



HILLINGDON
LONDON



Central & South Planning Committee

Date: WEDNESDAY 4
DECEMBER 2019

Time: 7.00 PM

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.

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To Councillors on the Committee

Councillor Ian Edwards (Chairman)
Councillor Roy Chamdal (Vice-Chairman)
Councillor Shehryar Ahmad-Wallana
Councillor Mohinder Birah
Councillor Nicola Brightman
Councillor Alan Chapman
Councillor Jazz Dhillon
Councillor Janet Duncan (Labour Lead)
Councillor Steve Tuckwell

Published: Tuesday 26 November 2019

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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

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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.

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

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

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Emergency procedures

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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 meeting 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

PART I - Members, Public and the Press

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

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Land Adj. 5 Albert Road/North Hyde Road/ Albert Road 42985/APP/2019/2676	Botwell	Erection of a three storey, detached building to create 3 x 2-bed and 2 x 1-bed residential units with associated landscaping, cycle and refuse storage. Recommendation: Refusal	9 – 24 192 – 197
7	42 Hughes Road, Hayes 28763/APP/2019/2814	Townfield	Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof light. Conversion of dwelling into 1 x 1 bed flat and 1 x 3 bed flat including separate amenity space & off street parking. Recommendation: Refusal	25 – 38 198 – 205

8	13A North Common Road, Uxbridge 74738/APP/2019/1181	Uxbridge North	Erection of 5 two storey, 3-bed, attached dwellings with associated parking and amenity space, involving demolition of existing detached house (AMENDED PLANS 18/10/19). Recommendation: Approval	39 – 76 206 – 215
9	Hillingdon Manor School, Hillingdon 3043/APP/2019/1788	Yiewsley	Construction of two buildings and a cafe in association with the school (Use Class D1) with associated access, parking and landscaping. Recommendation: Refusal	77 – 104 216 – 221

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
10	1190 Uxbridge Road, Hayes 3976/APP/2017/3729	Charville	Use of forecourt and office of former petrol station as a hand car wash and valeting business. Recommendation: Refusal	105 – 122 222 – 226
11	Terminal 2 Car Park, Heathrow Airport, Hounslow 62360/APP/2019/3489	Heathrow Villages	The removal and replacement of 4 existing antennas with 12 antennas located on new support poles to be fixed to the existing pippen steelwork, the removal and replacement of 4 existing equipment cabinets with 8 new equipment cabinets located on the plant room rooftop and ancillary works (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance) Recommendation: Approval	123 – 134 227 – 233

12	171 North Hyde Road, Hayes 11980/APP/2019/2957	Pinkwell	Change of use from retail (Use Class A1) to dental manufacture (Use Class B1(c)). Recommendation: Approval	135 – 150 234 – 240
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PART II - MEMBERS ONLY

That the reports in Part 2 of this agenda be declared not for publication because they involve the disclosure of information in accordance with Section 100(A) and Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that they contain exempt information and that the public interest in withholding the information outweighs the public interest in disclosing it.

13	ENFORCEMENT REPORT	151 – 162
14	ENFORCEMENT REPORT	163 – 170
15	ENFORCEMENT REPORT	171 – 180
16	ENFORCEMENT REPORT	181 – 190

PART I - Plans for Central and South Planning Committee 191 – 240

Minutes



CENTRAL & South Planning Committee

6 November 2019

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

	<p>Committee Members Present: Councillors Ian Edwards (Chairman), Roy Chamdal (Vice-Chairman), Shehryar Ahmad-Wallana, Mohinder Birah, Nicola Brightman, Alan Chapman, Jazz Dhillon, Janet Duncan (Labour Lead) and Steve Tuckwell</p> <p>LBH Officers Present: Liz Penny (Democratic Services Officer), Noel Kelly, Meghji Hirani (Planning Contracts & Planning Information), Kerrie Munro and Alan Tilly (Transport, Planning and Development Manager)</p>
71.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
72.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Jazz Dhillon declared a non-pecuniary interest in agenda item 14 as he had prior knowledge of the site. He did not vote on this item but remained in the room during the discussion.</p>
73.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING DATED 2 OCTOBER 2019 (<i>Agenda Item 3</i>)</p> <p>RESOLVED That: the minutes of the meeting dated 2 October 2019 be approved subject to the addition of the wording 'The Petitioner stated that they agreed with all the non-standard reasons given in the posted Planning Officer's report' in relation to item 6 – 27a Church Road, Cowley.</p>
74.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
75.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that the items of business marked Part I (agenda items 1-13) would be considered in public and the item of business marked Part II (agenda item 14) would be considered in private.</p>

Demolition of existing dwelling and erection of three storey building to provide 6 x 3-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front.

Officers presented the report and highlighted the addendum. Members were advised that the proposal was considered to be unacceptable as it would result in an overdevelopment of Fairfield Road. It was recommended that the application be refused as it would give rise to an unacceptable level of flatted developments in close proximity to each other which was contrary to policies in the Hillingdon Local Plan. Moreover, due to its siting in an open prominent position, the proposed development would result in the loss of an important gap characteristic to the area. It was considered that the design of the proposed development by reason of its size, scale and bulk would be detrimental to the character of the street scene and surrounding area. Furthermore, there were concerns in relation to the elevated site, the impact on 45 Fairfield Road, the lack of parking provision and the absence of a lift in the proposed development. Members were informed that the application was the subject of a non-determination appeal; the recommendation had been amended slightly to reflect this (as highlighted in the addendum).

A petitioner spoke in objection to the proposed development highlighting local residents' concerns. Members were informed that it was a very nice family area with a variety of properties. It was acknowledged that the current flats were not unsympathetic to the character of the area; however, the area was already very busy and congested – particularly at the junction of Fairfield Road and Harefield Road which was a blind corner. It was felt that the proposed development would add to the risk to public safety. Moreover, it would be unsightly particularly in view of its elevated position, would impact negatively on residents in nearby houses and was not in keeping with the character of the current properties in the area.

Councillor Raymond Graham addressed the Committee as Ward Councillor for Uxbridge North. Councillor Graham commented that the proposed new development would not harmonise with the street scene and would be incongruous. Moreover, it would increase the number of flats in the area to an unacceptable level – exceeding the permitted figure of 10%. The Highways officer's comment regarding the foreseen increase in traffic was also of concern. Furthermore, the development would have an overbearing effect on number 45 and on the facing properties on Harefield Road.

Members requested further clarification regarding the risk to public safety and the impact on outlook to the properties on Harefield Road. In relation to the public safety query, Members were informed that the proposed development would result in additional traffic and parking stress which were matters of some concern to the Highways Department. It was confirmed that the junction of Harefield Road and Fairfield Road was currently protected by double yellow lines. The Committee was advised that highway capacity and road safety were not deemed to be grounds for refusal in this case. With regards to the impact on outlook to properties on Harefield Road, the Committee was informed that there would be a significant impact; particularly given the site elevation.

Councillors expressed concern regarding the proximity of the proposed development to the road. It was noted that, if approved, the proposal would move the building line to within one metre of the road; this was unprecedented. Councillors commented that this would be very damaging to the street scene and could set a precedent for future developments. Given these concerns, Members requested that officers strengthen

refusal reason two accordingly. It was agreed that authority be delegated to the Head of Planning and Enforcement to strengthen refusal reason two as requested by the Committee.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED:

- 1. That the application be refused subject to the strengthening of refusal reason two; and**
- 2. That delegated authority be granted to the Head of Planning and Enforcement to strengthen refusal reason two to protect the current building line.**

77. 4 HAMILTON ROAD, UXBRIDGE - 28273/APP/2019/2221 (Agenda Item 7)

Single storey side / rear extension (retrospective)

Officers presented the report and highlighted the addendum. Members were informed that the application sought retrospective planning permission for a single storey side / rear extension which differed extensively from the development approved in 2018 under ref: 28273/APP/2018/2037. It was noted that the development had failed to meet the conditions and design of the approved plans and could not be supported by the Council. The Committee was advised that the development lay within the Clayton Way Area of Special Local Character (ASLC); it was not in keeping with the area due to its projecting design, poor use of materials and tinted brickwork finish which did not match the main dwelling. Furthermore, Members were advised that the garage in the garden had been retained and lay in close proximity to the extension thereby increasing the apparent overall size and scale of the development.

A petitioner spoke in objection to the application noting that the development had not been constructed in accordance with the submitted plans. The petitioner advised Members that the development had had a significant negative impact on neighbours and expressed concern regarding the lack of adherence to basic building practices. Issues raised included the impact on the ASLC, damage to properties during the build, the incongruous tinted brickwork finish and health and safety concerns.

Members expressed further concern regarding the variation in the brick bond at the site which was jarring to the eye. It was agreed that the reasons for refusal be amended slightly to include a reference to 'un-matching construction' or 'design detail' and authority be delegated to the Head of Planning and Enforcement to word this minor addition to the refusal reasons.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED:

- 1) That the application be refused subject to a minor amendment to the reasons for refusal in relation to 'design detail'; and**
- 2) That delegated authority be granted to the Head of Planning and Enforcement to word this minor amendment to the reasons for refusal.**

78. **RIDING STABLES, GOULDS GREEN - 26738/APP/2019/2207** (*Agenda Item 8*)

Demolition of stables and erection of cattery pens (Use Class Sui Generis) and rebuilding of the office / store (part retrospective)

Officers presented the report and highlighted the information in the addendum and the appeal decision. Members were advised that a previous application of a similar nature had been refused and dismissed at appeal. It was noted that the current application differed in size with a reduction of almost 50%. The site was considered suitable in terms of its distance from adjacent properties thereby minimising the impact on residents. It was also noted that the site was suitably enclosed.

Councillors were advised that, in accordance with the National Planning Policy Framework, no development was allowed on Green Belt land unless very special circumstances existed. It was noted that the Inspector had previously found that 'very special circumstances' did not exist in this case. It was unclear whether the business use of the site as a cattery was part of the reason for refusal. Members commented that the proposed cattery would increase openness at the site which was considered to be beneficial. Due to the lack of certainty in a number of key areas, it was agreed that the application be deferred for further consideration at a future meeting of the Planning Committee. This course of action would enable officers to clarify what additional information could be considered that was not previously put before the Inspector. The use class could also be clarified.

The option to defer this item was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED That: the application be deferred to be considered at a future planning meeting.

79. **BETWEEN SIPSON ROAD AND HARMONDSWORTH ROAD - 4634/APP/2019/2717** (*Agenda Item 9*)

Installation of a 20m monopole, 12 antenna apertures, 8 equipment cabinets and 10 concrete bollards and the retention of 2 equipment cabinets following the removal of the existing 14.7m monopole, 3 antennas and redundant equipment cabinets.

Officers presented the report and highlighted the information in the addendum. It was acknowledged that the provision of high quality telecommunications infrastructure was supported in principle; however, concerns were raised regarding the increase in height and bulk of the equipment which would result in visual clutter to the detriment of the character and appearance of the West Drayton Green Conservation Area.

Members commented that 5G was to be welcomed but there had to be a balance and it was important that monopoles were sited in appropriate places. It was agreed that the words 'in this prominent public location' be added to the amended reason for refusal as set out in the addendum.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED:

- 1. That the application be refused subject to the removal of the proposed**

monopole from the reasons for refusal and addition of the wording 'in this prominent public location' to the reasons for refusal; and
2. That delegated authority be granted to the Head of Planning and Enforcement to word this minor amendment to the refusal reasons.

80. **28 OAKDENE ROAD - 74847/APP/2019/1722** (*Agenda Item 10*)

Conversion of two storey dwelling into 2 x 1-bed flats with associated parking and amenity space, involving alterations to existing crossover.

Officers introduced the report and highlighted the addendum. Members noted that the flats complied with all Council and national standards and raised no objections.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED That: the application be approved.

81. **1376 UXBRIDGE ROAD - 68816/APP/2019/2978** (*Agenda Item 11*)

Change of use from retail (Use Class A1) to taxi control office (Sui Generis / Retrospective)

Officers introduced the report which sought retrospective planning permission for a change of use from retail (Use Class A1) to taxi control office (Sui Generis). It was noted that planning permission had previously been refused in 2014 but was then allowed at appeal. Given that the circumstances had not changed since that decision, the application proposal was considered acceptable and was recommended for approval.

Members requested clarification regarding the proposed hours of operation since it was possible that there were now residents living both above and to the side of the site. Councillors also expressed concern regarding the potential impact on parking. It was noted that circumstances had potentially changed since the appeal decision had been made and it was possible that more people would now be affected; this would need to be reviewed.

Members suggested that a condition (or conditions) be added to limit the impact on nearby residents; this could be in relation to operating times and / or parking controls. It was agreed that the wording of said condition(s) would be referred back to the Chairman of the Central and South Planning Committee for approval.

The officer's recommendation, subject to the addition of a condition(s) to limit the impact on residents, was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED That: the application be approved subject to the addition of condition(s) in relation to operating times and / or parking controls to limit the impact on nearby residents (the wording of which to be drafted by the Head of Planning and referred back to the Chairman for his approval).

82. **12 AND 12A BROADWAY PARADE - 5549/APP/2019/1975** (*Agenda Item 12*)

Conversion of single shop to two shops, use of one part as a newsagents (Use Class A1) and one part as beauty treatment (Use Class Sui Generis) and

alterations to shopfront (Retrospective)

Officers presented the application which sought retrospective planning permission for the conversion of a single shop to two separate shops. Members noted that the application was deemed to be acceptable and complied with policy. Councillors commented that such proposals would assist in helping the High Street to survive in the future. No objections were raised.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED That: the application be approved.

83. **ST MARYS RC PRIMARY SCHOOL, ROCKINGHAM ROAD - 9069/APP/2019/2686**
(Agenda Item 13)

Siting of a double decker bus on the school playground for use as a library

Officers presented the report and highlighted the information in the addendum. It was noted that the proposal complied with planning policies and was considered to be visually acceptable with no unacceptable impact on residential amenity.

Although it was agreed that the library was a good thing in principle, Members expressed concern regarding accessibility for disabled children who would be unable to access the top floor of the bus. It was agreed that the developers should be encouraged to make all reasonable adjustments to ensure maximum accessibility to all. Councillors also raised concerns regarding the impact on play space at the school but were informed that this matter fell outwith the Planning Committee's remit. It was noted that the bus library would be an additional facility and was not intended to replace the main library in the school building. Members suggested that a condition be added to ensure the existing library was retained as long as the bus was on site.

The officer's recommendation, subject to the addition of a condition in relation to the retention of the existing library, was moved, seconded and, when put to a vote, unanimously approved.

RESOLVED:

- 1. That the application be approved;**
- 2. That delegated authority be granted to the Head of Planning and Enforcement to word the additional condition in relation to the retention of the existing school library as long as the bus remains on site; and**
- 3. That the developers be encouraged to make reasonable adjustments to maximise accessibility for disabled users – in line with Section 149 of the Equality Act 2010.**

84. **ENFORCEMENT REPORT** *(Agenda Item 14)*

RESOLVED:

- 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.

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 1, 2 and 7 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).

The meeting, which commenced at 7.00 pm, closed at 8.53 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250185. 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 LAND ADJ. 5 ALBERT ROAD/NORTH HYDE ROAD ALBERT ROAD HAYES

Development: Erection of a three storey, detached building to create 3 x 2-bed and 2 x 1-bed residential units with associated landscaping, cycle and refuse storage.

LBH Ref Nos: 42985/APP/2019/2676

Drawing Nos: Design and Access Statement
5254_00_050 Rev. P1
5254_00_100 Rev. P1
5254_00_200 Rev. P1
Location Plan (1:1250)
Planning Statement

Date Plans Received: 09/08/2019

Date(s) of Amendment(s):

Date Application Valid: 21/08/2019

1. SUMMARY

The application seeks planning permission for the erection of a three storey, detached building to create 3 x 2-bed and 2 x 1-bed residential units with associated landscaping, cycle and refuse storage. The principle of redevelopment of the site is considered unacceptable by virtue of the fact that the scheme fails to harmonise with its surroundings. Furthermore the proposal would result in a serious loss of amenity to occupants of the adjacent property at 5 Albert Road.

The application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting in this open prominent position, size, scale, bulk and projection forward of the very strong building line along North Hyde Road, would result in the total loss of an important gap characteristic to the area and would thus result in a cramped, unduly intrusive, visually prominent over-development of the site. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general. Therefore the proposal is 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), Policies DMHB 11 and DMHB 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5, 7.1 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed development, by virtue of its size, scale, bulk, depth, height and proximity, would be detrimental to the amenities of the adjoining occupier at 5 Albert Road by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The proposed development, by virtue of its failure to provide access to amenity space of a sufficient size and quality commensurate to the size and layout of the said units would result in an over-development of the site detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policy DMHB 18 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 Non Standard reason for refusal

In the absence of a Tree Survey and Arboricultural Implication Assessment to BS5837:2012 standards, the application has failed to demonstrate that the development will safeguard existing trees on the site and further fails to demonstrate protection for and long-term retention of the trees. The proposal is therefore detrimental to the visual amenity of the street scene and the wider area contrary to Policies BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMHB 14 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

5 NON2 Non Standard reason for refusal

The proposal does not make adequate provision for car parking in accordance with the Council's adopted standards. This is likely to result in on-street parking displacement to the detriment of highway and pedestrian safety. The proposal is therefore contrary to the Council's adopted policies in particular Policy AM14 of the Hillingdon Local Plan: Saved UDP Policies (November 2012) and Emerging Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (October 2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998)(HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
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.
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
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

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. 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 corner of Albert Road with North Hyde Road and comprises an area of Highway Land which is currently laid to grass with 3 trees planted in the centre. There are various pieces of street furniture alongside the footpath around its perimeter. Number 5 Albert Road is a two storey semi-detached dwelling, to the north and Number 24 North Hyde Road is sited to the west. A community centre is sited to the north east.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a three storey, detached building to create 3 x 2-bed and 2 x 1-bed residential units with associated landscaping, cycle and refuse storage.

3.3 Relevant Planning History

42985/89/0174 Adjacent 5 Albert Road Hayes
Erection of a two-storey building to contain 2 x 2-bedroom flats with amenity space and 3 car parking spaces

Decision: 11-04-1989 Refused

42985/A/89/3573 Adjacent 5 Albert Road Hayes
Erection of 6 advertisement hoardings.

Decision: 22-08-1989 Refused

42985/PRC/2019/66 Land Adj. 5 Albert Road/North Hyde Road Albert Road Hayes
Construction of four flats with amenity and parking

Decision: 22-05-2019 OBJ

Comment on Relevant Planning History

An application for pre-application advice was submitted under application reference 42985/PRC/2019/66 for the construction of a building to accommodate four flats with amenity space and parking. The conclusion was:

The principle of redevelopment of the site is considered unacceptable by virtue of the fact that the scheme fails to harmonise with its surroundings and would fail to provide acceptable outdoor amenity space for the future occupants of the properties. The proposed development is considered to be an inefficient development of land within a highly accessible location where strategic planning policies identify housing growth is expected to occur.

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.H1 (2012) Housing Growth

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- 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.

- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.2 (2016) An inclusive environment
- 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

11 neighbouring properties were consulted by letter dated 23.8.19 and a site notice as displayed to the front of the site which expired on 25.9.19. 3 letters and a petition of objection with 165 signatories have been received. Concerns have been raised relating to noise, disturbance, overdevelopment, rat infestation and traffic.

Internal Consultees

Highways Officer:

The proposed development would comprise of 5 residential units with cycle parking spaces; however, the development would have no on-site car parking. The application site occupies an edge of town centre location situated on the corner of Albert Road/North Hyde Road, Hayes just west of the busy Fairey Corner signalised junction.

North Hyde Road is a classified road which within the vicinity of the site has a 30 mph speed limit. There are double yellow lines on the corners of the junction of Albert Road/North Hyde Road. By the application site, ahead of the Fairey Corner junction, North Hyde Road flares from 2 lanes to 4 lanes.

Aside from a Social Centre and Hayes Spiritualised Centre, Albert Road is mainly residential in character. Parking along Albert Road is controlled by a single yellow line 9:00 am to 5:00 pm Monday to Friday parking restriction, Albert Road forms part of the HY2 Parking Management Scheme. Parking Management Scheme HY2 also extends along Keith Road, which intersects with Albert Road just north of the application site. Further afield parking along most other residential streets is also controlled by resident parking management schemes.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 5 indicating access to public transport is good compared to London as a whole. This suggests that there are opportunities for some trips to be made to and from the site by modes other than the private car. Hillingdon however is an outer London borough; some residents commute to destinations outside Greater London and are hence reliant on the private car for trip making. The PTAL model is a Transport for London system and does not take this into account.

There would be a bin storage point fronting onto North Hyde Road, refuse collection would involve the refuse vehicle stopping on-street whilst the operatives load the vehicle. It is recognised that this arrangement is not ideal as the refuse vehicle would hold up traffic behind, however this event is likely to be brief and take place just once a week.

The Development Plan for the London Borough of Hillingdon continues to consist of the Local Plan: Part 2 - Saved UDP Policies (2012) for the purposes of decision making. This includes Policy AM14 in regards to car parking. However Paragraph 48 of the National Planning Policy Framework (2019) states that decision makers may give weight to relevant policies in emerging plans based on the stage of preparation of the plan and the extent to which there are unresolved objections to the relevant policies. An Inspector's Report has been received which confirms that the car parking

standards held within the Local Plan: Part 2 Development Management Policies with Proposed Modifications (2019) are sound. The Highway Authority therefore affords substantial weight to Local Plan: Part 2 Policy DMT 6: Vehicle Parking in its decision making.

For a development of this type to be in accordance with Local Plan Part 2 Policy DMT 6 the Highway Authority would normally require that six car parking spaces are provided. As mentioned above none are to be provided. This raises road safety and traffic management concerns as it may lead to drivers cruising around looking for somewhere to park - placing further demands on a road network that is already saturated in the peak hours. It may also result in drivers parking in inappropriate locations presenting a risk to road safety and impeding the free flow of traffic.

The risk to road safety arising from the lack of on-site parking would make the development contrary to Local Plan Part 2 Policy DMT 2: Highway Impacts, development proposals must ensure that they do not contribute to the deterioration 'of safety of all road users'.

The Highway Authority has objections to this development as it does not provide any on-site parking which would lead to road safety and traffic management concerns contrary to the requirements of Local Plan 2 Policy DMT 6 and DMT 2. However, given that the site occupies an edge of town centre location with a range of public transport opportunities and services and facilities nearby, it is considered that the development could operate with three car parking spaces.

Landscape Officer

This site is occupied by a wide grass verge with three semi-mature trees situated on the north side of North Hyde Road. The trees contribute to the character and appearance of this busy road, complementing nearby tree groups to the east and south (the ASDA site). They are not protected TPO or Conservation Area designation.

COMMENT: This site was the subject of pre-application advice under planning ref. PRC/2019/66. The proposal will necessitate the loss of the three trees and the grass verge. The site layout indicates a narrow strip of landscape between the building and the back edge of the footway, which will be insufficient to provide replacement tree planting and is too public/exposed to provide attractive usable amenity space. No landscape infrastructure is indicated on the proposed layout and no landscape description, or objectives are mentioned in the D&AS.

RECOMMENDATION: This application should be refused. It fails to satisfy policies BE23 or BE38 without which it will be detrimental to the character of the area.

Access Officer:

Any grant of planning permission should include the following conditions:

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

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

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

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application is for the development of 4 flats on an open area of land in Hayes. The site is within the Hayes housing zone and close to what will shortly be a Crossrail station. Strategic planning policies seek to increase housing provision in such a highly accessible location. The site is prominent in this corner location adjacent to a major road junction and this has resulted in a development which is heavily constrained by the position within the street scene and need to avoid neighbour impacts.

It is noted that In 1989 there was a Planning Application, 42985/89/174 which was for the erection of a 2 storey building to contain 2 x 2 bed flats with amenity space and 3 parking spaces. The Application was refused on grounds of overdevelopment of the site; Highways as regards vehicular access; incongruity of design; unneighbourly development and inappropriate materials.

7.02 Density of the proposed development

The density of the proposed development is 107 units/ha which exceeds the minimum density of 50 units/ha. It should, however, be noted that on a development of the scale proposed, density in itself is of limited use in assessing such applications and more site specific considerations are relevant.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The application site lies within the Developed Area as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012), where there is no objection in principle to the erection of two buildings subject to compliance with the relevant policies set out the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Hillingdon Design and Accessibility Statement (HDAS) Residential Extensions.

Policy BE13 ensures development harmonises with the existing street scene or other features of the area which are considered desirable to retain or enhance. BE19 ensures new development complements or improves the amenity and character of the area. The NPPF (2018) also notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) advises that that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

It is considered that the design of the proposed building fails to respect or compliment the nearby development. The building has been designed so that it has a large crown roof

element, which given the visually prominent location of the site would be very visible. This, together with its three storey height, overall bulk, depth and design would not reflect the domestic nature of the existing housing both Albert Road and North Hyde Road.

Due to the exposed nature of the site, three sides of the development would be clearly visible to the public domain. In order to provide interest to prominent elevations, the applicant has articulated elevations using an irregular build pattern with a configuration of hipped roofs above. This layout and design would not reflect the regularity of the layout and design of neighbouring dwellings. Moreover, the amount of built development proposed on the site reduces the available space surrounding the property. Whilst the amount of outdoor space includes balcony features, the limited space surrounding the property leads to the property appearing visually cramped within its plot. This is especially obvious given the context of its environment of more spacious surroundings to the other residential dwellings along Albert Road and North Hyde Road

Furthermore, the modest size of the application site is such that there would be little space around the building to provide it with a sufficiently large immediate setting to assimilate the structure into its surroundings. Although the scheme provides for small private gardens to the rear and some possible limited areas of soft landscaping, there would be a considerable amount of hardsurfacing for pathways, cycle storage, bin provision etc. These elements of the proposal would fail to reflect the characteristics of the relationship of buildings to front gardens and verges which make an important contribution to the character and appearance of the area.

Although part of the frontage of the development would sit in line with 5 Albert Road, the development would sit well forward of the front building line of 24 North Hyde Road which sits perpendicular to the appeal site. The uniform front gardens of the properties along North Hyde Road creates separation from the main road and is also a strong recognisable feature here. The fact that the development would sit forward of the building line of North Hyde Road with no similar garden pattern here makes the development appear particularly pronounced within the street scene where front gardens form an important part of the streetscape of the area. The development would not relate well to the other dwellings and therefore would not appear well assimilated into the streetscene, but instead appear as visually over-prominent development that would be harmful to the character and appearance of the area.

Therefore, proposal, by virtue of its excessive size, scale, bulk, layout and site coverage on this prominent corner plot would result in a cramped development of the site, which is visually incongruous and would fail to harmonise with the existing local and historic context of the surrounding area. The principle of the residential use of the site to the level proposed would have a detrimental impact on the character, appearance and visual amenity of the street scene and the surrounding area generally. The proposal is, thus, 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), Policies 7.1 and 7.4 of the London Plan (2016) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

7.08 Impact on neighbours

Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) give advice that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded.

Policies BE23 and BE24 of the Hillingdon Local Plan (Part Two) stress the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

The Council's adopted HDAS SPD: Residential Layouts (July 2006) specifies in paragraph 4.9 that where a two or more storey building abuts a property or its garden, a minimum acceptable distance of 15m should be maintained, so as to overcome possible overdomination, overbearing and overshadowing. Paragraph 4.11 of the HDAS SPD specifies that the Council's 45 degree principle will be applied and is designed to ensure that adequate daylight and sunlight is enjoyed in new and existing dwellings. The principle involves drawing a line from the mid-point of an existing/new window that is potentially affected by a new dwelling at an angle of 45 degrees towards the new building. Paragraph 4.12 of the HDAS SPD specifies that new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property. It gives advice that the distance should not be less than 21m between facing habitable room windows.

The proposed building would be sited 4.4m away from the side boundary with Number 5 Albert Road. At a height of 8.65m in such close proximity, the proposed building would result in a serious loss of light and outlook to rear facing windows of Number 5 Albert Road and its private rear garden area. Given its siting in front of the return building line in North Hyde Road, the proposal would not result in an unacceptable loss of light or outlook to the neighbouring properties at 24 North Hyde Road. However, the proposed development, by virtue of its size, scale, bulk, design and proximity, would be detrimental to the amenities of the adjoining occupier at 5 Albert Road by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

It is noted that windows serving habitable rooms would be sited towards North Hyde Road and would not therefore result in an unacceptable loss of privacy in accordance with Policy BE24 of the Hillingdon Local Plan - 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 of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A one bedroom (2 person) flat to provide 50 square metres, a two bedroom (4 person) flat over 2 storeys is to provide an internal floor area of 79 m² and a two bedroom (4 person) flat to provide 70 square metres which the proposal complies with. Furthermore the habitable rooms would enjoy a satisfactory outlook in accordance with the requirements of Policy 3.5 of the London Plan (2016).

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 Council's adopted Supplementary Planning Document HDAS: Residential Layouts sets out the requirements for amenity space at Paragraph 4.17 and states that for 1 bed flats a minimum of 20 sq.m should be provided and for two bed flats 25 sq.m. The submitted plans indicate that units 1 and 5 would each be served by a private garden area and the remaining units would each be served by balconies or a terrace, but would not have any access to amenity space. Given the limited size of the balconies proposed and the failure to provide all the flats with access to usable amenity space, the proposal is considered to be contrary to policy BE23.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is situated on the corner of Albert Road/North Hyde Road, Hayes just west of the busy Fairey Corner signalised junction. The site benefits from being in close proximity to Hayes town centre which offers a full range of shopping and personal business facilities. Hayes town centre is served by eight bus routes and local train services stopping at Hayes and Harlington railway station. Elizabeth line (Crossrail) trains will call at this station when the new railway line opens in 2020. The site is also in close proximity to the under construction Grand Union Canal Cycle Quietway that connects Yeading, West Drayton, Stockley Park, Hayes and onwards to Central London. On the opposite side of North Hyde Road is a large supermarket.

North Hyde Road is a classified road which within the vicinity of the site has a 30 mph speed limit. There are double yellow lines on the corners of the junction of Albert Road/North Hyde Road. By the application site, ahead of the Fairey Corner junction, North Hyde Road flares from 2 lanes to 4 lanes. Aside from a Social Centre and Hayes Spiritualised Centre Albert Hall, Albert Road is mainly residential in character. Parking along Albert Road is controlled by a single yellow lines 9:00 am to 5.00 pm Monday to Friday parking restriction, Albert Road forms part of the HY2 Parking Management Scheme. Parking Management Scheme HY2 also extends along Keith Road, the nearest residential road to the site. Further afield parking along most other residential streets is also controlled by resident parking management schemes.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 5 indicating access to public transport is good compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

There would be a bin storage point fronting onto North Hyde Road, refuse collection would involve the refuse vehicle stopping on-street whilst the operatives load the vehicle. It is recognised that this arrangement is not ideal as the refuse vehicle would hold up traffic behind, however this event is likely to be brief and take place just once a week. Moreover this arrangement is already taking place as it is how refuse is collected from the neighbouring residential properties along North Hyde Road.

Hillingdon's adopted car parking standards are those contained in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with these Councils adopted Car Parking Standards. For a development of this type these standards require that a maximum of 8 car parking spaces and 5 cycle parking

spaces are provided. The cycle parking spaces should be covered and secure. No car parking spaces are to be provided .

The Council's Highways Engineer has reviewed the submitted details and raised an objection to the development based on the level of parking proposed, which is well below policy requirements. The submitted proposal, with nominal disabled compliant parking, is therefore considered unacceptable and contrary to Policy AM14 of the Hillingdon Local Plan: Saved UDP Policies (November 2012) and Emerging Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (October 2015).

7.11 Urban design, access and security

The issues are addressed in th sections above.

7.12 Disabled access

No accessibility issues are raised.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. This site is occupied by a wide grass verge with three semi-mature trees situated on the north side of North Hyde Road. The trees contribute to the character and appearance of this busy road, complementing nearby tree groups to the east and south (the ASDA site). They are not protected by a TPO or Conservation Area designation. The proposal will necessitate the loss of the three trees and the grass verge. The site layout indicates a narrow strip of landscape between the building and the back edge of the footway, which will be insufficient to provide replacement tree planting and is too public/exposed to provide attractive usable amenity space. Furthermore, no landscape infrastructure is indicated on the proposed layout and no landscape description, or objectives are mentioned in the design and access statement. It is considered that the proposal fails to satisfy policy BE38 and would be detrimental to the character of the area.

7.15 Sustainable waste management

The submitted plans indicate bin storage sited to the side (south) of the proposed building. In the event of an approvable scheme, conditions could be imposed to secure details of sustainable waste management.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The application site is located adjacent to a busy road junction. It is considered, in the event of an approvable scheme, a condition would be required to secure details of sound insulation to protect future residents from external noise.

7.19 Comments on Public Consultations

The comments received through consultation are addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues are raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

circumstances.

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

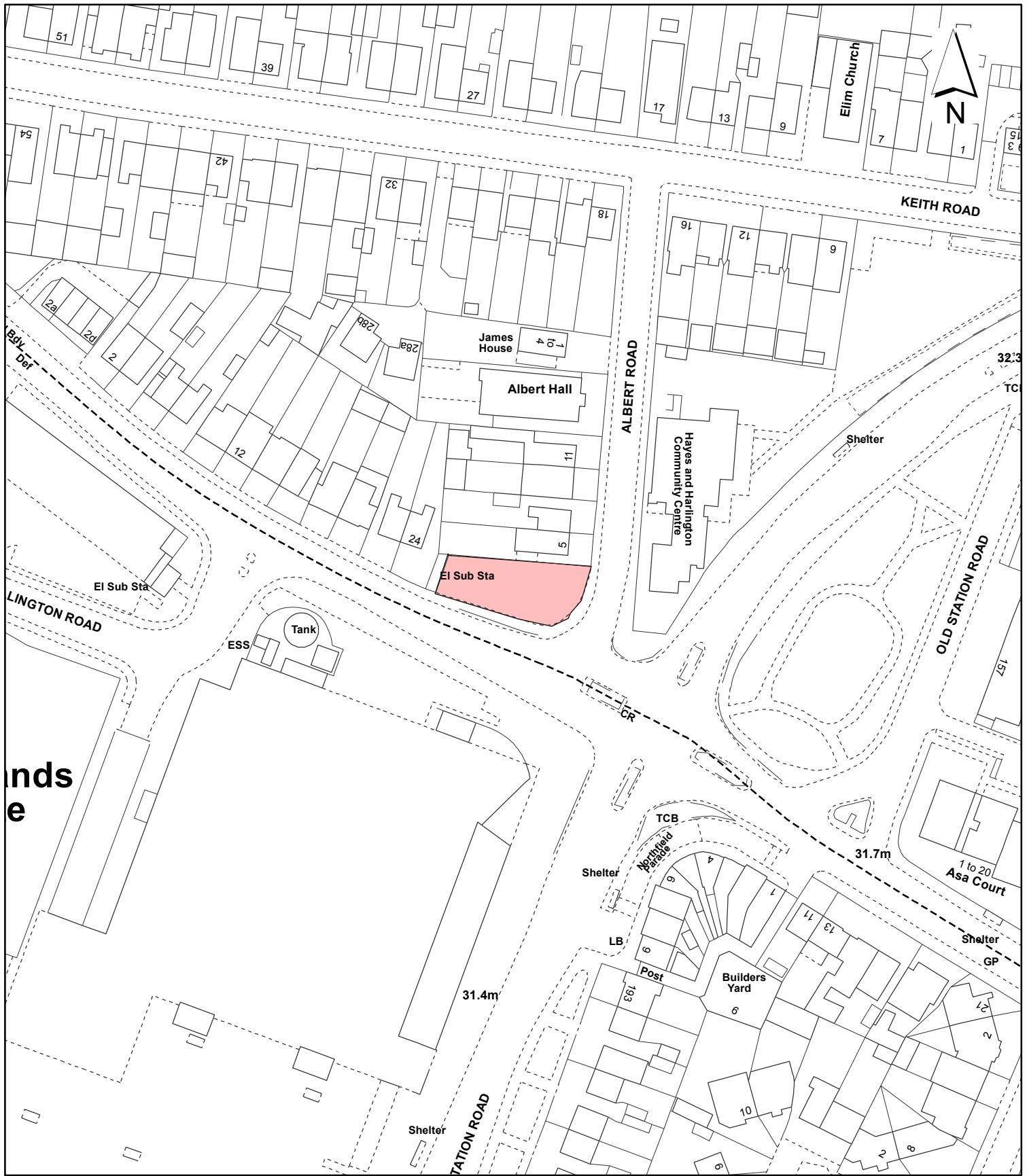
The principle of redevelopment of the site is considered unacceptable by virtue of the fact that the scheme fails to harmonise with its surroundings. Furthermore the proposal would result in a serious loss of amenity to occupants of the adjacent property at 5 Albert Road. The application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Land Adj. 5 Albert Road/ North Hyde Road/ Albert Road

Planning Application Ref:

42985/APP/2019/2676

Planning Committee:

Central & South

Scale:

1:1,250

Date:

December 2019

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 42 HUGHES ROAD HAYES

Development: Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof light.
Conversion of dwelling into 1 x 1 bed flat and 1 x 3 bed flat including separate amenity space & off street parking.

LBH Ref Nos: 28763/APP/2019/2814

Drawing Nos: 16/42/HRH/101
16/42/HRH/102
19/42/HRH/105A
19/42/HRH/103A
19/42/HRH/104A
Location Plan

Date Plans Received: 22/08/2019

Date(s) of Amendment(s):

Date Application Valid: 03/10/2019

1. SUMMARY

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof lights. The extension is part of the proposed conversion of the dwelling into 1 x 1 bed flat and 1 x 3 bed flat including separate amenity space & off street parking. The extensions and alterations proposed are identical to those recently and previously approved as a single private dwelling. The current proposal differs in terms of its internal layout. Whilst the proposal would provide a satisfactory living environment to future occupants of the two flats, the proposal fails to provide satisfactory on site car parking. It should be noted that an appeal has previously been dismissed on this site in part due to the lack of parking. As such the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development fails to provide sufficient off street parking provision and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H7	Conversion of residential properties into a number of units
DMH 4	Residential Conversions and Redevelopment
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
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
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council's supports pre-application discussions.

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

3. CONSIDERATIONS

3.1 Site and Locality

This application relates to a two storey semi detached dwelling with a hipped roof and a prominent front bay located on the South side of Hughes Road. The property currently benefits from a detached garage/store which runs the full length of the dwelling and sits against the western boundary of the site. The area to the front of the property is partially laid to hardstanding, and makes off-street parking provision for two vehicles within the curtilage of the application site.

The surrounding area is residential in character, with a number of the surrounding properties having been previously extended. The application site is located within a 'Developed Area' as identified within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof light. Conversion of dwelling into 1 x 1 bed flat and 1 x 3 bed flat including separate amenity space & off street parking.

3.3 Relevant Planning History

28763/APP/2016/1851 42 Hughes Road Hayes

Part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflight

Decision: 15-07-2016 Approved

28763/APP/2017/4032 42 Hughes Road Hayes

Part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflight to create 1 x 2-bed flat, 1 x studio flat and a 4-bed HMO

Decision: 07-02-2018 Refused **Appeal:** 10-10-2018 Dismissed

28763/APP/2019/2337 42 Hughes Road Hayes

Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front rooflights

Decision: 04-09-2019 Approved

Comment on Relevant Planning History

planning permission was granted under application reference 28763/APP/2019/2337 for the erection of a part two storey, part single storey side/rear extension and conversion of roof

space to habitable use to include a rear dormer and 2 front rooflights.

Officer note: It is noted that the application proposal is identical to that approved under application reference 28763/APP/2016/1851 and 28763/APP/2019/2337 in terms of external appearance. However the internal arrangement of accommodation differs in that the extended property is subdivided into two flats.

28763/APP/2017/4032 - Part two storey, part single storey side/rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflight to create 1 x 2-bed flat, 1 x studio flat and a 4-bed HMO was refused for the following reasons:

1. The proposed development fails to provide sufficient off street parking provision and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposal would result in an overintensive use of the site to the detriment of the residential amenities of adjoining occupiers by reason of noise and disturbance. Therefore the proposal would be contrary to policies BE19, BE21 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the and the Council's Supplementary Planning Guidance - Houses in Multiple Occupation and other non-self contained housing (August 2004).

3. The proposal provides an indoor living area of an unsatisfactory size for the occupiers of the proposed two bedroom flat and bedroom 4 of the HMO and would give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Council's Supplementary Planning Guidance - Houses in Multiple Occupation and other non-self contained housing (August 2004).

4. The proposed development would fail to provide a communal habitable room of more than 10 square metres. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Supplementary Planning Guidance - Houses in Multiple Occupation and other non-self contained housing (August 2004).

5. The proposed development comprises a communal amenity area, the use of which would lead to an unacceptable level of overlooking, noise and disturbance to the ground floor flats. The proposal would thus, be detrimental to the residential amenity of future occupiers of the ground floor flats, contrary to Policies BE19, BE21 and BE24 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012) and the adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

An appeal was subsequently dismissed.

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

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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DMHB 16	Housing Standards
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HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 3.8	(2016) Housing Choice
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

8 neighbouring properties were consulted by letter dated 8.10.19 and a site notice was displayed to the front of the site which expired on 6.11.19.

A petition of objection signed by 26 valid signatories has been received.

1 letter of objection has been received from the occupant of 40 Hughes Road raising concerns about the two storey rear extension restricting light and outlook to a bedroom window and raises concerns about the property being converted into flats.

