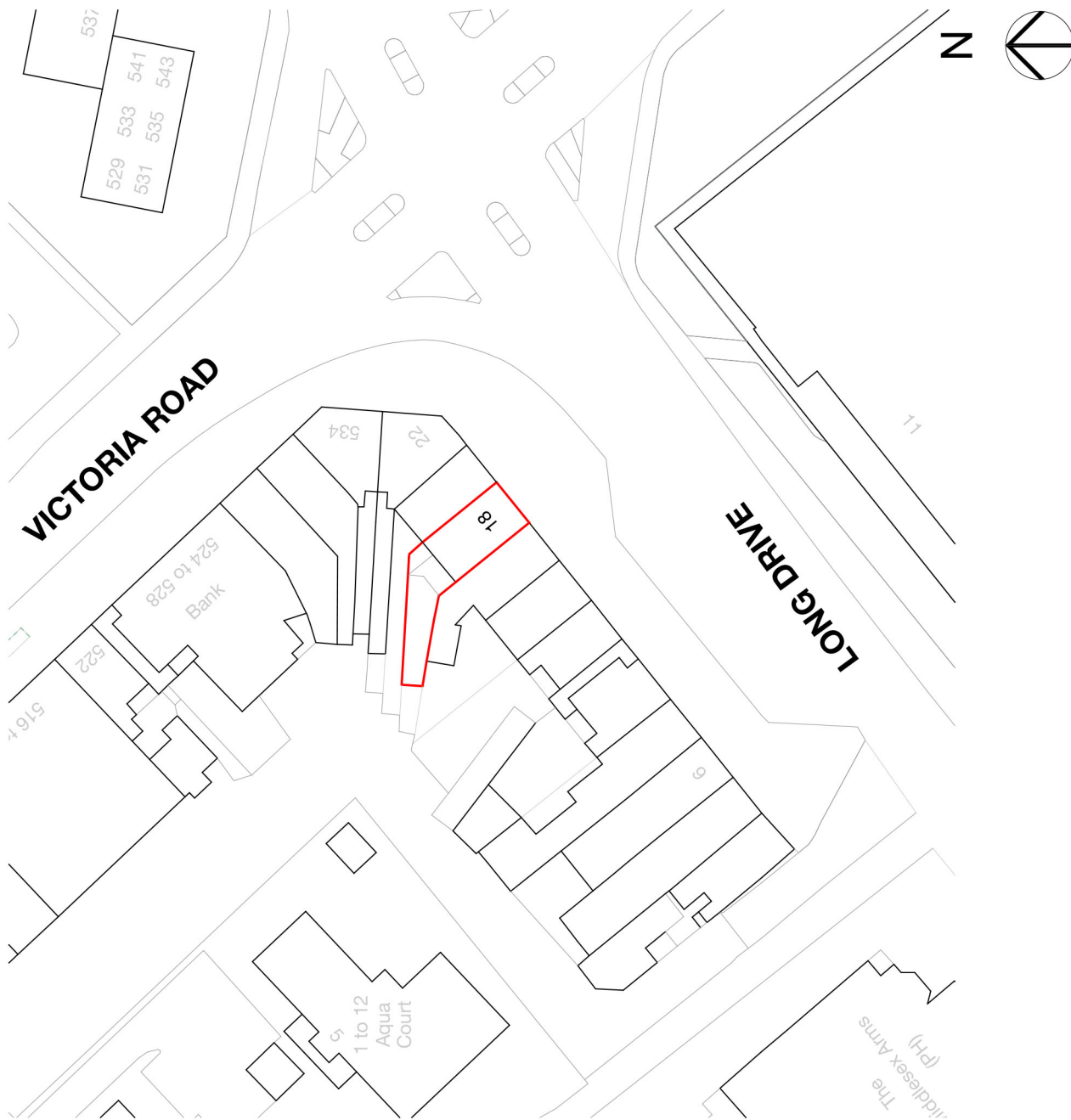
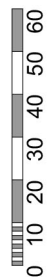
Report of the Head of Planning, Transportation and Regeneration