Internal Consultees

Landscape Officer -

This site is occupied by a two-storey detached house, with a detached garage and store, on the south side of Hughes Road. There are no trees or landscape features of merit and no TPO's or

Conservation Area designations affecting the site. COMMENT No trees will be affected by the proposal. The proposed block plan shows a particularly awkward parking arrangement - the soft landscape indicated is unlikely to survive. It would be better to simplify the parking space, perpendicular to the highway. 25% of the front garden space should be retained as soft landscape. Bin and bike storage should be to the rear of the property. RECOMMENDATION No objection subject to conditions RES9 (parts 1,2 and 5)

Highways Officer - Objection. Tandem parking is not acceptable when the parking spaces relate to paces in different ownership. An appeal has previously been dismissed on this site concerning parking stress. The site has a PTAL of 2 (poor) which suggests there will be a strong reliance on private car trips to and from the site. The Council's parking standards would require the provision of 3 on site parking spaces. The submitted plans indicate the provision of two tandem spaces within the garage to serve the first floor flat and one space to the frontage to serve the ground floor flat. However at a width of 2.24m the two spaces within the garage fall seriously short of the Council's minimum car parking space standard width of 3m.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

Policy DMH 4: of the Emerging Hillingdon Local Plan: Part Two London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) pertains to Residential Conversions and Redevelopment and states:

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

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

A search of the planning history confirms that not more than 10% of properties within the street have been subdivided into flats and the internal floor area of the extended dwelling exceeds 120 square metres.

7.02 Density of the proposed development

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

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more appropriate to consider how the development harmonises with its surroundings, or not, and its impact on adjoining occupiers.

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

Not relevant to the consideration of this application.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

Not relevant to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore Policies BE13 and BE15 of the Hillingdon Local Plan Part two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of the existing and adjoining sites. Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

HDAS advises that two storey side extensions should be set back a minimum of 1m from the side boundary to protect the character and appearance of the street scene and protect the gaps between properties. Where a single storey side extension exists and is within 1m of the boundary, the first floor extension should be set in a minimum of 1.5m. It further advises that for semi detached properties; the extension should be set back 1m from the front building line of the existing house and set down 0.5m at roof level to ensure a subordinate appearance. In order to ensure extensions maintain a subordinate appearance to the original dwelling they should not protrude out too far from the rear wall of the original house and for a single storey rear extension on a semi detached property 3.6m in depth with a pitched roof not exceeding 3.4m would be acceptable. HDAS (Loft Conversions and Roof Alterations) advises that the more visible a rear dormer window is from public areas the more important it is that it is well designed. It is important that it appears secondary to the size of the roof face within which it sits. As a guide it should be set at least 0.3m below ridge level, 0.5m above the eaves and 0.5m from the sides of the roof

2 storey side/rear extension:

The proposed development would include the demolition of the existing garage/store and the erection of a two storey side/rear extension which would measure 3m wide when viewed from the front, 4.7m wide when viewed from the rear and would be 11.57m deep. The proposed extension would maintain the dwellings existing height of 8.8m for the depth

of the host dwelling where after the height would drop to 7.36m. It would not be set back from the front and would sit 1m from the boundary with the adjacent dwelling no. 40. Whilst not set back from the front or set down from the ridge, as required by the SPD, it is acceptable as it would restore some form of symmetry to the pair of semi-detached properties of which it forms a part, as the attached property has a similar two storey side extension. Thus, it is not considered that the proposed two storey side extension would appear as an overly dominant addition to the host dwelling and would not have an adverse impact on the amenity of neighbouring dwellings and the street scene and would not therefore be contrary to Policies BE1, BE13, BE15, BE19 and the HDAS, Residential extensions (December 2008).

Single storey side/rear extension:

The proposed single storey side/rear extension would measure 8.8m wide, be 2.8m high and 4.7m deep. Section 3.3 of the HDAS advises that for semi-detached houses with a plot width of greater than 5m a flat roofed rear extension of up to 3.6m deep and 3m high is acceptable. Policy DMHD 1: Alterations and Extensions to Residential Dwellings of the London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) states single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more. Whilst the proposed development would extend to a maximum depth of 4.7m, it would be 3.6m from the rear of the attached property and in line with the single storey elements of No.40 and thus is not considered to represent an un-neighbourly form of development and is considered acceptable.

Rear Dormer:

The proposed dormer would measure 3.32m wide be 2.26m high and 2.76m deep. The upper 1.27m of the dormer would be visible above the roof of the two storey side extension. However the positioning and size of the dormer would otherwise be in compliance with the guidance set out in Section 7 of the HDAS, therefore the proposed dormer is considered acceptable.

The external alterations and extension are identical in appearance to the development recently approved under application reference 28763/APP/2019/2337 and are therefore considered acceptable in visual terms.

7.08 Impact on neighbours

Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Polices (November 2012) give advice that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded.

Policies BE23 and BE24 of the Hillingdon Local Plan (Part Two) stress the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

As discussed above, the proposed extensions are not considered to give rise to an unacceptable loss of light, outlook or privacy to occupants of neighbouring dwellings.

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in

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

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A three bedroom (6 person) flat over 2 storeys is required to provide an internal floor area of 102 m² and a one bedroom (2 person) flat is required to provide 50 square metres which the proposal complies with. Furthermore the habitable rooms would enjoy a satisfactory outlook in accordance with the requirements of Policy 3.5 of the London Plan (2016).

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'. Submitted plans demonstrate that each flat would each be served with external amenity space which would comply with the requirements of the Council's guidance HDAS Residential Layouts (2008).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The site has a PTAL of 2 (poor) which suggests there will be a strong reliance on private car trips to and from the site. The Council's parking standards would require the provision of 3 on site parking spaces. The submitted plans indicate the provision of two tandem spaces within the garage to serve the first floor flat and one space to the frontage to serve the ground floor flat. However at a width of 2.24m the two spaces within the garage fall seriously short of the Council's minimum car parking space standard width of 3m.

It is noted that the Inspector during consideration of the previous appeal stated:

"The site's poor public transport accessibility level of the site means that occupiers of the proposed development are likely to use private vehicles in preference to more sustainable modes of transport. Given the high parking spacerequirement and shortfall of provision within the proposed development, it is likely that the proposal would generate demand for on-street parking. I observed that the on-street parking areas in the vicinity were limited, and that there were no vacant bays close to the site at the time that I visited, suggesting that on-street parking is already subject to significant demand. Further pressure on demand would disadvantage existing residents. Moreover, a shortage of on-street parking spaces in areas of high demand can lead to additional traffic congestion as drivers search for available bays, which in turn would be potentially harmful to highway safety."

As such, the proposed development fails to provide sufficient off street parking provision and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the

Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.11 Urban design, access and security

The issues are addressed in the sections above.

7.12 Disabled access

No accessibility concerns are raised.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The Council's landscape officer has advised that no trees will be affected by the proposal. The proposed block plan shows a particularly awkward parking arrangement - the soft landscape indicated is unlikely to survive.

7.15 Sustainable waste management

In the event of an approvable scheme a condition could be imposed to secure details of sustainable waste management.

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Not relevant to the consideration of this application.

7.18 Noise or Air Quality Issues

Not relevant to the consideration of this application.

7.19 Comments on Public Consultations

The issues are addressed in the sections above.

7.20 Planning obligations

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal would not attract a CIL liability.

7.21 Expediency of enforcement action

Not relevant to the consideration of this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application seeks planning permission for the erection of a part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof light. The proposals involve the conversion of the dwelling into 1 x 1

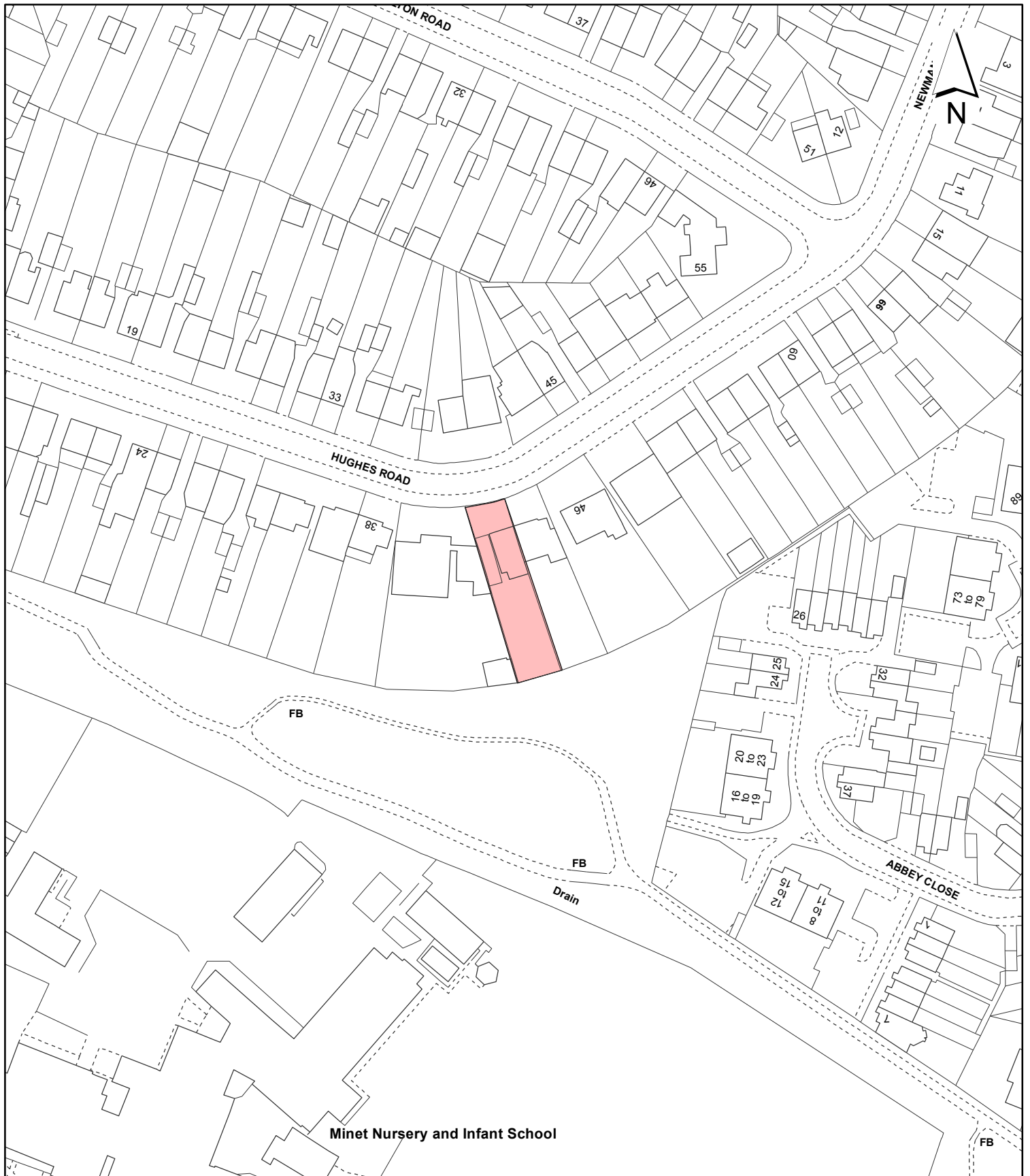
bed flat and 1 x 3 bed flat including separate amenity space & off street parking. The extensions and alterations proposed are identical to those recently and previously approved as a single private dwelling. The current proposal differs in terms of its internal layout. Whilst the proposal would provide a satisfactory living environment to future occupants of the two flats, the proposal fails to provide satisfactory on site car parking. As such the application is recommended for refusal.

11. Reference Documents


Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019)
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)
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: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:	
42 Hughes Road	
Planning Application Ref:	Scale:
28763/APP/2019/2814	1:1,250
Planning Committee:	Date:
Central & South	December 2019

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 13A NORTH COMMON ROAD UXBRIDGE

Development: Erection of 5 two storey, 3-bed, attached dwellings with associated parking and amenity space, involving demolition of existing detached house (AMENDED PLANS 18/10/19)

LBH Ref Nos: 74738/APP/2019/1181

Drawing Nos: 532/P/01
532/P/02
P01
111218/A
Design & Access Statement
Arboricultural Report
532/P/04 rev A
532/P/06 rev A
532/P/07 rev A
532/P/03 rev B
532/P/09 Rev A
Revised Flood Risk Assessment date received 21-10-19
Revised Ecology Report

Date Plans Received: 05/04/2019 **Date(s) of Amendment(s):** 05/04/2019

Date Application Valid: 05/04/2019

1. SUMMARY

The application site seeks full planning consent for the redevelopment of a 2500 m2 plot currently occupied by a two storey detached dwelling and two ponds which occupy the north eastern area of the site. The application proposes to demolish the existing dwelling and construct a set of 5 x 3 bedroom two storey terraced dwellings. The two ponds within the site boundary would effectively be altered to create one 180m2 pond located in the northern corner of the site behind the gardens of the proposed dwellings.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to provide a s106 contribution towards ecology of £20,000

(B) If the Legal Agreements have not been finalised by 24 February 2020 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed

development (in respect of highway works). The proposal therefore conflicts with Policies contained with the adopted Hillingdon Local Plan Saved Policies (November 2012).'

C. That if the application is approved, the following conditions be attached:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:- 532/P/04 rev A, 532/P/06 rev A, 532/P/07 rev A, 532/P/07 rev A, and 532/P/09 Rev A

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 RES7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

4 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum

height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

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

2.b No materials or plant shall be stored;

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

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

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

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

REASON

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

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

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage for 8 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts for 10 parking spaces include 1 active and 1 passive electric charging point.

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

4. Other

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

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

REASON

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

6 RES10 Tree to be retained

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

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

REASON

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

7 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23, BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

8 RES15 Sustainable Water Management

Prior to commencement,(excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.

iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and or grey water will be recycled and reused in the development.

There is also a requirement to provide a management and maintenance plan associated with the Land Charges on the site so that it will be adhered to for the lifetime of the development.

Long Term Management and Maintenance of the drainage system.

i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

ii. Provide a management and maintenance plan for each aspect.

iii. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).

iv. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

Long Term Management and Maintenance of the drainage system and Blue Ribbon landscaping.

i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

ii. Provide a plan of the landscaping and specified annual maintenance as well as arrangements for any adhoc or emergency management which may be required.

REASON

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

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies (with modifications March 2019)

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

London Plan Policy 5.13 Sustainable Drainage (March 2016), and

London Plan Policy 5.15 Water use and supplies. (March 2016).

National Planning Policy Framework (June 2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

9 RES18 Accessible Units

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

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

10 RES19 Ecology

Prior to above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The enhancement plan shall clearly demonstrate how the new pond will be of natural value, with diverse native planting to maximise the ability for the pond to thrive. The plan shall also include supporting vegetation, including a specific wildlife area only accessible for maintenance (i.e. away from the footfall of home owners), and features to be included within the built form (bat and bird boxes). The plan shall be accompanied by a commentary on the justification for the measures, how they will enhance opportunities for wildlife and the maintenance arrangements. The development must proceed in accordance with the approved plan.

REASON

To ensure the development provides a positive contribution to ecological protection and enhancement in accordance with EM7 of the Local Plan Part 1 and DME17 of Local Plan Part 2.

11 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), DMT6 Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Chapter 6 of the London Plan (July 2016).

12 RES24 Secured by Design

The development (buildings and parking areas) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

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

13 RPD2 Obscured Glazing and Non-Opening Windows (a)

The upper-level windows in the side elevations of units 1 and 5 shall be obscure glazed and 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 Unitary Development Plan Saved Policies (September 2007) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

14 NONSC Non Standard Condition

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

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

15 NONSC Accessibility

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority.

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

16 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate

all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

17 NONSC Non Standard Condition

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 OM19 Construction Management Plan

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

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

through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (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 I53 Compulsory Informative (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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
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
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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

3 I2 Encroachment

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.

4 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

5 I6 Property Rights/Rights of Light

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.

6 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.

7 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

8 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

9 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

10

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

11

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 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of a 2500 m² irregularly shaped plot located on the northern side of North Common Road. The site is accessed via a narrow lane that is positioned between nos. 11 and 15 North Common Road to the west of Water Tower Close. The site is occupied by a post war detached house with a large rear garden with pond and thick tree / foliage coverage.

The application site is located within a prominent residential area, is bounded to the south by the Uxbridge Common Open Space and is located within the North Uxbridge Area of Special Local Character. The northern area of the North Uxbridge Area of Special Local Character is characterised by hedges, trees and vegetation.

The Common is a very attractive feature at the centre of this area, and it provides a good setting for the properties surrounding it. There are some pleasant views across the Common, particularly to the large interwar houses on the north side, set in spacious plots and bounded by tall hedges, with some older, Victorian cottages set down leafy lanes to the north.

The site is reflective of the spacious residential plots and semi-rural appearance of the northern part of the ASLC.

The site has two ponds which used to act as an overflow to the redundant water tower on the neighbouring adjacent site. The water tower has been converted mainly into residential units and the pond no longer function for overflow purposes.

3.2 Proposed Scheme

The proposal involves the demolition of the existing 2 storey detached dwelling and construction of 5 x 3 bed terraced dwellings with associated parking and landscaping. The proposed dwellings would be set back from the principle road and accessed via a narrow service road.

The proposed terraces would be set back from the front boundary by x m and would be staggered in order to break up the bulk of the 72.43m front facade. The dwellings would benefit from generous sized front and rear gardens and would be characterised by pitched tiled roofs. The terrace frontage would be staggered by way of setting back both unit 1 and 5 which breaks up the width of the front facade. Generous landscaping around the boundaries of the site will provide a green screen around the development which is common within the street scene and wider Area of Special Local Character.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site does not benefit from any previous planning history however in assessing the application consideration should be given to decisions relating to similar developments within close proximity to the site, such as the Land Rear of 15, 16 and 17 North Common Road for which the Councils decision to refuse the 3 x two storey 3 bed terraced dwellings was overturned at appeal (APP/R5510/W/15/3135376).

The appeal decision contains some text which is relevant to the development for which this application seeks consent and they comments are listed below:

. Character and appearance of the surrounding area which is within the North Uxbridge Area of Special Local Character (ASLC);

. Living conditions of the occupiers of adjoining residential properties including those at 170A Harefield Road and 16 and 17 North Common Road with particular reference to outlook and noise and disturbance; and

. Biodiversity of the area with regard to great crested newts and nearby ponds.

12. The bulk of the North Uxbridge ASLC comprises a suburban housing area to the south-west of Uxbridge Common. This open space is very much the 'jewel in the crown' at the heart of the ASLC as an attractive feature in its own right and in providing a setting for the buildings that fringe it. Pleasant views across the Common are possible towards the inter-war housing along North Common Road with the iconic water tower in the background as a local landmark.

13. The lack of a footway and the tall hedging that predominates along the front boundaries provide a semi-rural 'feel' to North Common Road. It therefore contributes positively to the ASLC by complementing the 'green edge' of the Common. The proposal would utilise an existing crossover and whilst some frontage planting would be lost the opening created would be narrow. The front areas of Nos 16 and 17 are already hard surfaced and the qualities outlined above would consequently be retained. The formation of a passing place would accentuate the gap. In townscape terms the new hedge should follow the line of the access drive but this could be resolved by condition.

14. The appellant's analysis of the wider area bounded by Harefield Road and Park Road extends beyond the ASLC. Nevertheless, Water Tower Close and 3 private drives give access to a number of houses behind North Common Road. Because the close is an adopted road and development has been comprehensive it can be distinguished from the appeal proposals. However, irrespective of when they were built, backland development is an integral element of this part of the designated area. The properties at 12/13, 13a North Common Road, 5 Water Tower Close and 21/22 North Common Road are examples immediately to the east and west of the appeals site

18. In summary, the main attribute of this part of the ASLC is the attractive frontage to North Common Road. The impact on this would be very limited. Furthermore, the existing layout of buildings to the rear has something of an 'ad hoc' character rather than an orderly one where development in backland locations is absent. The proposals would reflect this and the detailed design and site planning would harmonise with the surroundings as far as possible.

19. Therefore there would not be harm to the character and appearance of the surrounding area. As a result no conflict would occur with Policy BE1 or with Policies BE13 and BE19 of the Unitary Development Plan (UDP) which are concerned with design and character. These have been saved for an interim period as the HLP: Part 2. Furthermore the proposals would not be at odds with Policies 3.5, 7.1 or 7.4 of The London Plan 2015 regarding quality and design of housing developments, lifetime neighbourhoods and local character.

28. Given the unattractiveness of the appeal site to this protected species and the lack of evidence that it contributes to a wider network the proposals are unlikely to have any material impact on ecology. It would nevertheless be prudent to implement certain

measures to prevent harm to great crested newts whilst construction is in progress and this could be secured by condition.

30. No significant harm to biodiversity would occur as a result of the proposals and the principle set out in the first bullet point of paragraph 118 of the Framework does not apply. Furthermore, they would not fall foul of Policy EM7 of the HLP: Part 1 which is concerned with protected species and SINCs or with Policies EC3 and EC5 of the UDP. The latter refers to the creation of new habitats. They would also be in line with Policy 7.19 of The London Plan 2015 on biodiversity and access to nature.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

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

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

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

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

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

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

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019 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 were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

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.

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.

Finally, 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.H1 (2012) Housing Growth

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

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.
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
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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

The application has been subject to numerous rounds of consultation. A total 18 neighbouring properties were consulted by letter and a site notice was erected outside of the site. The final round of consultations expired on 01/11/19. A breakdown of the comments received during each round of consultation is provided below along with a summary of the comments received across all rounds of consultation. In addition to the below comments a petition carrying 53 signatures has been submitted in objection to the proposed scheme.

Following public consultation 23 representations were received raising the following concerns;

- Further congestion
- Impacts to local ecological habitat
- Development not in keeping with the local context
- The proposed access is unsuitable for 5 new properties
- Noise from the cars entering and existing the access road
- De-value properties
- Impacts to trees
- Removal of the existing ponds
- Pedestrian safety
- Back-land development
- Lack of emergency vehicle access
- Parking
- Materials shown on the proposed plans do not match the those of the surrounding properties

Internal Consultees

HIGHWAYS

Site Characteristics

The site is located within an extensive residential catchment in Uxbridge situated north of Uxbridge Common and adjacent to Park Road. The proposal is for the existing single detached property to be demolished with a proposed replacement build of 6 new residential units - 4x3 & 2x1 bedroom residential units. A narrow and private shared-space (with no footway) roadway facilitates access to the existing property and to No's 12, 13&14 North Common Road which form a cul-de-sac. This access arrangement would broadly remain unaltered but would benefit from an added 'turning area' provision with the site envelope of No.13a. The site address exhibits a PTAL rating of 2 which is considered below average and therefore encourages a higher dependency on the ownership and use of the private motor car.

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. The maximum requirement for the four 3 bedroom terraces is for up to 2 on-plot spaces to be provided in order to comply with the adopted parking standard with a total of 3 spaces for the two bungalows. This equates to 11 spaces. It is proposed to provide 5 communal spaces and 4 within each curtilage of the four terraces thus totalling 9 spaces (including one disabled compliant) which falls below the maximum standard. However as this shortfall is marginal, it is considered unlikely that the proposal would impact detrimentally on the local highway network. The 5 communal spaces will need to be demonstrated as allocated via a parking allocation planning condition. In terms of cycle parking there would be a requirement of at least 1 secure and accessible space for each of the two bungalows and 2 spaces for each of the four terraces in order to conform to the adopted borough cycle parking standard. 6 spaces are mentioned within the submission but without detail hence this should be provided via planning condition with an up-lift to 10 spaces in total.

Site Access and internal site layout

An existing narrow vehicular and pedestrian access roadway that currently serves the site & No.'s

12, 13 & 14 is to remain but would be enhanced to serve the proposal for a net additional provision of 5 residential units. The true width of the access road varies from approximately 2.8 to 3.2m throughout its 60m length hence there is no opportunity to provide vehicular passing provisions which would be desirable. This variation in width is mainly due to overgrowing hedgerows of the neighbouring addresses which flank onto the access road, namely No's 11 & 15. Some hedge/foliage trimming throughout would therefore produce some additional width however this would involve a maintenance regime which would need to be applied in perpetuity. As No.13a possesses full rights and control over the roadway (as demonstrated by the road being encompassed within the red-line boundary) such a requirement can be achieved via legal agreement or suitable planning condition.

It is noted that although it would be desirable for the development to have a wider access road, it is acknowledged that the existing properties within the cul-de-sac are currently accessed and serviced by refuse vehicles (albeit by the smaller variety) without known detriment. Any net uplift in vehicular and pedestrian activity imposed on the access road would be generated by the 5 additional proposed residential units and associated servicing/delivery demand. It is acknowledged that such demands would not be high with a maximum of several additional vehicle/pedestrian movements per day with infrequent use by service vehicles. There is also no prejudice to emergency vehicle access such as for Fire tenders as there is sufficient width available to gain access in the present scenario which would be much improved when a wider service road is achieved.

On the basis of the above, it would therefore be a requirement to maximise the access road width by resurfacing the whole length of roadway to the maximum achievable i.e. 3.2m so it can best perform its vehicular and pedestrian function. Incorporated within the design would be low level lighting, 'noise reducing asphalt' resurfacing throughout the length of the access road with 2 road humps at each extremity which would further aid both vehicular and pedestrian bound movements thereby delivering betterment which is of course welcomed. This aspect would be secured by way of legal agreement

With regard to the internal parking layout and arrangement of the access road and new turning head within the site envelope, the designs broadly conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts. This will allow for vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds.

The arrangement is further supported by a comparable application (albeit with a wider access road design) presented within a 2014 application (61320/APP/2014/2502) for a back-land development but with access between No.'s 16 & 17 which was refused (but not on highway grounds) and subsequently allowed upon appeal in 2016. As there is no evidence to suggest that the existing site access road servicing the four existing residential dwellings performs unsatisfactorily coupled with the marginal uplift in proposed vehicular and pedestrian activity, the proposal is, on-balance, considered acceptable.

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.

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

Operational Refuse Requirements

Refuse collection would be facilitated via North Common Road with subsequent entry into the cul-

de-sac. The proposed positioning of the bin storage area would allow refuse vehicles to make their collections from within 10m of the vehicle itself which conforms to allowable waste collection distance standards. It has been confirmed that at present the Council currently utilises a smaller version of the Council's standard refuse vehicle (which is some 40% shorter and marginally narrower than a full size vehicle) to serve the four properties within this cul-de-sac including No. 13a. There is no evidence to suggest that this arrangement gives rise to any discernible highway related issue hence it is anticipated that this servicing arrangement will continue with the new development in place. As highlighted earlier, once an enhanced access road width is achieved via hedge/foilage trimming and resurfacing with the added benefit of a 'turn around' facility provided within the site envelopment, this would allow adequate manoeuvrability for refuse collection vehicles to 'pick-up' from each of new dwellings without prejudice to general highway safety. There are no further observations.

Construction Logistics Plan (CLP)

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

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any 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 AND WATER MANAGEMENT

Prior to commencement,(excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and or grey water will be recycled and reused in the development.

There is also a requirement to provide a management and maintenance plan associated with the Land Charges on the site so that it will be adhered to for the lifetime of the development.

Long Term Management and Maintenance of the drainage system.

i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

li. Provide a management and maintenance plan for each aspect.

ii Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).

iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

Long Term Management and Maintenance of the drainage system and Blue Ribbon landscaping.

i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

ii. Provide a plan of the landscaping and specified annual maintenance as well as arrangements for any adhoc or emergency management which may be required.

REASON

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

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies (with modifications March 2019)

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

London Plan Policy 5.13 Sustainable Drainage (March 2016), and

London Plan Policy 5.15 Water use and supplies. (March 2016).

National Planning Policy Framework (June 2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

HERITAGE AND CONSERVATION (summary of multiple sets of comments received during the determination of the application which involved various plan revisions) :

Assessment - background/significance

The existing site comprises of a modern, mid-20th century single dwelling house located in the south-western corner of the site. The property itself is not of any particular interest. However its verdant character positively contributes to its immediate surroundings. The site is accessed off a narrow lane running north from North Common Road. It is a small semi-rural pocket with mature hedges defining boundaries and a small number of dwellings making up the informal Close.

The highly vegetated nature of the site and well established pond contribute to the character and appearance of the streetscene. The ponds have a notable history relating to a tile works in this location during the 19th century prior to the development of the Water Tower (now residential) and neighbouring cottages. It forms part of the setting of the Locally Listed Water Tower to the east of the site. The Water Tower was built by the Uxbridge Water Works Co. and is considered to be a non-designated heritage asset due to its Locally Listed status. It is a notable landmark building with views of the structure stretching as far as the A40.

Neighbouring the site to the south east are three cottage-style dwellings. Originally there had been a pair of cottages comprising of Nos. 12 and 13. The occupants of the cottages were likely workers associated to the Water Tower and these were some of the first residential dwellings located off Uxbridge Common. No.13 was extended in the 1970s to the north which was then separated off as a separate dwelling. The existing cottages are an attractive group and they originally date from the early 20th century. They are characterised by their painted render exterior and half-hipped clay tiled roof with decorative ridge tiles. No. 12 appears to have retained its chimney stacks which positively contribute to the character and appearance of the cottage aesthetic and ASLC. Their quaint appearance is defined by its one and half storey scale with half dormers featuring at eaves level. They are modest in size typical of their age, with a projecting wing to the rear.

The cottages are surrounded by mature vegetation with a timber picket fence enclosing the frontage. This contributes to the semi-rural character of this pocket space and defines the architectural style and scale of residential dwellings in this location.

The site and surrounding environment positively contributes to the character and appearance of the area and form part of the early development around Uxbridge Common with both historic and architectural interest. Whilst the encroachment of suburban developments has somewhat diminished a once rural setting this pocket space within North Uxbridge is a reminder of the area's history. Alterations and development should aim to enhance such significance.

Assessment - impact

The proposed amended development would comprise of demolition of the existing dwelling house and introduce 5 new dwellings to the southern end of the site. There are no objections to the principle of demolishing the existing house.

The amended proposal would not address previous issues highlighted. The height of the terrace would remain as two full storeys with gabled roof form. This would result in the built form dominating this intimate space. As described above the immediate surrounding environment is well-defined by the 1 and a half storey cottages. This approach has also been taken on the Allowed development site to the west (rear of Nos. 15, 16 and 17). The design and appearance of the proposal would not be in keeping with the site's immediate vicinity and introduce an urban form into a space semi-rural in character.

It is important the semi-rural character of this pocket space is retained (if not enhanced upon). There would be significant loss of existing vegetation due the positioning of the properties. This alongside the widening of the road and car parking arrangement would detrimentally alter the appearance of the unique lane-like aesthetic. The choice of road surfacing would also overly urbanise the character of the area. A 'buff' coloured surface, ideally permeable should be considered in the first instance. The proposed 'park railings' between the dwellings would be considered urban in appearance and in appropriate. A picket fence could be considered more in keeping.

Conclusion

There is some scope for development on this site however it would need to be limited to a small number of units, ideally two semi-detached pairs of cottage-style dwellings. The design, appearance, scale and height would need to be similar to the neighbouring cottages and allowed appeal scheme to the west, 1 and half storeys in height with the first floor contained within the roof.

OFFICER COMMENT:

The concerns raised by the Conservation Officer need to be balanced against the delivery of additional family housing.

ECOLOGY

The development will result in a historic pond that is likely to have a historic ecological footprint of value to the area; more so given this type of habitat is becoming increasingly rare. The ecological report provides useful information on some protected species and rules out the presence of great crested newts. However, the assessment fails to fully address the general value of the pond and effectively dismisses it as a low value ecological receptor. This is not accepted. Although the pond may not be a primary supporting habitat for European protected species, it will have value to a range of flora and fauna that serves as a diverse natural environment.

The proposed development includes the loss of the long established pond and the replacement with a new pond on a smaller footprint. In addition, there will be a loss of surrounding supporting vegetation. Ultimately, as presented there would be a net reduction in biodiversity and ecological value. The replacement pond and potential to provide opportunities within the new development would cater to some degree for the loss but the only conclusion that can be reached is that there would be a net reduction and therefore not policy compliant.

However, it should be noted that the net ecological impacts could be a lot worse on site and the applicant has agreed to an offsite contribution of £20,000 to improve the value of a nearby ecological receptor.

Consequently, if you are minded to approve the application, the £20,000 must be secured through the S106 agreement and the following condition appended to the subsequent approval:

TREES AND LANDSCAPES

This site is occupied by a detached house at the end of a long unsealed private driveway off North Common Road. The site has a small lawn to the front but extends some way to the north and east behind the house, with a number of outbuildings and a large pond. The land to the rear has recently been cleared but the site is surrounded by boundary trees, off-site, in the rear gardens which back on to the site. There are no TPO's or Conservation Area designations affecting the site, however, the area is locally listed as an Area of Special Local Character.

A tree report has been prepared by an arboricultural consultant with due regard to BS5837:2012. The report has identified and assessed 14 individual trees, all of which are 'C' grade apart from one 'A' grade tree T2 a cedar and one 'B' grade tree, T1, a sycamore. The report acknowledges that both T1 and T2 will be close enough to be affected by the development, together with 'C' grade trees T3-14, however, tree protection measures and methodology is specified which, the report states, will safeguard the trees - provided the prescribed measures are adhered to.

With regard to the site layout T12, T13 and T14 are relatively close to the plot 6. Otherwise, the layout provides external amenity space / private gardens with new tree planting and a small replacement pond. An ecological appraisal and Great Crested Newt report have been prepared by All Ecology with recommendations. (Please refer to Ian Thynne for comment).

RECOMMENDATION No objection subject to pre-commencement condition RES8 (arb supervision required with monitoring reports to be submitted to the LPA) and post-commencement conditions RES9 (parts 1,2,4,5 and 6) and RES10. Robert Reeves Principal Landscape Architect

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

Policy 3.3 of the London Plan (March 2016) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives.

At a national level, Chapter 5 of the National Planning Policy Framework (NPPF) (February 2019), supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that proposals for tandem development of backland in residential areas will only be permitted if no undue disturbance or loss of privacy is likely to be caused to adjoining occupiers.

Policy DMH 2: Housing Mix The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The London Borough of Hillingdon Strategic Housing Market Assessment (November 2016) which supports Policy DMH 2 states that there is clear requirement for family sized dwellings (3 bed and above). The proposal seeks planning consent for 5 x 3 bed dwellings with adequate garden space provide to serve each unit thus would meet the requirements set out in DMH 2.

Policy DMH 6 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- v) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

An existing service road provides access to the application site via North Common Road. The service road runs is located between No's 11 and 15 North Common Road and tunnels along the east and west side boundaries for almost the entire depth of each of the respective plots. The service road its does not only serve as vehicle and pedestrian access to the application site but also the rear of the terraced dwellings which are located further south east of the site. The access itself is wide enough to accommodate both vehicle and pedestrian activity and a turning circle space is provided towards the rear of No.15. Given that the road and turning circle already exists the intensified use of this route is considered to be limited.

The primary front and rear elevations would be located over 15 metres from any neighbouring properties and the habitable room windows would be sited 21 metres from the primary habitable room windows of all neighbouring properties, thereby avoiding any detrimental impact to neighbour privacy and overshadowing.

The application proposes 5 x 2 storey dwellings set back from the front boundary of the site with planting to be provided around the boundary to install a green form of privacy screening. Whilst the sites immediate context does feature some 1.5 storey dwellings, in particular the adjacent set of terraces the general built form is very much varied in terms of the building heights, scale and bulk. The height of the proposed dwellings would be similar and in some cases less than those properties which front North Common Road and the significant set back from the boundary of the site gives the impression of a more intimate development. Furthermore the site plan demonstrates the retention of significant landscaping which contributes to the verdant nature of the Area of Special Local Character and tree cover is to be provided along the front boundary to provide a green screen around the southern boundary which can be viewed via the rear windows of the neighbouring dwellings.

When assessing the application it is important to give weight to the planning history of not only the site itself but other sites within close proximity, in particular those of which have appeal history. In conducting a planning history search the site known as Land At Rear of 15, 16 and 17 North Common Road was found to be subject to a similar application for which an appeal inspector overturned the council's decision to refuse application ref 61320/APP/2014/2502 and 61320/APP/2015/2013 (appeal reference APP/R5510/W/15/3135376) for the demolition of a single garage at 17 North Common Road, construction of a new access road between 16 and 17 North Common Road and the development of a terrace of 3 x 3 bedroom dwellings with associated car parking and amenity area on land to the rear of 15, 16 and 17 North Common Road.

Paragraph 18 of the inspectors report states "In summary, the main attribute of this part of the ASLC is the attractive frontage to North Common Road". This particular development is similar in the sense that the plot to be developed sits behind a row of existing dwellings and would be served by a similar access to that proposed in the current application. The inspector states that the main attribute of this part of the ASLC would not be disturbed given the proposed dwellings would in effect be hidden behind the dwellings which form the attractive frontage on North Common Road.

Following on from the above, the inspector states in paragraph 19, "Therefore there would not be harm to the character and appearance of the surrounding area. As a result no conflict would occur with Policy BE1 or with Policies BE13 and BE19 of the Unitary Development Plan (UDP) which are concerned with design and character. These have been saved for an interim period as the HLP: Part 2. Furthermore the proposals would not be at odds with Policies 3.5, 7.1 or 7.4 of The London Plan 2015 regarding quality and design of housing developments, lifetime neighbourhoods and local character"

Whilst the orientation of the dwelling differs to the successfully appealed case at the aforementioned site, the principle of whether the proposed dwellings significantly impact the main attractive feature of North Common Road (the frontage) is a similar consideration and given the fact that only views of unit 1 would be offered from the road which would be consistent with the current view of the existing dwelling, it is unlikely that the council would be successful in defending the case refused on grounds of detrimental impact to the ASLC only, at appeal.

On balance, the proposed development would have a limited impact in terms of neighbour amenity and its wider context within the North Uxbridge Area of Special Local Character. Furthermore weight must be afforded to whether the scheme would significantly impact the ASLC main characteristics named within the appeal inspectors report for the site mentioned above. The scale and massing of the terrace would not be inconsistent of other dwellings constructed within close proximity of the the site, there is significant landscaping and tree cover proposed and the proposed developed would be served by an existing access way, as well as the replacement of the the existing ponds with a larger point to the rear of the development for which the general public would have access to. Therefore on-balance the scheme is considered to accord with Policy H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy DMH 6 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within a suburban setting, as defined within the notes to Table 3.2 of the London Plan (2016).

The PTAL score for the site is 2 which identifies the area as having a low level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide would therefore be between 150-250 habitable rooms per hectare per and 35-65 units per hectare.

The proposal involves the provision of 5 residential units on site which has an overall area of approximately 2,500 m² (0.25 hectares). The proposed development would provide 20 habitable rooms between all 5 new units which is considered to be acceptable in this location.

The scheme as proposed results in a density of 80 habitable rooms per hectare and 20 units per hectare. As such the density of the proposed scheme is lower than that which is recommended for a site of this size within London Plan Policy 3.4.

The application site is is formed by an awkward shape with a long narrow service road which forms part of the overall site area, which connects the site to the principle highway. The site is predominantly surrounded by residential properties of between 1.5 and 2 stories set within spacious plots. Taking these points into consideration the proposal for 5 x 2 storey dwellings set back from the main frontage of the plot would present a development which would compliment the character and appearance of the local area in comparison to a scheme with a higher density.

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

The application site is not located within an area important for archaeological remains, it is not sited close to any listed building nor is it located within or on the fringes of a conservation area.

The site does however, form part of the North Uxbridge Area of Special Local character. In such areas, Policy BE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies

(November 2012) applies which seeks to ensure new development harmonises with the materials, design features, architectural style and building heights predominant in the area. Development must also comply with the more general BE13 and BE19 policies, which seek to resist developments where the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain, or which fail to complement or improve the residential amenity of an area.

Furthermore policy DMHB 5 of the Hillingdon Local Plan : Part 2 - Development Management Policies (March 2019) sets out 3 key pieces of criteria which relate to development within Areas of Special Local Character.

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

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

The application site is located within the northern area of the North Uxbridge Area of Special Local Character, centred around the Common. The site is located to the rear of the properties which front North Common Road, characterised by residential dwellings of a variety of scales, tall hedges which form screening around most of the plots, mature trees and vegetation all of which contribute to the verdant nature of this area of Uxbridge. The Common (open space) is a very attractive feature at the centre of this area, and it provides a good setting for the properties surrounding it. There are some pleasant views across the Common, particularly to the large inter-war houses on the north side, set in spacious plots and bounded by tall hedges, with some older, Victorian cottages set down leafy lanes to the north. The former water tower which has been converted into residential units provides a pleasant back drop to the application site and contributes to the more traditional built form within the Area of Special Local Character.

Furthermore as stated within the "Principle of Development" section of this report, a planning appeal inspector assessed the key features of the area within the ASLC for which the application site is located, in the assessment of a recent appeal against the Council's decision to refuse a similar development within approximately 50 metres of the application site. The inspector states in the appeal decision "In summary, the main attribute of this part of the ASLC is the attractive frontage to North Common Road". This particular development is similar in the sense that the plot to be developed sits behind a row of existing dwellings and would be served by a similar access to that proposed in the current application"

With regards to policy point (A), the proposed site plan illustrates the front facade of the buildings would remain south facing. The street scene comprises of mainly 2 storey residential dwellings set back from the main highway by generous sized front gardens and screen from the road by the presence of mature vegetation. Although set back by a significantly greater distance, the existing arrangement of built form and landscaping on site would be consistent with that of the majority of the dwellings within the street scene

prior the dwelling being vacated or left uncared for. The proposed plans do not present a departure from the height of the existing property and majority of the dwellings which comprise the street scene.

The application proposes an intensification of the use of the site and this has been brought forward in the design by way of terraced dwellings. The site is bounded by a set of terraced dwellings to the east and although the height of the proposed dwellings would be slightly greater (approximately 1.5 metres) than the existing terraced dwellings, the proposed site plan illustrates the proposed dwellings would be set back from the main frontage of the site with vegetation and trees along the boundary which will provide adequate screening. Furthermore the staggered front facade would effectively break up the bulk and massing of the terraced block which would also be screen by the 2 storey properties which front the North Common Road. The materials used to construct the development can be conditioned and therefore are not considered essential to the determination of this full planning application.

With regards to policy point (C) as stated above and the principle section of this report the scale, bulk and massing is similar the vast majority of the dwellings which are located within this area of the ASLC. Whilst the application site accommodates two ponds which would need to be removed to facilitate the construction of the dwellings the applicant has agreed to construct a new pond which the general public will have access to via a gate along the east and western boundaries, with a footpath to be constructed around the outer edges of the site.

Whilst the Heritage and Conservation Officer has raised concerns with the scale and design of the development as well as giving advice on preferred revisions, further assessment of the application has been undertaken by the Case Officer which includes the review of the appeal inspectors decision to revert the Council's decision to refuse the similar development to the rear of 15, 16 and 17 North Common Road. Given the scale, bulk and massing of the block is consistent with the vast majority of dwellings in this area, the significant landscaping demonstrated on the proposed site plan, the inclusion of a new pond available to the public, the set back and staggered design of the front facade and the inspectors view of the similar development which is within very close proximity to the application site on balance the proposal is viewed to have a negligible impact on the character and appearance of the street scene and its wider context within the North Uxbridge Area of Special Local Character.

7.04 Airport safeguarding

Not relevant to applicaiton of this scale.

7.05 Impact on the green belt

The application site is not located within the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE22 states that buildings of two or more storeys in height should be set back a

minimum of 1 metre from the side boundary of the property for the full height of the building

Emerging policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design which includes ;

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing; local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

The application is considered to be backland development as stated within the principle of development section of this report and given the site is significantly set back from the main principle highway (North Common Road) which is where the valuable street scene is located the proposed development would have a limited impact to the character and appearance of the street scene.

The application site is located within the northern area of the North Uxbridge Area of Special Local Character, centred around the Common. The site is located to the rear of the properties which front North Common Road, characterised by residential dwellings of a variety of scales, tall hedges which form screening around most of the plots, mature trees and vegetation all of which contribute to the verdant nature of this area of Uxbridge. The surrounding built form comprises of a mixture of terraced, semi-detached and detached dwellings of highly individual design and character.

To the south of the site is 'The Common' which is prestigious green space accompanied by a pond and is seen as a very attractive feature of the area.

The principle of constructing a set of terraces within this location is considered to be acceptable. With regards to the scale of the development, the proposed elevations illustrate that the front facade of the block would measure 29 metres in width and would

have a staggered frontage with Unit 1 & 5 being set back in order to break up the bulk of the block. The height of the block would measure approx 8.8 metres to the top of the ridge of the pitched roofs which is higher than the 1.5 storey terrace block to the east but less than the height of those properties which front the site (10,11 & 15 North Common Road). The proposed plans illustrate the dwellings would be of a traditional design with pitched roofs, glazed bar windows and soldier courses above the windows.

As stated above the street scene does not comprises of a specific prevailing character. The proposed scale of the dwellings is considered to be consistent with the vast majority of the dwellings within this area and those within the immediate context (North Common Road). The proposed plans illustrate the dwellings would be set back from the main frontage of the site and would be screened by vegetation and trees along the boundary of the site. Taking the above into consideration and that views of the development from the principle highway would be limited, the proposed development is not considered to give rise to any significant impacts to the character and appearance of the area. As such the proposal is considered to on-balance accord with policies BE13, BE19, BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019)

7.08 Impact on neighbours

Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings of two storeys in height or more should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) sets out principles of good design which will ensure the amenities of surrounding properties are protected.

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

The Council's adopted supplementary planning document, HDAS-residential layouts sets out requirements for separation distance which protect existing and proposed occupiers from possible over-domination and privacy impacts. Section 4.12 states that new residential developments should achieve a distance of 21 metres between neighbouring habitable room windows.

The ridge of the proposals would be higher but even though they would be at an angle to one another the proposed and existing dwellings would be broadly side-to-side. This is a common relationship between neighbouring properties and the 15m distance mentioned in the Supplementary Planning Document (SPD) on Residential Layouts is not intended to apply to this kind of situation. Scope also exists for landscaped screening between the proposed side walls and the boundary.

The proposed site plan illustrates the dwellings would be served by north and south facing habitable room windows whereas the existing terraced block to the east is served by main habitable windows facing west and east as the orientation of the block is different to that of the proposed. The scheme would achieve the minimum 15m separation distance from neighbouring properties as set out the HDAS - Residential Layouts document. The closest residential properties would be No 5 Water Tower Close which measures 17 metres east of Unit 5 and 17A Harefield Road which is located 17 metres to the west.

Whilst it is accepted that Units 1 and 5 would feature habitable room windows at first floor level within 21 metres of existing neighbouring habitable room windows, consideration needs to be given to whether the scheme gives rise to significant harm to the privacy of those neighbouring properties which bound the site. With regards to No 170A Harefield Road, the higher level windows which would serve the bedroom at first floor would be constructed approximately 19.5 metres from the windows within the rear elevation (east facing) however according to the planning history this window serves a bathroom. Furthermore whilst the higher level windows of Unit 1 would offer some views over the garden of the aforementioned property these would be only be oblique views given the orientation of the unit.

A similar scenario is present between Unit 5 and No 5 Water Tower Close. The higher level windows within the front elevation of Unit 5 which serve a bedroom measure approximately 19 metres from the higher level window within the side elevation of No 5 Water Tower Close however the 21 metre separation distance applies to primary habitable room windows and the window within the side elevation is considered to be provide secondary outlook. As such the proposal is not considered to give rise to any significant impacts to neighbouring amenity through overdominance, visual intrusion, overlooking and overshadowing.

Whilst occupiers of the houses on either side of the access would be conscious from time-to-time of the comings and goings connected with the proposed houses the number of vehicular movements would not be high. Given also the absence of technical evidence to counter the noise assessment, no adverse impact on their living conditions would be likely to occur.

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The scheme proposes the construction of 5 x 3 bed, 4 person dwellings of 2 stories in height which require 84m² of internal floor space in order to comply with the current space standards set out in Section 3.3 of the London Plan. The applicant submitted plans with all unit sizes demonstrating floor space in excess of the standards as set out above. As such the scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

Unit 1: 99.4m²

Unit 2: 99.4m²

Unit 3: 99.4m²

Unit 4: 99.4m²

Unit 5: 99.4m²

The proposed plans demonstrate that the development would comply with the minimum space standards set out in the London Plan and the National Space Standards.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

The proposed plans demonstrate that all units meet the minimum space standards required as do each habitable room. Adequate outlook and daylight is proposed for each habitable room and therefore the scheme is considered to be policy compliant.

EXTERNAL LAYOUT/AMENITY SPACE

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, requires 4 bedroom houses to provide at least 100 sqm. The proposal provides in excess of the requirements set out above which accords with Policy BE23 and the SPD requirement. Each garden would benefit from the following rear garden space which demonstrates the schemes compliance with policy BE23.

Unit 1: 67m²
Unit 2: 60m²
Unit 3: 60m²
Unit 4: 60m²
Unit 5: 82m²

OUTLOOK

The dwelling have been designed designed with appropriate defensible space between the proposed units. The floor plans illustrate the main habitable room windows would be north and south facing and would be greater than 21 metres from neighbouring windows therefore adequate outlook is demonstrated for each of the new dwellings.

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.

An existing narrow vehicular and pedestrian access roadway that currently serves the site & No.'s 12, 13 &14 is to remain but would be enhanced to serve the proposal for a net additional provision of 5 residential units. The 60 metre long access roadway tunnels between No.11 and No.15 towards and around the rear gardens of those properties which front Water Tower Close. The width of the access road varies from approximately 2.8 to

3.2m and is restricted by mainly due to overgrowing hedgerows of the neighbouring addresses which flank onto the access road, namely No's 11 & 15. Whilst the access roadway may provide some form of access to the rear of the properties for which it bounds, No.13a possesses full rights and control over the roadway (as demonstrated by the road being encompassed within the red-line boundary). The application includes a plan to widen the access roadway by the removal of some of the overgrown vegetation which restricts the current width as well as some resurfacing to enable improved vehicle and pedestrian movement.

The development proposes an intensification of the use of the site by way of a net increase of 4 dwellings. It is noted within the comments have been received following the public consultation raising concerns with the lack of provision for 2 way vehicle movement within the site in order to serve the intensification of the use of the site. Whilst the application would result in additional pedestrian and vehicle movements per day, the Councils Highways Officer has stated that this increase would be negligible and that there would be no prejudice to emergency vehicle access such as for Fire tenders as there is sufficient width available to gain access in the present scenario which would be much improved when a wider service road is achieved.

With regard to the internal parking layout and arrangement of the access road and new turning head within the site envelope, the designs conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts. Furthermore, as stated by the Highway Officer in his comments, the access and parking arrangement is similar to that approved by the appeal inspector for the comparable application behind No.'s 16 & 17 which was refused (but not on highway grounds) and subsequently allowed upon appeal in 2016.

With regards to the parking, the application proposes 10 spaces which is consistent with the councils adopted parking standards . A plan showing adequate parking volumes and a turning circle which would be accessed via the access road from the main principle highway (North Common Road).

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

7.11 Urban design, access and security

URBAN DESIGN

Urban Design matters relating to the scale, form and massing of the development are addressed within the "impact to the character and appearance of the area" section of this report.

SECURITY

A condition would be attached to any approval to require the development to be built to secured by design standards and maintained as such.

The proposed development would therefore be in accordance with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

Notwithstanding the submitted plans the Access Officer has stated the requirement for a pre-commencement condition pertaining to further details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. The requirement of this information is to ensure the design is in accordance with London Plan policy 3.8 and to ensure the construction of the dwellings meets Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

7.13 Provision of affordable & special needs housing

Not relevant to a scheme of this size

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 5.3 of the London Plan (March 2016) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.

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

In accordance with the above the applicant has submitted a site plan which demonstrates that each of the properties would be served by adequate sized rear gardens. In addition today each dwellings would benefit from modest sized front gardens with newly planter trees and a green screen will be construction around the edges of the site. The submitted site plan demonstrates that the rear gardens would be bounded by newly constructed pond to replace those which would be removed to facilitate the construction of the dwellings. A new path would be constructed and entrance gate to allow the public access to the pond and this is viewed as beneficial. A landscaping condition has been attached to secure further landscaping details.

A tree report has identified and assessed 14 individual trees, all of which are 'C' grade apart from one 'A' grade tree T2 a cedar and one 'B' grade tree, T1, a sycamore. The report acknowledges that both T1 and T2 will be close enough to be affected by the development, together with 'C' grade trees T3-14, however, tree protection measures and methodology is specified which, the report states, will safeguard the trees - provided the prescribed measures are adhered to. The application proposes the planting of 6 trees along the front boundary of the site and within the gardens of the 5 new dwellings which will provide some screening around the edge of the development similar to the North Common Road street scene. As such the landscaping and tree details are considered to be acceptable.

ECOLOGY

An Ecological Appraisal was undertaken in April 2015 and a subsequent presence/absence survey for great crested newts was carried out in May 2015. The terrestrial habitat at the site is poor for amphibians as it is mainly grassland with only boundary hedgerows and planted borders providing any cover. There are 2 ponds within 250m and a great crested

newt was recorded at the pond to the south-west on Uxbridge Common. This is listed as a Site of Importance for Nature Conservation (SINC) in UDP Policy EC3. However, breeding was not confirmed and the connectivity to this habitat from the appeal site is not good as it is on the other side of North Common Road.

Given the unattractiveness of the appeal site to this protected species and the lack of evidence that it contributes to a wider network the proposals are unlikely to have any material impact on ecology. It would nevertheless be prudent to implement certain measures to prevent harm to great crested newts whilst construction is in progress and this could be secured by condition.

The Council seeks a financial contribution towards the enhancement of the pond. Whilst habitat restoration would be beneficial in itself the link between such works and the proposals is tenuous. If they were leading to the displacement of a significant population of great crested newts and mitigation was therefore required that would be a different matter. However, this is not the case. Therefore, this sum is not necessary to make the development in Appeal B acceptable in planning terms and the obligation therefore does not meet the relevant tests in the Community Infrastructure Levy Regulations and the Framework. It should not be taken into account in the appeal and therefore the condition in section 3.1 of the undertaking is triggered.

No significant harm to biodiversity would occur as a result of the proposals and the principle set out in the first bullet point of paragraph 118 of the Framework does not apply. Furthermore, they would not fall foul of Policy EM7 of the HLP: Part 1 which is concerned with protected species and SINC's or with Policies EC3 and EC5 of the UDP. The latter refers to the creation of new habitats. They would also be in line with Policy 7.19 of The London Plan 2015 on biodiversity and access to nature.

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

A refuse collection point is proposed to the front boundary of the main portion of the site. Given that the existing property benefits from a refuse collection in the same area of the site the proposal would not give rise to significant waste collection concerns.

7.16 Renewable energy / Sustainability

Not applicable

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. This is further supported by policies DMEI 9 and DMEI 10 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Policies 5.13 and 5.15 of the London Plan (March 2016).

The application site was identified to have a low risk of flooding from surface water and groundwater, however, recommendations have been made to mitigate these risks which would ensure the proposals and their occupants are safe and appropriate with respect to flooding now and for their lifetime including allowances for climate change. A surface water

drainage strategy has been proposed which demonstrates how the proposals will ensure surface water generated on site will be collected, attenuated, treated and discharged at a controlled rate in accordance with local and national policies, thereby reducing the risk of surface water flooding on and offsite.

The submission of revised layout information on the 1st October, there is no longer an in principle objection, as this new layout has more appropriately arranged the layout to deal with all sources of flooding. It has also retained a much larger portion of the valuable ecological habitat.

The FRA has demonstrated how the flood risks associated with the site can be managed by the proposals, reducing the level of flood risk as compared to the existing regime. In conclusion, this FRA demonstrates that the proposals are consistent with the aims of the NPPF and its Planning Practice Guidance, along with the aims of the Strategic Flood Risk Assessment. The site will not be at significant risk of flooding, or increase flood risk to others.

However a considerable amount of detail of this arrangement and proposals still need to be agreed and therefore numerous conditions will need to be applied all of which should be discharged at the same time as the drainage and ecology are interrelated. As such the application is considered acceptable subject to a flood water management and drainage condition.

7.18 Noise or Air Quality Issues

AIR QUALITY

The application site does not fall within an air quality focus area nor is the proposal considered a major development therefore an air quality assessment is not required.

NOISE

A construction management plan condition has been included to ensure that the noise created but the construction of the proposed development does not significantly impact the surrounding properties. Given that the proposal is for 4 new residential properties in an area which is bounded by a school playground it is unlikely that the proposal would give rise to any significant increase in noise.

7.19 Comments on Public Consultations

Addressed in the External Consultation section of this report.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

- (i) An offsite contribution of £20,000 towards ecology

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

In addition to S106 contributions the Council has adopted its own Community Infrastructure

Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £39,583.42 .

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £17,220 .

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

Not applicable

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

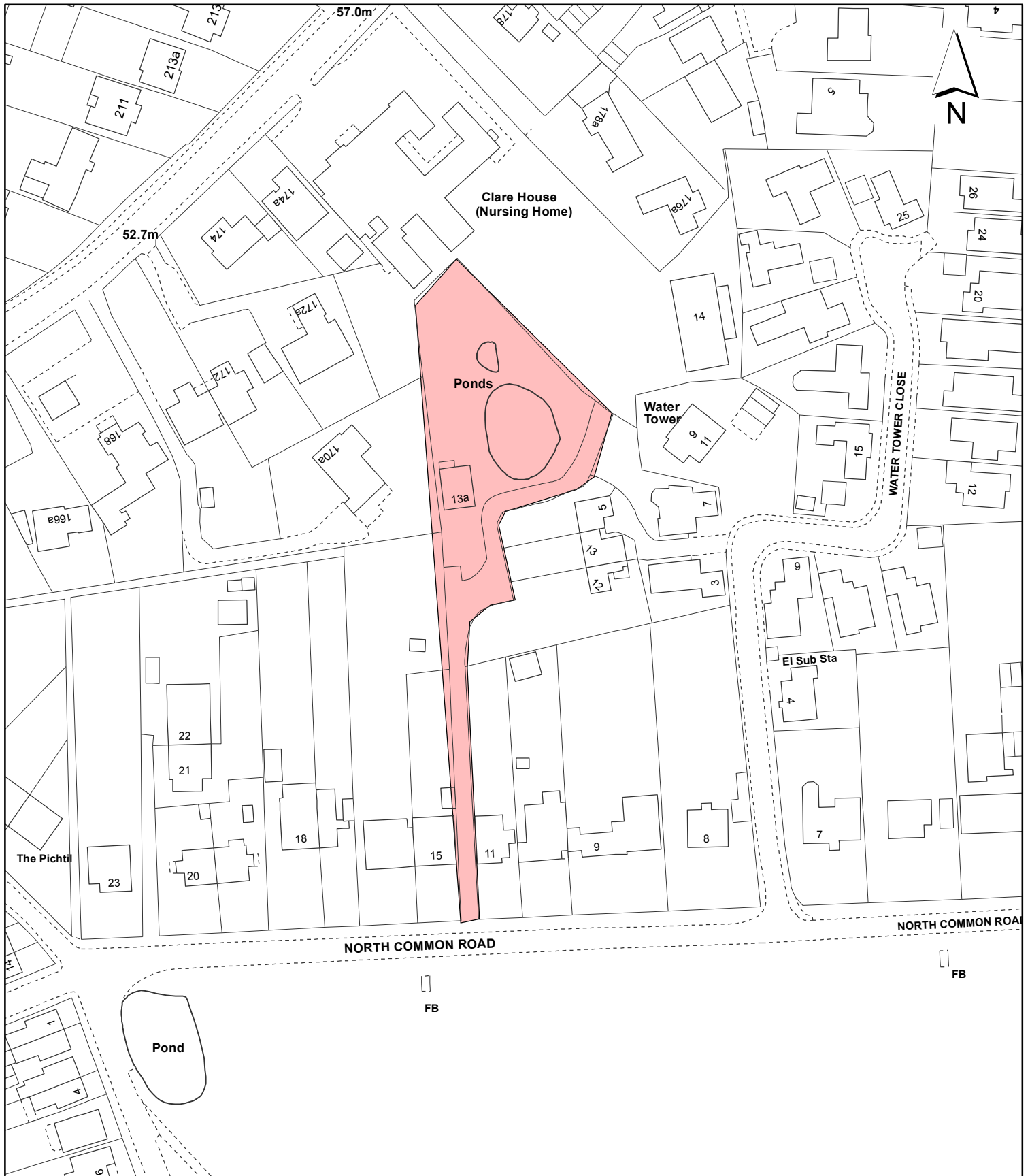
The principle of constructing a set of terraces within this location is considered to be acceptable. The proposed scale of the dwellings is considered to be consistent with the vast majority of the dwellings within this area and those within the immediate context (North Common Road). Given that the street scene does not comprise of a specific prevailing character and the comments provided within the appeal inspectors decision () the application is not considered to give rise to significant harm to the character and appearance of the North Uxbridge Area of Special Local Character. Whilst the proposal would give rise to ecological impacts due to the redevelopment of the pond area, the replacement pond is considered to balance the harm of what would be removed and also present some flood water management benefits. This in conjunction with the offsite contribution is considered to out-weigh the harm caused by the removal of the pond. As such the application is considered on-balance acceptable.

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 London Borough of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019)
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: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

13A North Common Road

Planning Application Ref:
74738/APP/2019/1181

Scale:
1:1,250

Planning Committee:
Central & South

Date:
December 2019

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Report of the Head of Planning, Transportation and Regeneration

Address HILLINGDON MANOR SCHOOL HARLINGTON ROAD HILLINGDON

Development: Change of use of open space from (Use Class Sui Generis) and the construction of two buildings and a cafe in association with the school (Use Class D1) with associated access, car parking and landscaping

LBH Ref Nos: 3043/APP/2019/1788

Drawing Nos: 1594-01 B
Arboricultural Impact Assessment
Ecological Impact Assessment
Proposed Visual
1594-02 C
1594-03 C
Planning, Design and Access Statement
Planning Statement
Phase I and Phase II Geo-environmental Site Investigation
Preliminary Ecological Appraisal
Covering Letter (Ref: A110762/IB)

Date Plans Received: 28/05/2019 **Date(s) of Amendment(s):** 31/07/2019

Date Application Valid: 28/05/2019 30/05/2019

28/05/2019

11/10/2019

1. SUMMARY

This is an application for the erection of three single storey buildings, two of which would be used as classrooms and the third building would be used as an ancillary cafe. Immediately east of the proposed cafe, an area of hard standing to accommodate 12 car parking spaces with associated access is proposed within an open field that is situated entirely within the Green Belt. The proposal is inappropriate development within the Green Belt requiring very special circumstances to be demonstrated. The applicant has failed to satisfactorily demonstrate that there are very special circumstances to outweigh harm to the Green Belt.

The development would also harm the setting of a Grade II Listed Building by encroaching upon a historic field boundary. This application is recommended for refusal for the reasons outlined within this report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development represents inappropriate development within the Green Belt which is harmful by definition. There are no very special circumstances provided or which are evident which either singularly or cumulatively justify the development which would overcome the presumption against inappropriate development in the Green Belt. The development is therefore harmful to the Green Belt, contrary to the National Planning Policy Framework, Policy 7.16 of the London Plan (2016), Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OL1 and OL4 of the

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy DMEI 4 and DMCI 1A of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

2 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, would result in the loss of a historic field boundary which would be detrimental to the setting of the Grade II listed building contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy BE10 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMHB 1 and DMHB 2 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) Policy 7.8 of the London Plan (2016) and the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

OL4	Green Belt - replacement or extension of buildings
BE10	Proposals detrimental to the setting of a listed building
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.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
R10	Proposals for new meeting halls and buildings for education, social, community and health services
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping

LPP 3.18	(2016) Education Facilities
LPP 7.16	(2016) Green Belt
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 159 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.

3. CONSIDERATIONS

3.1 Site and Locality

Hillingdon Manor School occupies an irregularly shaped plot located on the south west side of Harlington Road. It accommodates a mainly single-storey school building, a number of mobile classroom units, a playground, car parking and ancillary development. The buildings and playgrounds are located towards the rear (west) of the site, with car parking to the east and south. Hillingdon Manor School opened in 1999 as an independent school for children and young people with autism.

The application site is situated to the north of the existing site which is currently occupied by privately owned fields. A single-storey building adjoins the southern most corner of the school site. Mencap also use buildings to the east of the school car park and south of its access.

There are four Grade II Listed properties know as Vine House, The Lawns, Stable and Coach House building to the north of Moorcroft and Moorcroft lie to the south of the site.

The entire site and its surrounds fall within the Green Belt as designated in the Hillingdon Local Plan and the site has a very low Public Transport Accessibility Level of 2.

3.2 Proposed Scheme

The proposal seeks the change of use of existing open space and the erection of two modular classroom blocks and a forestry school cafe following the removal of an existing classroom block.

Two new buildings are proposed to accommodate two classrooms in each block that will allow for the intake of 15 additional post-16 pupils with learning difficulties.

A separate building will house the Forest Schools cafe. This facility will enable the delivery of BTEC/ASDAN hospitality and catering courses for learners with Adult Social Care (ASC) and additional needs. The building will contain a kitchen and dining area in a open plan cafe style layout. The cafe will serve as an internal enterprise for staff and students and other community groups (by invitation only). The cafe would only be used ancillary to the school

and not as a standalone cafe.

Overall the built footprint would increase by approximately 330 sq.m and volume of 1,155 m3. New access and decking is proposed leading to the classrooms and the cafe. A new area of hardstanding is proposed to be provided to facilitate a new car park immediately to the east of the new cafe which comprises 12 car parking spaces. These spaces will replace the unmarked parking which currently takes place on the main access road (though it is to be noted that this is only informal car parking by staff and visitors to the school, the car parking spaces along the main access road is not something that has been agreed by the council as part of previous consents). A footway is also proposed to enable pedestrians and wheelchair accessible users to navigate to the entrance of the existing and proposed school.

A horticultural area is proposed adjacent to the new classrooms. This will allow the growing of various vegetables in seven rotated beds and 18 perennial raised vegetable beds. Fruit vines are also proposed to be planted. A limited number of temporary, small-scale, non-fixed polytunnels will be used in this area, together with a small chicken run, composting area and potting shed. The fruit and vegetable crops grown will be used in school meal provision, in the cafe and for sale to parents and staff.

3.3 Relevant Planning History

3043/APP/2001/1392 Manor School, Moorcroft Complex Harlington Road Hillingdon
ERECTION OF A PORTACABIN FOR USE AS OFFICE

Decision: 14-09-2001 ALT

3043/APP/2003/1997 The Moorcroft Complex Harlington Road Hillingdon
ERECTION OF A TEMPORARY SINGLE STOREY BUILDING, FORMATION OF NEW PLAY
AREA AND FOUR ADDITIONAL CAR PARKING SPACES

Decision: 26-11-2003 Approved

3043/APP/2008/1077 Hillingdon Manor Lower School Harlington Road Hillingdon
RETENTION OF A SINGLE STOREY PORTACABIN FOR USE AS AN ANCILLARY OFFICE IN
CONNECTION WITH THE EDUCATIONAL USE OF THE SITE

Decision: 24-12-2008 Approved

3043/APP/2008/2511 Hillingdon Manor School Harlington Road Hillingdon
Retention of a single storey detached classroom block.

Decision: 16-10-2012 NFA

3043/APP/2009/673 Hillingdon Manor School Harlington Road Hillingdon
Additional classroom block, new entrance and reception area, alteration to elevations and
relocation of mobile classroom.

Decision: 29-07-2009 Approved

3043/APP/2009/782 Hillingdon Manor School Harlington Road Hillingdon

Attached garage, involving demolition of existing detached garage.

Decision: 30-06-2009 Approved

3043/APP/2012/1784 Hillingdon Manor Middle School Harlington Road Hillingdon

Erection of 2 new modular classroom buildings, re-organisation of existing modular buildings and creation of a link corridor involving removal of 2 existing modular classroom buildings within rear courtyard and car park.

Decision: 19-02-2013 Approved

3043/APP/2016/78 Moorcroft Harlington Road Hillingdon

Retention of existing courtyard terrace comprising units 34-37, Moorcroft (Application for a Certificate of Lawful Development for an Existing Development)

Decision: 20-05-2016 Approved

3043/APP/2017/1365 Hillingdon Manor Secondary School Harlington Road Hillingdon

Alterations and refurbishment of existing school frontage

Decision: 07-06-2017 Approved

3043/BN/94/0843 Moorcroft School Harlington Road Hillingdon

Erection of a single mobile classroom unit

Decision: 13-07-1994 ALT

Comment on Relevant Planning History

There is extensive planning history relating to this site, the most recent and relevant is listed above.

RELEVANT HISTORY OF HILLINGDON MANOR SCHOOL

In 1994, the application site was operated by Moorcroft School which was given planning permission under application ref: 49008/94/0561 to provide a single storey secondary school for up to 75 children with special needs on a site in Bramble Close, Uxbridge.

Upon their departure, the Hillingdon Manor School opened in September 1999. The current school opened as an independent day school for 40 pupils between the ages of 3 to 19 years with a diagnosis of Asperger's syndrome, high functioning autism and/or semantic-pragmatic disorder. According to the the Inspector's report, pupils were being placed at the school from 14 local authorities including Barnet, Enfield, Sutton, Hampshire and Richmond.

A review of the planning history indicates that planning permission was granted under application ref: 866/APP/2009/1884 for the change of use from Class B1 (Business) to

Class D1 (Non-Residential Institution) for use as a specialist educational day centre, including re-siting of existing garden sheds and new fencing to rear. In the officer's report, it is clear that the capacity at Yiewsley Grange is for upto 50 pupils. The officer's report also noted that at the time of the application, the site on Harlington Road accommodated upto 90 pupils, though it was at capacity.

Under application ref: 866/APP/2012/2880, permission was granted for the retention of play equipment and erection of a temporary new detached timber building (to rear of the Grange building) to provide 2 classrooms and toilets. The officer's report suggests the additional classrooms would increase the Yiewsley Grange capacity to 55 pupils.

Under application ref: 3043/APP/2012/1784 planning permission was granted for the erection of 2 new modular classroom buildings, re-organisation of existing modular buildings and creation of a link corridor involving removal of 2 existing modular classroom buildings within rear courtyard and car park. Within the officer's report, there was proposed to be no increase to the number of pupils.

Since 2012, the impact of more than 123 pupils across Hillingdon Manor School on Harlington Road and Yiewsley Grange has not been assessed. It is noted from a recent OFSTED report dated September 2019 that there are 188 pupils on the school roll.

OFSTED INSPECTOR REPORTS

Listed below are extracts from the Office for Standards in Education (OFSTED) inspection reports which explain how the school has expanded the pupils on its roll. The OFSTED reports which are publicly available were reviewed for information. This information is only included as it gives accurate information regarding pupil numbers and provides an understanding of where pupils come from.

In 2001, the Inspector noted there were 40 pupils from 14 different authorities including students from the Home Counties, Enfield and Hampshire.

In 2005, the Inspector report noted there were 71 pupils in attendance across two schools, though planning permission for the use of Yiewsley Grange was only obtained in 2009.

In July 2008, the Inspector noted there were 90 pupils attending the school across two sites funded by 16 local authorities.

In October 2011, the school's was registered for upto 150 pupils operating from 3 sites with 123 on the roll funded by 17 local authorities.

In March 2015, OFSTED noted the number of pupils's on the school's roll increased to 150.

In January 2017, 175 pupils were on the school roll.

In March 2018, a further inspection was carried out. The Inspector noted "at the time of inspection, there were 178 pupils on the school's roll aged five to 19 years, eight more than the school's maximum registered capacity. 18 local authorities fund pupils' placements.

In January 2019, an additional inspection was carried out noting there were 181 pupils on the school's roll.

In September 2019, a further additional inspection was carried out and it was noted there are 188 pupils on the school's roll.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Saved UDP Policies (2012)
The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

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

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

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

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 were published for public consultation from 27 March to 8 May 2019.

taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

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.

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.

Finally, 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
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- OL4 Green Belt - replacement or extension of buildings
- BE10 Proposals detrimental to the setting of a listed building
- 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.

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.
OE1	Protection of the character and amenities of surrounding properties and the local area
R10	Proposals for new meeting halls and buildings for education, social, community and health services
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
LPP 3.18	(2016) Education Facilities
LPP 7.16	(2016) Green Belt
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th July 2019**

5.2 Site Notice Expiry Date:- **15th July 2019**

6. Consultations

External Consultees

The application was advertised between 24-06-19 and 15-07-19 and a press notice was issued between 03-07-19 and 24-07-19.

No objections were received to this application. A petition with 80 signatures was received in support of the application noting:

- The proposal would provide 'two new buildings' to expand the specialist learning opportunities for pupils aged 16+.
- The new learning opportunities are for horticultural and Forest School study and key life skills such as food preparation and customer contact.
- Relocation of the whole school is impractical and therefore the co-location of the school is essential
- A new coppice would be planted together with new hedgerow
- The proposal would provide much needed opportunities for students aged 16+. These are opportunities that are not available elsewhere in the Borough.

Internal Consultees

Flood Water Management Officer:

The planning statement proposes the use of a green roof and Sustainable Drainage Systems

(SuDS) within the development. The details of these should be secured by way of a sustainable water management condition. It is recommended that the drainage network is designed alongside detailed landscaping proposals to maximise opportunities for dual landscaping and drainage areas.

Trees and Landscaping Officer:

This site is occupied by a field of unmanaged grassland (formerly used for grazing) to the north of Hillingdon Manor School. The school is privately run for secondary school children with special educational needs (autism). Space on the existing site is limited with inadequate car parking and little usable external space. Staffing ratios are high with 80 staff/100 children. The field (and subject of this application) is privately owned and has been offered to the school on a 20 year lease.

There is a line of hedgerow, with trees separating the school boundary with the field and separating the field from Harlington Road. There are no TPO's or conservation Area designations affecting the site, however, the field is designated Green Belt.

The proposal is supported by a Tree Report, by Helicopter Trees, dated May 2019. 16 individual trees and five groups have been identified and assessed. There are four 'A' grade trees (T5, T6, T7 and G4) and eight 'B' grade trees (T1, T2, T3, T10, T11, T12, T14 and T15) with the remainder category 'C' or 'U'. According to the report and development plan two poor quality trees (T4 and T16) will be removed to facilitate the development.

Minor encroachment of the root protection areas is envisaged which are within acceptable limits. Furthermore, the proposed buildings will be built on mini-piles to avoid the need for the trenching/excavation associated with traditional foundations. A 'preliminary' tree protection plan and tree protection measures has been provided. The proposal involves the removal of the unsightly portable cabin in front of the school (north boundary), which will be replaced with additional parking. The proposed single-storey buildings will be single-storey and timber-clad to minimise their impact within the green belt. additional car parking within the field is also proposed.

There are no objections on tree/landscape grounds subject to pre-commencement condition COM8 and post-commencement RES10 (parts 1, 2, 4 and 5). One of the remaining considerations is whether the proposal provides special circumstances which justify development within the Green Belt.

Contaminated Land Officer:

There are no objections to this application.

Based on the reported information within the combined Phase I and Phase II Geo-environmental Site Investigation document I have no objection or comment concerning this application.

Ecology Officer:

Objection to the proposed development

A large part of the existing site will be lost to the proposed development.

The submitted ecological survey (Phase 1) states:

"Given that the Preliminary Ecological Appraisal has identified suitable habitat for reptiles and great crested newt, further surveys are required in order to fully assess the potential ecological impacts of the proposed works. However, given the extent of retained habitat on site it is likely that there will be scope to incorporate suitable mitigation and enhancement measures to allow the proposals to

accord with relevant planning policy."

These surveys should have been undertaken by now and will need to be done to inform a decision. Without the information it is not possible for the Council to understand the impacts on these species (reptiles - UK Protected; Newts - European Protected).

It is not possible for the Council to be ensured that there will be suitable protection of valuable species without the survey data. The development is therefore contrary to policy EM7 of the Local Plan Part 1.

Revised Comments:

An amended ecological report was submitted which was reviewed by the Ecology Officer. The Ecology Officer commented on the revised ecology report noting the information presented was considered to be acceptable. Should the application have been considered acceptable, a pre-commencement condition would have been required.

Suggested Condition

Prior to commence of development a full ecological protection and enhancement strategy shall be agreed in writing with the Local Planning Authority. The strategy shall identify the measures necessary to protect the current wildlife on site, through trapping and translocation, and/or through the use of artificial refugia to move wildlife away from the construction areas. The strategy shall also include full details of the enhancement measures that will be incorporated into the development to provide features of wildlife value; these measures shall include a new water feature (i.e. pond), bat and bird boxes and areas within the landscape dedicated to protecting and enhancing opportunities for wildlife (this area should be of a sufficient size commensurate with areas lost to the development). The development must proceed in accordance with the approved strategy and thereafter retained as such.

Reason

To ensure the development protects and enhances wildlife in accordance with the NPPF and Local Plan Part 1 (EM7).

Conservation Officer:

The application site is a pocket of undeveloped land located to the north of the existing school site. It falls outside the curtilage of the listed buildings however it is an important contributor to the historic setting of the designated heritage assets to the south of the site. The listed buildings noted above date from the early 18th and 19th centuries. They form part of a historic estate known as Moorcroft, which comprised of the substantial estate house and its ancillary buildings, many of which we see today, forming part of extensive grounds and farmland which extended westwards. Moorcroft Farm located to the west of the site, formed part of the estate ownership. The setting of the heritage assets had originally been much more rural and open in appearance. Whilst this has been compromised to some degree by the encroachment of suburban development around, as existing the extent of the former estate is still visible by the retention of the surrounding open fields. It would need to be noted that the historic field boundaries have also been retained. This positively contributes to the significance and wider setting of the designated heritage assets.

The immediate setting of the listed buildings has somewhat been compromised by the development of the existing school building in the late 1960s and the following decades. This has led to a clutter of structures to the north and east of the designated heritage assets which detract from the setting of the listed buildings. Whilst it is duly noted a significant amount of time has passed the separation of land formerly associated to the Moorcroft estate has resulted in some harm to its significance.

The proposal comprises of expanding the school site developing a pocket of undeveloped green belt land to the north of the existing school building.

There are concerns regarding the proposal and the impact it would have on the surrounding environment. The existing sense of openness within the field and when viewed from the road would be disrupted by the introduction of a new built for and irregular site plan. Whilst a timber post and rail boundary treatment is associated to open, agricultural environments it would enclose the appearance of the field. Furthermore it is not clear whether this would be same approach adopted for the proposed coppice. There would be concerns that a more robust boundary treatment may be required at a later date which could resulting in significant harm to the sense of openness.

The proposal would expand the school site in a piecemeal manner adding to the existing clutter of structures associated to Hillingdon Manor School. The provision of parking would also formalise the space which would be highly visible from Harlington Road and the sense of openness that currently exists.

The appearance of the buildings and choice of material would be starkly different to the main school building. It would further highlight the poor appearance of the existing school building which detracts from the setting of the listed buildings. Historically the application site never formed part of the formal area associated to Moorcroft house and ancillary buildings, and had been associated to the farm. The absorption of the part of the field would disrupt the historic arrangement of the site result in some harm to the heritage assets. It would also result in the alteration of a historic field boundary.

There would be harm the immediate setting of the listed buildings and it would contribute to the erosion of their wider, once open, rural setting. Pocket views of the site would also be visible within the context of Vine Cottage from Harlington Road which would have a negative impact on the building's immediate setting.

In this instance such harm can be defined as less than substantial however a balanced judgement would need to be made in terms of whether there are ample public benefits to outweigh such harm.

There would be concerns that setting such a precedent of 'sprawling' development could result in further incremental harm to the heritage assets.

The further extension of the school site in such an unplanned manner would follow poor historic precedents which would further exacerbate the harm to the immediate setting of the listed buildings diminishing their significance. The consolidation of existing structures should be considered with an opportunity to enhance and better preserve the existing setting of the listed buildings in accordance to section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Highways Officer Comments

The total number of pupils (secondary) as a result of the scheme will amount to 145. In terms of highways impacts, the submissions state that an additional 12 parking spaces are being provided which will alleviate current congestion and in turn improve safety. However, plan no. 1594-02B shows that an additional 23 parking spaces are being provided. It is unclear if the additional provision is to accommodate pick-up and drop-off or teacher/visitor parking. This should be detailed. The number of parking should also be justified as stated in the both the adopted UDP and emerging DMT 6 policy.

Highways Officer Comments (Revised)

Planning permission is sought to build 2 new class rooms, a cafe and a 12 space car park at a site.

The development will allow for the intake of 15 additional post-16 pupils with Autistic Spectrum Conditions and learning difficulties. The application site is situated along A437 Harlington Road, Uxbridge. In the vicinity of the site Harlington Road is a dual carriageway with a 30mph speed limit. Harlington Road is a bus route and benefits from street lighting and footways on both sides of the road.

Access to the school is gained via an unadopted driveway leading off Harlington Road. This has speed humps and a footway on its northern side. According to the Transport for London WebCAT service the site has a PTAL ranking of 2 indicating that the school has limited access to public transport. There is however a northbound bus stop along Harlington Road very close to the school driveway. The A10, Uxbridge to Heathrow, U4, Uxbridge to Prologis Park and U7 Uxbridge to Lombardy Retail Park bus services call at this stop.

According to drawings provided by the applicant the site currently has 27 formally marked out car parking spaces. The developers report that drivers currently park 'on-street' along the driveway creating congestion problems and road safety concerns. Six cars may park along this driveway. There is no parking bays marked out along this driveway.

Planning permission is sought to build two new classrooms, one of which will replace an existing, a cafe for use 'by invitation, for local organisations and community groups to enjoy the hospitality aspects of the school's curriculum' and a 12 space car park. This new car park is intended to provide waiting space within the school grounds for people when the drop off or collect pupils, it will also provide parking for community group vehicles visiting the care. The layout of the existing car park would be re-marked to provide 38 spaces in total. With the development the application site would have 50 car parking spaces.

The application site will be served by a new access leading off the existing driveway. Hillingdon's adopted car parking standards are those contained in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with these Councils adopted Car Parking Standards. These require that a development of this type provides a quantum of parking based on the London Plan Standard (February 2004) which is to be assessed 'On an individual basis using a transport assessment and travel plan'. Neither a Travel Plan nor Transport Assessment has been submitted as part of this planning application. However, the Planning Statement explains that the 12 space car park will provide formal parking for those visitors that currently park 'on-street' along the driveway. The 12 space car park will include one disabled space and 11 standard spaces measuring 2.4 x 4.8m, together with 6m provided for vehicle turning and manoeuvring. These dimensions are in accordance with the Manual for Streets (Department for Transport, 2007) guidance.

The developers stress that the new car park will improve the existing situation by removing informal 'on-street' parking along the driveway. Taking into account that the development will allow an extra 15 students to be taught, if built the school could be expected to generate marginally more trips. These could be absorbed by the local highway network.

The Highway Authority requires that a Construction and Logistics Plan, Service and Delivery Plan are submitted for approval; these documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition and/or S106 contributions.

Service and Delivery Plans:

Whilst there are no principle highway, traffic or transportation objections to this proposal, it is however necessary that the applicant provides revised drawings showing how any 'local

organisations and community groups' visiting the cafe by mini bus will be dropped off. Furthermore the applicants must demonstrate that the development includes routes around the site that are safe, accessible and convenient for pedestrians and wheelchair users to use. The layout of all car parks and internal access roads should accord with Manual for Streets (2007) guidelines.