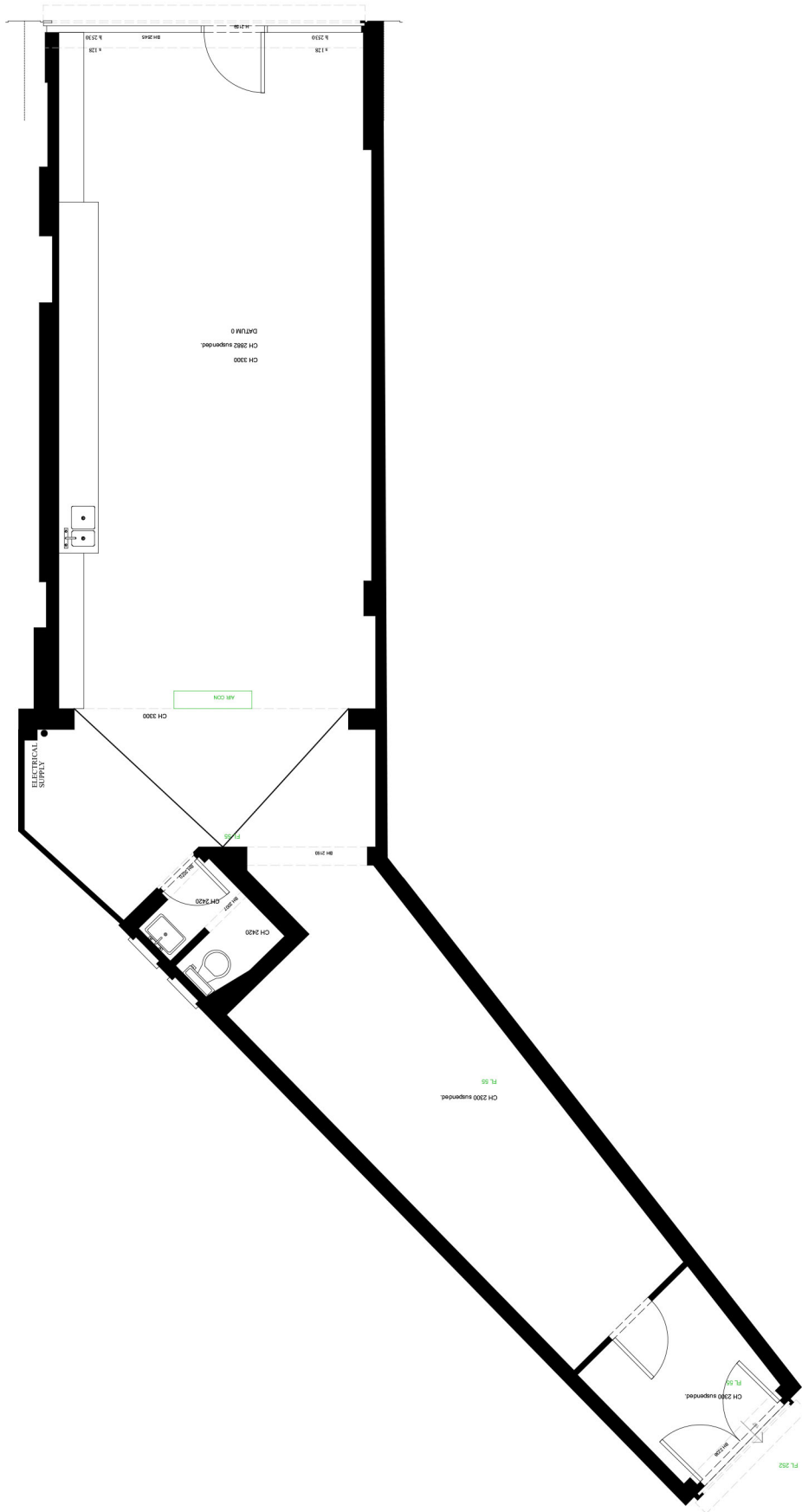
Address 18 LONG DRIVE RUISLIP
Development: Change of use from A1 to Mixed Use A1/A3
LBH Ref Nos: 74580/APP/2019/470

Date Plans Received: 07/02/2019 **Date(s) of Amendment(s):**
Date Application Valid: 07/02/2019

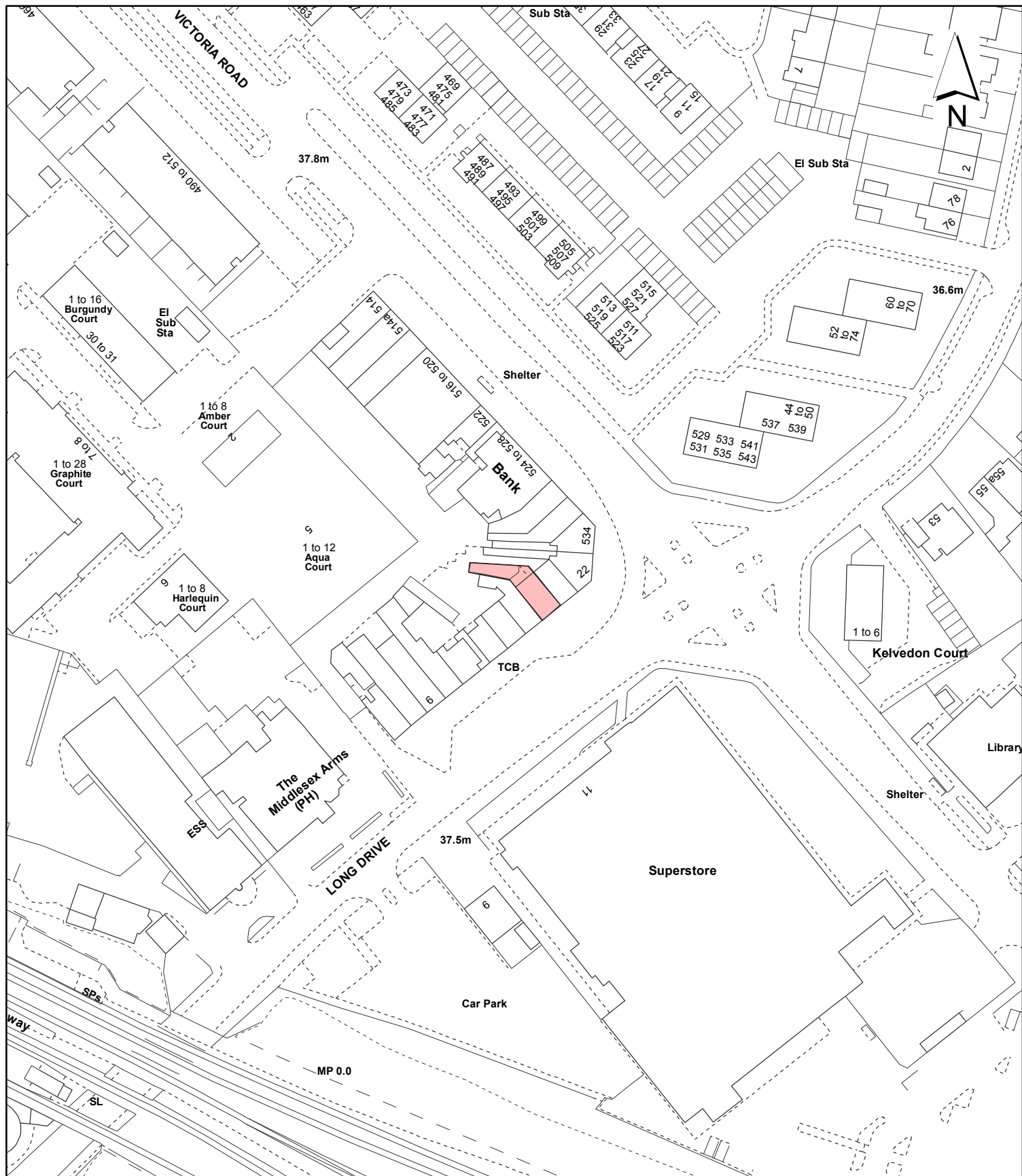


1:1250
Block Plans









Notes:

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Site Address:

18 Long Drive

Planning Application Ref:

74580/APP/2019/470

Planning Committee:

North Page 137

Scale:

1:1,250

Date:

June 2019

**LONDON BOROUGH
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Planning Section**

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Telephone No.: Uxbridge 250111



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