Planning Policy Officer Comments

All of the proposed development site is designated as Green Belt. In accordance with the NPPF, London Plan policy 7.16, Saved UDP policy OL1 and emerging policy DMEI 4 'Development on the Green Belt or Metropolitan Open Land' the proposed school building would be inappropriate development in the Green Belt which by definition is harmful. Any such proposal will need to demonstrate 'very special circumstances' to show that the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other planning considerations.

As the proposed development is a school, it should also be noted that paragraph 96 of the NPPF also states that local planning authorities should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

The Council's Local Plan Part 1 Strategic Policies (para. 9.49) also highlights that the capacity of existing school sites is becoming increasingly limited and that these 'very special circumstances may necessitate the release of greenfield or Green Belt sites'. Such sites will only be identified where the need for additional forms of entry cannot feasibly be met through the expansion of existing schools or new development on suitable brownfield land. Broad support for the development of new schools to meet needs is included within policy C12 of the Local Plan Part 1 and the Council's emerging Local Plan Part 2 includes policy DMCI 1A 'Development of new educational floorspace' which sets out detailed criteria for the assessment of proposed schools.

Proposed Development

The proposed development includes three new buildings - a cafe and two classroom buildings, one of which is relocated from elsewhere in the site to make way for a new access road. The proposals also include the creation of a coppice area and outdoor Forest school facility. There is also the additional of new 12 space car park.

The need for the relocated and additional classrooms is linked to a desire to provide enhanced facilities for post-16 pupils through additional vocational opportunities through the creation of a Forest School and horticultural provision. The new buildings will allow for the provision of four classrooms (two of which are additional) and Forest Schools cafe. The cafe will enable the delivery of BTEC/ ASDAN hospitality and catering courses for learners with ASC. The adjacent horticultural areas is to allow for the growing of fruit and vegetables. The proposed Forest School area will be laid out with a learning circle and fire-pit.

Based on this description, it would appear that the outdoor horticultural and forest school provision included in this application would meet the exceptions in parts a) and b) of paragraph 145 of the NPPF. The classroom buildings, the cafe and the car park do not meet any of the exceptions in the NPPF and are therefore inappropriate development that is by its nature harmful to the Green Belt.

The applicant has written a further submission following feedback from the case officer on a number of matters which are addressed in the comments below.

Increasing school footprint/Location of new facilities

The relative footprint of the proposed buildings is a secondary issue in terms of impact. The primary issue is whether very special circumstances exist to justify the location of these buildings and the new car park within the Green Belt.

Meeting the requirement to show very special circumstances requires demonstrating to the satisfaction of the LPA that there is no alternative brownfield site which could accommodate these buildings and/or that it is necessary for them to be provided in this location. If this can be demonstrated, the next consideration would be if the benefits of the proposed development are considered to outweigh the harm to the function and openness of the Green Belt.

The applicant has not submitted evidence that alternative locations for the provision of the classrooms or cafe, either within this site, on other sites operated by the applicant, nor has the applicant identified other brownfield options that have been explored.

An option to an alternative site would be to explore options for accommodating the proposals within the existing built footprint of the Green Belt site. The LPA has not been shown any alternative design options which were considered as part of the development of this site or why existing classrooms space could not be utilised. A further issue is that one of the classroom buildings is being replaced to allow for the creation of additional car parking spaces that do not form part of this application. It is unclear why this classroom cannot be kept on its current site rather than being moved and placed on an undeveloped part of the Green Belt where the impact on the function and openness of the Green Belt is more significant. The retention of this building would also have no impact on the provision of outdoor recreation space on the existing site which is one of the concerns raised by the applicant.

Assuming these issues can be addressed, the next step would be to consider in more detail the need for these enhanced facilities, and their provision in this specific location. Given this is a fee paying school it does not meet local need in the same way as state funded provision. It is also likely to have a much wider catchment area. The applicant makes the case that there are currently no other schools in Hillingdon which provide post-16 education for children with ASC. However, the applicant does state that the school already makes provision for pupils up to the age of 19 which is supported by information on its website. Furthermore, this enhanced provision would only be open to those families or authorities who are able to afford these places. Consequently whilst it is recognised that the proposed provision would be of benefit to those learners with ASC who have the means to access places at this school, the proposal meets a limited local educational need. It is not considered to provide very special circumstances in this case, particularly as alternative options and locations have not been explored.

The applicant argues:

- the new classrooms is linked to the existing school buildings, and relies on its proximity to the outdoor recreation elements;
- that the scale of the proposed buildings have been designed to minimise harm to the Green Belt;
- and
- that the proposals are no greater in scale than previously approved extensions.

The case referred to in the applicant's follow-up letter (3043/APP/2009/673) was determined in 2009 prior to the publication of the NPPF and the requirement to demonstrate very special circumstances. Furthermore, the approved extensions, whilst on Green Belt land were located within the existing developed area, did not spill over the established field boundary in to undeveloped areas of Green Belt, and were screened by existing trees and planting from the adjacent field limiting the impact on openness. On the point, that the new facilities must be provided in this location to link to the outdoor horticultural area and Forest school, the existing classrooms will still enable access for pupils on the site to these new facilities and it is not unusual for the outdoor facilities of a Forest school to be

located some distance from linked indoor facilities. Finally, in terms of the building design, the LPAs current position is that all of the buildings are inappropriate development in the Green Belt and therefore by definition harmful.

A final element of the proposed development which has not been addressed in the applicant's additional comments is the proposed new car park. Paragraph 2.2.10 of the applicant's planning statement outlines that this new car park is intended to address existing deficiencies in provision i.e. they will 'replace the unmarked parking which currently takes place on the main access road for the school thereby reducing congestion and improving safety'. The LPA is clear that the need to mitigate existing problems does not amount to very special circumstances and the car park would also be inappropriate development in the Green Belt.

Purposes of the Green Belt

The applicant is correct to state that the Council's response makes no comment with regard to the purposes of including land in the Green Belt. The Council undertook a Green Belt Assessment in 2013 in support of its emerging Local Plan Part 2 which review any proposed changes to the Green Belt boundaries proposed during the preparation of the 1998 UDP and the Local Plan Part 1 2012. No representations have been received from the school regarding the Green Belt designation of the application site.

Local Education Authority

Hillingdon Manor school is an independent special school for children and young people aged 3 -19 who have been diagnosed with Autistic Spectrum Disorder (ASD). It operates on two sites within the London Borough of Hillingdon but serves demand from a wider regional area. It is not 'maintained' by the council nor has any close relationship with it. When appropriate, the Council may choose to commission and pay for places for resident pupils to attend the school.

Currently there are 29 resident pupils of London Borough of Hillingdon on roll, out of a total roll of about 185. The council plans to reduce the number of placements to the school in the next few years as planned expansions in Hillingdon maintained provision will provide more provision for pupils with ASD. Therefore in terms of the Borough residents, its current size is adequate. The school's proposed extension has not been discussed with the Council SEN team.

The Council has a legal duty to ensure pupils who live in LB Hillingdon with specific additional needs have those diagnosed and set out in Education, Health and Care Plans (EHCPs) and then have those needs met in appropriate provision, within mainstream or special schools in the Borough or beyond. As with all independent special schools, it is registered with the Department for Education (DfE) and inspected by Ofsted, most recently in September 2019.

The school had no prior conversations with the Council SEN Service about its proposal. The Council has a range of maintained provision for pupils of both primary and secondary age with Autistic Spectrum Disorder, within three special schools and five mainstream schools with Special Resources Places. This is being further expanded by new built provision across special and mainstream schools which will open in 2020 along with more in the planning stage to open in 2021, including some post-16 provision.

At this stage, we believe that there would be sufficient range of provision in the near future for pupils with ASD resident in Hillingdon without the Council needing to buy places in this provision, assuming all the other planned expansions open.

This proposal would be a new local provision for horticultural education for pupils with ASD aged 16-19 and would contribute to their education and life experiences. However, they may not necessarily

be from the local area.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 94 of the NPPF (2019) notes it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are required to give great weight to the need to create, expand or alter schools through decisions on applications.

Policy 3.18 of the London Plan (2016) supports the provision of and enhancements of new build, expansion of existing or change of use to educational purposes.

Local Plan: Part 1 - Strategic Policies, policy CI1 (2012) confirms that the Council "will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by [amongst other criteria] supporting extensions to existing schools and the development of new schools and youth facilities."

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policy DMCI 1A of the emerging Local Plan Part 2 encourage the provision of enhanced educational facilities across the borough subject to detailed criteria including impact on the Green Belt.

Policy DMCI 2 of the emerging Local Plan: Part 2 (2019) notes proposals for the provision of new community facilities will be supported where they:

- are located within the community or catchment that they are intended to serve;
- provide buildings that are inclusive, accessible, flexible and which provide design and space standards meet the needs of intended occupants;
- sited to maximise shared use of the facility, particularly for recreational and community uses; and
- make provision for community access to the facilities provided.

At national level the MHCLG Policy Statement on Planning for Schools Development and the NPPF are particularly supportive of applications which enhance existing schools.

The proposal seeks to erect a new buildings to provide new facilities for the Skills for Life Centre. The current provision would be extended to provide additional vocational opportunities for students aged 16+ with autism and learning disabilities through the creation of a Forest School and horticulture provision. The proposal includes a cafe which would be used by the school and local community groups by invitation only.

There is no in principle objection to the provision of enhanced educational facilities and associated cafe subject to compliance with Green Belt policies and the Development Plan (issues which are covered in other sections).

7.02 Density of the proposed development

Not applicable to this application.

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

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to give considerable importance and weight to the desirability of preserving the setting of listed buildings' when carrying out the balancing exercise.

Policy HE1 of the Local Plan: Part One (November 2012) states the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas and its features including designated heritage assets such as statutorily Listed Buildings and Conservation Areas.

Policy DMHB 1 of the emerging Local Plan: Part Two (2019) relates to heritage assets. It requires developments to ensure heritage asset are put to viable uses consistent with their conservation and ensure development do not result in substantial harm or total loss of significance.

The application site is a pocket of undeveloped land located to the north of the existing school site. It falls outside the curtilage of the listed buildings however it is an important contributor to the historic setting of the designated heritage assets to the south of the site. The listed buildings date from the early 18th and 19th centuries. They form part of a historic estate known as Moorcroft, which comprised of the substantial estate house and its ancillary buildings and part of extensive grounds and farmland which extended westwards. Moorcroft Farm located to the west of the site, formed part of the estate ownership.

The Conservation Officer has commented on this application noting the setting of the heritage assets had originally been much more rural and open in appearance. Whilst this has been compromised to some degree by the encroachment of suburban development in the local area, as existing the extent of the former estate is still legible by the surrounding open fields and the retention of historic field boundaries. This positively contributes to the significance and wider setting of the designated heritage assets.

The immediate setting of the listed buildings has somewhat been compromised by the development of the main Hillingdon Manor School building in the 1970s and thereafter. This has led to a clutter of structures to the north and east of the designated heritage assets which detract from the setting of the listed buildings.

The Conservation Officer has raised objections to the application noting concerns regarding the impact of the development on the nearby listed building and the loss of the existing historic boundary. The existing sense of openness within the field and when viewed from the road would be disrupted by the introduction of a new built for and irregular site plan.

Timber post and rail boundary treatments are associated with open, agricultural environments. It is not clear whether this approach is to be adopted for the proposed coppice. The Conservation Officer is concerned that a more robust boundary treatment may be required at a later date which could result in significant harm to the sense of openness. The proposal would expand the school site in a piecemeal manner. The provision of parking would also formalise the space which would be visible from Harlington Road and erode the sense of openness that currently exists.

There would be harm the immediate setting of the listed buildings and it would contribute to the erosion of their wider, once open, rural setting. Pocket views of the site would also be visible within the context of Vine Cottage from Harlington Road which would have a negative impact on the building's immediate setting. The further extension of the school site in such an unplanned manner would follow poor historic precedents which would further exacerbate the harm to the immediate setting of the listed buildings diminishing their significance. The consolidation of existing structures should be considered with an

opportunity to enhance and better preserve the existing setting of the listed buildings in accordance to section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The Conservation Officer has concluded that in this instance such harm can be defined as less than substantial however a balanced judgement would need to be made in terms of whether there are ample public benefits to outweigh such harm. The benefits of the proposal have been given great weight in coming to a decision and it is considered that the benefits are limited and they do not outweigh the harm to the historic natural and built environment contrary to Policy HE1 of the Local Plan: Part One (November 2012) and Policy DMHB 1 of the emerging Local Plan: Part Two (2019).

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The National Planning Policy Framework (NPPF) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF states that once Green Belt boundaries have been defined and local planning authorities are required to positively to enhance the beneficial use of the Green Belt.

Paragraph 145 of the NPPF (2019) notes a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless it meets one of the exceptions.

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

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

The outdoor recreation activity is considered appropriate development within the Green Belt, however the provision of buildings and associated car parking does not benefit from the exceptions set out in Policy OL1 of the Local Plan: Part Two (November 2012) or Paragraph 145 of the NPPF (2019) and is therefore considered inappropriate development within the Green Belt.

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

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

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

Policy EM2 of the Local Plan: Part One (November 2012) notes that any proposals for development in the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

The proposal does not conform to the types of development allowed by Saved Policy OL1, the London Plan or the NPPF and as such the proposal comprises inappropriate development, requiring very special circumstances to justify the proposal.

Policy DME1 4 of the emerging Local Plan: Part Two (2019) notes inappropriate development in the Green Belt will not be permitted unless there are very exceptional circumstances.

The application site comprises a field situated to the north of the Manor School. The field is separated from the main school by scrubland and trees. The site area comprises approximately 0.57ha. The site to the north and west of the school site is largely open and green. The proposal would involve in the erection of 3 new single storey flat roofed modular buildings to facilitate 4 new classrooms and an associated cafe to the north of the main school within the existing field. The proposal also involves new car parking immediately to the east of the proposed cafe which would comprise 12 car parking spaces. The submitted planning statement notes the new buildings would be visually connected to the main school and will be seen in the context of the main school.

The proposed buildings and car parking are considered inappropriate development within the Green Belt as it does not fall within any of the exceptions set out in paragraph 145 of the Framework. Policy 7.16 of the London Plan (2016) and Policy EM2 of the Local Plan: Part One (November 2012) notes that development should not be approved except in very special circumstances. Very special circumstances will not exist unless the harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

The applicant's Planning Statement advances very special circumstances to justify the development noting there is a strong need for additional Special Needs Provision provision within the Borough. The applicant notes there is no other schools which provides post-16 years education for children with Autistic Spectrum Conditions (ASCs) and there are only six schools in nearby boroughs that offer post-16 qualifications. The proposed development will provide school places for up to 15 post-16 students from 2020.

The Planning Statement also notes to support students on the ASDAN and BTEC courses, the school provides access to a learning kitchen. The learning kitchen can accommodate up to eight pupils at any one time and currently there are 64 pupils who have regular access. There is, in addition, demand from another 50-60 students who cannot be accommodated due to the size of the existing kitchen. The proposal includes an additional kitchen to allow pupils to learn new skills using workspaces and appliances similar to those in their own homes, thus facilitating the transference of skills.

The Planning Statement asserts the school currently has no facilities to enable students to study for horticulture qualifications. The closest providers with options for land-based

studies and horticulture onsite are Capel Manor in Enfield (36 miles) and Buckinghamshire College of Agriculture in Maidenhead (24 miles) Expanding into this area would allow the school to offer this provision.

The applicant argues:

- the new classrooms is linked to the existing school buildings, and relies on its proximity to the outdoor recreation elements;
- that the scale of the proposed buildings have been designed to minimise harm to the Green Belt; and
- that the proposals are no greater in scale than previously approved extensions.

The Local Education Authority has commented on this application noting that of the 188 pupils on the school roll, only 29 students are from the London Borough of Hillingdon. It is noted from the OFSTED report that there are 17 other local authorities from within London and the Home Counties that send pupils to this school. The Council has a range of maintained provision for pupils of both primary and secondary age with Autistic Spectrum Disorder, within three special schools and five mainstream schools with Special Resources Places. This is being further expanded by new built provision across special and mainstream schools which will open in 2020 along with more in the planning stage to open in 2021, including some post-16 provision. At this stage, there is a sufficient range of provision in the near future for pupils with ASD resident in Hillingdon without the need to place students from Hillingdon in this provision.

In the absence of a sequential test, the applicant has failed to demonstrate there are no alternative appropriate sites (which given the wide range of local authorities that place pupils at the school would logically need to cover a large area), outside the Green Belt to meet the need for school places which the service provides.

In relation to car parking, the proposal includes an area of car parking immediately east of the proposed cafe for 12 spaces. Existing car parking spaces would be reconfigured following the removal of an temporary classroom from the existing car park. Overall, 48 car parking spaces would be provided which represents a net increase of 21 car parking spaces.

The Planning Policy officer was consulted on this application and advises that application ref: 3043/APP/2009/673 was determined in 2009 prior to the publication of the NPPF and the requirement to demonstrate very special circumstances. Furthermore, the approved extensions, whilst on Green Belt land were located within the existing developed area, did not spill over the established field boundary in to undeveloped areas of Green Belt, and were screened by existing trees and planting from the adjacent field limiting the impact on openness.

The Planning Policy Officer has considered the need to locate new facilities in this location to link to the outdoor horticultural area and Forest school and is of the view that the existing classrooms will still enable access for pupils on the site to these new facilities and it is not unusual for the outdoor facilities of a Forest school to be located some distance from linked indoor facilities.

In terms of the need for new car parking, Paragraph 2.2.10 of the submitted Planning Statement outlines the new car park is intended to address existing deficiencies in provision i.e. they will 'replace the unmarked parking which currently takes place on the

main access road for the school thereby reducing congestion and improving safety'. Paragraph 4.5.30 of the Planning Statement states "no new car parking is proposed. The proposed development will utilise the existing pedestrian and vehicular access and will include marking out of 12 parking spaces (including one disabled car parking space) in a new parking area adjacent to the new Forest Schools cafe. This marked parking area is intended to provide waiting space within the school grounds for people when they drop off or pick up their children and for community group vehicles when invited to visit the cafe, thereby removing the overspill parking on the access road."

It is understood, based on a review of the school's planning history and a review of OFSTED reports, that there has been an incremental increase in the number of pupils at this school. In 2012, there were 123 pupils on the school roll, this has increased to 188 pupils. It is therefore considered that this application may be seeking to address an existing car parking capacity issue by re-providing a classroom building and new car parking within the Green Belt.

The proposal is inappropriate development within the Green Belt and it does not fall within any of the exceptions set out in paragraph 145 of the Framework. Policy 7.16 of the London Plan (2016) and Policy EM2 of the Local Plan: Part One (November 2012).

In terms of the impact of this development on the openness of the Green Belt, the 3 modular buildings will protrude considerably above the surface of the land. Due to their size and bulk, taking up a volume of space that had previously not contained any buildings or hard surfacing. This additional amount of built development would lead to a loss of openness in spatial terms. This would create a more developed setting to the school building therefore harming the previous openness of this site.

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (2016) sets out a series of overarching design principles for development in London and Policy 7.6 (2016) seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7 of the London Plan (2016) policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

Policy BE1 of the Local Plan: Part 1 (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

Policy BE19 states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE21 states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy DMHB 11 of the emerging Local Plan: Part Two (2019) requires new developments to be designed to the highest standards and, incorporate principles of good design by

harmonising with the local context by taking into account scale, height, mass and bulk, building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm.

The proposed buildings would be single storey and set back from the Harlington Road by approximately 75m, as such, the proposal is unlikely to result in a significant visual impact on the street scene given the siting and scale of the proposed buildings. Nevertheless the car parking area situated to the immediately to the east of the building would be visible from Harlington Road, albeit its visual impact would be limited.

Although limited visual harm has been identified from the surrounding area, this does not overcome the objections with regards to the impact of the proposal on the Green Belt and the setting of the listed buildings.

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them.

The nearest residential dwellings are situated approximately 50m to the south of the site. Given the siting and scale of the proposed building, the application is unlikely to result in harm to the amenities of neighbouring residential properties.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 108 of the NPPF (2019) notes that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that safe and suitable access to the site can be delivered for all users.

Policy 6.3 of the London Plan (2016) requires development proposals to provide transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance which includes travel plans.

Policy 6.10 of the London Plan (2016) requires development proposals to ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

Policy DMT 5 of the emerging Local Plan: Part Two (2019) notes development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT 6 of the emerging Local Plan: Part Two (2019) requires development proposals to comply with the car parking standards in order to facilitate sustainable development. Developments are required to demonstrate the variance would not lead to a deleterious

impact on street parking provision, congestion or local amenity.

Car Parking

The highways officers have commented on this application and note that Paragraph 4.5.30 of the Planning Statement notes 'no new car parking is proposed'. The proposed development will utilise the existing pedestrian and vehicular access and will include marking out of 12 parking spaces (including one disabled car parking space) in a new parking area adjacent to the new Forest Schools cafe. This marked parking area is intended to provide waiting space within the school grounds for people when they drop off or pick up their children and for community group vehicles when invited to visit the cafe, thereby removing the overspill parking on the access road.

The existing and proposed block plans have been reviewed and it is noted that the existing block plan illustrates 28 existing car parking spaces and the proposed block plan illustrates there are 50 car parking spaces. There are therefore inaccuracies within the applicant's submission. The applicant makes reference to 'overspill car parking on the access road' though it should be noted that the informal car parking along the access road is due to poor management of the access road leading into the school.

Nevertheless, it is noted the applicant stress that the new car park will improve the existing situation. The highways officer has advised that taking into account that the development will allow an extra 15 students to be taught, if built the school could be expected to generate marginally more trips. These could be absorbed by the local highway network, on this basis there is no highway objection to the additional car parking.

It is noted that the current footpath stops in front of parked cars, compromising ease of movement for pedestrians and wheelchair users arriving on foot or by public transport. The applicant has provided amended plans which illustrate a pedestrian access leading upto the existing and proposed school. On this basis, the proposal is considered acceptable.

Travel Plan

TfL require all schools to have a school travel plan in place to facilitate sustainable travel. The school have not presented a school travel plan or provided details of how car parking is managed for staff at the site. Should the application have been considered acceptable, a condition would have been secured requiring a school travel plan.

The applicant has provided an amended plan which illustrates the footway has been amended so there is level pedestrian access to the existing and proposed entrances which is a material consideration in favour of this development, however it does not overcome the heritage and Green Belt objections to this application.

Cycle Parking

The applicant has failed to provide details of cycle parking for the proposed development, should the application have been considered acceptable, details of secure cycle parking would have been required by way of a condition.

7.11 Urban design, access and security

URBAN DESIGN

See section 7.07.

DESIGNING OUT CRIME

Policy 7.3 of the London Plan (2016) of the London Plan (2016) requires developments to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

Should this application have been considered acceptable, a secured by design condition covering the site could have been attached.

7.12 Disabled access

Policy 3.1 of the London Plan (2016) requires development proposals to protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 7.2 of the London Plan (2016) requires design and access statements to be submitted with development proposals to explain how, following engagement with relevant user groups, the principles of inclusive design, including the specific disabled people, have been integrated into the proposed development, whether relevant best practice standards such as British Standard BS 8300:2009 + A1:2010 have been complied with, and how inclusion will be maintained and managed.

The access officer has reviewed the amended proposal and notes accessible facilities including accessible pedestrian and wheelchair path leading to the entrance have been provided and on this basis raises on objections to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The trees and landscaping officer has commented on the application noting that according to the submitted tree report, two poor quality trees (T4 and T16) will be removed to facilitate the development. Minor encroachment of the root protection areas is envisaged which are within acceptable limits. The proposed buildings will be built on mini piles to avoid the need for the trenching / excavation associated with traditional foundations to minimise its impact on trees. No objection has been made to the proposal. Should the application have been considered acceptable, details would have been required providing details of tree protection and hard and soft landscaping.

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. No provision for refuse and recycling has been shown. However given the proposed buildings are associated with the main school, it is expected that the refuse and recycling arrangements would be shared with the main school. Should the application have been considered acceptable, details of refuse and recycling would be have been subject to a condition.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes

on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The planning statement proposes the use of a green roof and Sustainable Drainage Systems (SuDS) within the development. The flood water management officer has raised no objections to the proposal, Should the application have been considered acceptable, details of SuDS could have been secured by way of a condition.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

These have been addressed within the main body of the report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

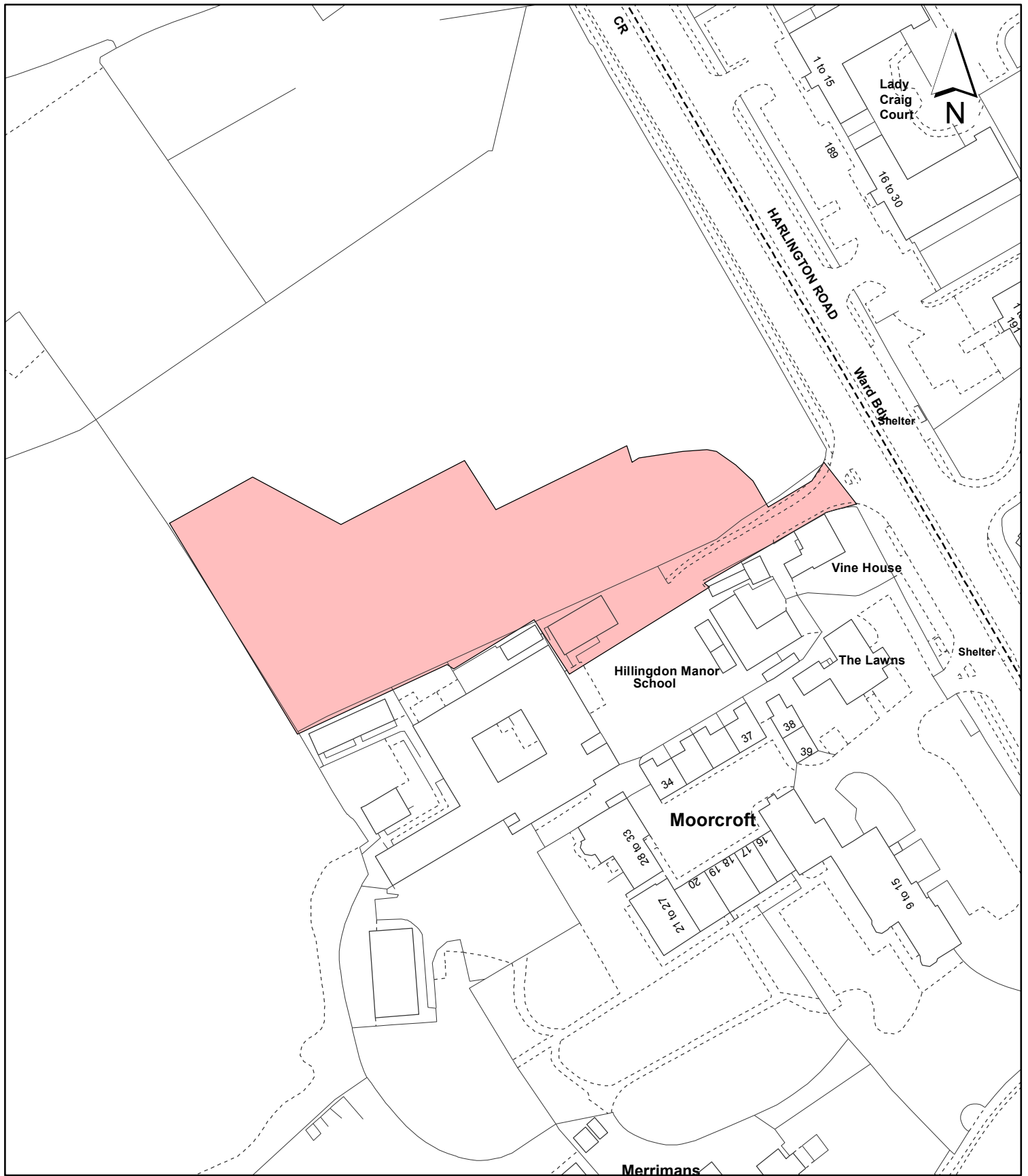
The proposal involves the erection of 3 buildings with an area of car parking with associated access and landscaping within an open field that is situated entirely within the Green Belt. The proposed development is considered to be inappropriate development within the Green Belt and the applicant has failed to demonstrate there are very special circumstances to justify this development in the Green Belt. The development would result in harm to the setting of the Listed Building by providing buildings, access and car parking and encroaching on a historic field boundary that is important to the setting of the Grade II Listed Building. For the reasons outlined within this report, 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 (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019)
The London Plan (2016)
National Planning Policy Framework
Draft London Plan (2018)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Hillington Manor School

Planning Application Ref:

3043/APP/2019/1788

Scale:

1:1,250

Planning Committee:

Central & South

Date:

December 2019

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 1190 UXBRIDGE ROAD HAYES

Development: Use of forecourt and office of former petrol station as a hand car wash and valeting business

LBH Ref Nos: 3976/APP/2017/3729

Drawing Nos: Contamination Investigation August 2017
Petrol Tank Decommissioning Certificate
011/P/001c
011/E/S/002a
Location Plan (1:1250)

Date Plans Received: 11/10/2017 **Date(s) of Amendment(s):**

Date Application Valid: 11/10/2017

1. SUMMARY

The proposed scheme is for the regularisation and retention of an existing hand car wash and valeting business located at the application site. The proposed use is considered acceptable for the site and the wider location, subject to conditions controlling hours of operation and waste water spray.

However, the applicant has not provided a satisfactory level of detail to demonstrate that concerns raised in relation to potential land contamination matters that resulted in the refusal of previous applications have been responsibly addressed.

The proposal does not comply with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE1 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMEI 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) and Policy 5.21 of the London Plan (2016).

The application is therefore recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, for the continued use of the site as a hand car wash and valeting business, fails to provide sufficient information in regards to existing subsurface land contamination resulting from the previous use as a petrol filling station and the current use as an unauthorised car wash use, thereby failing to accord with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE1 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMEI 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) and Policy 5.21 of the London Plan (2016).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMHB 11	Design of New Development
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.21	(2016) Contaminated land
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities

3. CONSIDERATIONS

3.1 Site and Locality

The application site consists of a former petrol filling station located on the northern side of

Uxbridge Road, which is a dual carriageway and a London Distributor Road. The site is currently being used by a hand car wash business. The original canopy roof has been retained and the main car washing area is positioned beneath it. The canopy is attached to a two-storey flat roof building which houses offices although the building does not appear fully occupied at present. A metal shed of similar height is attached to this building and is currently in use as an MOT and car servicing centre.

There are two vehicular access points, one directly from Uxbridge Road to the south and the second from Hayes End Road to the east.

The wider surrounding area consists of mixed use development, including retail units, with offices or residential use on upper floors, residential dwellings and flats and light industrial and distribution buildings.

3.2 Proposed Scheme

The proposal involves the regularisation and retention of the car wash use which currently occupies the site. No additional works are proposed.

3.3 Relevant Planning History

3976/ADV/2012/96 1190 Uxbridge Road Hayes

Installation of 6 x non-illuminated fascia signs, 2 x non-illuminated hoarding signs and vinyl sign

Decision: 30-01-2013 Refused **Appeal:** 17-09-2013 Allowed

3976/APP/2012/2664 1190 Uxbridge Road Hayes

Change of use of petrol filling station and offices (Use Class A2 - Financial and Professional Services) to use as a hand carwash/valeting business and credit hire specialists (Retrospective)

Decision: 30-01-2013 Refused **Appeal:** 15-05-2014 Dismissed

3976/APP/2015/199 1190 Uxbridge Road Hayes

Change of use of petrol filling station and offices (Use Class A2 - Financial and Professional Services) to use as a hand carwash/valeting business (Retrospective).

Decision: 21-04-2017 Refused

Comment on Relevant Planning History

The application site is the subject of an enforcement investigation into the use of the forecourt and office of the former petrol station as a hand car wash and valeting business. An Enforcement Notice against the unauthorised development was served in September 2014.

An appeal against the enforcement notice (Planning Inspectorate ref: APP/R5510/C/14/2227601) was determined in January 2015. The Planning Inspector varied the enforcement notice, removing the requirement to remove all equipment and office furniture from the office in connection with the carwash and valeting business. The enforcement notice was upheld in all other aspects.

Previous applications for the retention of the car wash use have been refused for the sole

reason that it had not been fully demonstrated that the site had been sufficiently decontaminated following its use as a petrol station and the resultant concern that contaminants would be washed from the site into surrounding drains or soak into neighbouring land. The Inspector stated in 2014:

"9. There would be a cost to carry out investigations to assess contamination and possible remediation. It is appreciated that the businesses could be shut down and staff made redundant in current hard economic times but these considerations would not outweigh the potential significant harm if pollution was occurring. I attach great significance to this harm because pollution could have occurred over an extended period of time given that car wash/valeting uses commenced around May 2012 according to the application. The end of the appellant's tenancy agreement with his landlord might provide an opportunity for action on the possible site contamination but the issues raised here would require more immediate resolution given the significant safety risk to existing development in the area and the use of this site by the public. Finally, it would be unreasonable to impose a condition to resolve this matter in accordance with the relevant tests of paragraph 206 of the National Planning Policy Framework because of the uncertainties about the extent of contamination and remediation required.

10. In conclusion, the development has the potential to be materially harmful through ground contamination and consequently the proposal would conflict with LP Policies OE1 and OE11. For the reasons given above, and having consideration to other matters raised, I conclude that this appeal should be dismissed."

This current application seeks retrospective planning permission for the continued use of the forecourt and office of the former petrol station as a hand car wash and valeting business.

4. Planning Policies and Standards

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

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

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

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

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

Draft London Plan (Consolidated with Changes July 2019)

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

1.6 The Mayor is currently considering the Panel report and recommendations and is preparing an 'Intend to Publish' version of the London Plan, which will be sent to the Secretary of State alongside with a schedule of the panel's recommendation and the Mayor's response to them. It is envisaged the Intend to 'Publish version' of the Plan will be sent to the Secretary of State by the end of the year.

1.7 Until the stages outlined above are passed only limited weight should be attached to the new London Plan. Some greater weight can be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made) or are subject to only minor amendment. However, anything that remains subject to the Inspector's recommendations can only attract very limited weight until the Mayor has published his report. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

1.8 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.

1.9 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.

1.10 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 were published for public consultation from 27 March to 8 May 2019.

1.11 The Council received the Inspector's Final Report on 22 October 2019. The Inspector concluded that, subject the Main Modifications set out in the Appendix to the report, the LPP2 is a sound plan that can be adopted. The examination of the Local Plan is therefore now complete and the Council is in the process of preparing for the formal adoption of the LPP2 in accordance with the statutory requirements. Formal adoption is scheduled for January 2020.

1.12 When applying paragraph 48 of the NPPF the Council's approach to the weight that should be afforded to the LPP2 until formal adoption will be that all policies, including those incorporating the main modifications, hold substantial weight. This is due to the LPP2 being at the most advanced stage of preparation, the resolution of outstanding objections through the Inspector's Report and confirmation that the LPP2 is consistent with the NPPF.

1.13 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 until the LPP2 is formally adopted.

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.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- 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
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMHB 11 Design of New Development
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.21 (2016) Contaminated land
- LPP 6.10 (2016) Walking
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 8 NPPF-8 2018 - Promoting healthy and safe communities

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 site notice was displayed adjacent to the site. In addition, owners and occupiers of neighbouring properties were sent letters informing them of the application and inviting comments.

Six objections have been received. In summary:

- i) The car wash is noisy and stays open long hours.
- ii) Pollution and litter on site and has spread onto the street and neighbouring properties.
- iii) Anti-social behaviour by staff
- iv) Vehicles drive on, and park on the footpath, causing a danger to pedestrians. Spray goes on to the footpath and is particularly dangerous in the winter when it forms ice and causes a hazard.
- v) The site is also used for car sales and crashed cars are stored to the rear of the site.

Environment Agency:

We object to the proposed development as submitted because it involves the use of a non-mains foul drainage system in a publicly sewered area but no justification has been provided for an alternative method of foul sewage disposal, and the application has not supplied adequate information to demonstrate that the risks of pollution posed to surface water quality can be safely managed.

We recommend that the application should be refused on this basis for the following reasons.

Reasons

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. The first presumption must be to provide a system of foul drainage discharging into a public sewer. Only where having taken into account the cost and/or practicability it can be shown to the satisfaction of the local planning authority that connection to a public sewer is not feasible, should non-mains foul sewage disposal solutions be considered. In this instance the applicant has:

- failed to indicate the means of disposal of foul water
- failed to indicate the means of how surface water run-off and trade effluent will be dealt with

Overcoming our objection

To overcome our objection the applicant should thoroughly investigate the possibility of connecting to the foul sewer by taking the following steps:

- Formally approach the sewerage undertaker or serve notice regarding a connection under section 98, section 104 or section 106 of the Water Industry Act 1991, as appropriate.
- Provide details of the terms upon which the sewerage undertaker is willing to enter into an agreement under section 104.
- Provide details of the undertakings, security and payment required by the sewerage undertaker under section 98 of the Water Industry Act 1991. They must provide these together with confirmation that the applicant considers these to be reasonable and does not intend to appeal against them; OR
- Provide details of the reasons given by the sewerage undertaker if it has refused connection under section 106 of the WIA 1991 and confirmation that they have appealed against this decision; OR
- Demonstrate that it is not reasonable to connect to the public foul sewer.
- Where it is not reasonable to connect to the public foul sewer, demonstrate that they have considered requesting that the sewerage undertaker adopt their proposed system.

Lack of capacity or plans to improve capacity in the sewer is not a valid reason for a sewerage undertaker to refuse connection under Section 106 of the Water Industry Act 1991. In these cases, if an applicant decides to apply for a water discharge permit for private treatment facilities, in such circumstances and we may refuse to issue the permit.

Advice to applicant

We endorse the efficient use of water, especially in new developments. Our Water Demand Management Team can provide information and advice on any aspect of water conservation including water saving technologies. New developments could take economic advantage of these technologies and should be considered. Wide spread use of these and other technologies that ensure efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area.

For non residential development we recommend this development meets the following standard to promote water efficiency:

Where the development is being assessed against BREEAM:

- Building(s) should achieve the maximum number of water credits in accordance with the requirements of the relevant BREEAM scheme with the exception of credits awarded for greywater/rainwater systems. These systems should be installed where cost effective and the system is designed to ensure that energy use and carbon emissions are minimised.

Where the development is not being assessed against BREEAM:

- Building(s) should meet the 'Good Practice' level of the AECB Water Standards.

Further advice can be obtained from our website at Environment Agency - Save Water, and from BRE Environmental Assessment Method and AECB Water Standards.

The Environment Agency will not comment on the details of the development nor discharge any planning conditions requiring adherence to the code as a CSH/BREEAM assessor should provide documents to the local planning authority to prove compliance. In the case of the AECB standards, the developer could provide the local planning authority with a checklist using page 7 and 8 of the standard.

If you wish to discharge effluent after appropriately treating it to groundwater or surface water please contact the Environment Agency (Tel: 03708 506506) as a permit under the Environmental Permit Regulations will be required.

A trade effluent consent or a trade effluent agreement with your water and sewerage company must be obtained before you discharge trade effluent to a public foul sewer or a private sewer that connects to a public foul sewer.

Officer comments:

Whilst the objection from the Environment Agency is noted, it fails to identify a specific risk and is entirely based on a precautionary approach. There is most likely a mains connection available in this instance which the Council can insist on a connection to, and that a suitable drainage solution is available. It is therefore considered that a condition requiring full details of the drainage (foul and surface water to be agreed prior to commencement of development) would be adequate in this instance.

Internal Consultees

Environmental Protection Unit:

The contaminated land information that shows a low risk of contamination if the land itself was being developed. As the ground is not being disturbed for development there will be no need to set specific

conditions in relation to land contamination for this application.

However a site like this should be restricted to set hours of operation.

Contaminated Land Officer:

I have reviewed the following available documentation within records:

Site Investigation Information:

- Report title: Contamination Investigation at 1190 Uxbridge Road, Hayes; Reference: RML 6443; Dated: August 2017; Prepared by: Risk Management Limited.
- Analytical Report Number: 17-12928; Details: 1190 Uxbridge Road, Hayes, UB4 8JE; Prepared by: The Environmental Laboratory Limited.

Tank Decommissioning Information:

- Uplift / Transfer Certificate; Produced by: E&S (part of Adler & Allen Group)
- Hazardous Waste Consignment Note; Produced by Adler & Allen / E&S
- Tank Information Document: Foam filling of 3x Underground Fuel Storage Tanks: By: Lees Industrial Services Limited.

Based on details within the submitted Contamination Investigation report there is, in my opinion, insufficient evidence to confirm that land within or beyond the property boundary is not currently being adversely impacted by the presence of a hand carwash facility at the premises.

The report and other information does not include dimensional details of the underground storage tanks (UST); their locations; nor depths to the base of each tank.

The report does however indicate that only relatively shallow depths were achieved during formation of six hand excavated pits and three machine driven boreholes including respective monitoring installations within the boreholes, all of which were introduced as part of the ground investigation.

There is a possibility that whilst the site was an operational filling station and prior to emptying and decommissioning of the UST's and supply lines, there may have been leakages of fuels into the ground. Any leaked fuel may still be present as non-degraded free phase product and/or partially degraded hydrocarbons beneath the tanks, it is also possible that products may be migrating/have migrated at depth beyond the positions of the tanks.

With further regards to Underground Storage Tanks (USTs) The Environment Agency recommends the removal of all USTs that are unlikely to be reused.

Also adding,

"Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination.

If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation".

There is also evidence that quantities of waste water from the washing processes may be permeating the underlying ground strata via various pathways (e.g. cracks, joints and penetrations etc) within the concrete surfaces. It is also likely that the waste waters are contaminated with a variety of hydrocarbon products (e.g. oils etc from vehicles), including various inorganic and organic chemical cleaning products and additives used for vehicle washing.

It is also possible that fugitive waste waters may be mobilising any contaminants, (which results of

chemical analyses show to be present within the ground), towards other onsite and offsite receptors including: soils; groundwaters; drains; and sewers etc where accumulations of contaminants may occur. A further important factor is that available mapping indicates the site overlies a Secondary A Aquifer within the Superficial Deposits (Sands and Gravels of the Boyne Hill Gravel Member) at the site.

Some of the details within responses to earlier consultations appear to be continuing to be applicable at the site, and therefore it is my recommendation that a suitable approach should be adopted to encourage the site owners to revisit the earlier report and details to confirm land condition and as required address any identified significant risks associated with any identified land contamination that may be present at the site. A structured risk assessment approach should be adopted in accordance with the newly introduced Land Contamination: Risk Assessment (LCRM) documentation from the Environment Agency.

Highways:

There have been previous refusals on this type of application in the past but not on highway grounds. It is unlikely that the traffic generated by the proposals will be greater than the existing legal use.

I do have concerns about overspray that car washes which are close to footpaths generate to pedestrians so please condition some barrier to overspray.

I am also concerned that there is a mechanism in place to deter water being taken onto the highway so some form of drainage system needs to be in place.

There is also the problem of long hours of operation under the existing operation which needs to be conditioned given nearby residential uses.

On the basis of the above comments and with relevant conditions in place I do not have significant highway concerns over this proposal.

Trees/Landscape Officer:

This site is occupied by a commercial garage and forecourt at the junction of Uxbridge Road and Hayes End Road. There are no trees or other soft landscape features on the site and no tree/landscape planning constraints affecting the site.

Comment

No trees will be affected by the proposal. There will be little change to the current use of the site and - short of a redevelopment of the site - little scope for landscape enhancement.

RECOMMENDATION

No objection and no need for landscape conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established built-up area, where there is a presumption in favour of sustainable development, subject to compliance with relevant planning policies.

The site has already been developed and is therefore brownfield land.

Both the former and current uses are regarded as sui generis. As such, they do not benefit from any permitted changes of use in order to allow full planning scrutiny, given the unique nature of the uses and the impacts they produce. The use of the site as a car wash does

not, therefore, result in the loss of any A1 use.

The previous use provided employment and, as such, it is considered that Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), which relates to loss of employment uses outside of designated Industrial and Business Areas (IBA's) should be resisted. In this instance, the current use provides a comparable level of employment and, as such, the change of use is considered to comply with Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable to this application.

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

The site is not within a Conservation Area. The nearest Listed Building is The Angel Public House (Grade II Listed) which is on the opposite side of the road. Also close by, to the north on Hayes End Road, are the garden walls and buildings at Laburnum Villa and Springwell House, which are Locally Listed and Grade II Listed respectively.

Given that the car wash use has not introduced any new buildings onto the site, it is considered that the setting of any of these Listed Buildings has not been compromised.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The car wash represents a commercial use taking place on an established commercial premises. The change of use has not involved the addition of any buildings or significant structures and the main visual impact of the use is the presence of cars on the forecourt, which is not considered to be dissimilar to what would be expected had the site remained in use as a petrol station. It is also noted that car washing facilities, including open air jet washes, are a common ancillary feature found at operating petrol stations.

It is noted that there have been unauthorised advertisements present on the site in the past. However, advertising is not the subject of this application and, any advertising on site that requires approval, would have to be granted advertisement consent under a separate application or face enforcement action being taken.

The level of noise generated is also consistent with that which may be expected during the operation of a petrol station, consisting principally of movements of vehicles and the operation of hoses and vacuums which generate a similar level of noise as the operation of petrol pumps would have in the past.

The use is compatible with the surrounding mixed use area. It contributes towards the existing mix and does not appear disruptive or out of keeping with the nature of the surrounding development.

It is therefore considered that the development accords with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.4 of the London Plan (2016).

7.08 Impact on neighbours

The use involves the open air operation of vehicles and machinery as well as the presence of staff on site. It is not considered that the level of noise emanating from the site would be

substantially different to that expected should the site have continued operating as a petrol station. However, given the open air nature of the use and the proximity to residential dwellings, it is considered that the hours of operation of the business should be controlled in order to prevent unacceptable levels of disruption outside of core business hours.

Given the open nature of the site, screening should be provided in accordance with details to be submitted to and approved by the Council, in order to prevent spray, dirt and dust from straying into nearby residential properties.

It is therefore considered that, subject to control by relevant planning conditions, the development satisfies Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan Policies 7.4 and 7.15 (2016).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer has assessed the application and considers that the use as a car wash would not generate levels of traffic significantly different to that associated with the former use of the site as a petrol station. Existing access/egress points from Uxbridge Road and from Hayes End Road will remain in use.

Concern was raised that water spray may stray over the highway, causing a hazard to pedestrians and motorists. Similarly, concern was raised regarding the discharge of surface water onto the highway. This can be controlled through the use of sympathetic screening and drainage measures, to be secured by way of conditions on any consent granted.

Subject to appropriate measures to prevent excess water from the car wash causing harm to pedestrians and motorists, the development would accord with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.12 of the London Plan (2016).

7.11 Urban design, access and security

Urban Design:
See Section 7.07 of this report.

Access and Security:
Access to the site is via two existing access/egress points; whilst there is no separation between pedestrian and vehicle access, given the nature of the use as a 'drive-thru' car wash the access is considered acceptable. In order to ensure that the site has adequate security measures, a Secure by Design condition would be included on any consent granted.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The site does not possess any existing landscaping nor is it deemed suitable for landscape planting.

7.15 Sustainable waste management

In order to secure compliance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), a condition requiring details of waste management

for the operation to be submitted to, and approved, by the Council would be required on any consent granted.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Paragraph 170 of the National Planning Policy Framework (2018) seeks to prevent new and existing development from resulting in unacceptable levels of water pollution; development should help to improve local environmental conditions, including water quality.

Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to safeguard and improve all water quality (ground and surface water). Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that developments within urban areas do not result in an increased flood risk from additional surface water run-off and that appropriate attenuation measures are used.

Policy DMEI 10 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) seeks to ensure that developments are provided with appropriate sustainable drainage systems, reduce surface water run-off rates, avoid pollution of the water environment, use water efficiency measures and demonstrate that there is sufficient capacity in the water and wastewater infrastructure network.

Policy 5.12 of the London Plan (2016) seeks to address current and future flood issues and minimise flood risks whilst Policy 5.13 of the London Plan (2016) states that sustainable urban drainage systems should be used and that surface water run-off is managed as close to its source as possible and in line with the drainage hierarchy. Policy 5.14 of the London Plan (2016) seeks to ensure the provision of that adequate and appropriate wastewater infrastructure, and to protect and improve water quality.

The proposal is for the use of the site as a hand car wash and valeting business. The Environment Agency was consulted on the application and raised an objection to the proposal as it involves the use of a non-mains foul drainage system in a publicly sewered area.

Whilst the objection from the Environment Agency is noted, it fails to identify a specific risk and is entirely based on a precautionary approach. There is most likely a mains connection available in this instance which the Council can insist on a connection to, and that a suitable drainage solution is available. It is therefore considered that full details of the drainage (foul and surface water to be agreed prior to commencement of development), provided by way of a condition on any consent granted would be acceptable in this instance.

As such, it is considered that the use of the site as a car wash and valeting business would not have a detrimental impact on drainage and water quality, and is therefore in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMEI 10 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) and Policies 5.12, 5.13 and 5.14 of the London Plan (2016).

7.18 Noise or Air Quality Issues

The site is located within a mixed use area where commercial activities take place

throughout the course of the day. The proximity to residential dwellings and flats is noted and, as such, a condition would be attached to any approval to restrict hours of use so as to prevent disturbance towards neighbouring residents in the form of noise and light outside of general working hours.

Subject to compliance with this condition, the development would meet the requirements of Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan Policy 7.15 (2016).

7.19 Comments on Public Consultations

The application relates to use of the premises as a car wash only and does not purport to approve any other uses that may be taking place on site.

Comments regarding noise and hours of operation are noted and a condition would be attached to any approval to control hours of use. Any issues of anti-social behaviour would be dealt with through separate legislation.

Conditions would be attached to any approval given to secure screening to prevent water discharge onto the neighbouring highway and to ensure that a responsible waste management scheme is provided and maintained on site.

The Council's Highway Engineers are satisfied with the access arrangements for the use. Driver behaviour on entering and leaving the site cannot be controlled by planning conditions but would be subject to highway enforcement.

7.20 Planning obligations

The scale and nature of the proposal does not warrant the provision of any measures or contributions that would need to be secured by legal agreement.

7.21 Expediency of enforcement action

The car wash use is already in operation and has been subject to investigation by Planning Enforcement, resulting in the submission of this planning application.

An enforcement notice has been served and was varied in January 2015 following an appeal (Planning Inspectorate Ref: APP/R5510/C/14/2227601); the enforcement notice would be acted on in the event of this application being refused.

7.22 Other Issues

Contaminated Land:

Previous applications have been refused as it had not been demonstrated that measures to remove contaminants from the land had been taken or that the possibility of contaminants being washed from the site onto surrounding land and into water courses had been assessed.

The current application includes a Contamination Investigation Report. The report has been assessed by the Council's Contaminated Land Officer who considers that there is insufficient evidence to confirm that land within or beyond the property boundary is not currently being adversely impacted by the presence of a hand car wash facility at the premises.

The report and other information submitted with the application does not include dimensional details of the underground storage tanks (UST); their locations; nor depths to the base of each tank.

Whilst the report indicated that only relatively shallow depths were achieved during formation of six hand excavated pits and three machine driven boreholes including respective monitoring installations within the boreholes, all of which were introduced as part of the ground investigation, there is a possibility that prior to emptying and decommissioning of the underground storage tanks (UST) and supply lines, fuel may have leaked into the ground whilst the site was an operational filling station. It is therefore possible that there may be instances of leaked fuel products located at depth beyond the positions of the tanks.

In addition, the use of the site as a car wash results in waste water from the washing process which is likely to be contaminated with a variety of hydrocarbon product, and may be permeating the underlying ground strata.

Therefore, further investigation into the condition of the soil and groundwater would be required in order to fully ensure that existing subsurface land contamination has been identified and that appropriate measures to address any identified significant risks associated with any identified land contamination that may be present at the site are put into place.

As such, the development fails to comply with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE1 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DME1 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) and Policy 5.21 of the London Plan (2016).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposed scheme is for the regularisation and retention of an existing hand car wash and valeting business located at the application site. The proposed use is considered acceptable for the site and the wider location, subject to conditions controlling hours of operation and waste water spray.

However, the applicant has not provided a satisfactory level of detail to demonstrate that concerns raised in relation to potential land contamination matters that resulted in the refusal of previous applications have been responsibly addressed.

The proposal does not comply with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE1 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMEI 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) and Policy 5.21 of the London Plan (2016).

The application is therefore recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

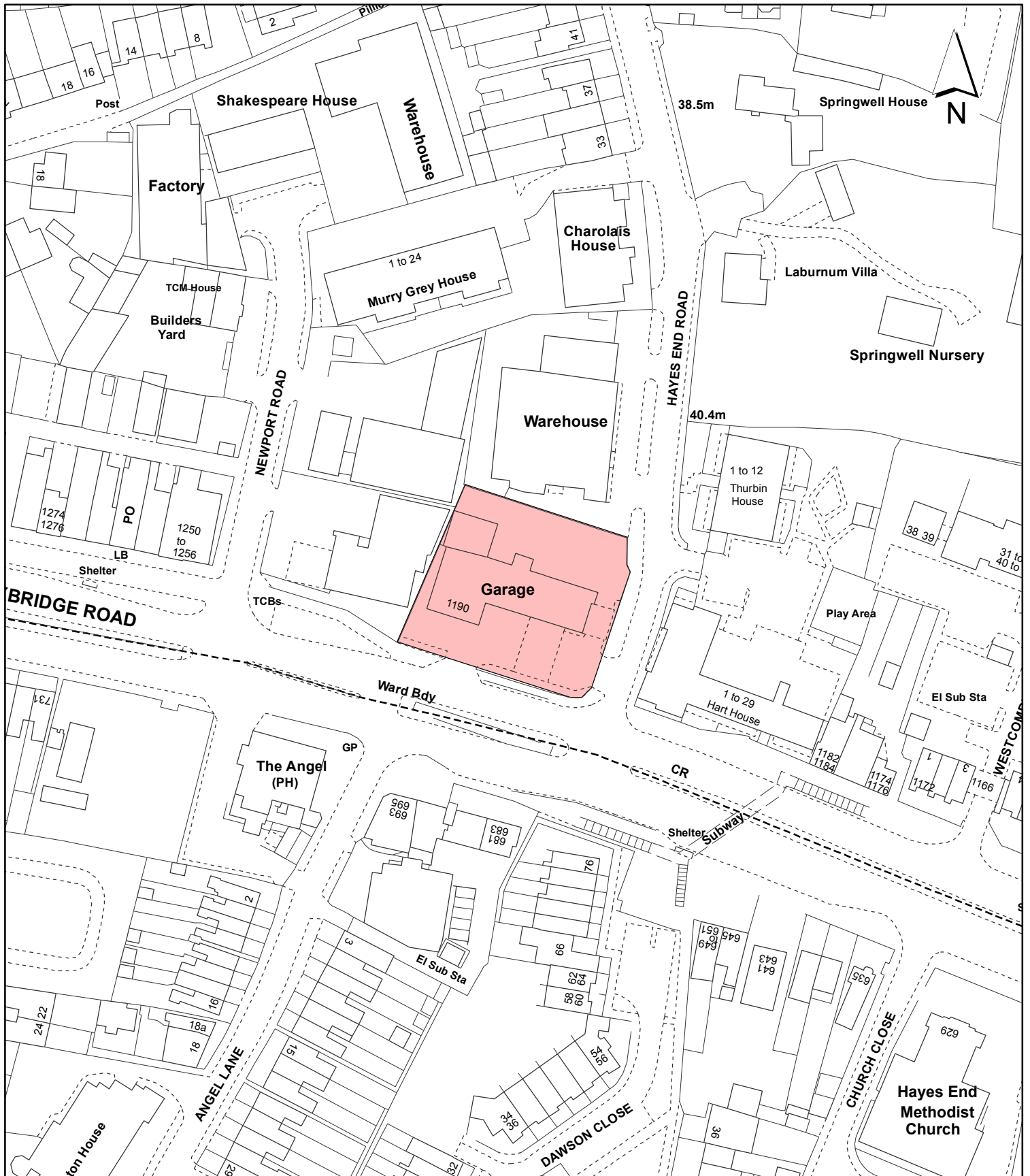
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

Emerging Hillingdon Local Plan: Part Two - Development Management Policies With

Modifications (March 2019)
The London Plan (2016)
Hillingdon Noise SPD
National Planning Policy Framework (NPPF)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**1190 Uxbridge Road
 Hayes**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

3976/APP/2017/3729

Scale:

1:1,250

Planning Committee:

Central & South

Date:

December 2019



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address TERMINAL 2 CAR PARK HEATHROW AIRPORT HOUNSLOW

Development: The removal and replacement of 4 existing antennas with 12 antennas located on new support poles to be fixed to the existing pipen steelwork, the removal and replacement of 4 existing equipment cabinets with 8 new equipment cabinets located on the plant room rooftop and ancillary works (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

LBH Ref Nos: 62360/APP/2019/3489

Drawing Nos: 150 Existing Elevation A
215 Max Configuration Site Plan
265 Max Configuration Elevation
100 Existing Site Plan
Covering Letter
Site specific Supplementary Information
1098573_HGN105_55972_TW0225_M002 Rev. E
Connected Growth Manual Digital Infrastructure
Mobile UK Councils and Connectivity
5G and Future Technology
ICNIRP Certificate
Developers Notice
Notice to CAA

Date Plans Received: 24/10/2019

Date(s) of Amendment(s):

Date Application Valid: 25/10/2019

1. SUMMARY

This application seeks Prior Approval for a telecommunications installation under Schedule 2, Part 16 of the Town and Country Planning (General Permitted Development) Order 2015) as amended. The proposal seeks to upgrade existing equipment and where necessary provide new equipment to effectively roll out the delivery of the 5G network. The proposal is strongly supported by national, regional and local plan policy.

The proposed equipment would not cause harm to pedestrian or highway safety. Whilst this proposal is proposed to increase the height and number of cabinets, given its siting on the roof of the Terminal Two Car Park, the proposal is unlikely to result in significant visual impact and will only be seen in the context of airport related development. No safeguarding objections have been raised and for the reasons outlined within this report, it is recommended that consent is granted.

2. RECOMMENDATION

That Prior Approval consent is given subject to the following condition and informatives:

1 NONSC **Non Standard Condition**

Any apparatus or structure provided in accordance with this permission shall be removed

from the land, building or structure on which it is situated, as soon as reasonably practicable after it is no longer required for electronic communications purposes, and the building shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority.

INFORMATIVES

1 I52 **Compulsory Informative (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 I53 **Compulsory Informative (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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE37	Telecommunications developments - siting and design
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMHB 4	Conservation Areas
DMHB 21	Telecommunications
LPP 4.11	(2016) Encouraging a connected economy
NPPF- 10	NPPF-10 2018 - Supporting high quality communications
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy

3 I59 **Councils Local Plan : Part 1 - Strategic Policies**

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

4 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.

5 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the rooftop of Heathrow Terminal 2 Car Park to the west of Inner Ring West. The site is surrounding by airport development on all sides and falls entirely within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

The proposed work comprises the removal and replacement of 4No. existing antennas with 12No. upgraded antennas located on new support poles to be fixed to the existing 'pigpen' steelwork, the removal and replacement of 4No. existing equipment cabinets with 8No. upgraded equipment cabinets located on the plant room rooftop, and ancillary development thereto.

The dimensions are as follows:

Height of existing building: Approx. 20.25 metres

MK 5 Link AC: 1200 x 600 x 1500mm

3G & PSU: 770 x 770 x 2100mm

Unilateral H3G (3x cabs to be installed): 770 x 770 x 2100mm

Unilateral EE (3x cabs to be installed): 770 x 770 x 2100mm

Height of antenna (m above ground level): 24.38 to centre of antennas

3.3 Relevant Planning History

62360/APP/2011/2774 Satellite T2b, Terminal 2 Heathrow Airport Hounslow

Erection of 2 no. radio masts, located on nodes 232 and 242, Terminal 2, Concourse B (T2B), Heathrow Airport (Consultation under Schedule 2, Part 18 of the Town And Country Planning (General Permitted Development) Order 1995)

Decision: 16-12-2011 Approved

Comment on Relevant Planning History

There is extensive history related to this site, the most relevant is referenced above.

4. Planning Policies and Standards

Schedule 2, Part 16 of The Town and Country Planning (General Permitted Development)

(England) Order 2015 (as amended) states:

Permitted development

A. Development by or on behalf of an electronic communications code operator for the purpose of the operator's electronic communications network in, on, over or under land controlled by that operator or in accordance with the electronic communications code, consisting of-

- (a) the installation, alteration or replacement of any electronic communications apparatus,
- (b) the use of land in an emergency for a period not exceeding 18 months to station and operate moveable electronic communications apparatus required for the replacement of unserviceable electronic communications apparatus, including the provision of moveable structures on the land for the purposes of that use, or
- (c) development ancillary to radio equipment housing.

Development not permitted

Development not permitted: building-based apparatus

(2) Development is not permitted by Class A(a) if:

(a) in the case of the installation, alteration or replacement of apparatus on a building or other structure, the height of the apparatus (taken by itself) would exceed:

- (i) 15 metres, where it is installed, or is to be installed, on a building or other structure which is 30 metres or more in height; or
- (ii) 10 metres in any other case;

Officer comment: The building does not exceed a height of 30m.

(b) in the case of the installation, alteration or replacement of apparatus on a building or other structure, the highest part of the apparatus when installed, altered or replaced would exceed the height of the highest part of the building or structure by more than:

- (i) 10 metres, in the case of a building or structure which is 30 metres or more in height;
- (ii) 8 metres, in the case of a building or structure which is more than 15 metres but less than 30 metres in height; or
- (iii) 6 metres in any other case;

Officer comment: The equipment and apparatus would not exceed a height of 8m above the existing building.

As the scheme proposes new support poles on a building over 15 metres in height, a prior approval application is required.

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:

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE37	Telecommunications developments - siting and design
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMHB 4	Conservation Areas
DMHB 21	Telecommunications
LPP 4.11	(2016) Encouraging a connected economy
NPPF- 10	NPPF-10 2018 - Supporting high quality communications
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:- **21st November 2019**

6. Consultations

External Consultees

This application was consulted on between 30-10-2019 and 20-11-2019. No comments or objections were received.

STATUTORY CONSULTTEE RESPONSES

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Heathrow Aerodrome Safeguarding

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Internal Consultees

Highways

No comments received at the time of writing this report.

Design Officer

No comments received at the time of writing this report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 193 of the National Planning Policy Framework (2019) notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 196 of the National Planning Policy Framework (2019) notes that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new developments within Conservation Areas to preserve or enhance those features which contribute to their special architectural and visual qualities.

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Saved Policy BE37 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) advises of the desirability of operators to share existing facilities.

Policy DMHB 4 of the emerging Local Plan: Part Two (2019) notes new development within Conservation Areas will be expected to preserve or enhance the character and appearance of the area.

Policy DMHB 21 of the emerging Local Plan: Part Two (2019) allows telecommunication development only where:

- it is sited and designed to minimise their visual impact;
- it does not have a detrimental effect of the visual amenity, character and appearance of the local area;
- it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings;
- there is no adverse impact on areas of ecological interest, areas of landscape importance, Conservation Areas; and
- it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

Government guidance supports the avoidance of proliferation of sites and the sharing of masts between operators. It is clear from this NPPF guidance that existing buildings and structures should always be considered first. The application seeks to deploy an effective rollout of 5G technology on an existing rooftop where telecommunications equipment already exists. Due to the operational requirements of 5G, additional antennas and new equipment cabinets. The principle of development is supported.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will not grant planning permission for development likely to interfere with the safe and efficient operation of Heathrow or Northolt Airports.

The proposal is situated approximately 3.3km of Heathrow Airport. Heathrow Aerodrome Safeguarding and NATS were consulted on the application. NATS and Heathrow Aerodrome Safeguarding have raised no safeguarding objections with regards to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Saved Policy BE37 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) advises of the desirability of operators to share existing facilities.

Amongst other criteria, emerging Policy DMHB 21 of the Local Plan: Part Two (2019) notes telecommunication development will only be permitted where:

- it is sited and designed to minimise their visual impact;
- it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area; and
- it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

The proposed upgrade utilises an existing site where possible. Upgrading equipment at this site ensures that a new site is not required in the immediate vicinity. The proposed 12 upgraded antennas will be located on new support poles fixed to existing steelwork on the rooftop, which is necessary as the existing pole mounts are not structurally capable of holding the upgraded antennas. Due to ICNIRP clipping issues on the building and the use of larger antennas, the overall height of the apparatus is required to be increased to 25.48 metres which represents an overall increase of 2.53 metres.

The proposed equipment will be viewed in the context of the airport and car park. The proposal is surrounded by built form and the small increase in height in this location is not considered to result in detrimental harm to the appearance of the area.

7.08 Impact on neighbours

The application site is surrounded by commercial and airport related development, this proposal is unlikely to result in harm to the amenities of neighbouring occupants.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Given the siting of the proposed development on a rooftop, it is unlikely to have a highways impact.

7.11 Urban design, access and security

Please refer to Paragraph 07.07 of the report.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

HEALTH

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commissions for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

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

This application seeks Prior Approval consent to roll out 5G network on a site with existing equipment. The principle of development is supported nationally, regionally and locally. The proposal would be seen in the context of Heathrow Airport. No aerodrome safeguarding concerns have been raised and so for the reasons outlined within this report, it is recommended that consent is granted.

11. Reference Documents

National Planning Policy Framework

The London Plan (2016)

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)

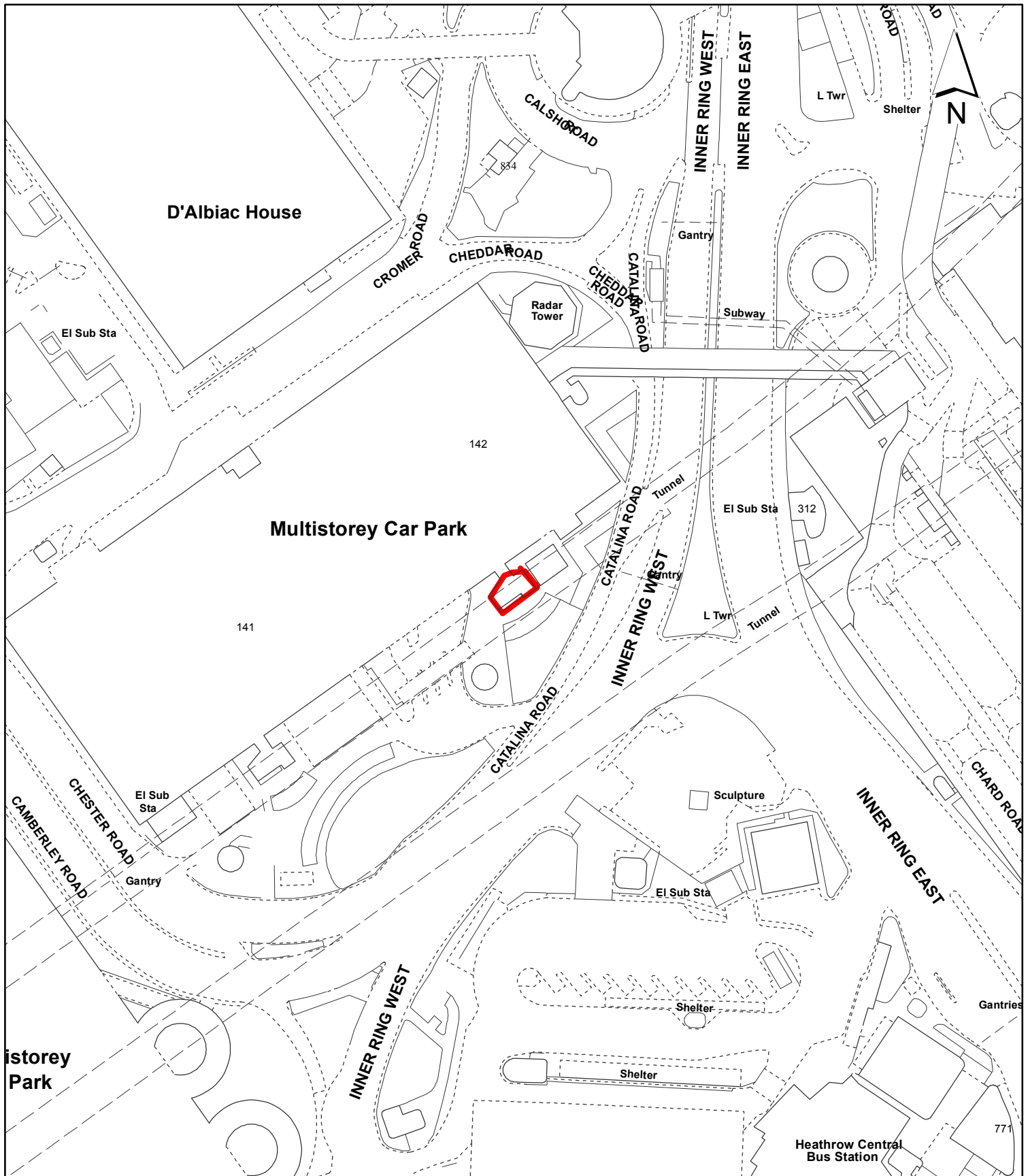
Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019)

The Town and Country Planning (General Permitted Development) (England) Order 2015

(as amended)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Terminal 2 Car Park

Planning Application Ref:
62360/APP/2019/3489

Scale:
1:1,250

Planning Committee:
Central & South

Date:
December 2019

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 171 NORTH HYDE ROAD HAYES

Development: Change of use from retail (Use Class A1) to dental manufacture (Use Class B1(c))

LBH Ref Nos: 11980/APP/2019/2957

Drawing Nos: 2123/P201/B
2123_E201
Noise Assessment
Design and Access Statement
2123-L201
2123/E202
2123/P202

Date Plans Received: 05/09/2019 **Date(s) of Amendment(s):** 26/09/2019
Date Application Valid: 26/09/2019 05/09/2019

1. SUMMARY

The application seeks planning permission for a change of use from A1 retail to B1(c) dental manufacture. The principle of the change of use is considered acceptable given that it would not harm local convenience shopping provision or the vitality and function of this shopping parade, in accordance with policy S7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Furthermore, the proposal would, subject to appropriate conditions, not have an unacceptable impact upon residential amenity or highway safety. 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 2123/P201/B and 2123/P202 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 NONSC Non Standard Condition

The premises shall be used for the manufacture of dental appliances and for no other

purpose (including any other purpose in Class B1(c) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 NONSC Non Standard Condition

Machinery shall be operated, processes shall be carried out and deliveries shall be taken at or despatched from the site only between 08:00 and 18:00 Mondays to Saturdays, and not at any time on Sundays or on Bank or Public Holidays.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 NONSC Non Standard Condition

Before any machinery is used on the premises, a scheme for protecting the living conditions of surrounding residential occupiers from noise shall have been submitted to and approved in writing by the local planning authority. All works which form part of the scheme shall be completed before any machinery is used on the premises, and shall be retained thereafter.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I52 Compulsory Informative (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 I53 Compulsory Informative (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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene. Protection of the character and amenities of surrounding properties

OE1	and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
S7	Change of use of shops in Parades
DMTC 3	Maintaining the Viability of Local Centres and Local Parades
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

3 159 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the south side of North Hyde Road, on a corner location between the junctions of Roseville Road and Wyre Grove and forms part of a terrace of around 16 units forming a parade of shops, comprising ground floor commercial units with first floor residential units above, some accessed from the rear, and some with single and two storey rear extensions. The application property comprises a ground floor commercial unit. The property has been indicated to be previously in use A1 although is currently vacant.

The adjoining property is currently in use as B1(c) dental manufacture.

The submitted plans indicate a single parking space to the rear served by the service road.

This part of North Hyde Road is predominantly residential in character and appearance, with the parade of shops providing convenience shopping for local residents, and the application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The application seeks planning permission for a change of use from A1 retail to B1(c) dental manufacture.

3.3 Relevant Planning History

11980/A/81/0364 171 North Hyde Road Hayes
Office development - 148 sq.m. (Outline)(P)

Decision: 19-05-1981 Refused

11980/APP/2006/902 171 North Hyde Road Hayes

CONVERSION AND ALTERATION OF EXISTING FIRST FLOOR TWO-BEDROOM FLAT TO PROVIDE A TWO-BEDROOM FLAT AT FIRST FLOOR LEVEL AND STUDIO FLAT IN ROOFSPACE INCORPORATING 2 FRONT AND 1 REAR DORMER WINDOWS AND ALTERATION OF EXISTING SHOP FRONT TO CREATE A NEW ENTRANCE DOOR

Decision: 06-06-2006 Approved

11980/APP/2009/1521 171 North Hyde Road Hayes

Single storey detached outbuilding to rear for use as garage/store, involving demolition of existing single storey detached outbuilding to rear (Part retrospective application)

Decision: 07-09-2009 Approved

11980/APP/2009/746 171 North Hyde Road Hayes

Single storey detached garage to rear, involving demolition of existing detached outbuilding (Part retrospective application).

Decision: 15-06-2009 Approved

11980/APP/2011/1634 171 North Hyde Road Hayes

Two storey building to include a ground floor shop and 1 x 2 - bed flat at first floor level with associated parking

Decision: 26-09-2011 Refused

11980/APP/2011/2963 171 North Hyde Road Hayes

Two storey end-of-terrace building to include a ground floor shop and 1 x two-bed flat at first floor level with associated parking (Resubmission)

Decision: 31-01-2012 Refused

11980/APP/2012/708 Land Adjacent To 171 North Hyde Road Hayes

Erection of two storey building comprising ground floor shop, two bedroom flat at first floor level and associated parking

Decision: 28-05-2012 Approved

11980/APP/2015/1160 Land Adjacent To 171 North Hyde Road Hayes

Erection of two storey building comprising ground floor shop, two bedroom flat at first floor level and associated parking (Part Retrospective)

Decision: 04-06-2015 Approved

11980/APP/2015/2600 171 North Hyde Road Hayes

Conversion of existing 3-bed flat into 1 x 2-bed and 1 x studio self contained flats involving

alterations to rear dormer (Retrospective)

Decision: 15-09-2015 Refused

11980/APP/2015/3670 171a North Hyde Road Hayes

Use of first floor as 1 x 2 bedroom self-contained flat (Application for a Certificate of Lawful Development for an Existing Development)

Decision: 30-11-2015 Approved

11980/APP/2015/3732 Land Adjacent To 171 North Hyde Road Hayes

Details pursuant to conditions 3 (Landscape Scheme) and 9 (Removal of existing elements) of planning permission Ref: 11980/APP/2015/1160 dated 04/06/2015 (Erection of two storey building comprising ground floor shop, two bedroom flat at first floor level and associated parking (Part Retrospective))

Decision: 08-12-2015 Approved

11980/APP/2015/4554 171 North Hyde Road Hayes

Conversion of roof space to habitable use to create 1 x 1 Person occupancy studio flat.

Decision: 10-02-2016 Approved

11980/APP/2016/1628 171 North Hyde Road Hayes

Details pursuant to conditions 5 (Road Traffic Noise) and 6 (Sound Insulation) of planning permission Ref: 11980/APP/2015/1160 dated 04/06/2015 (Erection of two storey building comprising ground floor shop, two bedroom flat at first floor level and associated parking (Part Retrospective))

Decision: 21-06-2016 Approved

11980/APP/2016/2129 171 North Hyde Road Hayes

Details pursuant to condition 3 (Sound Insulation) of planning permission ref: 11980/APP/2015/4554 dated 10/02/2016 (Conversion of roof space to habitable use to create 1 studio flat).

Decision: 09-09-2016 Approved

11980/APP/2016/944 171 North Hyde Road Hayes

Details pursuant to condition 3 (Sound Insulation) of planning permission Ref: 11980/APP/2015/4554 dated 10/02/2016 (Conversion of roof space to habitable use to create 1 studio flat)

Decision: 27-04-2016 Refused

11980/APP/2018/3890 171 North Hyde Road Hayes

CHANGE OF USE OF GROUND FLOOR FROM RETAIL TO B1, DENTAL LABORATORY AND
CONSTRUCTION OF SINGLE STOREY REAR EXTENSION

Decision: 15-11-2018 NFA

11980/B/81/1195 171 North Hyde Road Hayes

Mixed development on 0.0300 hectares (outline)(P)

Decision: 20-11-1981 Refused

11980/C/84/3049 171 North Hyde Road Hayes

Advertisement (P)

Decision: 31-05-1984 Approved

11980/D/84/0587 171 North Hyde Road Hayes

Alterations to elevation (P)

Decision: 29-05-1984 Approved

11980/PRE/2002/110 171 North Hyde Road Hayes

TP PRE CORRES: USE CLASS

Decision:

Comment on Relevant Planning History

The relevant planning history is listed above. It is noted that planning permission was granted at appeal for the Change of use from financial and professional services (Use Class A2) to dental manufacture (Use Class B1(c)) at the adjoining property under application reference 19868/APP/2015/315 which has been implemented.

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

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

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

S7 Change of use of shops in Parades

DMTC 3 Maintaining the Viability of Local Centres and Local Parades

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

8 neighbouring properties were consulted by letter dated 30.9.19 and a site notice was displayed to the front of the site which expired on 30.10.19.

There have been no responses from external consultees.

Internal Consultees

Conservation Officer - Taking into account the location of the site and nature of the development, we have no comments to make in this instance.

Access Officer -

1. The proposed plan does not currently include any WC provision for disabled people and at least one accessible unisex toilet should be provided. It would be more appropriate from an accessibility standpoint to provide one large cubicle that would be accessible to everybody, as opposed to two smaller toilet compartments, which would exclude wheelchair users. 2. The accessible toilet should be designed in accordance with the guidance given in Approved Document M to the Building Regulations 2010 (2015 edition). 3. The accessible toilet should be signed either "Accessible WC" or "Unisex". Alternatively, the use of the "wheelchair" symbol and the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable. 4. 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.

Policy Officer -

The site is located within a designated Local Parade. The unit is currently vacant appear from the Council's surveys and most March 2019 Google Street View photos to have been most recently in use as carpet shop up until approximately mid-2018. Policy S7 of the UDP saved policies and policy DMTC 3 of the emerging Local Plan Part 2 seek to maintain the vitality and viability of designated Local Parades by retaining uses that support their continued viability and attractiveness to the locality they serve. The existing use as an A1 shop contributes to the contributes to the existing proportion of A1 uses within the parade which is 19/19 units - 47%. This data is based on the council's most recent survey of the parade carried out in October 2019. The proposed change of use would reduce the proportion of A1 shops in the parade further below 50%. Policy DMTC 3 (which can be afforded significant weight in accordance with para 48. of the NPPF) states that in considering changes of use within existing shops in the local parades, the Council will ensure that the parade retains sufficient essential shops to provide choice; that 50% of the shops in the parade remain in use as A1 shops; and that the surrounding residential area is not deficient in essential shops uses. The proposed change of use would reduce the overall proportion of A1 shops in the parade to below 42% which would be contrary to policy DMTC 3. However it is also important to take other material considerations into account which include whether the change of use would have an impact on the range of shops and local services. The Council's retail survey shows that application sites is currently vacant with the most recent use being a carpet shop. The surveys also show that

there are a range of shops on the parade including a butchers, grocer and off licence as well as GP surgery. This proposed change of use would not impact on the availability of these services. The proposal would also enable the relocation of the existing Dental lab which is currently in the adjacent unit but which is required to move due to expansion of the GP surgery. The proposed change of use would enable the dental lab to remain on the parade. Taking these material considerations into account, on balance, although the proposed change of use would be contrary to policy, it is considered acceptable in this instance subject to meeting the requirements of other policies in the development plan.

EPU -

No objection subject to the use being restricted to the manufacture of dental appliances only and details of noise mitigation measures be secured by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site forms part of a local shopping parade. Local shopping parades serve an important role in providing convenience shopping that caters for the needs of local residents.

Policy S6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that change of use will be granted where; a frontage of design appropriate to the surrounding area is maintained or provided; the use would be compatible with neighbouring uses and would not cause unacceptable loss of amenity to nearby residential properties; and would have no harmful effect on road safety or worsen traffic congestion.

Policy S7 establishes the criteria where service uses would be permitted in parades and states that change of use from A1 will only be granted if the parade retains sufficient essential shop uses to provide a range and choice of shops appropriate to the size of the parade and to its function in the Borough and that the surrounding residential area is not deficient in essential shop uses.

The supporting text to this policy comments that the Local Planning Authority seeks to protect vulnerable parades which are particularly important for the local community and provide opportunities for the establishment of new essential shop uses in existing Class A1 premises. Therefore, as many essential shop uses as possible will be protected, and ideally there should be no less than three in smaller parades and a choice of essential shops in larger parades and in local centres should be retained.

Paragraph 8.22 and policy S7 seeks to ensure that all residential areas are within half a mile of a least 5 essential shop uses, although not necessarily within the same parade. For some local shopping areas the closure of just one essential shop may be so significant as to precipitate the closure of other shops and the ultimate demise of the centre as a whole. The LPA seeks to protect vulnerable parades and corner shops which have a particularly important role for the local community and to provide opportunities for the establishment of new essential shop uses in existing class A1 premises. Ideally there should be no less than 3 (essential shops) in the smaller parades and a choice of essential shops in the larger parades.

Policy DMTC3 in the emerging Local Plan reinforces Policy S7.

The shopping parade comprises the following uses:

- 143 - Take Away (A5)
- 145 - Butchers(A1)
- 147 - Grocer (A1)
- 149 - Plumbing/electrical supplies (A1)
- 151 - Plumbing/electrical supplies(A1)
- 153 - supermarket (A1)
- 155 - Salon (A1)
- 157 - Driving School (Sui Generis)
- 159 - Takeaway (A5)
- 161 - Takeaway (A5)
- 163 - Betting Office (A2)
- 165 - retail (A1)
- 167- Doctors surgery (D1)
- 169 - Dental manufacture (B1C)
- 171 - Vacant (A1)

The existing use as an A1 shop contributes to the contributes to the existing proportion of A1 uses within the parade which is 19/19 units - 47%. This data is based on the council's most recent survey of the parade carried out in October 2019. The proposed change of use would reduce the proportion of A1 shops in the parade further below 50%. Policy DMTC 3 (which can be afforded significant weight in accordance with para 48. of the NPPF) states that in considering changes of use within existing shops in the local parades, the Council will ensure that the parade retains sufficient essential shops to provide choice; that 50% of the shops in the parade remain in use as A1 shops; and that the surrounding residential area is not deficient in essential shops uses. The proposed change of use would reduce the overall proportion of A1 shops in the parade to below 42% which would be contrary to policy DMTC 3. However it is also important to take other material considerations into account which include whether the change of use would have an impact on the range of shops and local services. The Council's retail survey shows that application sites is currently vacant with the most recent use being a carpet shop. The surveys also show that there are a range of shops on the parade including a butchers, grocer and off licence as well as GP surgery. This proposed change of use would not impact on the availability of these services. The proposal would also enable the relocation of the existing Dental lab which is currently in the adjacent unit but which is required to move due to expansion of the GP surgery. The proposed change of use would enable the dental lab to remain on the parade. Taking these material considerations into account, on balance, although the proposed change of use would be contrary to policy, it is considered acceptable in this instance subject to meeting the requirements of other policies in the development plan.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

Not relevant to the consideration of this application.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

Not relevant to the consideration of this application.

7.07 Impact on the character & appearance of the area

No alterations are proposed on the front elevation of the unit and therefore the proposal

would not harm the appearance of the street scene. Indeed the proposal relates to a change of use only.

There are no material changes to the bulk and massing of this building and the existing shopfront would be maintained to the street and therefore it is considered that the change of use of the ground floor of the building would not result in a material impact on the appearance of the street scene.

The proposal would be in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated. The proposal relates to the change of use to B1(c) Light industrial. Details have been provided as to the details/modus-operandi of the manufacturing facilities proposed and a noise assessment submitted. It is considered that appropriate conditions can be imposed to ensure that the occupants of the upper floor flats would not be adversely affected by the proposed use of the ground floor premises.

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

It is noted that the submitted plans confirm that a single parking space is located to the rear. The appeal at adjoining number 169 was allowed on parking grounds. The appeal Inspector concluded:

"I consider that the change of use results in a reduction in visitor parking and a consequential easing of pressure on the parking in the surrounding streets. On the evidence before me, it provides at least one space for parking a car in front of the shop, with space to spare for motorcycle courier parking. Given the size of the unit, it provides sufficient off-street parking for servicing and staff, as well as safe vehicle manoeuvring and access. "

The B1(c) dental manufacturing use does not provide a service to the general public and the existing business has established that the low intensity use does not create a level of vehicular movements in the area that could not be accommodated at the site or upon the adjacent highway. As described the business employs only two full time employees as well as a parttime motorcycle courier who only visits the site once a day to collect/deliver items and whose vehicle can be accommodated to the front of the premises. Larger items and waste would be serviced less frequently to the rear of the property and as a result would not impact upon highway movements upon North Hyde Road or Roseville Road.

The current proposal is similar to that considered at appeal by the Inspector and it is

considered, would not give rise to concerns in relation to parking and highway safety.

7.11 Urban design, access and security

The issues are addressed in the sections above.

7.12 Disabled access

Amended plans have been submitted throughout the course of the application to address the Access Officers concerns with regard to the provision of disabled toilet facilities.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

Not relevant to the consideration of this application.

7.15 Sustainable waste management

details of sustainable waste management can be secured by way of condition.

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Not relevant to the consideration of this application.

7.18 Noise or Air Quality Issues

The issues are addressed in the sections above.

7.19 Comments on Public Consultations

No external consultation responses received.

7.20 Planning obligations

Not relevant to the consideration of this application.

7.21 Expediency of enforcement action

Not relevant to the consideration of this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probitary 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 principle of the change of use is considered acceptable given that it would not harm local convenience shopping provision or the vitality and function of this shopping parade, in accordance with policy S7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Furthermore, the proposal would, subject to appropriate conditions, not have an unacceptable impact upon residential amenity or highway safety. The application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019)
The London Plan (2016)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

171 North Hyde Road

Planning Application Ref:

11980/APP/2019/2957

Planning Committee:

Central & South

Scale:

1:1,250

Date:

December 2019

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON

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of the Local Government Act 1972 (as amended).

Agenda Item 13

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Exempt information by virtue of paragraph(s) 2, 6a of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 14

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of the Local Government Act 1972 (as amended).

Agenda Item 15

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STRICTLY NOT FOR PUBLICATION

Exempt information by virtue of paragraph(s) 2, 6a of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 16

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Plans for Central & South Applications Planning Committee

Wednesday 4th December
2019



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address LAND ADJ. 5 ALBERT ROAD/NORTH HYDE ROAD ALBERT ROAD HAYES
Development: Erection of a three storey, detached building to create 3 x 2-bed and 2 x 1-bed residential units with associated landscaping, cycle and refuse storage.
LBH Ref Nos: 42985/APP/2019/2676

Date Plans Received: 09/08/2019
Date Application Valid: 21/08/2019

Date(s) of Amendment(s):

North Hyde Road (land adj no 24/5 Albert Road)



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NOT FOR CONSTRUCTION

Rev	Date	Description
P1	23.07.19	Planning Issue

Project: NORTH HYDE ROAD
 Location: North Hyde Road, London, SE12 5HT
Client: Wellstone Developments
Architect: WHITE RED ARCHITECTS
 25 CHARLOTTE ROAD, LONDON, E20 1JG
 Tel: +44(0)20 759 4321
 Structural Engineer: M.E.B. Engineers

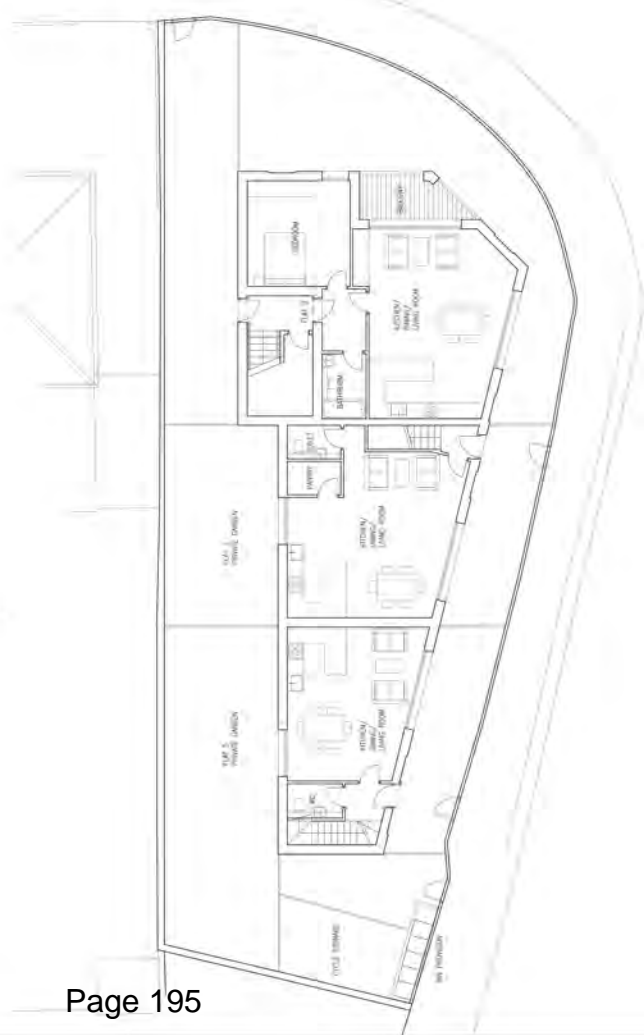
Phase: Planning
 Title: **PROPOSED PLANS**

Proj. No.: 5254
 Drawn: JJ/JH/DL/PB
 Checked: SJ
 Scale: A1
SCALE: 1:100

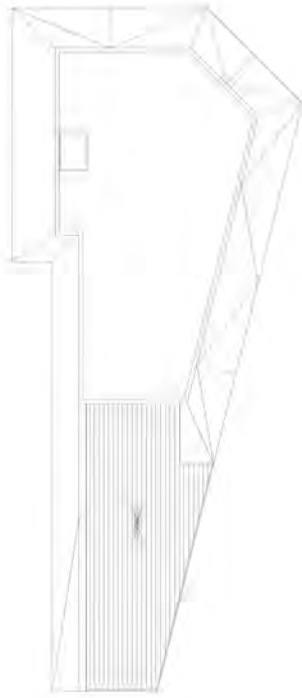
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 Sheet No. | Rev.



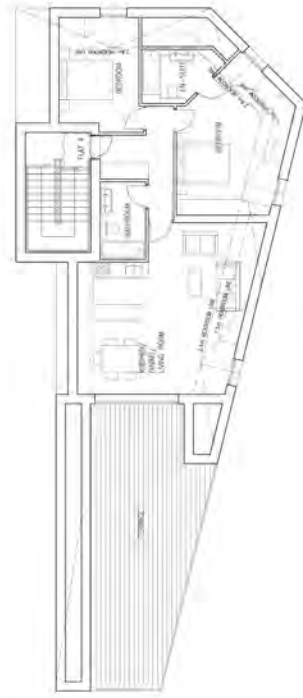
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 SCALE 1:100



1 GROUND FLOOR PLAN
 SCALE 1:100



4 ROOF PLAN
 SCALE 1:100



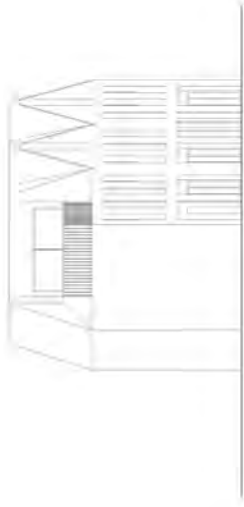
3 SECOND FLOOR PLAN
 SCALE 1:100

NORTH HYDE ROAD				
UNIT	G.I.A. (sqm)	G.I.A. (sqft)		
1	90	960		
2	60	640		
3	60	640		
4	83	886		
5	70	747		

0m 10m

Notes

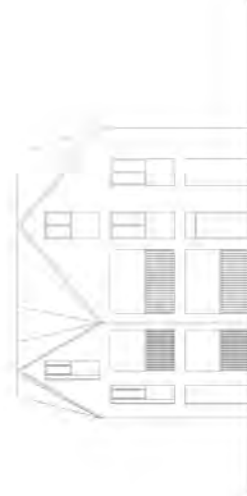
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4. This document may be issued in an uncontrolled format. It is the responsibility of the user to ensure that the background information to make alterations and/or amendments is a current version of the document.



2 NORTH-WEST ELEVATION
SCALE 1:100
00_200



1 SOUTH-WEST ELEVATION
SCALE 1:100
00_200



4 SOUTH-EAST ELEVATION
SCALE 1:100
00_200



3 NORTH-EAST ELEVATION
SCALE 1:100
00_200

NOT FOR CONSTRUCTION

Rev	Date	Description
P1	23.07.19	Planning Issue

Project:
NORTH HYDE ROAD
Location: North Hyde Road, North Hyde, Salford
Client:
Wellstone Developments

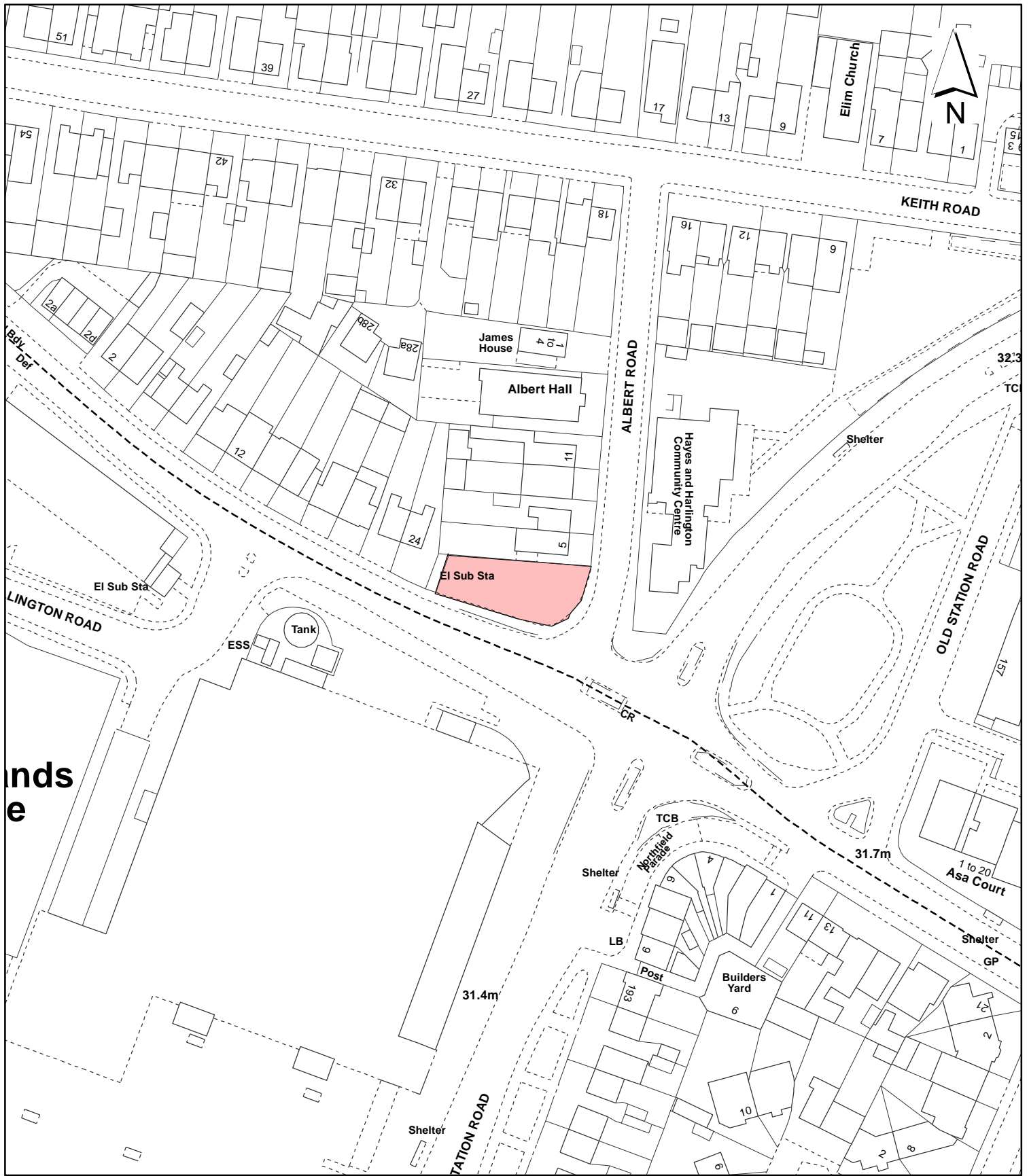
Architect:
WHITE RED ARCHITECTS
25 CHARLOTTE ROAD, LONDON, E20A 3PB
Tel: +44(0)20 7859 4321
Structural Engineer:

M.E.P. Engineer:

Phase: Planning
Title:
PROPOSED ELEVATIONS

Proj. No.:	5254
Drawn:	JJ/DM/DB/PB
Checked:	WJ
Scale:	A1
SCALE:	1:100

5254_00_200 | **P1**
Sheet No. | Rev.



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Site boundary

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Site Address:

Land Adj. 5 Albert Road/ North Hyde Road/ Albert Road

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
42985/APP/2019/2676

Scale:
1:1,250

Planning Committee:
Central & South

Date:
December 2019



Report of the Head of Planning, Transportation and Regeneration

Address 42 HUGHES ROAD HAYES

Development: Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer and 2 front roof light.
Conversion of dwelling into 1 x 1 bed flat and 1 x 3 bed flat including separate amenity space & off street parking.

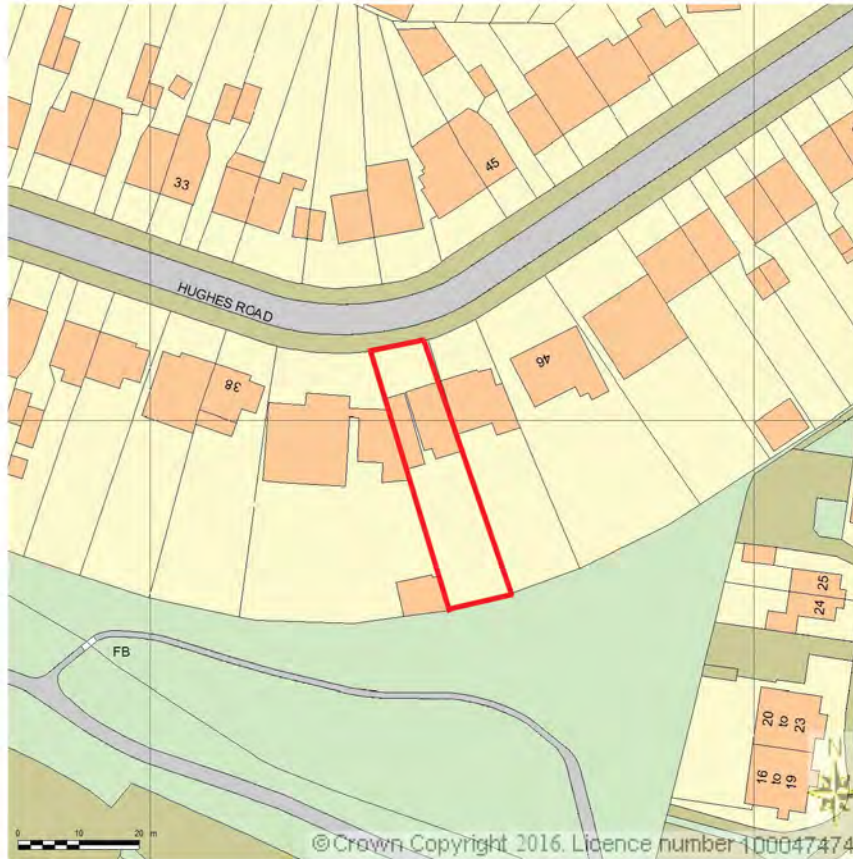
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Date Plans Received: 22/08/2019

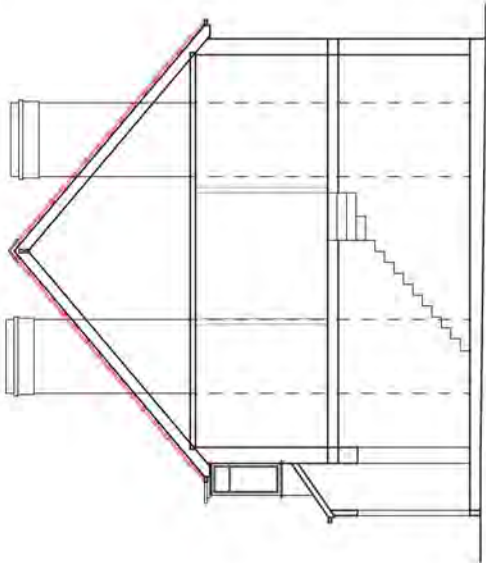
Date(s) of Amendment(s):

Date Application Valid: 03/10/2019

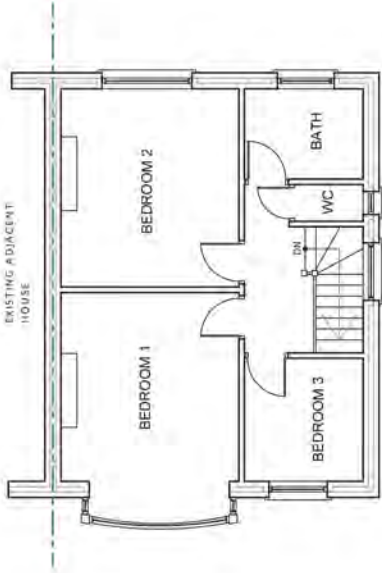
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AREA 2 HA
SCALE: 1:1250 on A4
CENTRE COORDINATES: 510647 , 180498



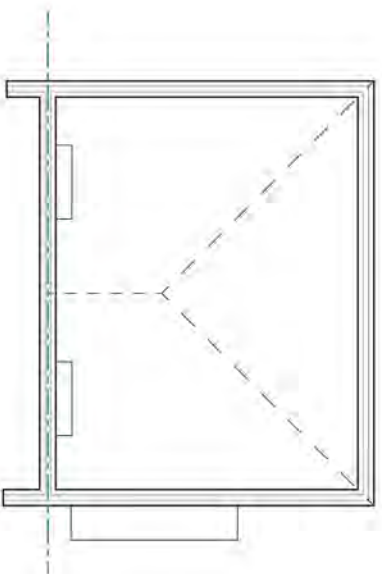
Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
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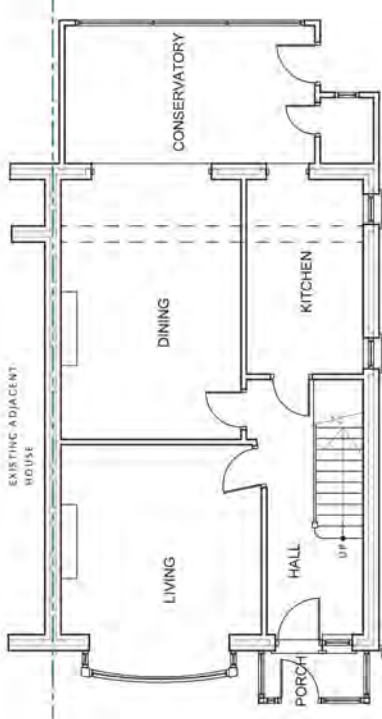
EXISTING LOFT SECTION



EXISTING FIRST FLOOR PLAN



EXISTING LOFT FLOOR PLAN



EXISTING GROUND FLOOR PLAN

All dimensions verified on site.
 All work to comply with British Standards.
 All drawings to be in accordance with client requirements.
 All external surfaces to match existing.
 All work to be to the satisfaction of the local authority-building surveyor.
 Builder to serve building notices and comply fully in all respects.
 Owner responsible for compliance with 1 Party Wall etc Act 1996. 2. Thomas Walter Build Over Agreement. Builder to ensure all work in compliance with Build Over Agreement is approved by Thames Water.
 All proprietary materials to manufacturers recommendations.
 Works to boiler/Gas to be carried out by Gas Safe registered installer and to Gas Safe recommendations.
 All wiring and electrical work will be designed, specified, inspected and installed in accordance with BS 7671:2001 (IET's 17th edition Wiring Guidance and Building Regulation Part P Electrical Safety) by a competent person registered with an electrical self-certification scheme. (NICEIC, ELECSA, NAPIT, or NICEIC), authorized by the Secretary of State.
 The competent person is to send a self-certification certificate to the Local Authority Building Control Department within 30 days of completion of the work. The certificate must be received with a copy of the self-certification certificate and a BS 7671:2001 (IET's 17th edition Wiring Guidance and Building Regulation Part P Electrical Safety) Installation Test Certificate and forward copies to the Local Authority Building Control Dept.

DATE		REVISION

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JOB TITLE
 42 HUGHES ROAD
 PAYES

DRAWING TITLE
 EXISTING PLANS

SCALE: 1:100

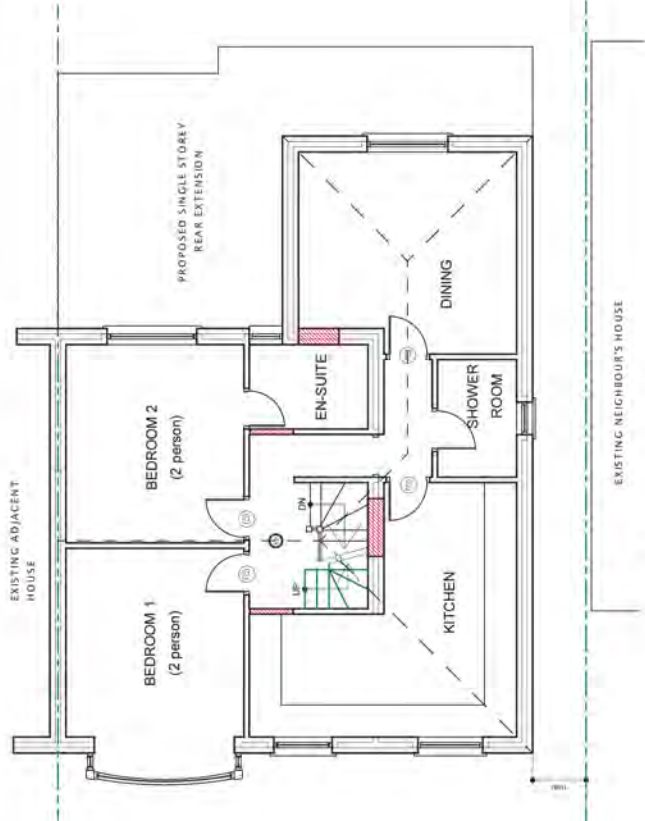
DATE: MAY2016 DRAWN BY:

DRG. NO.	REV
1642/HR/H/101	

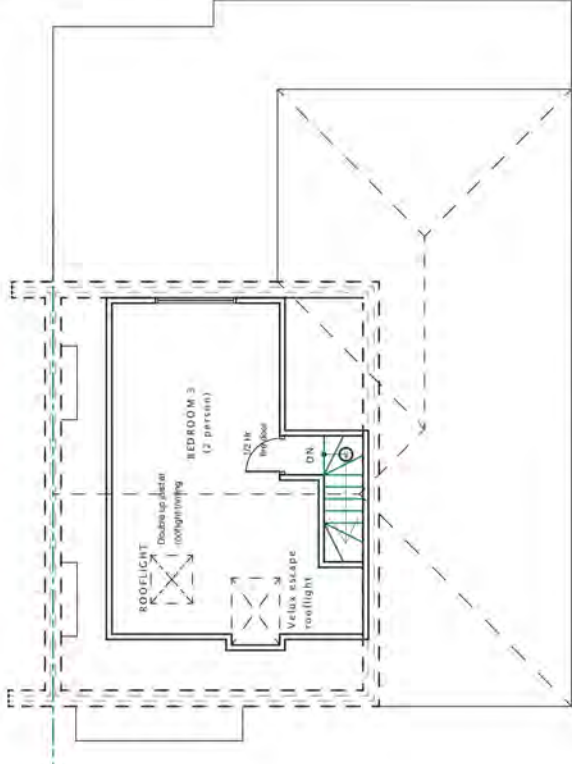


All dimensions verified on site.
 All work to comply with British Standards.
 Code of practice.
 All internal works to be in accordance with client instructions.
 All external surfaces to match existing.
 All work to be to the satisfaction of the local authority building surveyor.
 Builder to serve building notice and comply fully with Building Regulations.
 Client responsible for compliance with 1 Party Wall Act 1996 & 2 Party Wall Building Over Agreement.
 Builder to ensure all work in compliance with Build Over agreement as approved by Thames Water.
 All proprietary materials to manufacturers recommendations.
 Works to be carried out by Gas Safe registered installer and to Gas Safe recommendations.
 All wiring and electrical work will be designed, installed, inspected and tested in accordance with the requirements of BS 7671:2001 (IET), the 17th edition Wiring Guidance and Building Regulation Part P (Electrical Safety) by a competent person registered with an electrical self-certification scheme, (BRC, BS, ELECSA, NAPIT, or NICEIC), authorised by the Secretary of State.
 The competent person is to send a self-certification certificate to the Local Authority Building Control Department within 30 days of completion of the electrical works. The client must receive both a copy of the self-certification certificate and a BS 7671:2001 (IET) Electrical Installation Test Certificate and forward copies to the Local Authority Building Control Dept.

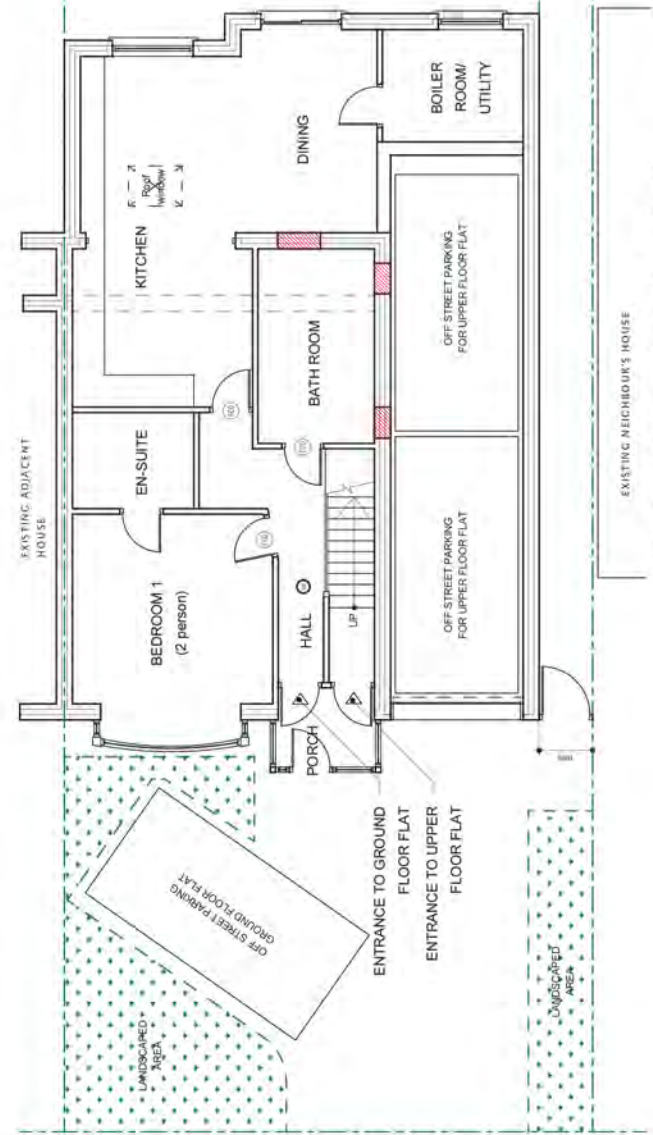
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JOB TITLE: 42 HUGHES ROAD, MAYES.	
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SCALE: 1:100	
DATE: 21/08/2018	DRAWN BY:
DRG NO 18A24RH1/03A	REV:



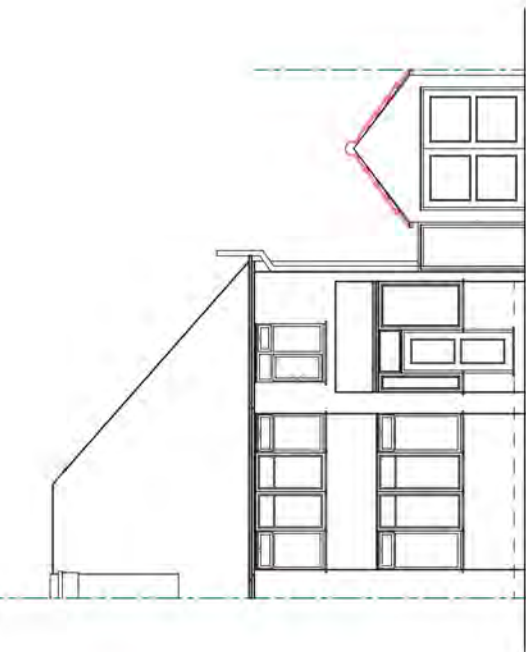
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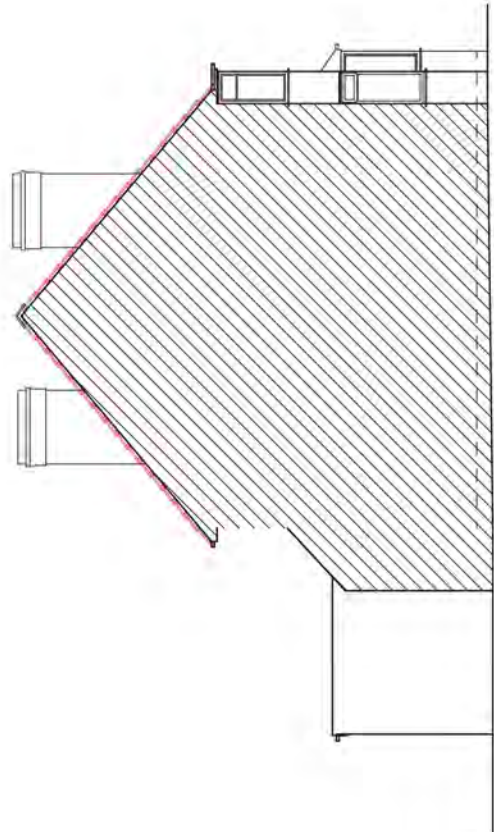
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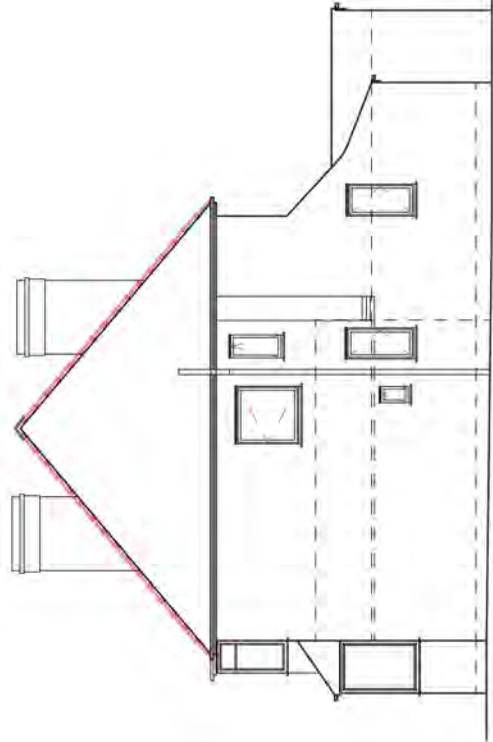
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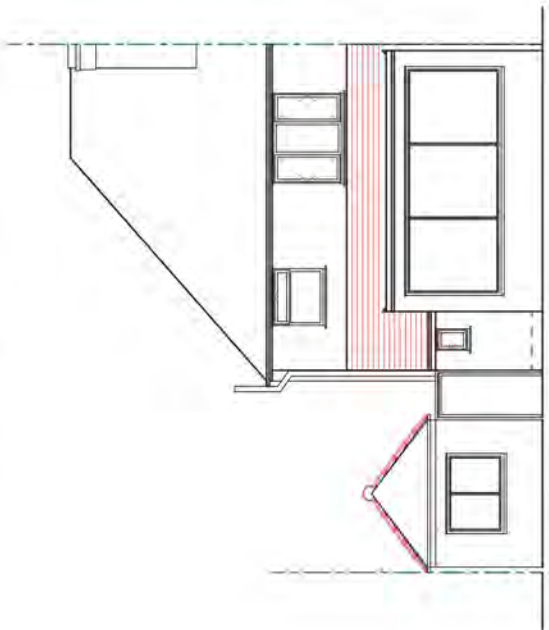
EXISTING FRONT ELEVATION



EXISTING LEFT SIDE ELEVATION



EXISTING RIGHT SIDE ELEVATION



EXISTING REAR ELEVATION

All dimensions verified on site
 All work to comply with British Standards.
 Control provision
 All structural works to be in accordance with client requirements.
 All external surfaces to match existing.
 All work to be to the satisfaction of the local authority building surveyor.
 Builder to serve building notice and comply fully in all respects.
 Owner responsible for compliance with 1 Party Wall etc Act 1996 2, Thames water Build Over Agreement.
 Builder to ensure all work in compliance with Build Over agreement as approved by Thames Water.

Thomas Walker
 All proprietary materials to manufacturers recommendations
 Works to boiler/Gas to be carried out by Gas Safe registered installer and to Gas Safe recommendations

All wiring and electrical work will be designed, installed, inspected and tested in accordance with the requirements of BS 7671:2001 (2004), Part 17th Edition Code for the Wiring Regulations and Part P Electrical Safety for Buildings.
 The competent person registered with an electrical self-certification scheme (BRE, BSI, ELECSA, NAPIT, or NICEIC), authorised by the Secretary of State

The competent person is to send a self-certification certificate to the Local Authority Building Control Department within 30 days of completion of the electrical works. The client will receive a copy of the certificate.
 Installation Test Certificate and forward copies to the Local Authority Building Control Desk.

DATE	REVISION

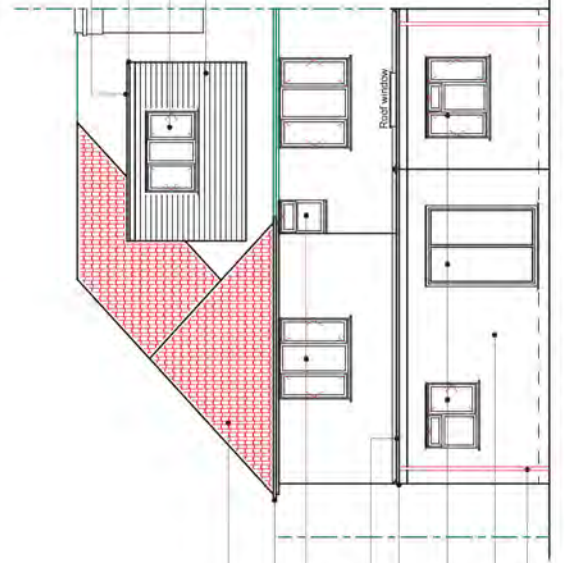
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SCALE: 1/100
DATE: MAY2016
DRAWN BY:
DRG. NO. 16A2PHR0102
REV.

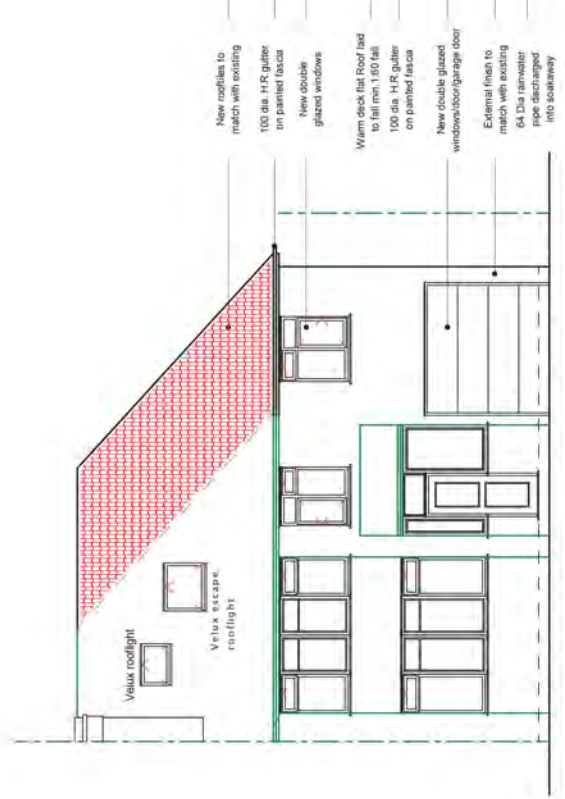


All dimensions verified on site.
 All work to comply with British Standards.
 Code of practice.
 All internal works to be in accordance with client instructions.
 All external surfaces to match existing.
 All work to be to the satisfaction of the local authority building surveyor.
 Builder to serve building notices and comply fully with all responsibilities for compliance with 1 Party Wall Act 1996 & 2. Thomas Water Built Over Agreement.
 Builder to ensure all work in compliance with Build Over agreement as approved by Thomas Water.
 All proprietary materials to manufacturers recommendations.
 Works to be carried out by Gas Safe registered installer and to Gas Safe recommendations.
 All wiring and electrical work will be designed, installed, inspected and tested in accordance with the requirements of BS 7671:2001 (2004) the 17th edition Wiring Guidance and Building Regulation Part P (Electrical Safety) by a competent person registered with an electrical self-certification scheme, (BRE, BS, ELECSA, NAPIT, or NICEIC), authorised by the Secretary of State.
 The competent person is to send a self-certification certificate to the Local Authority Building Control Department within 30 days of completion of the electrical works. The client must receive both a copy of the self-certification certificate and a BS 7671:2001 (2004) Electrical Installation Test Certificate and forward copies to the Local Authority Building Control Dept.

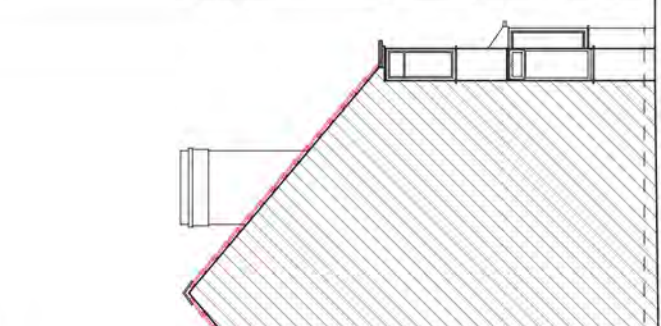
Flat roof to fall (Refer to specification)
 100 dia. gutter on painted fascia
 New double glazed windows
 Horizontal tile hanging to front & sides of dormer in colour to match



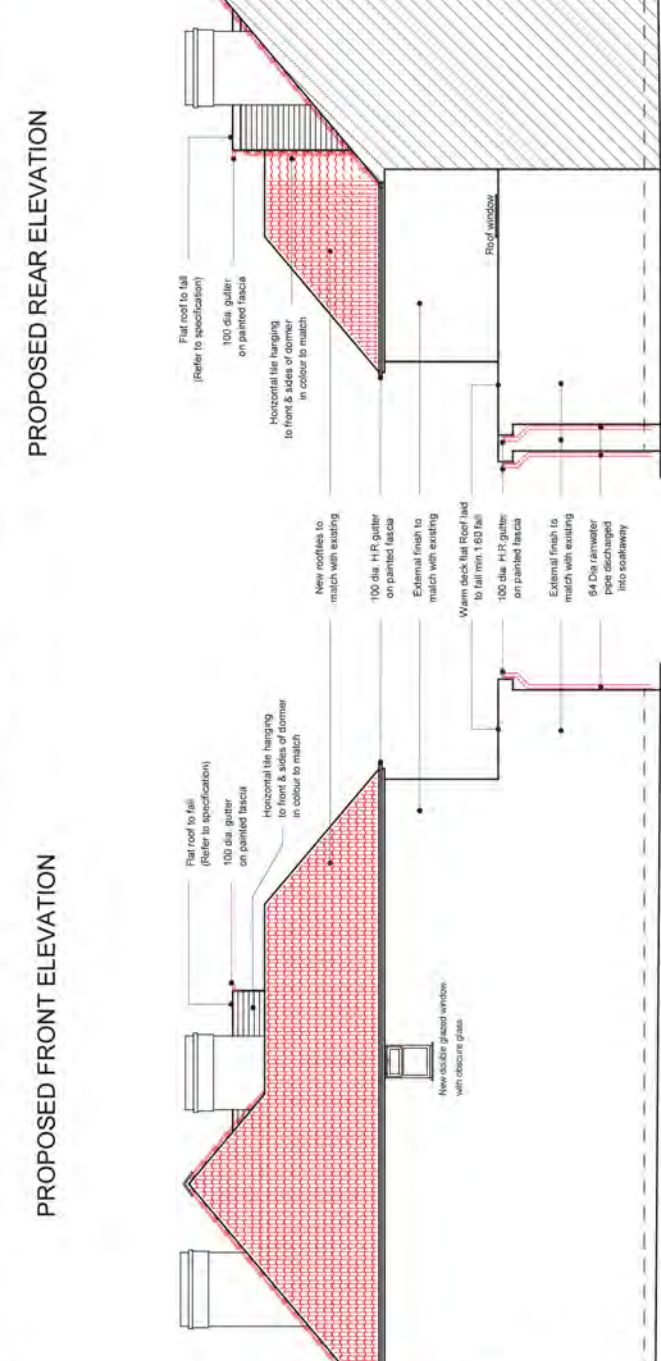
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION

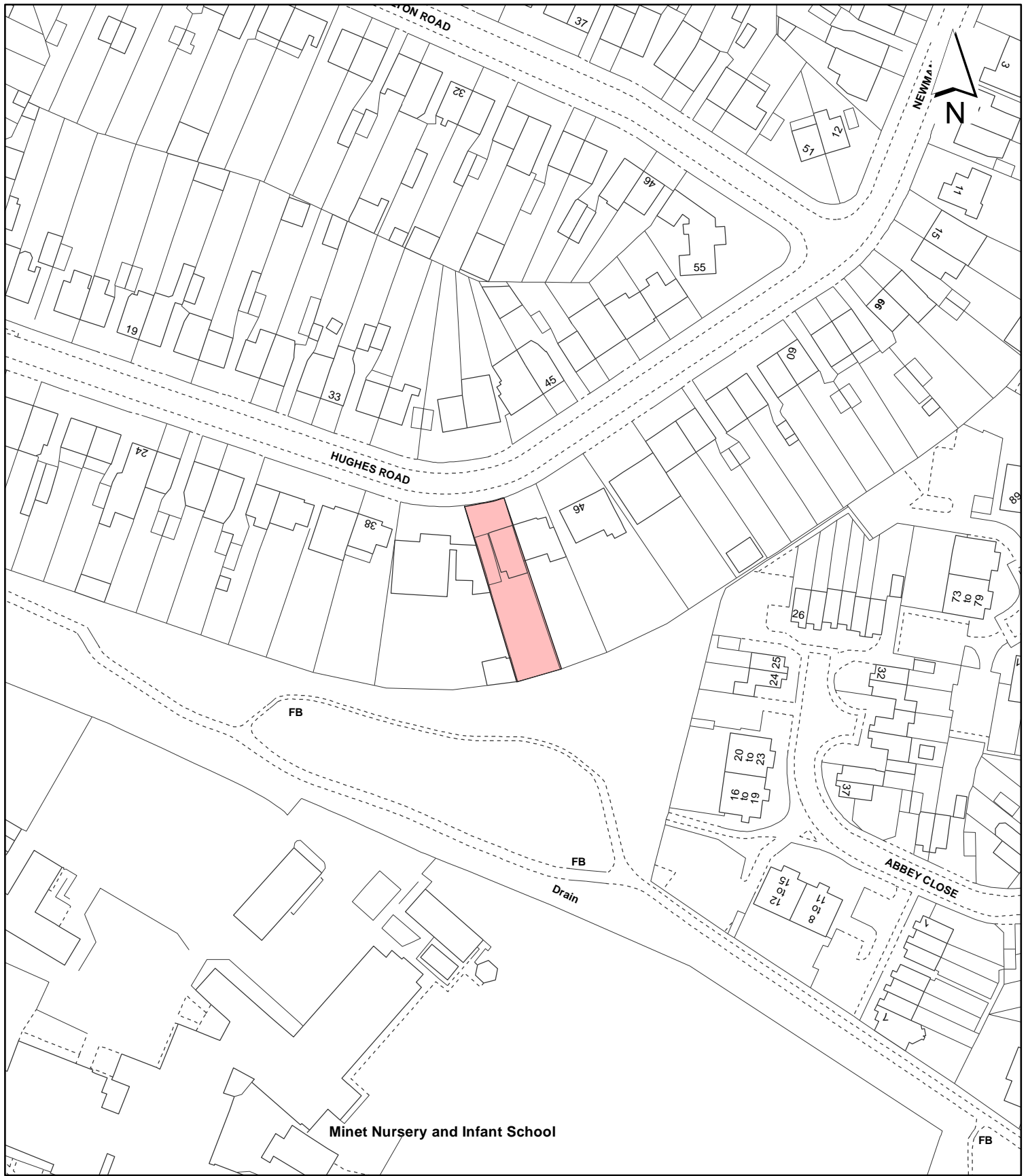


PROPOSED LEFT SIDE ELEVATION



PROPOSED RIGHT SIDE ELEVATION

DATE	REVISION
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JOB TITLE: 42 HUGHES ROAD HAYES.	
DRAWING TITLE PROPOSED ELEVATIONS	
SCALE: 1:100	
DATE: 21/08/2019	
DRAWN BY:	
DWG NO	REV
19424RH10AA	



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Site Address:

42 Hughes Road

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

28763/APP/2019/2814

Scale:

1:1,250

Planning Committee:

Central & South

Date:

December 2019



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 13A NORTH COMMON ROAD UXBRIDGE

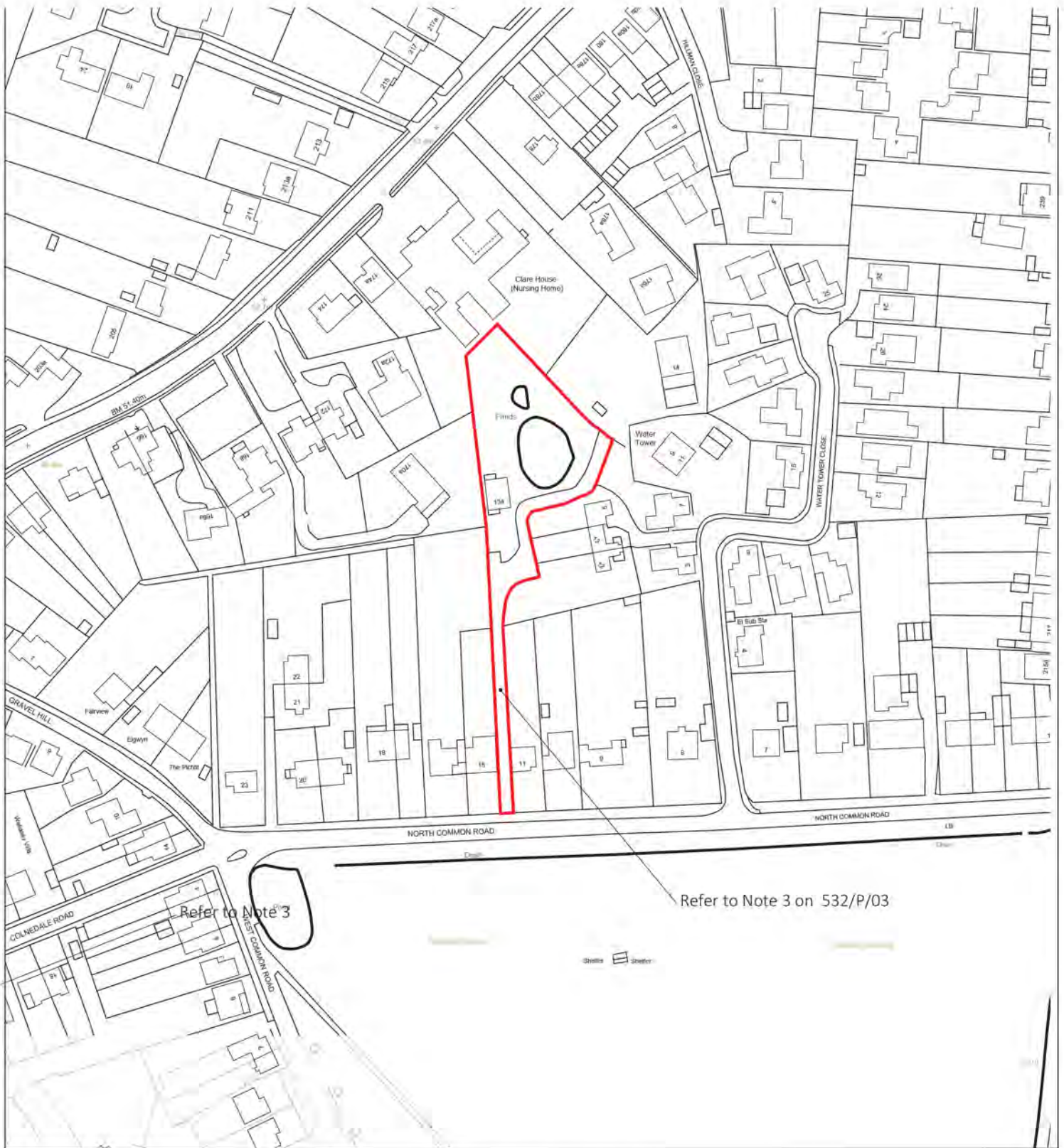
Development: Erection of 5 two storey, 3-bed, attached dwellings with associated parking and amenity space, involving demolition of existing detached house (AMENDED PLANS 18/10/19)

LBH Ref Nos: 74738/APP/2019/1181

Date Plans Received: 05/04/2019

Date(s) of Amendment(s):

Date Application Valid: 05/04/2019



Site Area = 2523.1m², 0.25231ha



Project: Development at Land at 13a North Common Road
 Address: 13a North Common Road, Uxbridge, London. UB8 1PD
 Drawing Title: Location Plan
 Drawing Nos: 532/P/01
 Scale: 1:1250@A3
 Date: Mar 2019

Schedule of Accommodation:

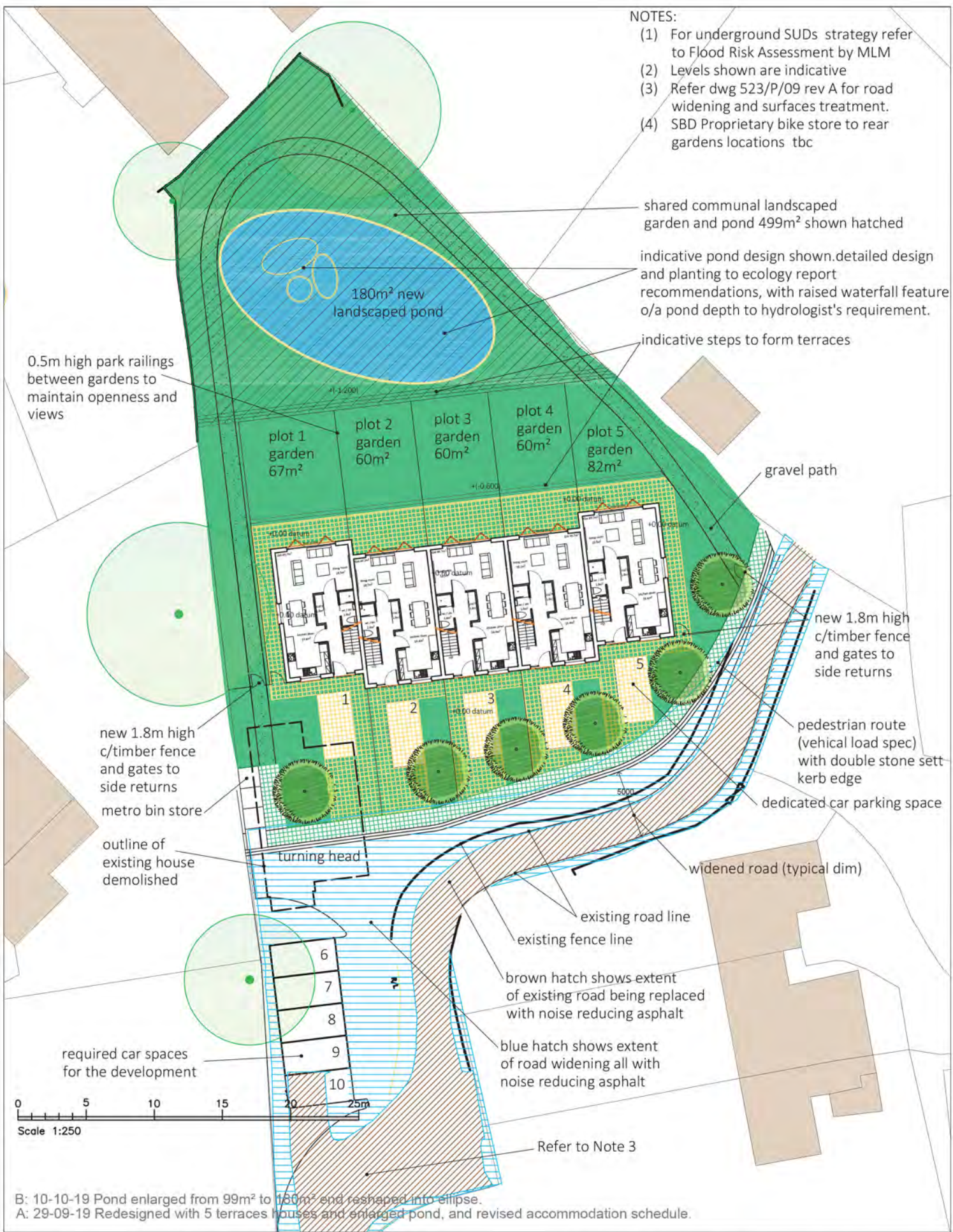


Project: Development at Land at 13a North Common Road
 Address: 13a North Common Road, Uxbridge, London. UB8 1PD
 Drawing Title: Existing Site Plan Topo
 Drawing Nos: 532/P/02
 Scale: 1:250@A3
 Date: Mar 2019



NOTES:

- (1) For underground SUDs strategy refer to Flood Risk Assessment by MLM
- (2) Levels shown are indicative
- (3) Refer dwg 523/P/09 rev A for road widening and surfaces treatment.
- (4) SBD Proprietary bike store to rear gardens locations tbc



shared communal landscaped garden and pond 499m² shown hatched

indicative pond design shown.detailed design and planting to ecology report recommendations, with raised waterfall feature o/a pond depth to hydrologist's requirement.

indicative steps to form terraces

0.5m high park railings between gardens to maintain openness and views

new 1.8m high c/timber fence and gates to side returns

metro bin store

outline of existing house demolished

new 1.8m high c/timber fence and gates to side returns

pedestrian route (vehical load spec) with double stone sett kerb edge

dedicated car parking space

widened road (typical dim)

existing road line

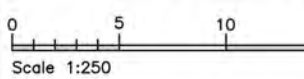
existing fence line

brown hatch shows extent of existing road being replaced with noise reducing asphalt

blue hatch shows extent of road widening all with noise reducing asphalt

Refer to Note 3

required car spaces for the development



B: 10-10-19 Pond enlarged from 99m² to 180m² end reshaped into ellipse.
 A: 29-09-19 Redesigned with 5 terraces houses and enlarged pond, and revised accommodation schedule.

Project: Development at Land at 13a North Common Road
 Address: 13a North Common Road, Uxbridge, London. UB8 1PD
 Drawing Title: Proposed Site Plan
 Drawing Nos: 532/P/03 rev B
 Scale: 1:250@A3
 Date: Mar 2019

Schedule of Accommodation:
 5Nos 3B-5P Houses @ 99.4m² (gf & ff gia @ 49.7m² each)



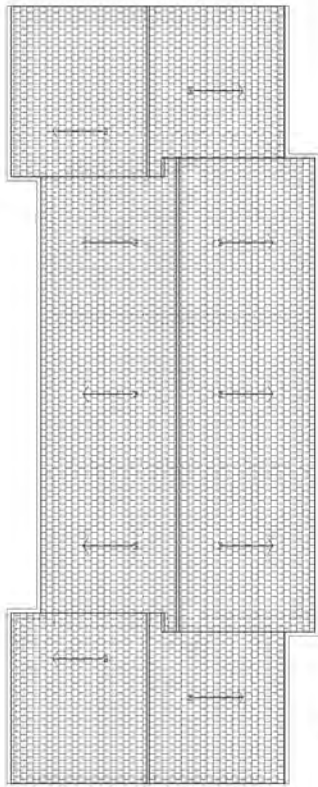
ground floor plan
 o/a gca = 283.0m²
 o/a gla = 259.0m²
 gf + ff gla = 518.0m²

each house total g/a = 99.4m² 3B/4P



first floor plan
 o/a gca = 283.0m²
 o/a gla = 259.0m²
 gf + ff gla = 518.0m²

each house total g/a = 99.4m² 3B/4P

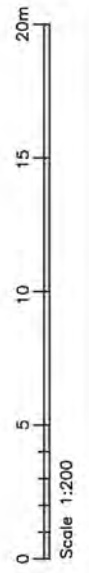


roof plan

03-10-19 Rev A - Terrace plans redesigned to show 5 houses instead 4, and drawing rescaled (bungalows omitted).

Schedule of Accommodation: 5 x 3 Bed, 5 Person Terrace Houses each @ 99.4m²

Project: Development at Land at 13a North Common Road
 Address: 13a North Common Road, Uxbridge, London. UB8 1PD
 Drawing Title: Proposed Terrace Plans
 Drawing Nos: 532/P/04 rev A
 Scale: 1:200@A3
 Date: Mar 2019



MATERIALS KEY:

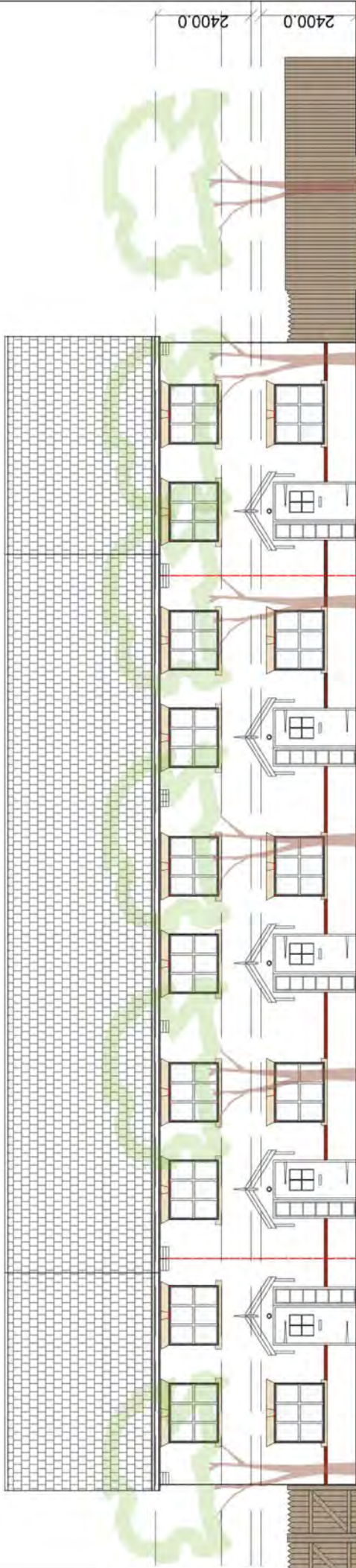
- Fairfaced brickwork walls with contrasting brick band tbc
- UPVC rainwater gutters & downpipes
- Timber fascia, soffit boards and roof finial
- Interlocking concrete tiles on 35° roof
- Stone lintols or soldier course to windows and doors as shown
- Dark grey UPVC windows
- Timber effect UPVC doors.
- Frosted glass to bathroom windows.
- 1.8m high picket fences to patio areas, remaining garden fencing 900mm high picket fencing



04-10-19 Rev A - Re-designed to allow for 5 houses. (In red/greens, removed from site plan)

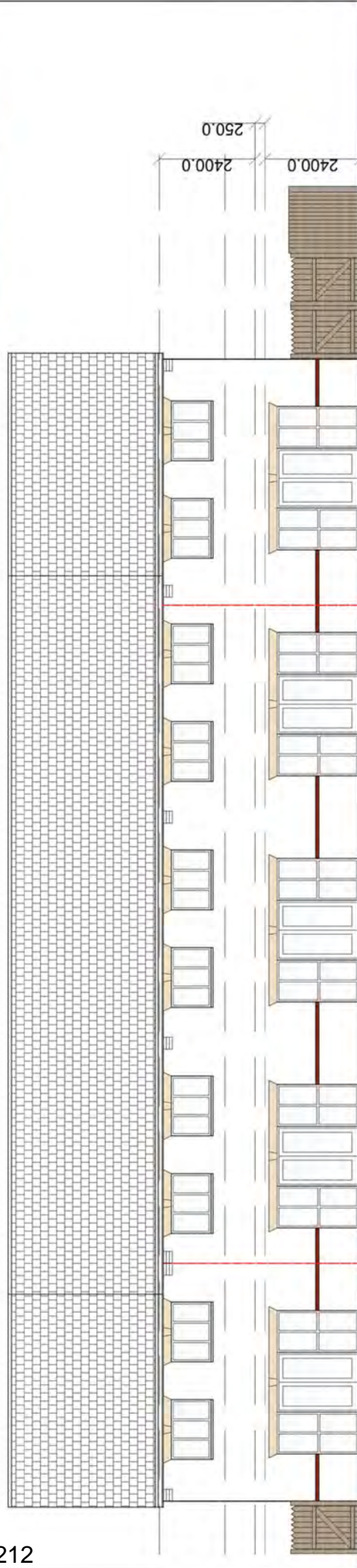
Project: Development at Land at 13a North Common Road
Address: 13a North Common Road, Uxbridge, London. UB8 1PD
Drawing Title: Proposed Terrace Side Elevations
Drawing Nos: 532/P/07 rev A
Scale: 1:100@A3
Date: Mar 2019





MATERIALS KEY:

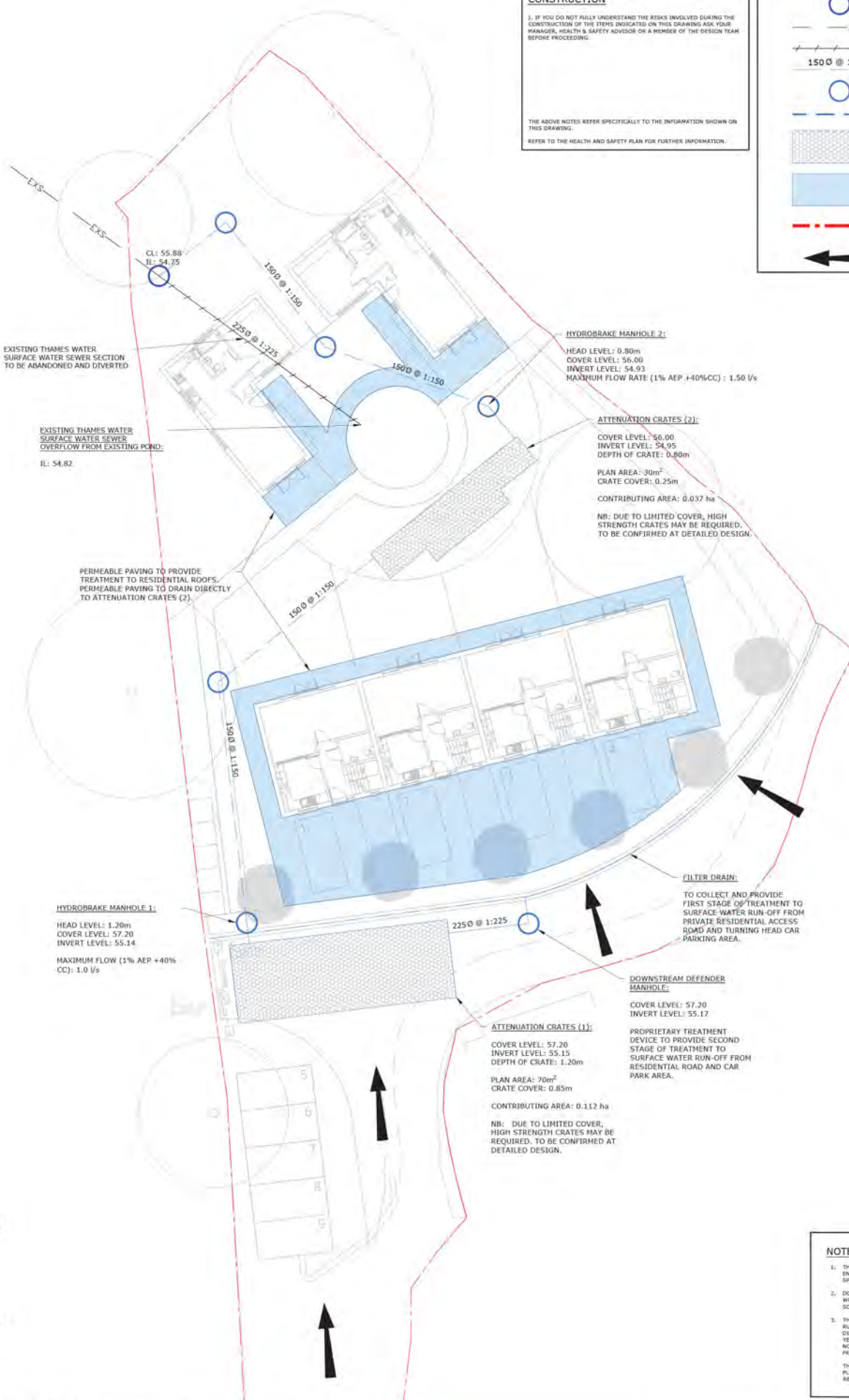
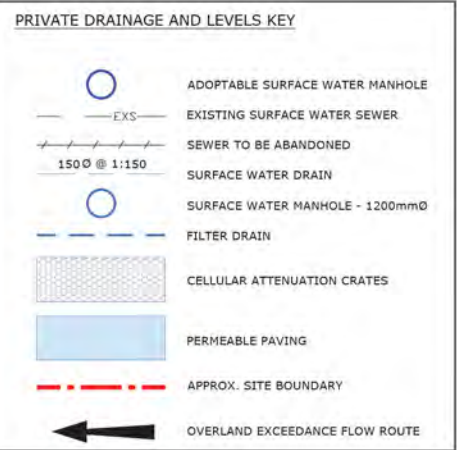
- BRICK WALLS WITH CONTRASTING BRICK BAND TBC
- UPVC RAINDWATER GUTTERS & DOWNPIPES
- UPVC FASCIA, SOFFIT BOARD AND ROOF FINIAL
- TIMBER FASCIA, SOFFIT BOARD AND ROOF FINIAL
- STONE TYPED CONCRETE FINISH ON 3RD (GERMAN) FLOOR
- STONE TYPED OR SOLIDER COURSE TO PARADES AND DOORS AS SHOWN
- DARK GREY UPVC WINDOWS
- TIMBER EFFECT UPVC DOORS
- 1.8M HIGH PICKET FENCES TO PATIO AREAS
- REMAINING GARDEN FENCING 900MM HIGH PICKET FENCING



Project: Development at Land at 13a North Common Road
 Address: 13a North Common Road, Uxbridge, London. UB8 1PD
 Drawing Title: Proposed Terrace Long Elevations
 Drawing Nos: 532/P/06 rev A
 Scale: 1:100@A3
 Date: Mar 2019



CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015
DESIGNERS HAZARD INFORMATION FOR CONSTRUCTION
 1. IF YOU DO NOT FULLY UNDERSTAND THE RISKS INVOLVED DURING THE CONSTRUCTION OF THE ITEMS INDICATED ON THIS DRAWING ASK YOUR MANAGER, HEALTH & SAFETY ADVISOR OR A MEMBER OF THE DESIGN TEAM BEFORE PROCEEDING.
 THE ABOVE NOTES REFER SPECIFICALLY TO THE INFORMATION SHOWN ON THIS DRAWING.
 REFER TO THE HEALTH AND SAFETY PLAN FOR FURTHER INFORMATION.



HYDROBRAKE MANHOLE 2:
 HEAD LEVEL: 0.80m
 COVER LEVEL: 56.00
 INVERT LEVEL: 54.93
 MAXIMUM FLOW RATE (1% AEP +40%CC): 1.50 l/s

ATTENUATION CRATES (2):
 COVER LEVEL: 56.00
 INVERT LEVEL: 54.95
 DEPTH OF CRATE: 0.80m
 PLAN AREA: 30m²
 CRATE COVER: 0.25m
 CONTRIBUTING AREA: 0.037 ha
 NB: DUE TO LIMITED COVER, HIGH STRENGTH CRATES MAY BE REQUIRED. TO BE CONFIRMED AT DETAILED DESIGN.

EXISTING THAMES WATER SURFACE WATER SEWER OVERFLOW FROM EXISTING POND:
 IL: 54.82

PERMEABLE PAVING TO PROVIDE TREATMENT TO RESIDENTIAL ROOFS. PERMEABLE PAVING TO DRAIN DIRECTLY TO ATTENUATION CRATES (2).

HYDROBRAKE MANHOLE 1:
 HEAD LEVEL: 1.20m
 COVER LEVEL: 57.20
 INVERT LEVEL: 55.14
 MAXIMUM FLOW (1% AEP +40% CC): 1.0 l/s

ATTENUATION CRATES (1):
 COVER LEVEL: 57.20
 INVERT LEVEL: 55.15
 DEPTH OF CRATE: 1.20m
 PLAN AREA: 70m²
 CRATE COVER: 0.85m
 CONTRIBUTING AREA: 0.112 ha
 NB: DUE TO LIMITED COVER, HIGH STRENGTH CRATES MAY BE REQUIRED. TO BE CONFIRMED AT DETAILED DESIGN.

DOWNSTREAM DEFENDER MANHOLE:
 COVER LEVEL: 57.20
 INVERT LEVEL: 55.17

PROPRIETARY TREATMENT DEVICE TO PROVIDE SECOND STAGE OF TREATMENT TO SURFACE WATER RUN-OFF FROM RESIDENTIAL ROAD AND CAR PARK AREA.

FILTER DRAIN:
 TO COLLECT AND PROVIDE FIRST STAGE OF TREATMENT TO SURFACE WATER RUN-OFF FROM PRIVATE RESIDENTIAL ACCESS ROAD AND TURNING HEAD CAR PARKING AREA.

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.
- DO NOT SCALE FROM THIS DRAWING MANUALLY OR ELECTRONICALLY. WRITTEN PERMISSION MUST BE OBTAINED FROM MLM PRIOR TO SCALING ELECTRONICALLY OR USING THIS ELECTRONIC FILE.
- THIS DRAINAGE STRATEGY DRAWING SHOWS HOW SURFACE WATER RUN-OFF COULD BE MANAGED ON SITE WITH A RESTRICTED OFF-SITE DISCHARGE, FOR ALL RAINFALL EVENTS UP TO AND INCLUDING THE 100 YEAR RETURN PERIOD EVENT PLUS 40% CLIMATE CHANGE TO ENSURE NO INCREASED FLOOD RISK TO OTHERS AS A RESULT OF THE PROPOSED DEVELOPMENT.
 THIS IS NOT INTENDED TO BE A DETAILED DESIGN AT THIS STAGE. PLEASE NOTE THAT THE FINAL LAYOUT MAY BE SUBJECT TO REFINEMENT TO MEET CERTAIN TECHNICAL CRITERIA.

1000mm

FRONT ACCURACY INDICATOR 30mm 50mm

PO1	29.03.2019	PRELIMINARY ISSUE	AW	JRC	JRC
REV	DATE	REVISION	MADE	CHK	APP
PRELIMINARY					
SUITABILITY DESCRIPTION INITIAL STATUS OR WIP					

North Kiln, Felaw Mattings,
 46 Felaw Street, Ipswich,
 Suffolk IP3 8PH
 Tel: 01473 281100
 www.mlmgroup.com

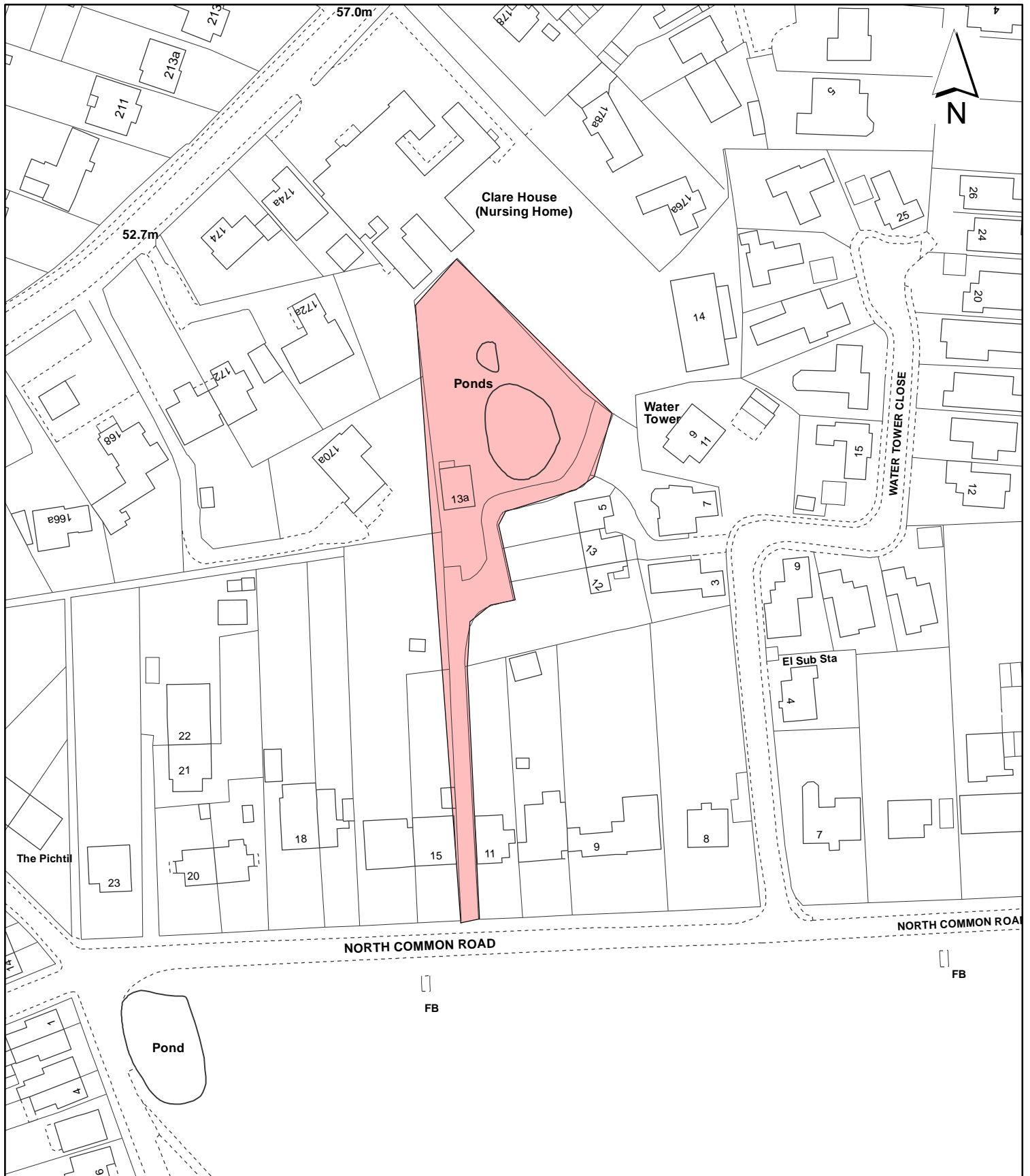
Page 213

CLIENT
TRAFALGAR PROPERTIES

PROJECT
13A NORTH COMMON ROAD

DRAWING TITLE
SURFACE WATER DRAINAGE STRATEGY

DRAWING/DESIGN	AW	MLM REF	STATUS	REVISION
TITLE	1:125 @A1	6100360	S0	P01
PROJECT	DESIGNATION	SYSTEM	LOCATION	TYPE
6100360-MLM-ZZ	-XX	-DR	-C	-0001



Notes:

 Site boundary

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Site Address:

13A North Common Road

Planning Application Ref:
74738/APP/2019/1181

Scale:
1:1,250

Planning Committee:
Central & South

Date:
December 2019

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Report of the Head of Planning, Transportation and Regeneration

Address HILLINGDON MANOR SCHOOL HARLINGTON ROAD HILLINGDON
Development: Construction of two buildings and a cafe in association with the school (Use Class D1) with associated access, parking and landscaping
LBH Ref Nos: 3043/APP/2019/1788

Date Plans Received:	28/05/2019	Date(s) of Amendment(s):	31/07/2019
Date Application Valid:	28/05/2019		30/05/2019
			28/05/2019
			11/10/2019



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PROJECT
Hillingdon Manor School

DESCRIPTION
Horticultural & Forest Schools Provision
Existing OS Map

Page 217

Space M Studio Ltd, Cotton House, Haunch Lane,
Lea Marston, Sutton Coldfield, B76 0BX, United Kingdom

Telephone +44 1675 466610

Website www.spacemstudio

Email info@spacemstudio

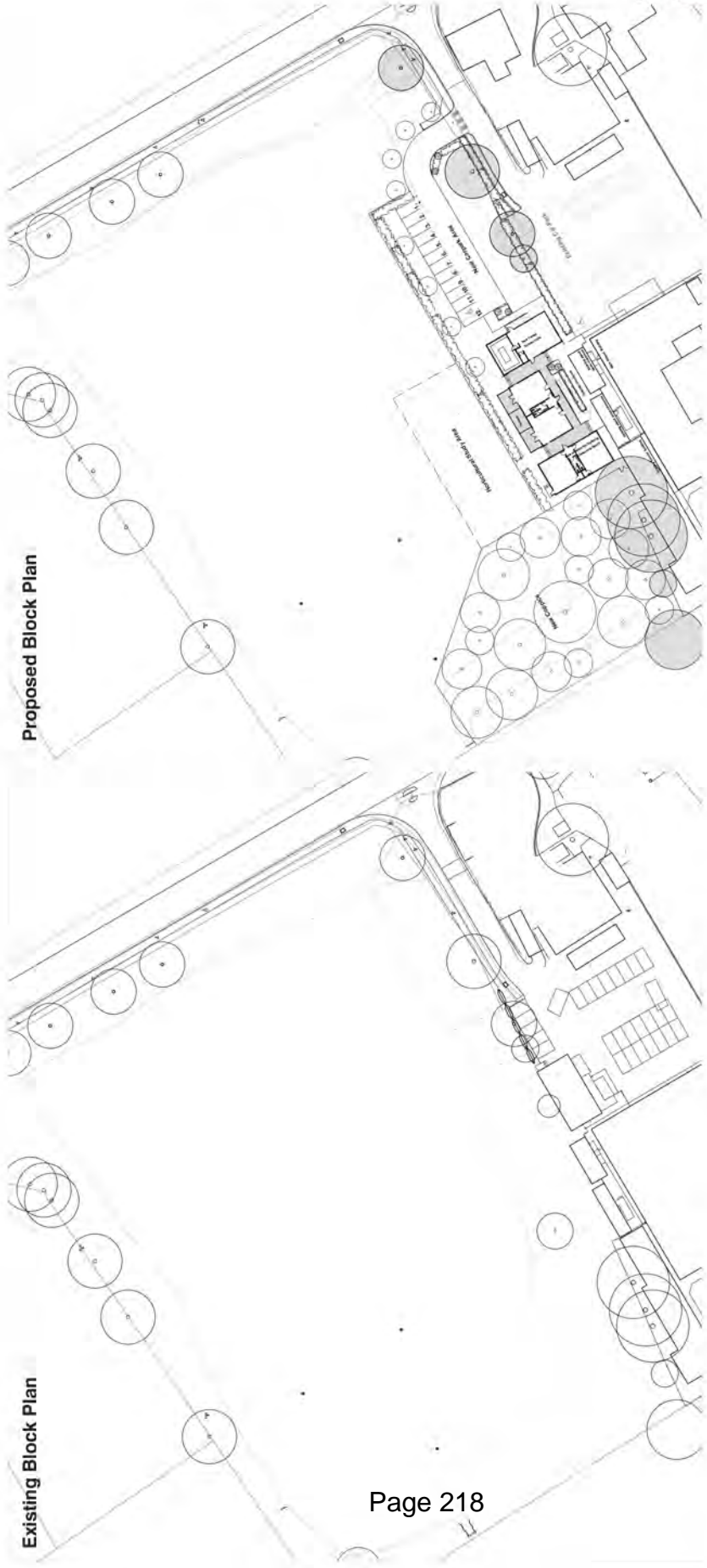
NO 1594

DATE April 2019

SCALE 1:2500 @ A3

NO 1594-01 B

REVISION	DESCRIPTION	BY	DATE
1	1.00	18-5-19	18-5-19
2	2.00	18-5-19	18-5-19



SpaceM Studio

PROJECT
Hillingdon Manor School

DESCRIPTION
Horticultural & Forest Schools Provision
Block Plans as Existing & Proposed

NO 1594 | **DATE** May 2019
SCALE 1:500 @A1 | **NO 1594-02 B**

Space M Studio Ltd, Cedar House, Harrold Lane,
Lin. Market, Sutton Coldfield, B76 8AP, United Kingdom
Telephone: 44 (0)121 406510
Website: www.spacemstudio.co.uk
Email: info@spacemstudio.co.uk



REVISION	DESCRIPTION	BY	DATE
1	Check drawings before starting to build (check scope of work)	WT	15-5-19
2	Check drawings before starting to build (check scope of work)	WT	15-5-19

SpaceM Studio

PROJECT
Hillington Manor School

DESCRIPTION
Horticultural & Forest Schools Provision
Plan Layout Proposals & Proposed Elevations

NO 1594 DATE May 2019
SCALE 1:100 @A1 NO 1594-03 B

Space M Studio Ltd, Cedar House, Harcourt Lane,
Cottis Hill, St. Albans, Hertfordshire, AL3 6BA, United Kingdom
Telephone: 44 (0)1582 466610
Web: www.spacemstudio.co.uk
Email: info@spacemstudio.co.uk

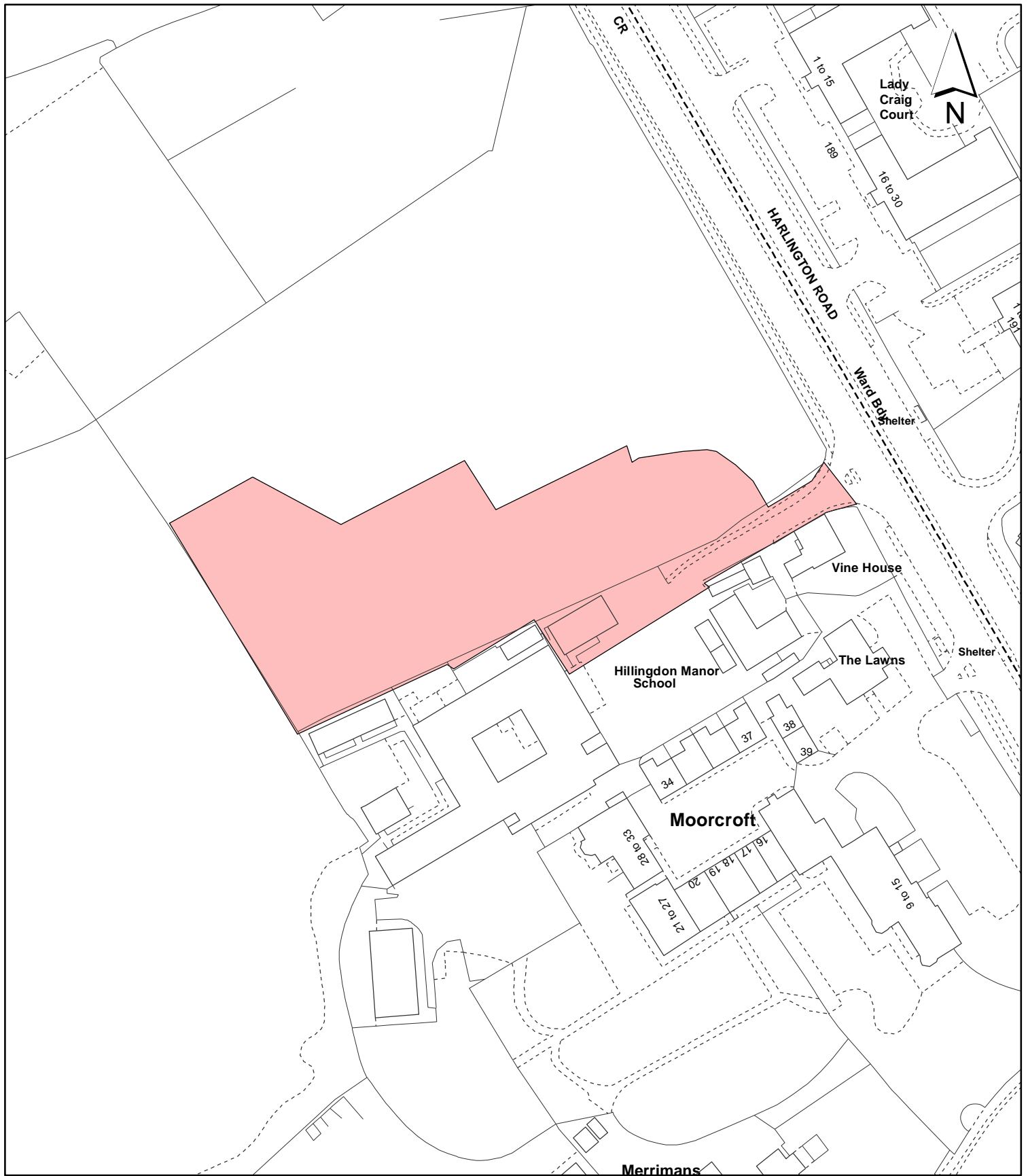
Proposed North Elevation

Proposed South Elevation (section thro' courtyard)

Proposed East Elevation

Proposed West Elevation





Notes:

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Site Address:

Hillington Manor School

Planning Application Ref:

3043/APP/2019/1788

Scale:

1:1,250

Planning Committee:

Central & South

Date:

December 2019

LONDON BOROUGH OF HILLINGTON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGTON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 1190 UXBRIDGE ROAD HAYES

Development: Use of forecourt and office of former petrol station as a hand car wash and valeting business

LBH Ref Nos: 3976/APP/2017/3729

Date Plans Received: 11/10/2017

Date(s) of Amendment(s):

Date Application Valid: 11/10/2017

11 OCT 2017



Map shows area bounded by: 508758.28,181814.3,508899.72,181955.7 (at a scale of 1:1250) 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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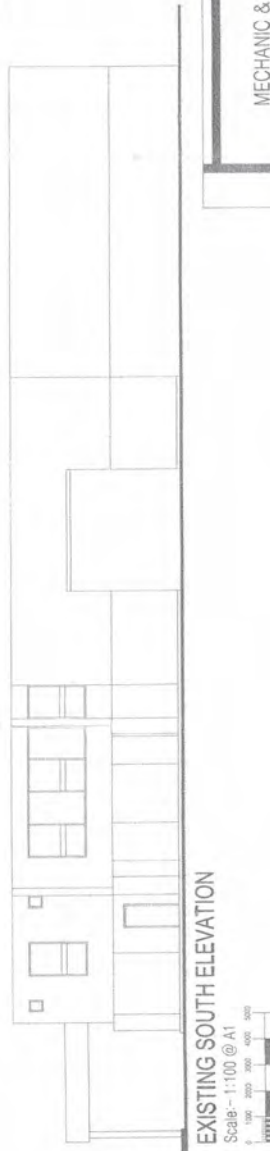
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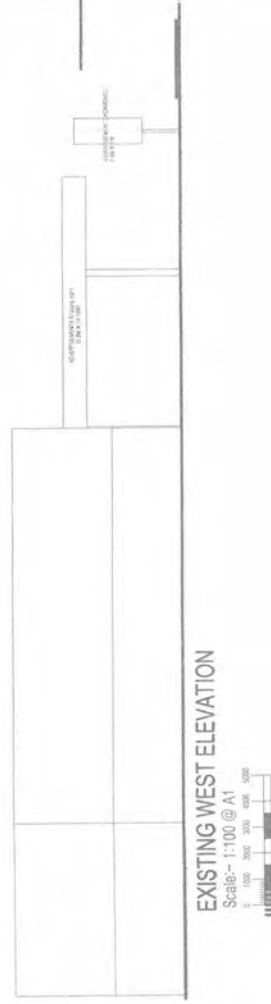
EXISTING NORTH ELEVATION
Scale:- 1:1100 @ A1



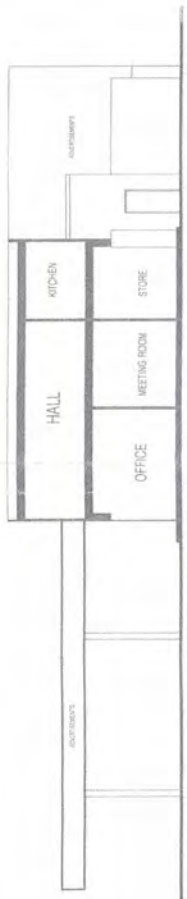
EXISTING EAST ELEVATION
Scale:- 1:1100 @ A1



EXISTING SOUTH ELEVATION
Scale:- 1:1100 @ A1



EXISTING WEST ELEVATION
Scale:- 1:1100 @ A1



EXISTING SECTION BB
Scale:- 1:1100 @ A1



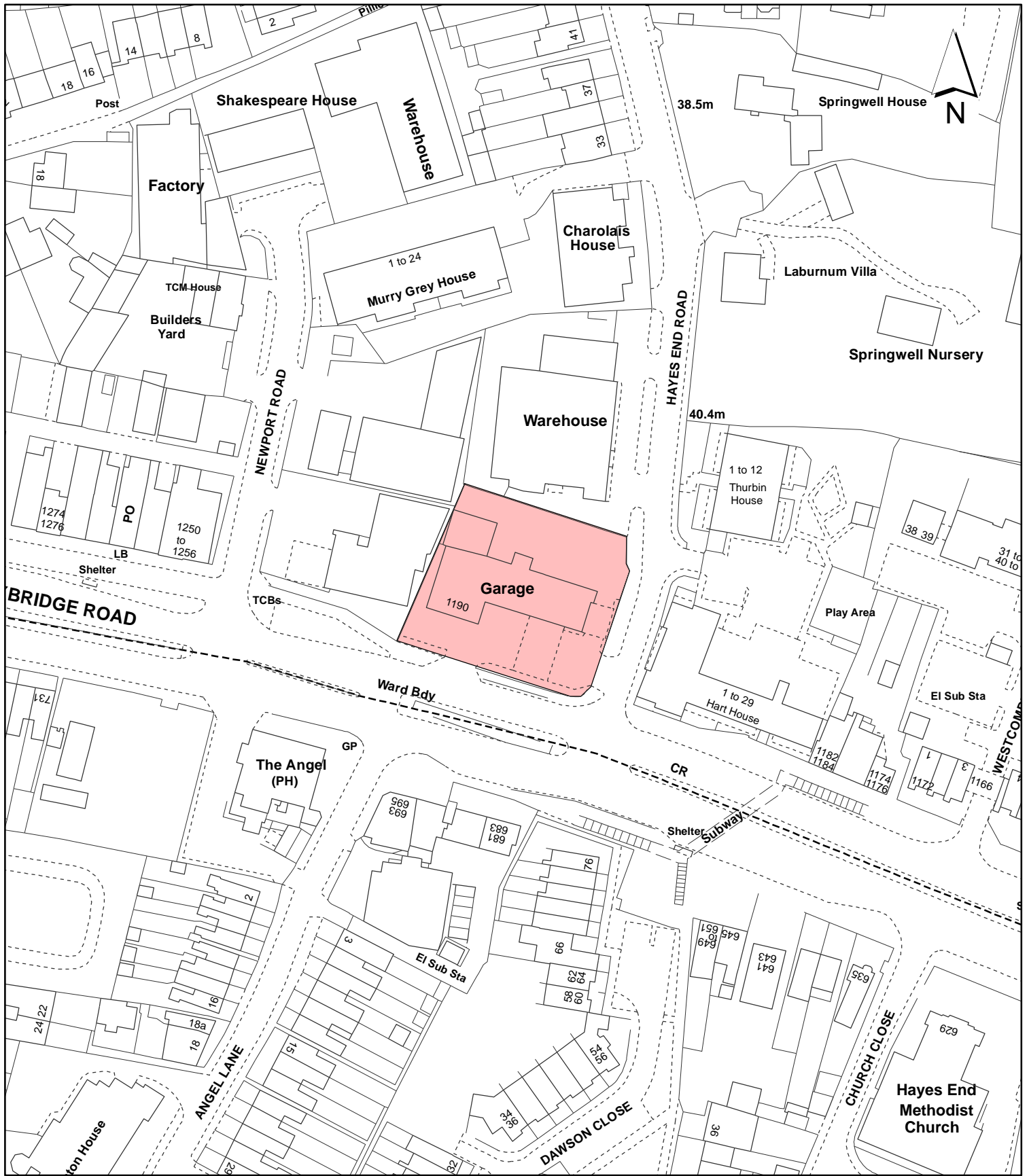
EXISTING SECTION AA
Scale:- 1:1100 @ A1

11 OCT 2012

0111/E/S/002a

1190 Uvridge Road
Hayes Middlesex
UB4 8JF
ELEVATIONS & SECTIONS
Scale:- 1:1100 @ A1
Date:- November 2012

DOTS
ARCHITECTURAL SERVICES Ltd
* * * * * Not to be used without the permission



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Site Address:

**1190 Uxbridge Road
Hayes**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

41309/APP/2019/1265

Scale:

1:1,250

Planning Committee:

Central & South

Date:

December 2019



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address TERMINAL 2 CAR PARK HEATHROW AIRPORT HOUNSLOW

Development: The removal and replacement of 4No. existing antennas with 12No. antennas located on new support poles to be fixed to the existing pipen steelwork, the removal and replacement of 4No. existing equipment cabinets with 8No. new equipment cabinets located on the plant room rooftop and ancillary works (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

LBH Ref Nos: 62360/APP/2019/3489

Date Plans Received: 24/10/2019
Date Application Valid: 25/10/2019

Date(s) of Amendment(s):



NOTE:
Existing 3 Phase, 100amp on site to be reused.
Existing BT lease line fiber to remain in existing Mk3 Link A/C cabinet

NOTE:
Exact location of existing feeder run on rooftop level, proposed feeder run and rooftop location to be confirmed after rooftop survey

OPEN MESH FLOORING EXTENDED TO THE EDGE OF PARAPET (IN THE ACCESS LADDER AREA)
PROPOSED 3No. 2G/ 4G/ 5G BASEBAND CABINETS TO BE INSTALLED ON PROPOSED CONCRETE BASE LADDER

LINK/AC CABINET EXISTING ACCESS ROUTE ACCESS DOOR TO STAIRS

EXISTING STEEL GRILLAGE SUPPORTED ON CONCRETE PLINTHS

OPEN MESH FLOORING EXTENDED TO THE EDGE OF PARAPET (IN THE ACCESS LADDER AREA)
IP68 OR BETTER ENCLOSURE FOR TPN 63A SWITCH FUSE WITH 32A FUSES MOUNTED ON UNISTRUT FRAME TO BE REMOVED IN FUTURE UPGRADE

PROPOSED MK5 LINK A/C CABINET ON PROPOSED CONCRETE BASE

EXISTING 4G MHA'S EXISTING 3G LTE AND 2G MHA'S TO BE REMOVED IN FUTURE UPGRADE

PROPOSED 450 WIDE O/H CABLE TRAY
PROPOSED 4No. 2.2m x 0.55m APERTURE LOCATIONS TO ALLOW FOR PROPOSED ANTENNAS AT 230° EE & 240° H3G

LIGHT
PROPOSED 24No. BRUs AND 6No. BOBS TO BE INSTALLED ON EXISTING PIPEEN

EXISTING 3G LTE 4 PORT ANTENNA EXISTING 2G PORT ANTENNA EXISTING ANTENNA SUPPORT POLE TO BE REMOVED IN FUTURE UPGRADE

SPACE RESERVED FOR FUTURE INSTALLATION OF 24No. RRUS

EXISTING GRILLAGE WITH 1.1m HIGH HANDRAIL & TOE PLATE AROUND EDGE 2No. D-SHAPE HANDRAIL EXTENSIONS PROVIDED AT BOTH ROOF ACCESS LADDER LOCATIONS

NOTE:
Existing BT lease line fiber to remain in existing Mk3 Link A/C cabinet

ACCESS STEPS TO LIFT MOTOR ROOM
LIGHT
LIGHT WITH SWITCH
PROPOSED 3No. 2G/ 4G/ 5G BASEBAND CABINETS TO BE INSTALLED ON PROPOSED CONCRETE BASE

300mm WIDE CABLE TRAY RUNNING UNDERNEATH OPEN MESH FLOORING TO BE REMOVED IN FUTURE UPGRADE
ROTARY ISOLATOR

FLEXI BTS (STACKED) CABINETS TO BE REMOVED IN FUTURE UPGRADE
CABLE LADDER

ROTARY ISOLATOR
FLEXI BTS (STACKED) CABINETS TO BE REMOVED IN FUTURE UPGRADE
PROPOSED 4No. 2.2m x 0.55m APERTURE LOCATIONS TO ALLOW FOR PROPOSED ANTENNAS (TBC) AT 50°

LIGHT

OPEN MESH FLOORING EXTENDED TO PARAPET EDGE (IN THE ACCESS LADDER AREA)
FIRE BRIGADE BACKUP AERIAL WITH 300mm EXCLUSION ZONE AROUND IT
PROPOSED SHARED 3G CABINET ON PROPOSED CONCRETE BASE

PROPOSED 4No. 2.2m x 0.55m APERTURE LOCATIONS TO ALLOW FOR PROPOSED ANTENNAS AT 140°

Mk3 LINK/AC CABINET TO BE RETAINED FOR BT LEASE LINE IN FUTURE UPGRADE
HUAWEI BTS3900A SIDE BY SIDE CABINETS TO BE REMOVED IN FUTURE UPGRADE

300mm WIDE CABLE TRAY UNDERNEATH OPEN MESH FLOORING TO BE REMOVED IN FUTURE UPGRADE
STAIR & LIFT TOWER

450mm WIDE CABLE TRAY RUNNING UNDERNEATH OPEN MESH FLOORING TO BE REMOVED IN FUTURE UPGRADE

EXISTING SAMO CABINET ON ADAPTED GRILLAGE TO BE REMOVED IN FUTURE UPGRADE

ELEVATION

PROPOSED MAX CONFIGURATION SITE PLAN



Access Point ID	Proposed 4G/5G Beam	EH/HS
A1	50°	EE
A2	50°	EE
A3	50°	H3G
A4	50°	H3G
B1	140°	EE
B2	140°	EE
B3	140°	H3G
B4	140°	H3G
C1	200°	EE
C2	200°	EE
C3	240°	H3G
C4	240°	H3G

NOTES:
1 ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

Project No.	Project Name	Project Phase
M002	MBNL ATAP	Planning

Project No.	Project Name	Project Phase
M001	MBNL ATAP	Planning

Mobile Broadband Network Limited
Sixth Floor, Thomas Tower, Station Road, Reading, RG1 1UX

UNIT 15 FITTLECLIVE INDUSTRIAL ESTATE, HAYES, UXALD, MIDDLESEX, UY11 1PW
Tel: +44 (0)1875 810418
Fax: +44 (0)1875 810419

Site Name: HEATHROW CAR PARK MSCPTA
Site ID: 1098573
Address: HEATHROW T2 HAYES, HILLINGDON LONDON UB3 5AP

Project: 215 MAX CONFIGURATION SITE PLAN
Purpose of Issue: GENERAL ARRANGEMENT

EE Code:	55972	MBNL Code:	HGN105	3G/4G Code:	TW0225
Master Drawing No.:	1098573_HGN105_55972_TW0225_M002				
Issue:	B				

SITE CAPACITY & LEAD OPERATOR					
A	B	C	H1A	H1A	H1A

Notes	1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED
Altitude	uk(
Angle	50°
Altitude	uk(
Angle	140°
Altitude	uk(
Angle	220°

Material	MBNL 2.1 11131	Product	ATAP	Frequency of use	Planning	B
Model	MBNL	Version / Upgrade Comments	ATAP	Additional ICG antenna added at sector C.	Planning	B
Drawn	06/07/19	Checked	K. Syper	Approved	M. Verruck	
Drawn	06/07/19	Checked	J. Poljak	Approved	M. Verruck	

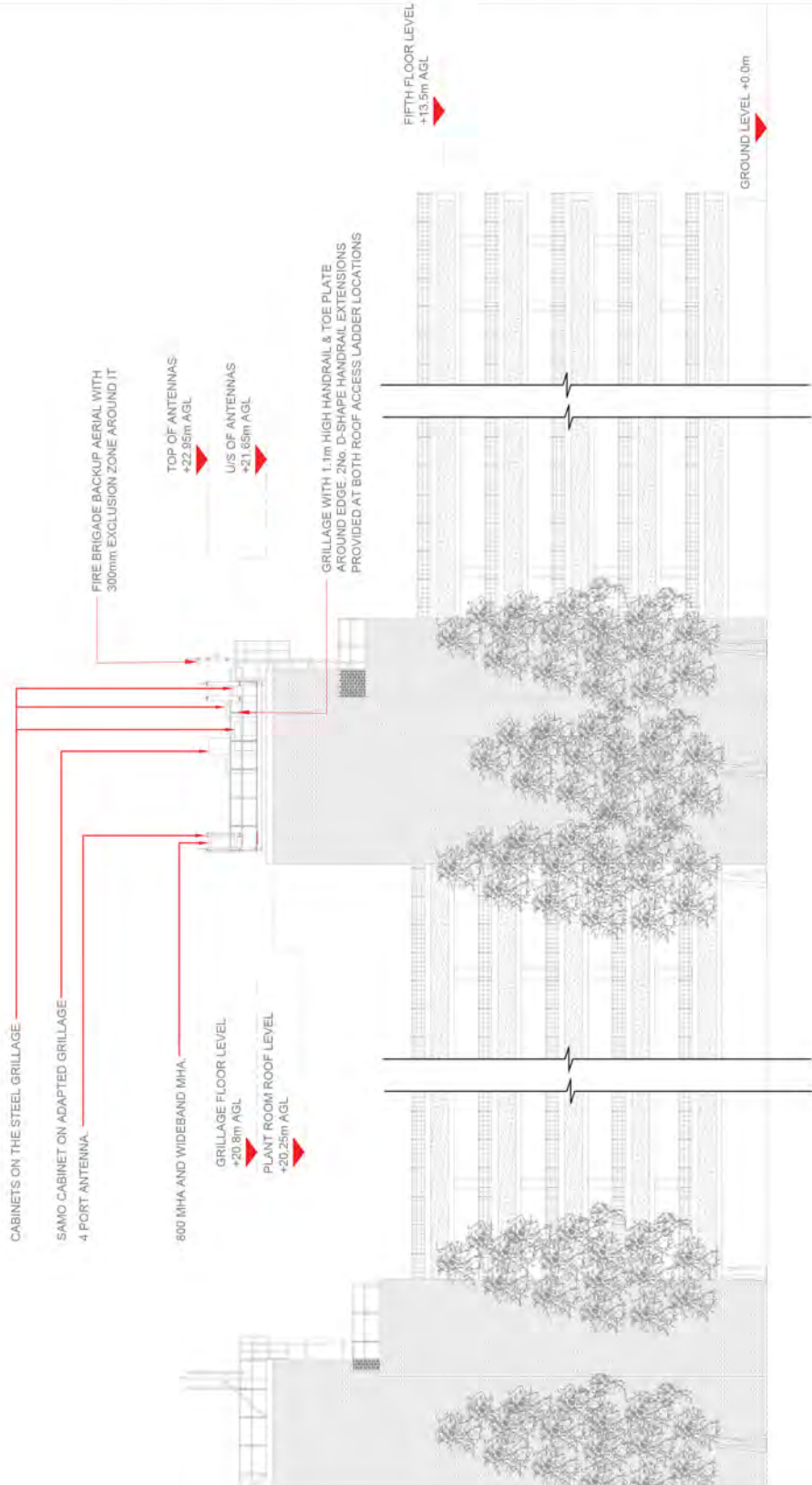
Material	MBNL 2.1 11131	Product	ATAP	Frequency of use	Planning	A
Model	MBNL	Version / Upgrade Comments	ATAP	First Issue	Planning	A
Drawn	30/05/19	Checked	J. Poljak	Approved	M. Verruck	
Drawn	30/05/19	Checked	J. Poljak	Approved	M. Verruck	

MBNL Mobile Broadband Network Limited
 5th Floor, Business Tower, Station Road, Reading, RG51 1UX
 Tel: +44 (0)118 9610000 Fax: +44 (0)118 9610001
 www.beaconcomms.com

BEACONCOMMS
 UNIT 11 FITTS CLARE INDUSTRIAL ESTATE, TAYSTOCK, DRINKA, PL 19 9PW
 Main: +44 (0)1262 618618

Heathrow T2 (UK) Limited
 Heathrow T2
 Heathrow
 AL 10 9SW
 Tel: 01753 716200
 Fax: 01753 716201
 Heathrow T2 is a subsidiary of Heathrow Airport Limited

Site Name:	HEATHROW CAR PARK MSCP1A				
Site ID:	1098573				
Address:	HEATHROW T2 HAYES, HILLINGDON LONCON UB3 5AP				
Title:	150 EXISTING ELEVATION A				
Project:	ATAP				
Purpose of Issue:	GENERAL ARRANGEMENT				
EE CR ID:	55972	MBNL CR ID:	HGN105	SLK CR ID:	TW0225
Master Drawing No:	1098573_HGN105_55972_TW0225_M002				
Issue:	B				





NOTE:

Existing 3 Phase, 100Amp on site to be reused.

NOTE:

Exact location of existing feeder run on rooftop level, proposed feeder run and rooftop location to be confirmed after rooftop survey

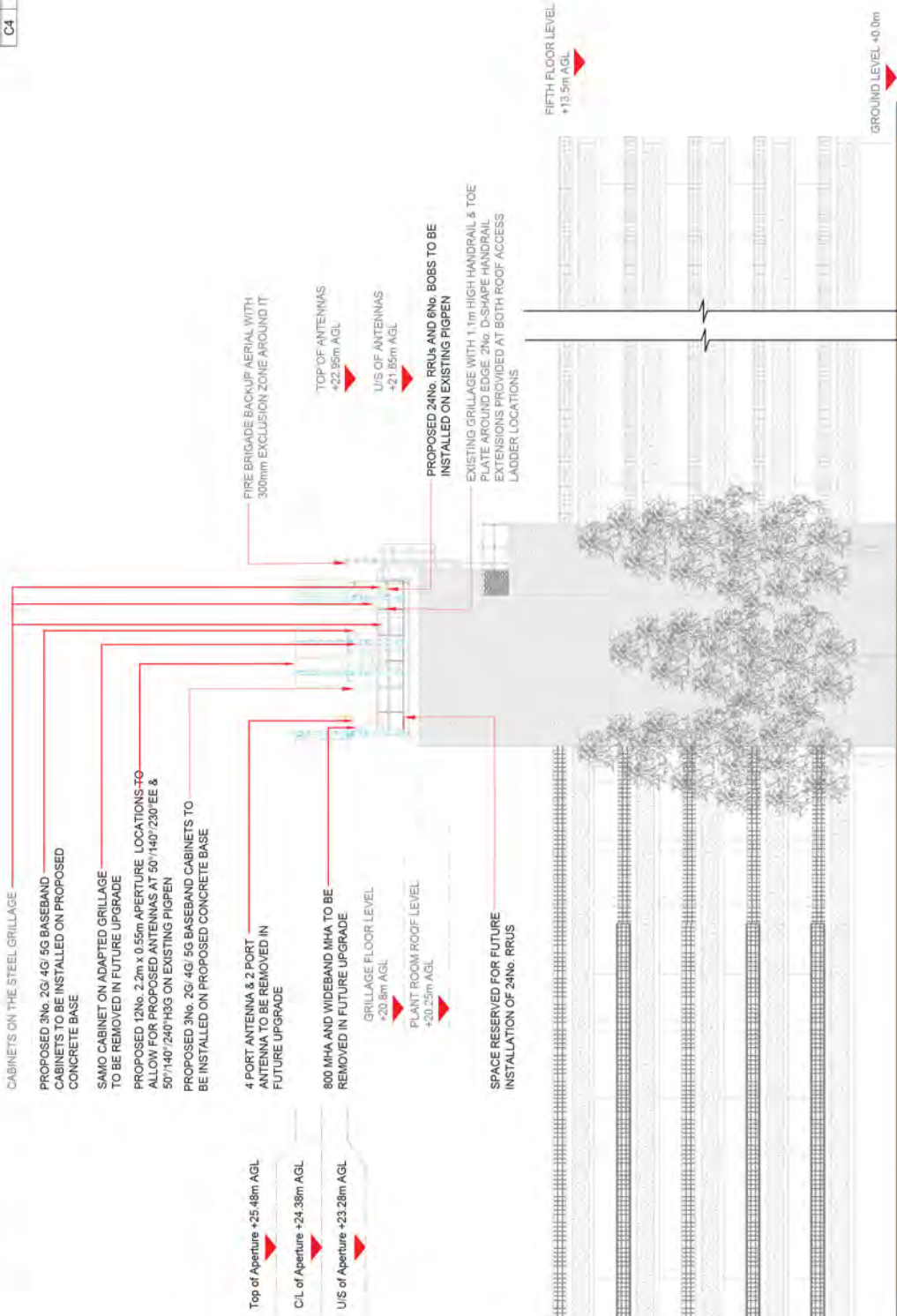
NOTE:

Existing BT lease line fiber to remain in existing MK3 Link A/C cabinet

Address Aperture ID	Proposed Aperture Bearing	Proposed Elevation
A1	50°	EE
A2	50°	EE
A3	50°	HSG
A4	50°	HSG
B1	140°	EE
B2	140°	EE
B3	140°	HSG
B4	140°	HSG
C1	200°	EE
C2	200°	EE
C3	240°	HSG
C4	240°	HSG

NOTES:

1 ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.



PROPOSED MAX CONFIGURATION ELEVATION



SITE CAPACITY & LEAD OPERATOR		
A	B	C
H1A	H1A	H1A

Revision	DATE	BY	CHKD	DESCRIPTION
M002	09/07/19	M. Verrill	M. Verrill	Additional HSG antennas added at sector C.
M001	30/06/19	M. Verrill	M. Verrill	First Issue

Revision	DATE	BY	CHKD	DESCRIPTION
M002	09/07/19	M. Verrill	M. Verrill	Additional HSG antennas added at sector C.
M001	30/06/19	M. Verrill	M. Verrill	First Issue

MBNL Mobile Broadband Network Limited
 5th Floor, Business Centre, Station Road, Reading, RG3 1XJ, UK
 Tel: 01187 335000
 Fax: 01187 335001
 info@beaconcomms.co.uk

HEATHROW CAR PARK MSCP1A

Site ID: **1098573**

Address: **HEATHROW T2
 HAYES, HILLINGDON
 LONDON
 UB3 5AP**

BEACONCOMMS

UNIT B1 FIFTH FLOOR INDUSTRIAL ESTATE PARKWOOD, DONCASTER, S18 1PW
 info@beaconcomms.co.uk

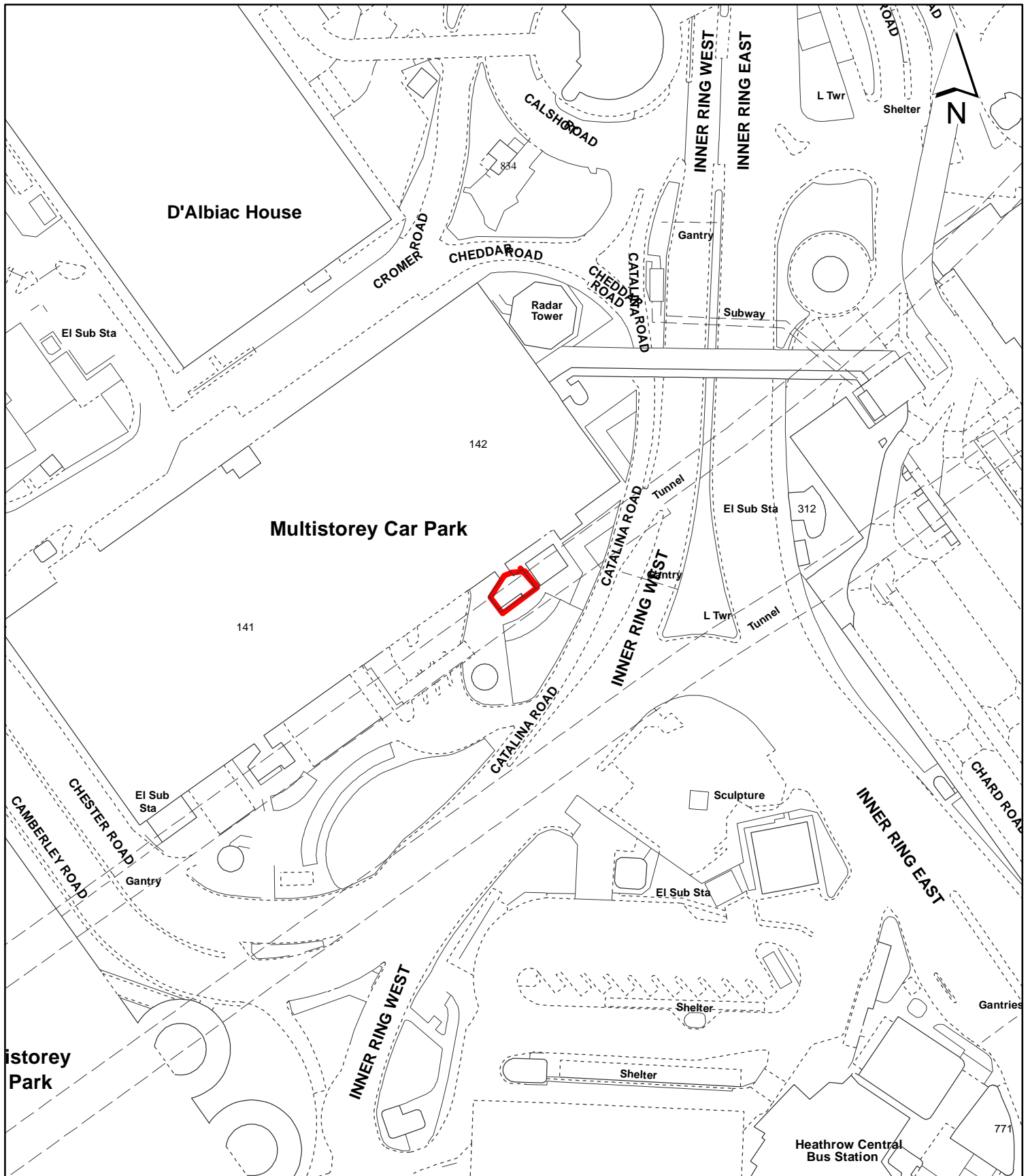
Mobile Broadband Network Limited
 5th Floor, Business Centre, Station Road, Reading, RG3 1XJ, UK

Project	
265 MAX CONFIGURATION ELEVATION	ATAP

Purpose of Issue	
GENERAL ARRANGEMENT	

E.E. CODE	MBNL CODE	3043 CODE
55972	HGN105	TW0225

Master Drawing No.	Issue
1098573_HGN105_55972_TW0225_M002	B



Notes:

 Site boundary

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Site Address:

Terminal 2 Car Park

Planning Application Ref:
62360/APP/2019/3489

Scale:
1:1,250

Planning Committee:
Central & South

Date:
December 2019

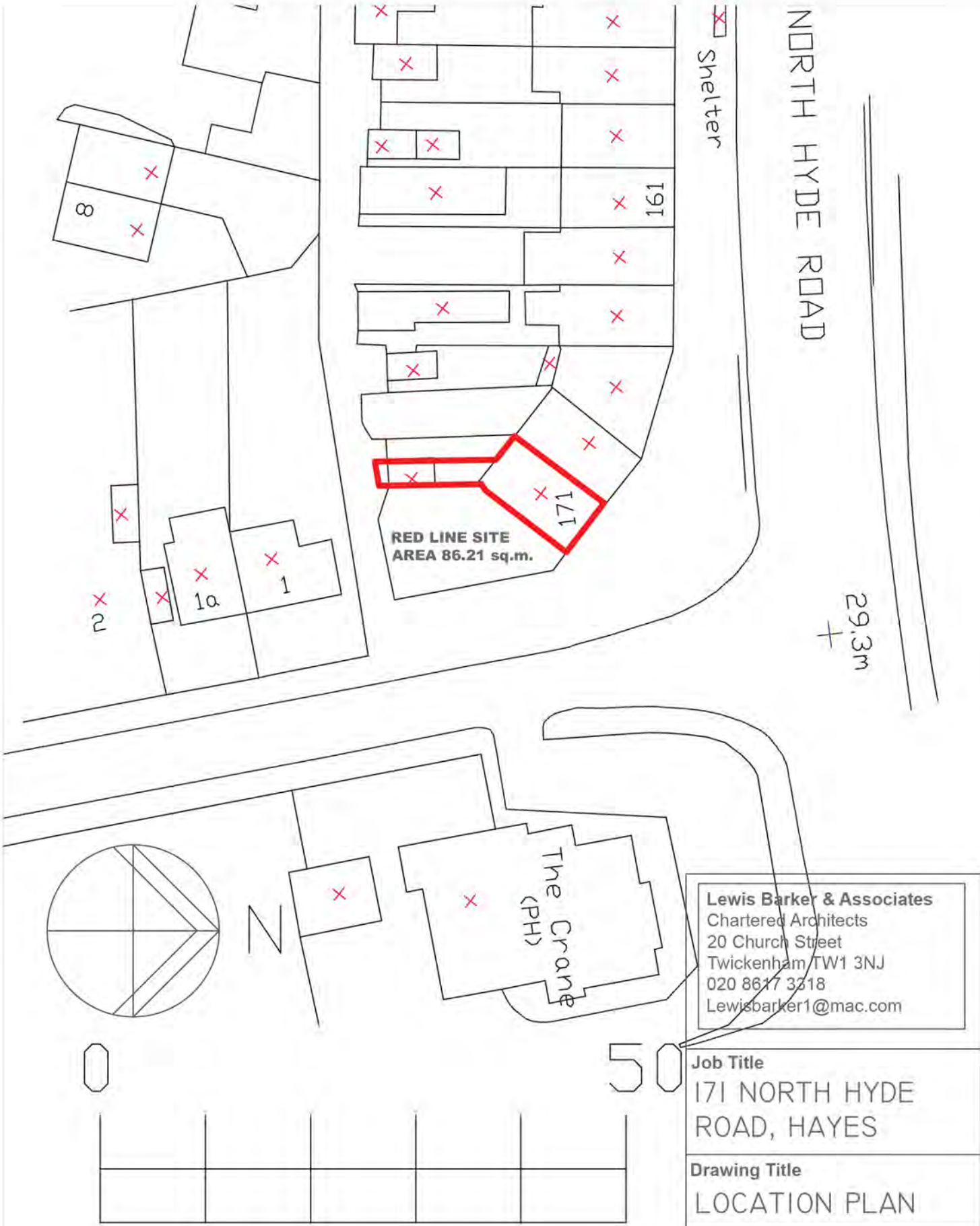
LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Report of the Head of Planning, Transportation and Regeneration

Address 171 NORTH HYDE ROAD HAYES
Development: Change of use from retail (Use Class A1) to dental manufacture (Use Class B1(c))
LBH Ref Nos: 11980/APP/2019/2957

Date Plans Received: 05/09/2019 **Date(s) of Amendment(s):** 26/09/2019
Date Application Valid: 26/09/2019 05/09/2019



Lewis Barker & Associates
 Chartered Architects
 20 Church Street
 Twickenham TW1 3NJ
 020 8677 3318
 Lewisbarker1@mac.com

Job Title	171 NORTH HYDE ROAD, HAYES
Drawing Title	LOCATION PLAN
Scale	1:500 @ A4
Date	JUL 2019
Drawing No.	2123-L201



Lewis Barker & Associate
 Chartered Architects
 20 Church Street
 Twickenham TW1 3NJ
 020 8617 3318
 Lewisbarker1@mac.com

Job Title
 171 NORTH HYDE
 ROAD, HAYES

Drawing Title
 PLANS AS EXIST

Scale
 1:100 @ A3

Date
 JUL 2019

Drawing No.
 2123/E201



GROUND FLOOR PLAN



GROUND FLOOR PLAN

<p>Lewis Barker & Associates Chartered Architects 20 Church Street Twickenham TW1 3NJ 020 8617 3318 Lewisbarker1@mac.com</p>	<p>Job Title NORTH HYDE ROAD, HAYES</p>	<p>Drawing Title GROUND FLOOR PROPOSED</p>	<p>Scale 1:100 @ A3</p>	<p>Date JUL 2019</p>	<p>Drawing No. 2123/P201/B</p>
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Revision
 B 12-11-2019 ACCESSIBLE UNISEX WC
 ADDED TO PROPOSED LAYOUT OF NO.171



171
REAR ELEVATION EXISTING



Lewis Barker & Associates
Chartered Architects
20 Church Street
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Lewisbarker1@mac.com

Job Title
171 NORTH HYDE
ROAD, HAYES

Drawing Title
ELEVATIONS AS
EXISTING

Scale
1:100 @ A4

Date
JUL 2019

Drawing No.
2123/E202



171
 REAR ELEVATION PROPOSED

Lewis Barker & Associates
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 20 Church Street
 Twickenham TW1 3NJ
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 Lewisbarker1@mac.com

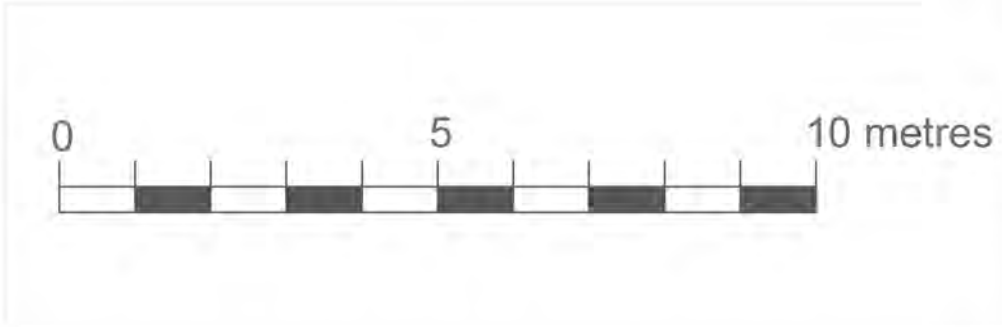
Job Title
 171 NORTH HYDE
 ROAD, HAYES

Drawing Title
 ELEVATIONS AS
 PROPOSED

Scale
 1:100 @ A3

Date
 JUL 2019

Drawing No.
 2123/P202





Notes:

 Site boundary

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Site Address:

171 North Hyde Road

Planning Application Ref:

11980/APP/2019/2957

Planning Committee:

Central & South

Scale:

1:1,250

Date:

December 2019

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON