



HILLINGDON
LONDON

A

VIRTUAL Central & South Planning Committee

To Councillors on the Committee

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

Date: WEDNESDAY, 1 JULY 2020

Time: 7.00 PM

Location: VIRTUAL MEETING

Watch Live Watch a live broadcast of this meeting on the Council's YouTube channel: [Hillingdon London](#)

Important Meeting Advice: Following UK Government advice to avoid all but essential travel and to practice social distancing, the usual physical public speaking rights at Planning Committee will be suspended temporarily during the coronavirus pandemic. Instead, written representations will be considered as part of Hillingdon's established Petitions Scheme.

Published: Tuesday, 23 June 2020

Contact: Democratic Services
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London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Putting our residents first

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 - 6
- 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 | 3 Newlyn Close, Hillingdon - 42457/APP/2020/390 | Brunel | Change of use from single dwelling (Use Class C3) to house in multiple occupancy (Use Class C4) Recommendation: Approval | 7 - 18 180-185 |
| 7 | Land to the Rear of 511 Uxbridge Road - 15988/APP/2019/2831 | Townfield | Erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings Recommendation: Refusal | 19 – 36 186-192 |

| | | | | |
|---|---|-------------------|---|------------------------|
| 8 | 47 Fairfield Road, Uxbridge - 21763/APP/2020/1035 | Uxbridge North | Demolition of existing dwelling and erection of three storey building to provide 6 x 2-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front Recommendation: Refusal | 37 – 56 193-208 |
| 9 | 16 Frays Avenue, West Drayton - 53156/APP/2020/1393 | West Drayton | Two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling Recommendation: Refusal | 57 – 72 209-217 |

Applications without a Petition

| | Address | Ward | Description & Recommendation | Page |
|----|---|----------------------|--|-------------------------|
| 10 | 766B Uxbridge Road, Hayes - 62118/APP/2020/743 | Barnhill | Change of use from retail (Use Class A1) to a mixed use comprising cafe/restaurant/hot food takeaway (Use Class A3/A5) (Retrospective). Recommendation: Approval | 73 – 84 218-222 |
| 11 | Botwellears House, Rear of 25 Botwell Lane, Hayes - 1644/APP/2020/1061 | Botwell | Part change of use of ground floor to financial and professional services use (Use Class A2) and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors (part retrospective). Recommendation: Approval | 85 – 98 223-229 |
| 12 | Land Fronting Renaissance Hotel, Bath Road - 57699/APP/2020/968 | Heathrow Villages | The installation of a 20m monopole, 12 antenna apertures, 7 equipment cabinets and the removal of the existing 14.7m monopole, 3 antennas, 5 redundant equipment cabinets and development ancillary thereto. Recommendation: Approval | 99 – 112 230-236 |

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|----|---|-----------------|--|--------------------|
| 13 | Hayes Tuition Centre, 52 Coldharbour Lane, Hayes - 52803/APP/2019/2634 | Townfield | Change of use of first floor from tuition centre/offices to 2 x 2 bed and 3 x 1 bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers. Recommendation: Approve + Sec 106 | 113-130 237-251 |
| 14 | Car Breakers Yard Adjacent 1Riverside Cottages, The Common - 4161/APP/2016/2736 | West Drayton | Retrospective application for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard. Recommendation: Approval | 131-148 252-258 |

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.

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| 15 | ENFORCEMENT REPORT | 149-158 |
| 16 | ENFORCEMENT REPORT | 159-168 |
| 17 | ENFORCEMENT REPORT | 169-178 |

PART I - Plans for Central and South Planning Committee – pages 179 - 258

Agenda Item 3

Minutes



CENTRAL & South Planning Committee

4 June 2020

Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

| | |
|-----|--|
| | <p>Committee Members Present: Councillors Steve Tuckwell (Chairman), Alan Chapman (Vice-Chairman), Shehryar Ahmad-Wallana, Mohinder Birah, Nicola Brightman, Roy Chamdal, Farhad Choubedar, Jazz Dhillon and Janet Duncan (Labour Lead)</p> <p>LBH Officers Present: Glen Egan (Office Managing Partner - Legal Services), Meghji Hirani (Planning Contracts & Planning Information), James Rodger (Head of Planning, Transportation and Regeneration) and Luke Taylor (Democratic Services Officer)</p> |
| 28. | <p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p> |
| 29. | <p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Ahmad-Wallana declared a non-pecuniary interest in Items 8 and 9, as he had been engaged in a conversation with a relative relating to the application.</p> <p>Councillor Choubedar declared a non-pecuniary interest in Item 12, as he had discussed the application with residents at a Ward Surgery.</p> |
| 30. | <p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meetings held on 14 May 2020 and 19 May 2020 be agreed as a correct record.</p> |
| 31. | <p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p> |
| 32. | <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 Items 1-10 were marked Part I would be considered in public, and that Items 11-13 were marked Part II and would be considered in private.</p> |
| 33. | <p>32 COWLEY ROAD, UXBRIDGE - 18881/APP/2019/3841 (<i>Agenda Item 6</i>)</p> |

Two-storey rear extension.

Officers introduced the application and noted the addendum.

The Democratic Services Officer confirmed that a petition had been received with 22 valid signatures, but there was no written representative received from the petitioners.

A written representation had been received by the agent and applicant. This stated that neighbouring property at 34 Cowley Road would still receive ample light with and without the proposed rear extension, which would also have little impact on the amenities of No. 34. Members heard that the application would not be out of character by virtue of its design and appearance, and would not lead to a loss of light, amenity or parking for The Hinton Road Spiritual Church.

The Committee also received a written representation from Councillor Judith Cooper, Ward Councillor for Uxbridge South. This representation stated that Councillor Cooper supported the petitioners' objection to the application, and fully endorsed the Officers' recommendation of refusal.

Members commented that the property at 34 Cowley Road would be overlooked by the proposed extension, and the application was beyond what the Council deemed as acceptable.

Responding to Councillors' questioning, Officers confirmed that while the application appeared in character and was acceptable in this regard, it would increase the length of the wall to 13m extension beyond the windows of 34 Cowley Road and this was deemed unacceptable.

The Committee moved, seconded and unanimously agreed the officer's recommendation at a vote.

RESOLVED: That the application be refused.

34. **HARMONDSWORTH ROAD, WEST DRAYTON - 70429/APP/2020/293** (*Agenda Item 7*)

RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning, Transportation and Regeneration to confirm an amendment to a condition. Installation of 20m monopole, 12 antenna apertures, relocation of one 600m dish and seven new equipment cabinets and the removal of the existing 17.5m monopole, three antennas, redundant equipment cabinets and development ancillary thereto.

Officers introduced the report and noted that a correction be made to the application description, as it would include seven new equipment cabinets and not five, as previously mentioned.

Responding to Members' questioning, Officers confirmed that the application would result in an increase in cabinets from five to seven, but the new cabinets would cover a similar area to the existing cabinets, and as such it would not result in any additional visual clutter.

Councillors noted that Condition 6 could be amended to reduce the time it would take to remove the existing Cabinets from six months to three months, and it was proposed that this condition be amended to reflect this change.

The Committee moved and seconded a proposal to agree the officer's recommendation, subject to delegated authority to the Head of Planning, Transportation and Regeneration and Legal Officer to agree suitable wording to reflect a change in Condition 6 to remove the existing equipment cabinets within three months of the commencement of the use of the equipment, instead of the previously proposed six months.

This proposal was put to a vote, at which it was unanimously agreed.

RESOLVED: That the application be agreed, subject to delegated authority to the Head of Planning, Transportation and Regeneration to amend Condition 6 to reflect a reduction in the length of time permitted to remove the existing apparatus / structures from the land from six months to within three months of the commencement of the use of the equipment hereby approved, and the land restored to its former condition before the development took place.

35. **LAND REAR OF 122-123 HIGH STREET, UXBRIDGE - 6616/APP/2019/3268**
(Agenda Item 8)

Demolition of the existing car showroom building and the construction of a three-storey building with seven residential units (six two-bed and one one-bed), together with the creation of a new vehicular access point, car parking, landscaping and associated works.

Councillor Ahmad-Wallana declared a non-pecuniary interest in this item and left the meeting for the discussion of the item.

This item was considered alongside Item 9.

Officers introduced the application, and noted it was very similar in size to the scheme approved at the site in 2014.

Responding to questioning from the Committee, Officers confirmed that one property would face a wall at the rear, but they believed the two large windows at the frontage of the property would ensure that the property received a suitable amount of natural light.

Officers noted that the disabled parking space was to the rear of the property and would be outlined in Condition 3, and Members asked Officers to ensure that this parking space was close to the building.

Members noted that Condition 3 required all the parking spaces to have passive electric charging points, but heard that these would need to be changed to active charging points to be operational. The Committee agreed that the application should have active electrical charging points, and it was proposed that two of these should be included in the application.

The Committee discussed the shortfall in amenity space at the properties, and officers noted that the shortfall in amenity space would need to be considered alongside the fact that the site was in a town centre and close to Fassnidge Park, in addition to the requirement of £9k in a S106 agreement for public realm improvements linked to the open space deficiency on site.

Councillors agreed that the amenity space shortfall was an on-balance decision, but noted the close proximity to Fassnidge Park and the town centre were adequate

replacements for the shortfall in this case.

The officers' recommendation, subject to an amendment to conditions to include two active electrical charging points in the car park, was moved, seconded and, upon being put to a vote, unanimously agreed.

RESOLVED: That the application be approved, subject to an amendment to Condition 3 for the inclusion of two active electric charging points.

36. **LAND REAR OF 122-123 HIGH STREET, UXBRIDGE - 6616/APP/2019/3269**
(Agenda Item 9)

Councillor Ahmad-Wallana declared a non-pecuniary interest in this item and left the meeting for the discussion of the item.

This item was considered alongside Item 8.

The officer's recommendation was moved, seconded and unanimously agreed at a vote.

RESOLVED: That the application be approved.

37. **CONCOURSE HALL, STATION ROAD - 532/APP/2020/757** (Agenda Item 10)

Extension of current single row, ten bike docking station to create a 20-bike docking station.

Officers introduced the scheme, and Members noted that they were very happy with the proposal, which was a good way to use land at the University and would support healthy living.

The officer's recommendation was moved, seconded and unanimously agreed at a vote.

RESOLVED: That the application be approved.

38. **ENFORCEMENT REPORT** (Agenda Item 11)

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 declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and **paragraphs 1, 2 & 7** of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains **information relating to any individual, information likely to reveal the identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime** and that the public interest in withholding the information outweighs the public interest

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| | in disclosing it. |
| 39. | <p>ENFORCEMENT REPORT (<i>Agenda Item 12</i>)</p> <p>Councillor Choubedar declared a non-pecuniary interest in the and left the meeting for the discussion of the item.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action, as recommended in the officer's report, was agreed; and, 2. That the Committee resolved to release their decision, and the reasons for it outlined in the report, into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned. <p>This item is declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and paragraphs 1, 2 & 7 of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains information relating to any individual, information likely to reveal the identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime and that the public interest in withholding the information outweighs the public interest in disclosing it.</p> |
| 40. | <p>ENFORCEMENT REPORT (<i>Agenda Item 13</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the enforcement action, as recommended in the officer's report, was agreed; and, 2. That the Committee resolved to release their decision, and the reasons for it outlined in the report, into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned. <p>This item is declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and paragraphs 1, 2 & 7 of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains information relating to any individual, information likely to reveal the identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime and that the public interest in withholding the information outweighs the public interest in disclosing it.</p> |
| | The meeting, which commenced at 7.03 pm, closed at 8.44 pm. |

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on Telephone 01895 250636 - email (recommended) democratic@hillingdon.gov.uk. 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.

Report of the Head of Planning, Transportation and Regeneration

Address 3 NEWLYN CLOSE HILLINGDON

Development: Change of use from single dwelling (Use Class C3) to house in multiple occupancy (Use Class C4)

LBH Ref Nos: 42457/APP/2020/390

Drawing Nos: 2020-3NC-HMO-FP1 Rev. 1.0A Received 29-05-2020
2020-3NC-HMO-FP2 Rev. 1.0A Received 29-05-2020
2020-3NC-HMO-FP3 Rev. 1.0A Received 29-05-2020
2020-3NC-HMO-FP4 Rev. 1.0A Received 29-05-2020
Design and Access Statement
HMO Management Supervision Plan
Site Supervision Management Plan

Date Plans Received: 05/02/2020 **Date(s) of Amendment(s):** 05/02/2020

Date Application Valid: 05/02/2020

1. SUMMARY

The application seeks planning permission for a change of use from single dwelling (Use Class C3) to house in multiple occupancy (Use Class C4).

The proposal would provide satisfactory living conditions for the intended occupiers and there will be no adverse impact on the amenity of neighbouring properties or the character of the area. Therefore, the proposed scheme would provide an appropriate standard of accommodation which satisfies all relevant standards.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2020-3NC-HMO-FP2 Rev. 1.0A Received 29-05-2020 and 2020-3NC-HMO-FP4 Rev. 1.0A Received 29-05-2020 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 1 (2012), Part 2 (2020) and the London Plan (2016).

3 RES5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

HMO Management Supervision Plan
Site Supervision Management Plan

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies. [Specify]

4 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 Hard Surfacing Materials including permeable surfacing to frontage

3. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 5 Houses in Multiple Occupation
DMHB 11 Design of New Development

| | |
|---------|---|
| DMHD 1 | Alterations and Extensions to Residential Dwellings |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| LPP 3.5 | (2016) Quality and design of housing developments |

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 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 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.

6 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs,

including damage to grass verges.

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two storey semi-detached dwelling situated on the North West side of Newlyn Close, Hillingdon and benefits from a frontage laid partly in hard standing to accommodate up to 2 cars including a detached garage. The surrounding area is residential in character and is made up of a mix of detached and semi-detached dwellings that are set back from the adjacent highway.

3.2 Proposed Scheme

The application seeks planning permission for a change of use from single dwelling (Use Class C3) to house in multiple occupancy (Use Class C4).

3.3 Relevant Planning History

42457/88/2117 3 Newlyn Close Hillingdon
Erection of a single storey side & rear extension to dwellinghouse to form Granny annexe

Decision: 09-12-1988 Approved

Comment on Relevant Planning History

There is no planning history of relevance to this application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

| | |
|---------|---|
| DMH 5 | Houses in Multiple Occupation |
| DMHB 11 | Design of New Development |
| DMHD 1 | Alterations and Extensions to Residential Dwellings |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| LPP 3.5 | (2016) Quality and design of housing developments |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

9 letters of objection and a petition with 27 signatures have been received properties raising concerns about:

1. Out of keeping with residential cul-de-sac of family housing
2. Increase in traffic and parking
3. Internal alterations being carried out
4. A second HMO in cul-de-sac will change the character of the cul-de-sac
5. Noise pollution
6. Concentration of HMO's in the area
7. Safeguarding and security

Officer note: The Council's HMO register does not identify any other HMO properties licenced for such a use in this cul-de-sac. The planning issues raised are covered in the sections below.

Internal Consultees

None.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Principle of Development

The application is located within an article 4 direction area which removes permitted development rights for the conversion of dwellings to HMO's (C3 to C4).

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation states:

A) In all parts of the Borough Proposals for the provision of large HMOs, residential hostels, student

accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;

ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;

iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and

iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

The application site is not in a Conservation Area and less than 10% of the properties in the output area have been converted to HMO's. The principle of the change of use is therefore considered acceptable.

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

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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 including: 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.

The proposal does not include any external alterations and therefore does not result in any concerns in terms of visual impact.

7.08 Impact on neighbours

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation states:

A) In all parts of the Borough Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

The existing property has 5 bedrooms, which, in theory, given that two are doubles could be occupied by 7 persons as a single dwelling. The proposal is for an additional single bedroom which would result in a possible increase in occupancy by one. Furthermore, the application form states that the number of occupants would be 6, and the property would be licensed as such. Thus, given the proposed number of occupants, the proposal is not considered to give rise to unacceptable impacts on adjoining occupiers in terms of noise and disturbance.

7.09 Living conditions for future occupiers

The proposed development is seeking change of use to an HMO. The proposed development comprises 6 bedrooms. The bedrooms are proposed to have an internal floor area of:

- Bedroom 1 - 7.5 sqm
- Bedroom 2 - 8.4 sqm
- Bedroom 3 - 10 sqm
- Bedroom 4 - 7.5 sqm
- Bedroom 5 - 10 sqm
- Bedroom 6 - 10 sqm

There is a communal living/dining room measuring approximately 11 square metres which links to the kitchen of 7.4sqm. The proposal would meet the minimum floor area standards.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space.

The existing rear garden, at approximately 120 sq.m, is considered to be of sufficient size for the residents.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

For a development of this type the maximum number of parking spaces permitted is 1 space per 2 occupants. On the basis that the development has 6 bedrooms and will have 6 occupants the maximum number of car parking spaces permissible is 3. There is sufficient space within the frontage to meet this maximum standard. Furthermore, the proposal includes details of 6 secure cycle storage spaces.

7.11 Urban design, access and security

These issues are covered in other sections 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

The submitted plans indicate a bin storage area to the front which is considered acceptable.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The issues are addressed in the sections above.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

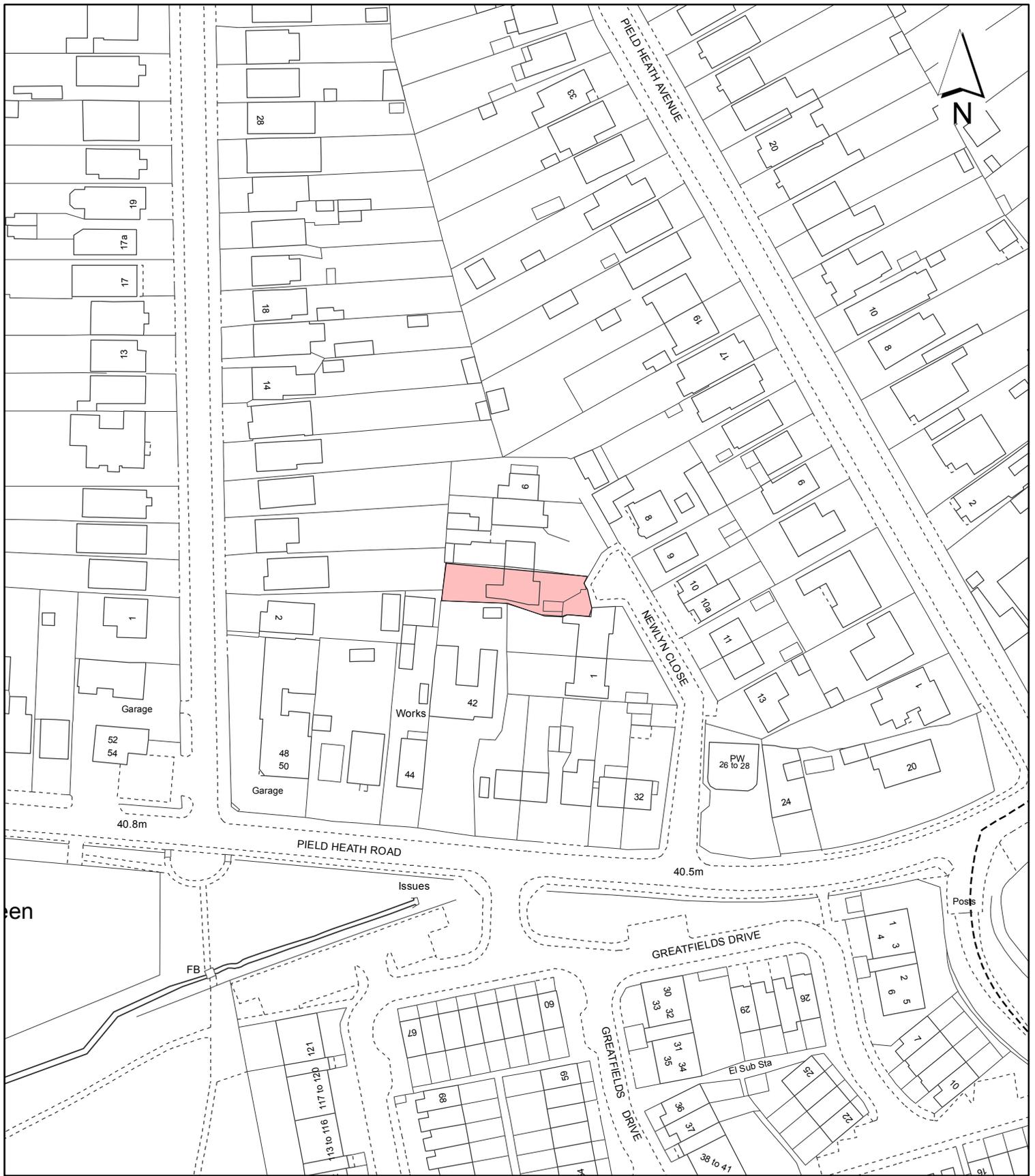
The proposal would provide satisfactory living conditions for the intended occupiers and the proposed use is not considered to result in adverse impacts on the amenity of neighbouring properties or the character of the area. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (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: 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:

**3 Newlyn Close
 Hillingdon**

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

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

Planning Application Ref:
42457/APP/2020/390

Scale:
1:1,250

Planning Committee:
Central & South

Date:
July 2020



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Report of the Head of Planning, Transportation and Regeneration

Address LAND TO THE REAR OF 511 UXBRIDGE ROAD HAYES

Development: Erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings

LBH Ref Nos: 15988/APP/2019/2831

Drawing Nos: Tree Report
3187-01 Rev. A
3187-09 Rev. B
3187-03 Rev. B
3187-BP-02 Rev. B
3187-BP-01 Rev. A
3187-SK1 Rev A

Date Plans Received: 26/08/2019 **Date(s) of Amendment(s):** 21/11/2019
Date Application Valid: 03/04/2020

1. SUMMARY

The application seeks full planning permission for the erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings. 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 have an unacceptably adverse impact upon the setting of the nearby Conservation Area. Furthermore there are highway concerns resulting from the use of the substandard access to the site. Given the above the application would have been recommend for refusal had there not been a non determination appeal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, size, scale, bulk, design and loss of a substantial part of the private rear garden area would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the adjacent Hayes Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy 7.8 of the London Plan (2016) and the NPPF.

2 NON2 Non Standard reason for refusal

The proposed development, by reason of the layout of the access driveway, has not demonstrated that safe, convenient and inclusive accessibility to and from within the site, for pedestrians and cyclists, has been provided. The development is therefore considered to be detrimental to public and highway safety and contrary to policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies

(January 2020) and to Hillingdon's Adopted Parking Standards as set out in Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

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.

| | |
|----------|--|
| DMH 4 | Residential Conversions and Redevelopment |
| DMHB 1 | Heritage Assets |
| DMHB 4 | Conservation Areas |
| 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 |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| 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 5.3 | (2016) Sustainable design and construction |
| LPP 7.4 | (2016) Local character |
| LPP 7.8 | (2016) Heritage assets and archaeology |
| 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 |
| NPPF- 16 | NPPF-16 2018 - Conserving & enhancing the historic environment |

3 I59 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies

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

4 171 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

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

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

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the Southern side of Uxbridge Road, opposite the Western end of the Uxbridge Road, Hayes Minor Town Centre, close to its traffic lighted junction with Grange Road, some 45 m to the East and Lansbury Drive almost opposite the site. No. 511 comprises a detached two storey house on a relatively deep plot which has been hard surfaced at the front with two vehicle crossovers and contains a number of trees in the rear garden. The house has part two storey, part single storey extensions at the rear.

To the East of the site, on the corner of Uxbridge Road and Grange Road is George Court, a modern part two, part three and part four storey flatted redevelopment scheme. Beyond this on the opposite side of Grange Road is the County Court and Becks Theatre, set within open parkland type grounds. Elmlea Drive, accessed from Grange Road, wraps around the site at the rear which provides access to a garage court that immediately adjoins the rear boundary of the application site. No. 513, a detached house abuts the site to the West.

The site lies immediately adjacent to the Hayes Village Conservation Area, the boundary of which runs along the site's Eastern boundary. The site forms part of an Air Quality Management Area and has a Public Transport Accessibility Level (PTAL) of 3 on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

3.2 Proposed Scheme

The application seeks full planning permission for the erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings.

3.3 Relevant Planning History

15988/APP/2014/4271 511 Uxbridge Road Hayes

Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two bedroom flats, with associated access, parking and amenity space.

Decision: 05-01-2016 Refused **Appeal:** 16-01-2017 Dismissed

15988/PRC/2017/205 511 Uxbridge Road Hayes

Demolition of existing buildings and erection of new residential development comprising of 9 no. new units

Decision: 22-03-2018 OBJ

15988/PRC/2018/150 511 Uxbridge Road Hayes

Demolition of existing buildings and erection of new residential development comprising of 8no. units

Decision: 20-11-2018 OBJ

Comment on Relevant Planning History

planning application reference 15988/APP/2014/4271 for the Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two-bedroom flats, with associated access, parking and amenity space was refused for the following reasons:

1. The proposed development, by reason of its design, layout, height, siting and scale represents an excessively dense and cramped form of development, which fails to maintain adequate undeveloped gaps to the site boundaries. As such, the proposal would result in an unduly intrusive, visually dominant and inappropriate form of development, out of keeping with the character and appearance of the surrounding area and the streetscene. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area, would have a detrimental impact on the character and appearance of the surrounding residential area, including the adjoining Hayes Village Conservation Area. The proposal is therefore contrary to the NPPF (March 2012), Policies 3.5, 7.1 and 7.4 of the London Plan, Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE19, BE22 and H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts.

2. The proposal by reason of the siting of the proposed window(s) would give rise to actual and perceived overlooking of the adjoining property, No. 513 Uxbridge Road and its rear garden, that would result in the unacceptable loss of their privacy and residential amenity, contrary to Policies BE19 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS 'Residential Layouts'.

3. The proposed development, by reason of the proximity of Block 2 to the rear boundary and the external and internal layout of the blocks, would fail to provide a satisfactory

residential environment by reason of restricted outlook to habitable rooms of the ground and first floor units in Block 2 (Units 6, 7, 8 and 9) and a lack of privacy and resulting disturbance due to the use of footpaths, amenity space and parking spaces in the case of the ground floor units in Blocks 1 and 2 (Units 1, 6 and 7). As such, the proposal would provide a poor standard of residential accommodation, contrary to Policy 3.5 of the London Plan (March 2015) and Policies BE19, BE21, BE24 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), the Mayor of London's adopted Supplementary Planning Guidance - Housing (November 2012) and the Council's HDAS 'Residential Layouts'.

4. The proposal fails to make provision for the secure and screened storage of refuse and recycling waste, cycle parking and passive and active electric vehicle charging points contrary to Policies 5.17, 6.9, and 6.13 of the London Plan (March 2015).

5. The proposal fails to provide a sufficient quantity and quality of conveniently located and usable external amenity space for the occupiers of the flatted blocks, resulting in a development that would provide a poor standard of residential accommodation, contrary to Policy 3.5 of the London Plan (March 2015), Policies BE19 and BE23 of the Council's adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: 'Residential Layouts'.

6. The application fails to demonstrate that existing trees on and off site will not be affected by the proposed development and has not made provision for their protection and/or created adequate space for their replacement as part of a comprehensive landscape scheme for the site. The scheme is therefore harmful to the character and appearance of the area, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7. In the absence of an ecological assessment, the proposals fail to demonstrate that protected species would not be adversely affected by the proposed development and that appropriate replacement and/or enhancement of the ecological interest/features on site would be provided. The development is therefore contrary to the NPPF (March 2012), Policy 7.19 of the London Plan (March 2015) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8. In the absence of any noise assessment, the application fails to demonstrate that the proposed residential accommodation would provide suitable residential accommodation, given its likely exposure to noise generated by traffic on the adjoining Uxbridge Road and the need for any mitigation measures, contrary to Policy 7.15 of the London Plan (March 2015), Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: 'Noise'.

9. In the absence of an air quality assessment, the scheme fails to demonstrate that the impacts of the development upon local air quality and any threats to residential occupiers can be suitably mitigated. As such, the scheme is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance: 'Air Quality'.

10. In the absence of details of the siting and appearance of the photovoltaic panels, the scheme fails to demonstrate that the overall quantum of panels required to satisfy the Mayor's energy reduction targets can be adequately sited on site, contrary to Policy 5.2 of the London Plan (March 2015).

11. The applicant has failed to provide, through an appropriate legal agreement, an adequate provision of on site affordable housing. The proposal is therefore contrary to Policies 3.12 and 3.13 of the London Plan (March 2015) and Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

An appeal was subsequently dismissed and is discussed below.

An application for pre-app advice was submitted under application reference 15988/PRC/2017/205 for the Demolition of existing buildings and erection of new residential development comprising of 9 no. new units. 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 provides a poor standard of residential accommodation for its future occupiers.

The scheme would result in a loss of amenity to neighbours by way of an over dominant outlook and fails to assess its impacts upon trees and the site's ecology and the implications of the development for air quality and noise. Concerns are also raised in terms of insufficient on site car parking and cycle storage.

During discussions at the pre-application meeting, the agent confirmed that a revised drawing would be prepared for officer comments which would involve a three storey frontage building and terrace of town houses to the rear, retaining the openness of the middle of the site. The terrace would be served by a rear access. The applicant was encouraged to address the comments of the appeal Inspector in the 2014 appeal decision, the comments of the Conservation Officer, ensure that the future plan meets the London Plan Standards and that consideration is given to soft landscaping and tree protection.

A second application for pre-app advice was submitted under application reference 15988/PRC/2018/150 for the demolition of existing buildings and erection of new residential development comprising of 8 units. 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 have an unacceptably adverse impact upon the setting of the nearby Conservation Area.

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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 4 Residential Conversions and Redevelopment

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

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 |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| 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 5.3 | (2016) Sustainable design and construction |
| LPP 7.4 | (2016) Local character |
| LPP 7.8 | (2016) Heritage assets and archaeology |
| 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 |
| NPPF- 16 | NPPF-16 2018 - Conserving & enhancing the historic environment |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th October 2019**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

33 neighbouring properties were consulted by letter dated 4.9.19 and a site notice was displayed which expired on 4.10.19

3 letters and a petition of objection with 26 valid signatories have been received raising the following concerns:

1. Lack of privacy and overlooking from rear facing windows
2. Dominating outlook
3. Overdevelopment which will result in a precedent for other properties in Uxbridge Road developing rear gardens
4. parking congestion

Internal Consultees

Landscape Officer:

This site is occupied by a two-storey house on the south side of Uxbridge Road, opposite Lansbury Drive. The building is located within a spacious plot and contains a number of trees in the rear garden which contribute to the character and appearance of the area. The site lies immediately to the north-west of Hayes Village Conservation Area.

COMMENT: The site has been the subject of previous applications, most recently pre-application ref. 511/PRC/2018/150. The current application includes a topographic survey which has plotted the

location and spread of trees on the site. Some of the trees are prominent and visible from the public realm. No tree report, identification, or assessment of condition and value has been submitted, without which it is not known which trees are worthy of retention/removal. According to the proposed layout, the existing tree (on-site) and others which are off-site will be retained as part of the proposal and should not be directly affected by the layout, however, without a tree survey or further information it is not known whether their retention is feasible, or worthwhile.

Officer comment: Following these comments tree information was submitted.

Landscape Officer updated comments:

I refer to my previous comments and the tree report subsequently submitted by John Cromar, dated 15 November 2019.

The report confirms that the tree retention is compatible with the proposed layout, subject to good site management and adherence to the proposed tree protection details.

The report also confirms (6.01) that site supervision by an arboricultural consultant should take place to monitor the work.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1 , 2 and 5) and RES10

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.

Highways Officer:

Planning permission is sought for the erection of a two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space. Construction of the dwelling will involve the demolition of an existing garage and outbuilding. The application site is situated to the rear of a residential dwelling fronting onto the southern side of the A4020 Uxbridge Road. Uxbridge Road form part of the Borough classified road network and links Uxbridge with Shepherd's Bush.

Vehicle access to the site would be via Grange Road which connects with the Uxbridge Road at a signalised junction. Some 90 south metres along Grange Road is Elmlea Drive, this is an adopted cul-de-sac providing access to a court yard of 12 single lock up garages and 12 residential dwellings. The developer proposes demolishing one of the lock up garages to create a gap through which the occupiers of the proposed dwelling would drive. There would be 2 car parking spaces at the front of the new dwelling.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted is 2 spaces, the 2 spaces proposed is therefore policy compliant. A small cycle store is to be provided for 3 cycles at the rear of the property, this again is policy compliant. Should planning permission be granted, the Highway Authority requires that one of these car parking spaces should be provided with an active electric vehicle charging point with the other a passive electric vehicle charging point as a minimum. This should be secured by way of a suitable worded condition.

Whilst vehicles may drive in and out of the existing lock up garage without difficulty, changing the garage to an access driveway to a 4 bedroom house raises new issues and concerns. Just one vehicle at a time can use the garage; however with the new development two vehicles would use the access driveway. As a garage one vehicle would be parked overnight, working an access driveway to a dwelling, vehicles would arrive and depart throughout the day, the number of vehicle movements through the lock up garage forecourt would therefore markedly increase.

As well as vehicles pedestrians would also use the access driveway. This raises further concerns as the access driveway would be just 2.6 metres wide, this is insufficient for a pedestrian and vehicle to use the access driveway at the same time without placing the pedestrian in a vulnerable situation. The same would apply to cyclists and wheelchair/mobility scooter users. The layout of the access driveway would therefore be contrary to the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts which requires that developments provide 'safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists'

To reduce the risk to pedestrians and cyclists drivers would need to be able to see pedestrians and cyclists using the access driveway. For them to be able to do this they must enter and leave the proposed development in a forward gear. However, the geometry of the access driveway and lock up garage forecourt makes this difficult. A driver entering the lock up garage forecourt would need to make a number of forward and reverse manoeuvres to turn the vehicle and be able to enter the access driveway in a forward gear. The process of turning the vehicle would cause an obstruction to other drivers arriving at or leaving one of the other eleven remaining garages. Furthermore as the driver enters the access driveway they may encounter another vehicle coming in the opposite direction necessitating one of the drivers to give way and reverse.

There would be a refuse and recycling collection store situated at the front of the property. If planning permission is granted then the Highway Authority would require the occupiers of the new dwelling to carry refuse and recycling to Grange Road for collection.

Taking into account that the only access to the site would be via the gap created by demolishing a garage there are highway concerns regarding the construction of the dwelling. The Highway Authority requires that a Construction Logistic Plan is provided that clearly explains how the development would be built without presenting a risk to road safety or impeding the free flow of traffic. This should be secured by way of a suitably worded condition. Subject to the receipt of a Construction Logistics Plan that can demonstrate that the development can be built with presenting a risk to road safety.

There are highway objections to this development as vehicles would have difficulty manoeuvring into position to use the access driveway and pedestrians, cyclists using the access driveway would be placing themselves in a vulnerable situation should a vehicle enter at the same time, as such the development would therefore be contrary to Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site is located within a built up area of Hayes and adjacent to the Hayes Village Conservation Area as identified in the Hillingdon Local Plan: Part Two - Development Management Policies (2020). 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 have an unacceptably adverse impact upon the setting of the nearby Conservation Area. These issues are considered in further detail in the sections below.

7.02 Density of the proposed development

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

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

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

The application site is located adjacent to the Hayes Village Conservation Area and issues relating to the impact upon this heritage asset is discussed in section 7.09 below.

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 NPPF 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 BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. Policy HE1 of the Hillingdon Local Plan (November 2012) requires development to conserve or enhance heritage assets.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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.

Policy DMHB 4: states:

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a

positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

The site is located on the very edge of the Hayes Village Conservation Area. 511 Uxbridge Road faces directly onto Uxbridge Road with a substantial modern flatted development to the East and a mix of detached and semi-detached houses, designed in a suburban manner to the West. A previous scheme to develop the entire site has been refused and dismissed at appeal. It was noted within the appeal decision that the development of the rear of the site would be harmful to the character and appearance of the area and setting of the conservation area.

The acceptability of building a residential property in the rear garden has been clearly dealt with in previous applications and the Inspectors appeal decision report which concurs with the council's planning officer's report under application 15988/APP/2014/4271. In considering the issue of development to the rear of 511 Uxbridge Road, the Inspector commented as follows:

"The existing gardens on the site, and in neighbouring properties along Uxbridge Road, are large green spaces which provide an area of open space and respite away from the busy road. Conversely, the scale and bulk of the proposed building would draw attention and appear obtrusive, incurring into a vegetated area that currently helps to mitigate against the visual impact of the garages, and changing the character of the rear gardens. I am concerned that such an incursion could result in similar future rear garden development within the area, which would further alter the character and verdant appearance of these suburban gardens, and the views over these from the Conservation Area."

The proposed house to the rear of the site has not overcome these previous concerns, relating to the principle of development to the rear of 511 Uxbridge Road. The existing gardens on the site, and in neighbouring properties along Uxbridge Road, are large green spaces which provide an area of open space and respite away from the busy road. Conversely, the scale and bulk of the proposed building would draw attention and appear obtrusive, changing the character of the rear gardens.

As such, it is considered that the visual dominance resulting from the proposed two storey dwelling and the loss of open garden space would be harmful to the character and appearance of the area. The proposed development would have a harmful impact on the setting of the adjacent Conservation Area, and would fail to preserve or enhance its character or appearance.

The proposed development would conflict with the Council's adopted Hillingdon Local Plan:

Part One - Strategic Policies (2012) Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the strategic design policies of The London Plan (2016), which together require development to be appropriate within its context, and to preserve local features of importance, including trees and garden spaces. This is consistent with the core planning principle of the National Planning Policy Framework requiring all development to achieve a high standard of design. It is, therefore, considered that the rear garden should remain as a garden and not be developed.

7.08 Impact on neighbours

Emerging Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Amended plans have been submitted which indicate that the rear to rear separation distance with adjacent number 513 Uxbridge Road and the host dwelling at Number 511 Uxbridge Road would be 21m which meets the Council's recommended standards. The proposed dwelling would not project beyond the rear elevation of the adjacent flatted development at George Court. George Court has a blank flank elevation and as such, the proposal would not result in an unacceptable loss of amenity to the occupants of these flats. As such, the proposal would not constitute an unneighbourly form of development.

7.09 Living conditions for future occupiers

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

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants.

A 4 bed (8p) house is required to provide 124 square metres. At a floor area of 199 square metres the proposal complies with this requirement.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. A four bedroom dwelling is required to provide 100 square metres which the proposal complies with.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are

satisfactorily accommodated in the design of highway and traffic management schemes;
iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

For a development of this type the maximum number of parking spaces permitted is 2 spaces, the 2 spaces proposed is therefore policy compliant. A small cycle store is to be provided for 3 cycles at the rear of the property, this again is policy compliant. The Highways Officer has advised that should planning permission be granted, the Highway Authority requires that one of these car parking spaces should be provided with an active electric vehicle charging point with the other a passive electric vehicle charging point as a minimum. This should be secured by way of a suitable worded condition.

Whilst vehicles may drive in and out of the existing lock up garage without difficulty, changing the garage to an access driveway to a 4 bedroom house raises new issues and concerns. Just one vehicle at a time can use the garage; however with the new development two vehicles would use the access driveway. As a garage one vehicle would be parked overnight, working an access driveway to a dwelling, vehicles would arrive and depart throughout the day, the number of vehicle movements through the lock up garage forecourt would therefore markedly increase.

As well as vehicles pedestrians would also use the access driveway. This raises further concerns as the access driveway would be just 2.6 metres wide, this is insufficient for a pedestrian and vehicle to use the access driveway at the same time without placing the pedestrian in a vulnerable situation. The same would apply to cyclists and wheelchair/mobility scooter users. The layout of the access driveway would therefore be contrary to the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts which requires that developments provide 'safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists'

There are highway objections to this development as vehicles would have difficulty manoeuvring into position to use the access driveway and pedestrians, cyclists using the access driveway would be placing themselves in a vulnerable situation should a vehicle enter at the same time, as such the development would therefore be contrary to Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts.

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 applicable to this application.

7.14 Trees, landscaping and Ecology

Landscaping

Policy DMHB 14: Trees and Landscaping requires:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

Where the tree survey

identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to off site provision.

Number 511 is located within a spacious plot and contains a number of trees in the rear garden which contribute to the character and appearance of the area. The site lies immediately to the north-west of Hayes Village Conservation Area. A tree survey has been submitted. The Council's Tree Officer states that the report confirms that tree retention is compatible with the proposed layout, subject to good site management and adherence to the proposed tree protection details. As such the proposal is considered acceptable in respect of Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.15 Sustainable waste management

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

Not applicable to this application.

7.19 Comments on Public Consultations

The issues 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 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

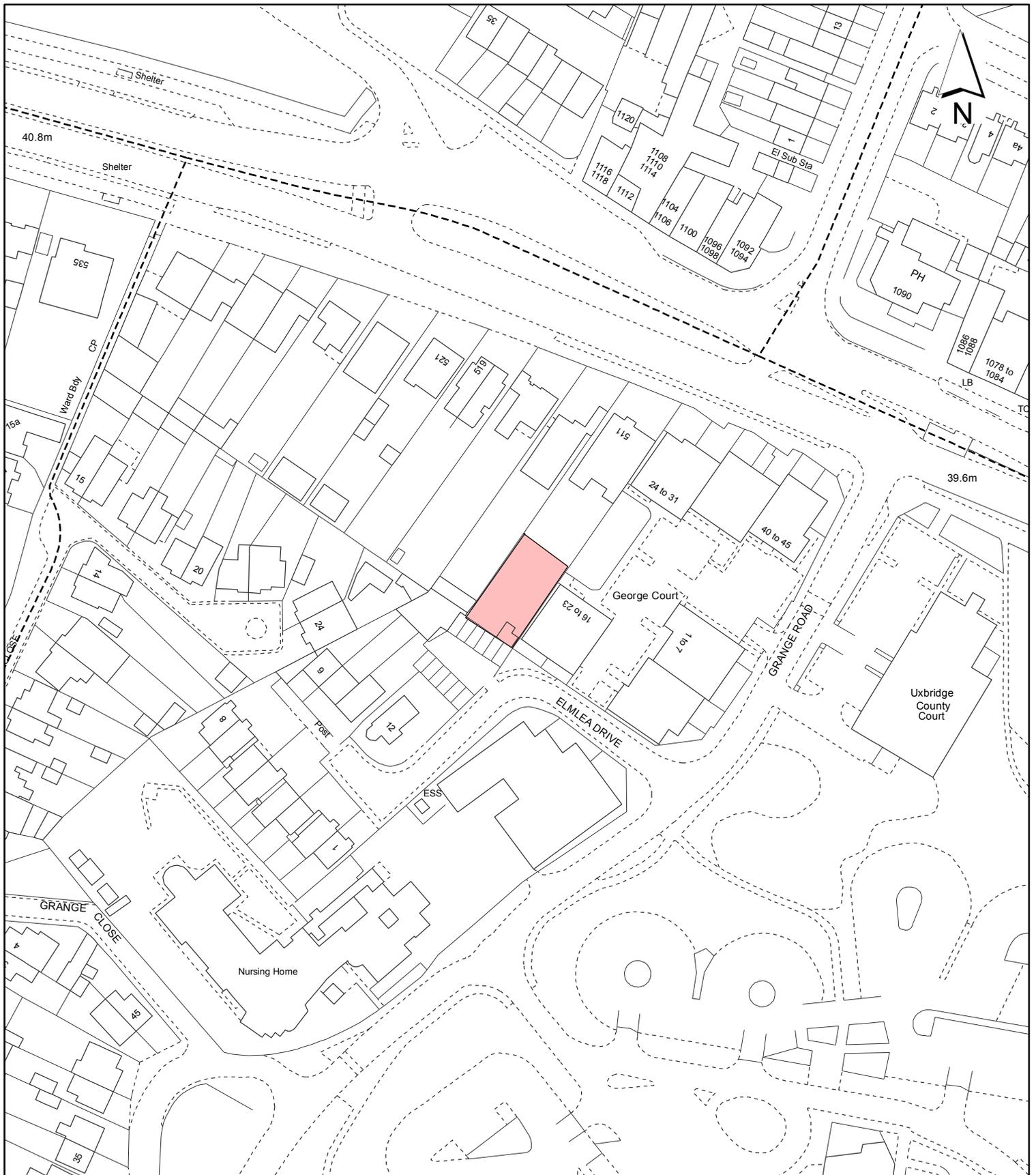
The application seeks full planning permission for the erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings. The principle of redevelopment of the site is considered unacceptable by virtue of the fact that the scheme fails to harmonise with its surroundings and would have an unacceptably adverse impact upon the setting of the nearby Conservation Area. Given the above the application would have been recommend for refusal had there not been a non determination appeal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Local Plan: Part Two - Development Management Policies (2020)
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
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:

**Land to the rear
of 511 Uxbridge Road
Hayes**

Planning Application Ref:

15988/APP/2019/2831

Planning Committee:

Central & South

Scale:

1:1,250

Date:

July 2020

**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 47 FAIRFIELD ROAD UXBRIDGE

Development: Demolition of existing dwelling and erection of three storey building to provide 6 x 2-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front

LBH Ref Nos: 21763/APP/2020/1035

Drawing Nos: CGI of Front Elevator
Urban Context Mode
Transport Statement
E0819-T
FR47-AP2-1001
FR47-AP2-1002
FR47-AP2-1003
FR47-AP2-1004
FR47-AP2-1005
FR47-AP2-1006
FR47-AP2-1010
FR47-AP2-1007
FR47-AP2-1008
FR47-AP2-1009
Planning, Design and Access Statement
FR47-AP2-1011
FR47-AP2-1012

Date Plans Received: 29/03/2020 **Date(s) of Amendment(s):**
Date Application Valid: 29/03/2020

1. SUMMARY

The application is seeking planning permission for the erection of three storey building to create 6 x 2-bed flats with associated car and cycle parking, amenity space and refuse storage, and installation of vehicular crossover to front, involving demolition of existing dwelling.

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, proximity to the side boundaries and forward projection of the established building line on Harefield Road would result in the 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 DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5, 7.1 and 7.4 of the London Plan (2016).

INFORMATIVES

1 152 **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).

2 153 **Compulsory Informative (2)**

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

| | |
|----------|---|
| DMH 1 | Safeguarding Existing Housing |
| DMH 4 | Residential Conversions and Redevelopment |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP 3.3 | (2016) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2016) Quality and design of housing developments |
| LPP 3.8 | (2016) Housing Choice |
| LPP 5.3 | (2016) Sustainable design and construction |
| LPP 5.13 | (2016) Sustainable drainage |
| LPP 6.13 | (2016) Parking |
| LPP 6.9 | (2016) Cycling |
| LPP 7.1 | (2016) Lifetime Neighbourhoods |
| 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 Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 171 **LBH worked applicant in a positive & proactive (Refusing)**

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

other informal written guidance, as well as offering a full pre-application advice service. 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 relates to a two storey, 4-bed, detached dwelling house located to the south west of Fairfield Road on a prominent corner plot at its junction with Harefield Road. The brick, render and tile dwelling is set back from the road by over 13 metres of hardstanding and soft landscaping which provides space to park at least two cars within the curtilage of the dwelling house. To the rear of the property lies a garden area which acts as private amenity space for the occupiers of the dwelling.

The application site shares a side boundary with No.45 Fairfield Road to the South East. To the North West runs Harefield Road which is on a lower level. To the rear lies No.50 Harefield Road. The area is residential in character and appearance.

3.2 Proposed Scheme

The application is seeking planning permission for the demolition of existing dwelling and erection of three storey building to provide 6 x 2-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front

The new building would be set back from the highway known as Fairfield Road by approximately 12.5 metres, would have a maximum depth of 16.5 metres and a maximum width of 13.5 metres. It would be set in a minimum of 1 metre from the boundary line with No.45 Fairfield Road and 3 metres from the Harefield Road boundary.

There would be two flats per floor. The two ground floor flats would benefit from private amenity space with the remaining flats sharing a communal garden area. Three parking spaces, a cycle and bin store would be provided to the front, and the existing vehicular crossover would be extended by 2.14 metres.

The applicant says that the changes from the scheme dismissed at appeal are:

- Design altered from a flat roof modern design to a traditional part pitch, part gable building design
- Subservient roof form and staggered building footprint
- Reduced occupancy to 6 x 2 bedroom dwellings
- Reduced building width reflective of nearby properties (the building is 3m off the Harefield Road boundary compared with 1.4m previously).
- Addition of ramp access and justification provided for not having a lift

3.3 Relevant Planning History

21763/APP/2002/1797 47 Fairfield Road Uxbridge
ERECTION OF A TWO STOREY SIDE EXTENSION

Decision: 17-09-2002 Refused

21763/APP/2002/408 47 Fairfield Road Uxbridge
ERECTION OF A TWO STOREY FRONT AND SIDE EXTENSION

Decision: 15-04-2002 Refused

21763/APP/2018/2524 47 Fairfield Road Uxbridge

Conversion of two storey dwelling into 2 x 2-bed flats with associated parking and cycle storage involving conversion of garage to habitable use, and alterations to front, rear and side elevations

Decision: 06-09-2018 Approved

21763/APP/2019/2571 47 Fairfield Road Uxbridge

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.

Decision: 13-11-2019 Not Determined **Appeal:** 18-02-2020 Dismissed

Comment on Relevant Planning History

An application for the conversion of the existing dwelling into 2 x 2-bed flats was approved under application 21763/APP/2018/2524 on 06/09/2018.

21763/APP/2019/2571 - 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 - Not determined - Appeal reference APP/R5510/W/19/3239256 - Dismissed 18/2/2020

In his dismissal, the Planning Inspector concluded as follows:

Whilst I have not found harm to living conditions or highway safety, I have found significant harm to character and appearance and a failure to demonstrate that the proposal would be accessible, both of which result in a conflict with the development plan. For this reason, I conclude that the appeal should be dismissed.

The inspector did not uphold refusal reasons related to the number of flats in Fairfield road, parking concerns, highway concerns or neighbour amenity impacts. However the inspector had a number of design related concerns as set out below:

1. The proposed development would introduce both a mass and design of development that would not be consistent with that which exists in the area. The footprint of the proposed building would be substantially greater than that of the existing dwelling and would occupy much of the width of the site, bringing it closer to Harefield Road. This excessive width, in combination with its three storey height, would form an incongruous and cramped feature. This would be exacerbated by the appeal site being elevated above the road. Furthermore, the proposed building would dominate the adjacent dwellings on Fairfield Road, due to their smaller scale.

9. The design of the proposal would also fail to integrate within the existing street scene, being of an architectural style and a general appearance that is not common in the locality, including due to the incorporation of a substantial flat roof. This design would jar with the

existing pitched roof development on Fairfield Road.'

The inspector was also concerned that the developer was dismissive of accessibility/having a lift. The inspector commented:

'The proposed building would not include a lift and therefore access to the upper two floors would be only possible by stairs, which would exclude some people, such as those with certain disabilities, health problems or older people from living on those floors. Whilst the London Plan concedes that the requirement for a lift may have viability implications for buildings of four storey or less, this should be evidenced by a development-specific viability assessment. As no such assessment has been provided, the possibility of including a lift in the appeal development has not been adequately explored. I note that the appellant considers the requirements to be onerous for the scale of the development, however it is both reasonable and necessary for this to be evidenced. The fact the ground floor flats could be made accessible would not provide adequate mitigation, nor demonstrate compliance with the relevant policies. Furthermore, it would not address the issue of changing lifetime needs of people occupying the upper floors.

Officer comment: The inspectors decision is clearly very critical as regards the design of the building and its impact on the streetscene. The inspector does not state the development must have a lift, rather the inspector criticises the applicant for not considering a lift. In effect by not properly arguing against the Councils accessibility reason the inspector had no option but to dismiss the appeal on both design and accessibility grounds.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 4 Residential Conversions and Redevelopment

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

| | |
|----------|---|
| LPP 3.3 | (2016) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2016) Quality and design of housing developments |
| LPP 3.8 | (2016) Housing Choice |
| LPP 5.3 | (2016) Sustainable design and construction |
| LPP 5.13 | (2016) Sustainable drainage |
| LPP 6.13 | (2016) Parking |
| LPP 6.9 | (2016) Cycling |
| LPP 7.1 | (2016) Lifetime Neighbourhoods |
| 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

32 neighbouring properties were consulted by letter dated 2/4/2020. the consultation period expired on 30/4/2020

20 written representations have been received objecting to the proposal. A petition with 31 signatures has also been received

The objections are summarised as follows:

- Increased noise - disturbance through increased use of the site
- Overlooking neighbouring properties leading to a loss of privacy
- Overshadowing, increased bulk of the new build
- Unacceptably high density
- Over-development of the site,
- Loss of garden land and the
- Closing of the open aspect of the corner plot and neighbourhood
- Visual impact of the development
- Out of character with the street scene and surrounding area
- Affect on the nearby ASLC
- Loss of outlook
- Risk to road users and pedestrians
- Exacerbation of current parking issues
- Increase in traffic
- No lift provision would exclude people with disabilities
- Loss of light to neighbouring properties

- Bulk and scale of the development
- Proximity to the boundaries of the site
- Lack of car parking provision on site
- Impact on current utilities and local services
- Tree protection measures required
- Hours of construction will need to be limited

Officer Comments:

It is important to note that the appeal was dismissed on design and accessibility issues. A number of the points of objection repeat objections to the 2019 scheme dismissed at appeal but relate to matters the inspector found acceptable (principle, highways and parking matters and neighbour impact). The impact of day to day construction work associated with a development is not a material planning consideration that can be used to refuse a planning application.

Internal Consultees

Urban Design Officer:

Summary of comments: Objection

The proposed development would have a harmful effect on the character and appearance of the area. It would be contrary to policies BE1 of Hillingdon Local Plan: Part 1 and DMHB 11 of Hillingdon Local Plan: Part 2. It would fail to enhance or relate to its surrounding context and meet the requirements of Policy 3.5 of the current London Plan and Chapter 12 of the NPPF (Feb 2019) in terms of well-designed places.

Assessment - existing site and surrounding context

The existing site comprises of an attractive detached dwelling positioned on a corner plot at the junction of Fairfield Road and Harefield Road. The property appears to date from the mid - 20th century and is characterised by its Edwardian appearance. The front elevation is defined by a projecting jettied gable with mock Tudor timber detailing. The jetty is set over a canted bay window at ground floor. To the right of the gable (when viewed from Fairfield Road) is a deep cat-slide roof with a hipped roof dormer. The entrance to the property is recessed below the cat-slide. Save for the gable to the front the rest of the property is defined by a red brick external finish and hipped tiled roof.

The character and appearance of the property quietly yet positively contributes to the street scene. Its scale, built form and detailing is in keeping with its surrounding context. It is a good example of the mid-20th century

development of Uxbridge, comprising of detached and semi-detached dwellings set on modest plots contributing to the suburban character of the area in comparison to the dense, finer grain of the town centre. The site's surrounding environment is predominantly defined by two storey dwellings with traditional hipped tiled roof forms, defining the area's suburban aesthetic and a coherent pattern of development in which the area was previously developed. Some buildings include some attractive detailed finishes including mock Tudor timber detailing and hung tiles. Projecting gables are also a notable features within the surrounding environment.

Due to the corner location of the site the existing dwelling is highly visible from various vantage points. There is also a noticeable difference in ground levels between Harefield Road and Fairfield Road, with No.47 set at a much higher ground level than the street level of Harefield Road. The boundary treatment along Harefield Road comprises of a substantial brick wall topped with a close boarded fence. The brick wall continues along Fairfield Road however is lower in height due to the incline of the road.

The property is appropriately positioned away from the sites street boundaries allowing for ample

gaps around the periphery of the site and views across the site towards Harefield Road from Fairfield Road. The existing dwellings side building line respects the front building line of properties facing onto Harefield Road. It is duly noted that the site has benefitted from approval for the conversion of the existing dwelling into 2 flats (ref: 21763/APP/2018/2524), however that development would be contained within the existing built envelope. A similar flatted development for this site has been previously refused and dismissed at appeal.

Assessment - impact

The proposal comprises of total demolition of the existing dwelling and development of the site for a flatted block comprising of six, 2-bed residential units. The loss of the existing dwelling would be considered regrettable. It positively contributes to the character and appearance of the surrounding environment and established local distinctiveness.

Built form, scale and positioning on site

The scale of the built form on the site would dramatically increase. It would result in a 2 and half storey, built mass which would significantly alter the contribution the site makes to the surrounding streetscape. Whilst the top storey would be contained within the roof space, the two stepped crown roof forms, contributes to the boxy and bulky appearance of the overall built form, creating an unattractive roof arrangement and somewhat diminishes the gable feature to the front.

The proposed building would extend across a substantial width of the site and match the depth of the existing house and its previous extension. The proposed scale of the building would create a large built form with a strong presence within the street scene. Whilst the gable end to the front and back aims to emulate existing features on the site it would accentuate the height of the development. The deep plan form would also result in a plain, long flank elevation visible along Harefield Road.

The positioning of the proposed building would respect the established front building line of properties along Fairfield Road. However the western side building line of the proposed building would be set forward of the front building lines established by the properties along Harefield Road, due to the development infilling a substantial width of the site. This would be considered unacceptable. It would harm views along Harefield Road and result in a bulky built form defining this corner plot.

The proposed building would be in closer proximity to the site boundary with No.45 resulting in a taller built form. As existing the single storey garage is positioned in this location providing an ample gap and some relief between the existing built forms. This would be completely lost, with the 3 storey development having some negative impact on No.45. The proposed development would also be in much closer proximity to Harefield Road. Due to the scale of the building it would result in an imposing flank elevation along Harefield Road. This alongside the fact that the ground level of the site is significantly higher than the street level of Harefield Road, the development would have an over bearing impact on the street environment.

The scale and form of the building would unacceptably intensify the developed nature of the site.

Design, appearance, detailing and materials

The design of the proposal aims to copy features found on the existing building. However they have not been well articulated or applied. The building would appear rather pastiche in appearance, with a convoluted Arts and Crafts design influence.

The blind box dormers along the eastern side elevation would be considered incongruous, odd features which would add unnecessary fuss to the roof form. Furthermore it would be a poor design solution for a new build. It is duly noted that Fairfield Road and the surrounding environs has somewhat degraded over the past decade by the encroachment of large scale developments which have intensified the use of some sites.

The surrounding environment has a well defined character and scale, the rhythm and placement of dwellings contributes to it intimate setting. The proposed development would be considered an incongruous bulky addition which would fail to appropriately harmonise with the existing streetscene.

Conclusion: Objection.

Trees and Landscaping officer:

This site is occupied by a detached house with an established garden, located at the west end of Fairfield Road and the junction of Harefield Road. There are no TPO's or Conservation Area designations affecting the site.

COMMENT: The site was the subject of a previous application, ref. 2019/2571 which was refused on appeal. The current external layout shows some a mix of hard and soft landscape. it is not clear whether any existing trees will be retained? The landscape treatment of the frontage requires amendments. The unscreened siting of bike and bin stores close to the front boundary will be both unsightly and insecure (for bikes). In addition to policies mentioned in the planning inspector's report, DMH 6 (Garden and Backland Development), DMHB 14 (Trees and landscape) and DMHB 18 (Outdoor amenity space) are relevant.

RECOMMENDATIONS: No objection subject to improvements to the external layout and conditions RES9 (parts 1, 2, 4 and 5).

Highways & Transportation comments are shown below in Section 07.10 of this report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Given that for the very recent appeal decision the inspector considered the principle of development, and the proposal is for a very similar description of development (6 two bed flats instead of 6 three bed flats) it is considered that substantial weighting has to be placed on the inspectors views on this matter. It is noted that in the recent Appeal decision the Planning Inspector stated:

"Policy DMH 4 of the P2LP seeks to limit the amount of flatted development that can be constructed within an area, with the primary purpose of protecting its character and appearance. Neither the Council nor the appellant have provided any substantive evidence as to whether or not the proposal would result in more than 10% of properties having been redeveloped into flats. However, given that there is not a proliferation of flats in the immediate vicinity of the site and that the appellant has drawn attention to the permission which has been granted to convert the existing dwelling to two flats, I am not persuaded that the proposal would conflict with the aims of Policy DMH 4."

Subsequently, it is considered that the proposal to redevelop the plot is acceptable in principle.

7.02 Density of the proposed development

Not relevant to the consideration of this proposal, given it is for less than 10 units and given the planning history of the site.

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

The proposal would not have an impact on the setting of a Listed Building or an area of archaeological importance. Although the site does not lie within a Conservation Area or Area of Special Local Character it is noted that the majority of Fairfield Road lies within North Uxbridge Area of Special Local Character. The impact of the proposal on Fairfield Road will be discussed in the Impact on the character & appearance of the area section.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) 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.

The application property is located on a prominent corner plot therefore highly visible from both Fairfield Road and Harefield Road. The existing property is an attractive detached dwelling dating from the mid-20th Century and is Edwardian in style and appearance. The character of the existing property positively contributes to the streetscene of Fairfield Road which consists of predominantly two storey dwellings with traditional hipped tiled roof forms.

The Inspector was concerned with respect to the scale of the previous building, he said the proposals '...would be exacerbated by the appeal site being elevated above the road. Furthermore, the proposed building would dominate the adjacent dwellings on Fairfield Road, due to their smaller scale.'

The current scheme does make some improvements, in so far as the width has been reduced by 1.6m, and the flat roof replaced with a roof with various pitched roof sections. Nonetheless the replacement building would be of much greater scale than the existing modest two storey detached dwelling and it is considered that the proposed development would dramatically increase the scale of the built form on the site.

The new three-storey building would be located a modest 3 metres from the Harefield Road boundary. The property is on a much higher ground level than that of Harefield Road and it is considered that the proposal would (like the dismissed appeal scheme) have a detrimental effect on the character and appearance of the street scene in Harefield Road by reason of the height of the development above Harefield Road and the short distance from the boundary. In addition, due to the limited distance from the north western boundary, the proposed building would still project forward of the established building line by over 3 metres which would harm the views along Harefield Road and remove the openness of this corner plot.

The new building would be 1 metre from the side boundary with No.45 Fairfield Road. Although, the existing garage is built up to the boundary, this is single storey only with a cat slide roof and so allows for a visually open gap between the properties. Replacing this small garage with a three-storey development set a limited distance away from the property would result in the complete loss of this visual relief the site currently provides.

Fairfield Road consists predominantly of attractive two-storey detached dwelling houses. Although the properties in the area vary in individual design they do benefit from similar design features including traditional tiled hipped roofs, projecting gable features and brick appearance. As such, it is considered that there is a definitive suburban aesthetic and coherent pattern of development which creates a sense of place.

It is noted that there have been previous redevelopments of sites along Fairfield Road into blocks of flats, however, in these cases, attempts have also been made to respond to the local vernacular with the use of pitched roof forms and gable features to the front.

The design of this current proposal has attempted to respond to the local vernacular by using a mixture of pitched roofs and gable end features to try to replicate the appearance of the neighbouring dwelling houses on the Fairfield Road frontage albeit still being three storeys in height. However they have not been well articulated or applied. The building would appear rather pastiche in appearance, with a convoluted Arts and Crafts design influence.

The blind box dormers along the eastern side elevation would be considered incongruous, odd features which would add unnecessary fuss to the roof form. Furthermore it would be a poor design solution for a new build. It is duly noted that Fairfield Road and the surrounding environs has somewhat degraded over the past decade by the encroachment of large scale developments which have intensified the use of some sites. The west side elevation coupled with the depth and height of the building on the Harefield Road boundary still remains a somewhat boxy and barn like built form in appearance.

The surrounding environment has a well defined character and scale, the rhythm and placement of dwellings contributes to it intimate setting. The proposed development would be considered an incongruous bulky addition which would fail to appropriately harmonise with the existing streetscene.

Subsequently, it is considered that the proposal by reason of its overall bulk and scale and distance to both side boundaries would be significantly harmful to the surrounding environment. As such, the proposal would fail to comply with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

7.08 Impact on neighbours

Policy DMHB 11 B) of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to safeguard the amenities of neighbouring residents in terms of loss of light, loss of outlook, sense of dominance and loss of privacy.

The proposed development would be located 21 metres from the neighbouring properties located on the opposite side of Harefield Road. Due to the different land levels between the application property and Harefield Road, the proposal would be a minimum of 10.7 metres above the road level. However, the proposal would not intersect the 25 degree vertical line from these properties.

It would be located a minimum of 1.08 metres from the shared boundary line with No.45 Fairfield Road. At this point the proposal would project to the rear of No.45 at its deepest point by approximately 5 metres. Importantly the proposal does not intersect the 45 degree horizontal line from the nearest neighbouring habitable window. In dismissing the recent appeal (which involved a virtually identical impact on neighbours) the Planning Inspector commented as follows:

"The adjacent dwelling, No 45, has a number of primary windows in its rear elevation. It does however occupy a wide plot which overall gives it a good outlook from these windows. Given the limited degree that the appeal proposal would project beyond the rear elevation of No 45 and on consideration of the extensive outlook that the property enjoys, the proposal would not have a harmful impact on the outlook from that property. There would be a number of windows located on the rear of the proposed development, but these would allow only oblique overlooking on to No 45. Such an arrangement is usual in urban environments such as this, and any overlooking that would be possible would not cause harm to the living conditions of the occupiers of No 45. I conclude therefore that the proposed development would not cause harm to the living conditions of the occupiers of No 45. There would therefore be no conflict with Policy DMHB 11 of the P2LP, which seeks to safeguard living conditions."

Therefore, in the light of the Planning Inspector's comments, it is considered that the proposal would not impact unacceptably on adjoining occupiers.

7.09 Living conditions for future occupiers

On 25th 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 1st October 2015. The Mayor of London has adopted the new 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.

In terms of the internal floor space, 2-bed, 3-person flats should provide a minimum of 61 square metres of internal space.

Ground floor

1 x 2 bedroom (3 person) flats of 71m²

1 x 2 bedroom (3 person) flats of 76m²

First Floor

1 x 2 bedroom (3 person) flats of 71m²

1 x 2 bedroom (3 person) flats of 76m²

Roof Floor

1 x 2 bedroom (3 person) flats of 67.5m²

1 x 2 bedroom (3 person) flats of 74.5m²

As such, all comply with The Housing Standards (Minor Alterations to the London Plan) March 2016.

Private Amenity Space

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020)

stresses 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.

Table 5.3: Private Outdoor Amenity Space Standards states that a a 2 bed flat should be provided with minimum of 25 sqm of private external amenity space. Ground floor flats Nos 1 and 2 would be provided with 1 x 32.5 sqm and 27 sqm of private amenity space. The remainder of the flats would have access to a communal garden space of 141 sqm. Therefore the proposal complies with Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020).

In regards to step free access, this is be discussed in the relevant section below.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways & Transportation officer has commented as follows:

Site Characteristics & Background:

The site is a corner plot located at the junction with Harefield Road in a residential catchment in Uxbridge. The address is currently a single tenure 4 bedroom detached dwelling with substantial parking availability on its frontage directly accessed from Fairfield Road. It is proposed to demolish the existing build with a provision of a larger block which would contain 6 two bedroom flats. There is an extant permission for the conversion of the existing property to 2x2 bedroom flats with a quantum of 4 parking spaces on the frontage (21763/APP/2018/2524). More recently an application for 6 x3 bedroom flats (21763/APP/2019/2571) was subject to appeal which was based on non-determination (APP/R5510/W/19/3239256). The Inspectorate concurred with the Council view that the proposed 3 on-plot spaces for the 6 three bedroom flats and did not give rise to potential detriment to the local highway network and hence were acceptable.

Other residential dwellings in the locality exhibit generous on-plot parking provisions which generally lessen general on-street parking demand. The surrounding road network is covered by a controlled parking zone (CPZ) operating throughout the working day - Monday to Saturday and the site exhibits a PTAL rating of 2 which is considered below average and therefore potentially heightens dependency on the use of a private motor vehicle.

Parking Provision:

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

It is proposed to provide 6 two bed residential flats. The maximum standard requires up to 1-1.5 spaces per unit hence a quantum of up to 6-9 spaces should be provided on-site to comply with the adopted parking standard. A total of 3 spaces are proposed hence there is a deficit in provision.

The applicant has also undertaken parking stress surveys within the locality in order to catalogue the levels of parking demand within a circumference of 200m of the site. Industry

recognised methodology has been applied and the findings indicate that during the recommended surveyed periods there appears to be at least 45% spare parking capacity which can be legitimately used on the surrounding roadways. As there is no evidence to the contrary as confirmed by random checks by Council officers, the findings are considered robust and relevant and therefore supportive of a lower on-plot parking quantum.

The aforementioned Planning Inspectorate determination which accepted 3 on-plot parking spaces for the previous larger scale 6 x 3 bedroom flatted proposal reinforces the above stance hence when contextualising this and all of the above factors and facets of the surrounding local area, it is considered that the lower quantum of parking proposed is to an acceptable level.

Electric Vehicle Charging Point Provision

In line with the emerging London Plan, within the final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions.

In this case the applicant is proposing that all 3 spaces would be 'active' which is considered acceptable in principle.

Cycle Provision

In terms of cycle parking there would be a minimum requirement of 1 secure and accessible space for each of the units in order to conform to the adopted minimum borough cycle parking standard. The total equates to a minimum 6 spaces. A suitably located cycle store has been shown on plan with a quantum of 12 spaces which is therefore considered acceptable.

Vehicular Access Provision

A widened carriageway crossing on Fairfield Road is proposed in order to access the 3 parking spaces on the frontage. This arrangement is considered acceptable in principle. The works would be undertaken under s184 of The Highways Act 1980 (or suitable alternative arrangement) and at the applicant's expense.

It would also be prudent to maintain a low wall height in the vicinity of the site entrance and frontage boundary with Fairfield Road in order to aid pedestrian and vehicle safety on sight-line grounds. If feasible, a wall height not exceeding 0.6m should be provided for at least a metre length to the side of the crossing at the back of footway.

Vehicular Trip Generation

Local Plan Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase traffic generation from the site as compared to the existing single tenure dwelling. However peak period traffic movement generated by the proposal would not be expected to exceed 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

A bin storage area has been proposed on the frontage which will facilitate continued refuse collection via the public highway (Fairfield Road). The storage area is located in the region of the Council's maximum 'waste collection' distance of 10m from bin store to the waste

collection point (i.e. refuse vehicle) on the public highway. There is also a requirement for waste carrying distances to the bin store from each residential unit to not exceed a distance of 25- 30m which appears achievable.

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 proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

The relevant issues are addressed in the sections above.

7.12 Disabled access

The inspector in considering the recent appeal felt that insufficient assessment had been undertaken to consider ramp or lift access for the flats. The present scheme includes ramp access which will permit wheelchair access into the site.

The applicant has stated that:

.... Lift solutions costs upwards of 70,000 pounds plus VAT for provided lift access to in effect 4 upper floor 2-bedroom flats as ground floor flats do not require the use of the lift. This requirement would be onerous. Notwithstanding this the applicant has explored not only the cost implications for the lift but also the inclusion of a lift in the overall design of the proposal. The inclusion of a lift in design terms was explored. To accommodate the piston movements that would need to go below ground and above the roof level the height of the roof level would need to increase as shown in the blue box (Officer Comment: This is a plan which shows the lift overrun and impact on the roof form which would arise). This height increase would result in a building height that would fail to be reflective of adjoining properties. The lower ground piston movement would not be impactful to the external character but due to the cost of excavation to in effect a basement element, this would add to the cost of what is a modest 6 flat scheme, where the lift would only serve 4 flats. Turning to applications 16589/APP/2018/3310 and 16589/APP/2019/316, both these approved applications permitted 6 x 2 bedroom flats across 3 floors with no lift provision.'

Officers consider that there is clear evidence now that the lift would exacerbate design concerns and the scheme now includes level access. It is considered, on balance, that the applicant has done just enough to convince officers that to insist on a lift would be unreasonable. Although had the application been acceptable in other respects conditions would have been imposed to ensure level access at ground floor level.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 of Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

There are no Tree Preservation Orders (TPOs) on the site, and the trees are not protected

by a Conservation Area designation. Over 25% of the front garden would be retained as soft landscaping. The comments of the Trees and Landscaping officer are noted above in Section 06.2 of this report and this matter could be the subject of Condition RES9 (parts 1, 2, 4 and 5).

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

Not applicable to this application

7.17 Flooding or Drainage Issues

Not applicable to this application

7.18 Noise or Air Quality Issues

A condition can be added following any approval to ensure the flats are noise insulated. Air quality is not applicable to this application.

7.19 Comments on Public Consultations

The principle of the development, the impact of the development on the street scene and surrounding area, the impact on neighbouring properties and the impact on highways have been discussed in the report. The proposal has been determined using both National and Local Policy.

7.20 Planning obligations

Not applicable to this application

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014 and the charge for residential developments is £95 per square metres of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre as of 01/04/2019.

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 application is seeking planning permission for the erection of three storey building to create 6 x 2 bed flats with associated car and cycle parking, amenity space and refuse storage, and installation of vehicular crossover to front, involving demolition of existing dwelling.

It has been considered that the proposal would not have a detrimental impact on the sunlight and outlook of neighbouring dwellings and would provide suitable living standards for future occupiers. However, the proposal would result in an over development of Fairfield Road and would appear out of keeping within the street scene and surrounding areas. Subsequently, the application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

The London Plan (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: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Diane Verona

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Notes:

 Site boundary

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Site Address:

**47 Fairfield Road
 Uxbridge**

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

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Planning Application Ref:
21763/APP/2020/1035

Scale:
1:1,250

Planning Committee:
Central & South

Date:
July 2020



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Report of the Head of Planning, Transportation and Regeneration

Address 16 FRAYS AVENUE WEST DRAYTON

Development: Two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling

LBH Ref Nos: 53156/APP/2020/1393

Drawing Nos: 3260-07/FP Rev. A
Daylight and Sunlight Study
3260-01/FP Rev. A
3260-02/FP Rev. B
3260-03/FP Rev. A
3260-04/FP Rev. A
3260-05/FP Rev. A
3260-08/FP

Date Plans Received: 01/05/2020 **Date(s) of Amendment(s):**

Date Application Valid: 12/05/2020

1. SUMMARY

The application seeks planning permission for the erection of a two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling. The proposal is a revision of a scheme that has been refused a number of times. Whilst it is recognised that the scheme represents an improvement in residential amenity terms and goes some way to address concerns relating to visual impact, the proposed dwelling would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton Garden City Area of Special Local Character.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed development, by reason of its overall size, scale, bulk and design, would result in a large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton, Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.8 of the London Plan 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).

2 153 Compulsory Informative (2)

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

| | |
|----------|--|
| DMHB 1 | Heritage Assets |
| DMHB 5 | Areas of Special Local Character |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMHD 2 | Outbuildings |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| 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 |
| LPP 7.8 | (2016) Heritage assets and archaeology |
| 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 |
| NPPF- 16 | NPPF-16 2018 - Conserving & enhancing the historic environment |

3 171 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. This is a resubmission of a previously refused scheme, where the Officers Report and subsequent application for pre-application advice identified issues to be addressed, which were reflected in the reasons for refusal, allowing the opportunity to address those issues within this submission.

4 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable

development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a detached bungalow situated on the North West side of Frays Avenue with its principle elevation facing to the East. The site backs onto Frays River and forms a highly prominent corner plot at the junction with Lawn Avenue. The property is brick built with a hipped roof and is located in the South East corner of the plot in close proximity to the boundaries and main roads of both Frays Avenue and in particular, Lawn Avenue. To the front of the property is an area of soft landscaping with a section of hardstanding providing one off-street parking space. To the rear is a patio section with a dropped kerb and access from Lawn Avenue and further to the rear is a single storey garage again with a dropped kerb and access from Lawn Avenue. The remaining area is soft landscaped and mainly laid to lawn which backs onto the river at the end of the garden.

Frays Avenue is a cul-de-sac that terminates at the River Colne to the South West. Frays River runs along the rear/west boundary of the property and connects with the River Colne to the South. The surrounding street scene is predominantly residential in character. There is a mix of properties within the locality however the neighbouring properties to the South on this application side of the road are bungalows, with a number of the single storey buildings having dormer windows and living accommodation in the roof space. The majority of properties have off-street parking however some on-street parking is present. There are well established building lines within the street scene, particularly on the opposite, North East side of the road. On the application side of the road the building line is set with the application site running to the North whilst most of the properties to the South are generally set further back. This is certainly evident with no.18 Frays Avenue.

The adjacent property to the immediate North no.14 Frays Avenue is a two storey dwelling which has been extended; and the adjacent property to the South, no.18 Frays Avenue, is also a bungalow which has been recently extended to provide additional living area in the roof space.

The site lies within the Garden City, West Drayton Area of Special Local Character (ASLC), as identified in the Hillingdon Local Plan - Part One Strategic Policies (November 2012). Frays River, outside but adjoining the site, is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling.

3.3 Relevant Planning History

53156/APP/2018/207 16 Frays Avenue West Drayton

Two storey, 3-bed detached dwelling with habitable roofspace, associated parking and amenity space involving the demolition of the existing bungalow

Decision: 13-03-2018 Refused

53156/APP/2018/4298 16 Frays Avenue West Drayton

Single storey rear extension

Decision: 04-02-2019 Approved

53156/APP/2019/1392 16 Frays Avenue West Drayton

Erection of two storey, 3-bed, detached dwelling, involving demolition of existing bungalow and garage

Decision: 03-07-2019 Refused **Appeal:** 20-03-2020 Dismissed

53156/APP/2019/3166 16 Frays Avenue West Drayton

Erection of a two storey 4-bed dwelling with associated parking and amenity space, involving demolition of existing dwelling and erection of double garage.

Decision: 03-12-2019 Refused

53156/APP/2020/702 16 Frays Avenue West Drayton

Two storey, 5 bed detached dwelling, single storey detached garage, cycle store, parking and amenity space involving demolition of existing dwelling

Decision: 23-04-2020 Refused

53156/PRC/2018/127 16 Frays Avenue West Drayton

Demolition of existing bungalow and replacement with new detached dwelling

Decision: 27-07-2018 OBJ

Comment on Relevant Planning History

There has been an extensive planning history at the site with the most recent application reference 53156/APP/2020/702 for the two storey, 5 bed detached dwelling, single storey detached garage, cycle store, parking and amenity space involving demolition of existing dwelling which was refused for the following reasons:

1. The proposed development, by reason of its overall size, scale, bulk and design, materials and fenestration would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton, Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and Policies DMHB 1, DMHB 5, DMHB 11

and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.8 of the London Plan and the NPPF.

2. The proposed garage, by reason of its siting adjacent to the road in a visually prominent position, its size, scale, bulk and height would be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton, Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and Policies DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.8 of the London Plan and the NPPF.

3. The proposed development, by reason of its overall size, scale, bulk, depth and height would be detrimental to the residential amenity of the adjoining occupiers at 14 Frays Avenue by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

53156/APP/2019/3166 - Erection of a two storey 4-bed dwelling with associated parking and amenity space, involving demolition of existing dwelling and erection of double garage was refused for the following reasons:-

1. The proposed development, by reason of its overall size, scale, bulk and design would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMHB 1, DMHB 5 and DMHB 11 of the emerging London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed replacement garage with a brick built double garage with pitched roof, sited adjacent to the road is not a feature within the West Drayton Garden City Area of Special Local Character and would be detrimental to the visual amenities of the street scene contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMHB 1, DMHB 5 and DMHB 11 of the emerging London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposed development, by reason of its overall size, scale, bulk, depth, height and design would be detrimental to the residential amenity of the adjoining occupiers at 14 Frays Avenue by reason of loss of daylight, loss of outlook, overdominance, overshadowing and an increase sense of enclosure. The proposal would thus be contrary to Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4. The proposed development by reason of the siting of the proposed first floor side facing

bedroom window in the north elevation would result in the direct overlooking of the private amenity space of 14 Frays Avenue causing an unacceptable loss of privacy to the adjoining occupiers. The proposal is therefore contrary to policy BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and the advice contained within HDAS Residential Layouts.

Prior to that application reference 53156/APP/2019/1392 for the Erection of two storey, 3-bed, detached dwelling, involving demolition of existing bungalow and garage was refused and further dismissed at appeal. The application was refused for the following reason:

The proposed development, by reason of its overall size, scale, bulk and design would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton Garden City Area of Special Local Character, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMHB 1, DMHB 5 and DMHB 11 of the emerging London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.HE1 (2012) Heritage
- PT1.H1 (2012) Housing Growth

Part 2 Policies:

- DMHB 1 Heritage Assets
- DMHB 5 Areas of Special Local Character
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMHD 2 Outbuildings
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- LPP 3.3 (2016) Increasing housing supply

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| 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 |
| LPP 7.8 | (2016) Heritage assets and archaeology |
| 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 |
| NPPF- 16 | NPPF-16 2018 - Conserving & enhancing the historic environment |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

8 neighbouring properties were consulted by letter dated 18.5.20.

3 letters and a petition of objection signed by 27 valid signatories have been received raising the following concerns:

1. Over development and does not fit in with the character and appearance of the area.
- 2 The proposed development does not fit in within the local character of a garden city and does not fit in with the heritage of the local area.
3. The proposals are significantly over bearing and we are concerned that the appeal decision of 20 March 2020 dismissed an application for a two storey, 3 bed room detached house.
4. An example of this overdevelopment is the extent of the depth of the proposed property.
5. Overlooking
6. The scale and mass of the proposals for a corner property will look out of place and will be obstructive and dangerous for cars, pedestrians and cyclists both driving past Frays Avenue and traffic turning into Lawn Avenue - this is not safe. The scale of the development both to the front and the side scene at Lawn Avenue will be harmful to the character and appearance of the street-scene.
7. The proposals do not contribute positivity to being a heritage asset, quite the opposite - that would look nothing like the properties in the local area.
8. It is beyond belief that the proposed development is a staggering 3000 square foot and its detrimental effect on the environment and climate change.
9. Concerns that the property may be used as a house in multiple occupation.

West Drayton Conservation Area Advisory Panel.

This property occupies a site in the Garden City, West Drayton, Area of Special Local Character. This the fifth application for permission to demolish the existing bungalow on this site and replace it with a two storey house. Two of the reasons why the last proposal for a 5 bed roomed property was refused were related to the overall size and bulk of the proposed house in comparison to the

bungalow it would replace. It was thought that this change would fail to respect the pattern of development in the area and would be detrimental to the residential amenity of the adjoining occupiers at 14 Frays Avenue by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. This new proposal is for a smaller 4 bedroomed house and is accompanied by a report claiming that "the proposed building will not have any adverse impact in terms of daylight and sunlight to the neighbouring properties". There are a few examples on Frays Avenue of properties that have been converted from single to two storeys but 16 Frays Avenue occupies a prominent corner position in this Area of Special Local Character. The current single storey building and its surrounding garden contribute an open aspect to the street scene at the junction of Frays Avenue and Lawn Avenue. To replace this with a two storey building would necessarily be detrimental to this open aspect even though the proposed design is less bulky than the previous proposition. It would also be detrimental to the residential amenity of the adjoining occupiers at 14 Frays Avenue by reason of its dominance and overshadowing. The table of Annual Probable Sunlight Hours in the "Daylight and Sunlight Study" accompanying the application shows that 12 out of the 15 windows in 14 Frays Avenue that they modelled would receive less sunlight (some significantly less) if the proposal went ahead. We believe that this supports our contention that the proposal would have a detrimental effect on number 14 rather than the report's conclusion that it would not have an adverse impact on neighbouring properties. We therefore hope that this application will be refused.

Internal Consultees

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following Conditions should be attached to any grant of planning permission: 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.

Conservation Officer:

The proposal comprises the demolition of the existing building to be replaced by a two storey chalet style property. The loss of the existing bungalow would further erode the character of the ASLC. The existing bungalow relates to the original development of the Garden City and the typology of buildings built within the development.

The proposed chalet style dwelling would somewhat relate to the bungalow aesthetic of the site however the character and appearance of the proposed development would bear little relation to the existing dwelling on the site.

The proposal would erect a property rectangular in plan form with a half hipped roof form. First floor accommodation would be contained within the roof space resulting in the half dormers at roof level. The proposed double door entrance is not ideal as properties with the ASLC predominantly feature

single entrance doors. Overall the proposed building would be simple in appearance and form finished in an exposed brick with a plain tiled roof.

As per previous comments, there would still be concerns that the height of the proposal which would fail to respect the low-rise character of the site. Due to the exposed nature of the corner site, any proposal that includes a height increase to the built form would inevitably result a significantly prominent building, particularly from various views along Frays Avenue and Lawn Road. The redevelopment of the site would intensify the developed nature of the site and have an enclosing impact on the Frays Avenue street scene.

The existing garage to the rear of the site is an isolated structure oddly placed in close proximity to the Fray's River. It is disappointing that it has not be removed and the provision of a garage has not be integrated as part of the proposed development. This would take the opportunity to enhance the appearance of the site, ASLC and river environment.

The proposed development would continue an unwelcome precedent within the area which would contribute to the potential further erosion of the area's pleasant character and appearance. It is important to note section 12 of the NPPF notes the importance of achieving well-design developments which are sympathetic to the surrounding environment maintaining a sense of place.

In accordance with paragraph 197 of the NPPF, harm would be caused to the non-designated heritage asset in any instance the decision maker would need to make a balanced design.

Conclusion: Harm to ASLC

If approved permitted development rights should be restricted in relation to further extensions and alterations to site boundary treatment. The following conditions would also be recommended:

Prior to commencement of development further details and samples of all external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be made available on site for inspection and details shall include manufacturer information, the product type and code. Works shall be carried out in accordance to the approved details.

REASON: To safeguard the character and appearance of the ASLC in accordance to policies DMHB 1 and 5 of Hillingdon Local Plan: Part 2.

Prior to commencement of development details of the all boundary treatments to the site shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance to the approved details.

REASON: To safeguard the character and appearance of the ASLC in accordance to policies DMHB 1 and 5 of Hillingdon Local Plan: Part 2.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site lies within an established residential area. It is therefore considered there would be no objection in principle to the erection of a replacement dwelling of the site, subject to all other material planning considerations being acceptable.

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 NPPF 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 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area".

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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 including: 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.

Policy DMHB 5: Areas of Special Local Character of the emerging London Borough Of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019) states et al that 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.

Whilst it is recognised that there has been an improvement the design of the proposed replacement dwelling over that which was recently previously refused, the visual impact of the proposal remains unacceptable given that it would harm the character and appearance of the street scene which lies within the ASLC. Particular concerns are raised in terms of the overall height and bulk, and double entrance doors. The height of the proposal would fail to respect the low-rise character of the site. Due to the exposed nature of the corner site, any proposal that includes a height increase to the built form would inevitably result a significantly prominent building, particularly from various views along Frays Avenue and Lawn Road. The redevelopment of the site would intensify the developed nature of the site and have an enclosing impact on the Frays Avenue street scene.

In dismissing an appeal for a previous proposal on the site, the Inspector concluded:

"The appeal site is located within the Garden City, West Drayton Area of Special Local Character (ASLC). The ASLC includes areas that possess sufficient architectural, townscape and environmental quality to make them of considerable local value. Therefore the appeal site is a non-designated heritage asset.

The corner turning nature of the site and limited height of the boundary wall results in the site appearing highly visible within the streetscene, although the existing bungalow is low level and discrete in its setting as it wraps around the corner with Lawn Avenue. The adjacent dwelling of No 14 Frays Avenue is by far the most prominent dwelling along this side of the road within close proximity to the appeal site. It stands proud within the streetscene and is highly visible when viewed from the south, towards the junction where Lawn Avenue meets Frays Avenue.

The dwelling at the scale and massing proposed would physically compete with the proportions of this adjacent dwelling. Given the corner plot, the positioning of the dwelling within the site, with reduced space to both sides, would further highlight its prominence. The proposed development would be especially pronounced as No 18 Frays Avenue is set back within the site with an open front garden, further exposing clear views towards the appeal site from the south.

The proposal merges a number of design combinations including a peaked gable end to part of the front elevation; a dormer window; half hipped roof; cat slide roof. Whilst there is a variety of architectures within the area, the combination of these would not harmonise with the surrounding area and would therefore appear out of context with its environment, thus appearing as a disjointed and incongruous form of development. Overall, its large and bulky mass, together with the design combinations, would not respect its context. Instead, the proposal would be harmful to the character and appearance of the street-scene.

Moreover, the proposed side elevation has been designed as a long expanse of brickwork with various roof forms visible. Given this appeal site is located on a corner plot, and as the side elevation would be positioned close to the boundary, would further emphasise its scale and discordant nature. This would not harmonise with the local area, or make a positive contribution to the ASLC.

There are examples of new build dwellings within the area, however these do not share precisely the same characteristics as the appeal site. Some are located between other houses and are of a less prominent nature. No 18 Frays Avenue is also located on a corner plot and has been extensively altered, however, this dwelling is sited further back into the site from Frays Avenue with an uncomplicated roof form, and cannot be directly compared to this new build proposal. I have had regard to the other examples elsewhere, nevertheless, each decision is made on its own individual merits.

Whilst the harm to the ASLC would be less than substantial, taking into account paragraph 196 of the National Planning Policy Framework (the Framework), there are no identified public benefits which would outweigh such harm."

The proposed development, by reason of its overall size, scale, bulk and design would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton Garden City Area of Special Local Character, contrary to Policies

BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and Policies DMHB 1, DMHB 5 and DMHB 11 of the London Borough Of Hillingdon Local Plan Part 2 Development Management Policies (2020).

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 issues are addressed in the section above.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Given the location and distances there would be no adverse impact to the neighbouring properties to the south and rear.

Concerns have been raised locally that the proposal would have an unacceptably dominating impact upon the occupants of the adjacent property at 14 Frays Avenue. It is noted that the applicant has submitted a daylight and sunlight study. This study however relates to the previously refused scheme.

The proposed ground floor would project to the same extent as the rear projection at ground floor level to number 14 and 5.1m beyond the rear elevation closest to the boundary. However, the submitted plans indicate that the 45 degree line would not be breached from the centre point of the closest first floor window in the rear elevation of Number 14 and the development is sited some distance (3.75m) from the adjacent property. It is considered, on balance, that the proposal would not have an unacceptably dominating impact upon the occupants of this property.

7.09 Living conditions for future occupiers

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. The proposed development would provide a 4 bed dwelling over two storeys, the minimum required internal floor space for 8 persons is a total of 124 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 DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. A four bedroom dwelling is required to provide 100 square metres which the proposal complies with.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The standards require a maximum provision of two off-street parking spaces. The proposal complies with the Council's standards and is considered acceptable.

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 applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14: Trees and Landscaping requires:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

The application site does not contain any significant trees of merit. In the event of an approvable scheme, a landscaping condition could be imposed to secure a comprehensive landscaping scheme .

7.15 Sustainable waste management

In the event of an approvable scheme, a condition could be imposed to secure details of sustainable urban drainage.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Flooding

The far end of rear garden is located within the flood zone associated with the Fray's River,

however the property itself is within Flood Zone 1. The Flood and Water management Officer has previously raised no objection to the proposed subject to the imposition of a drainage condition to ensure that there is no increase in flood risk as a result of the development.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The issues 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 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

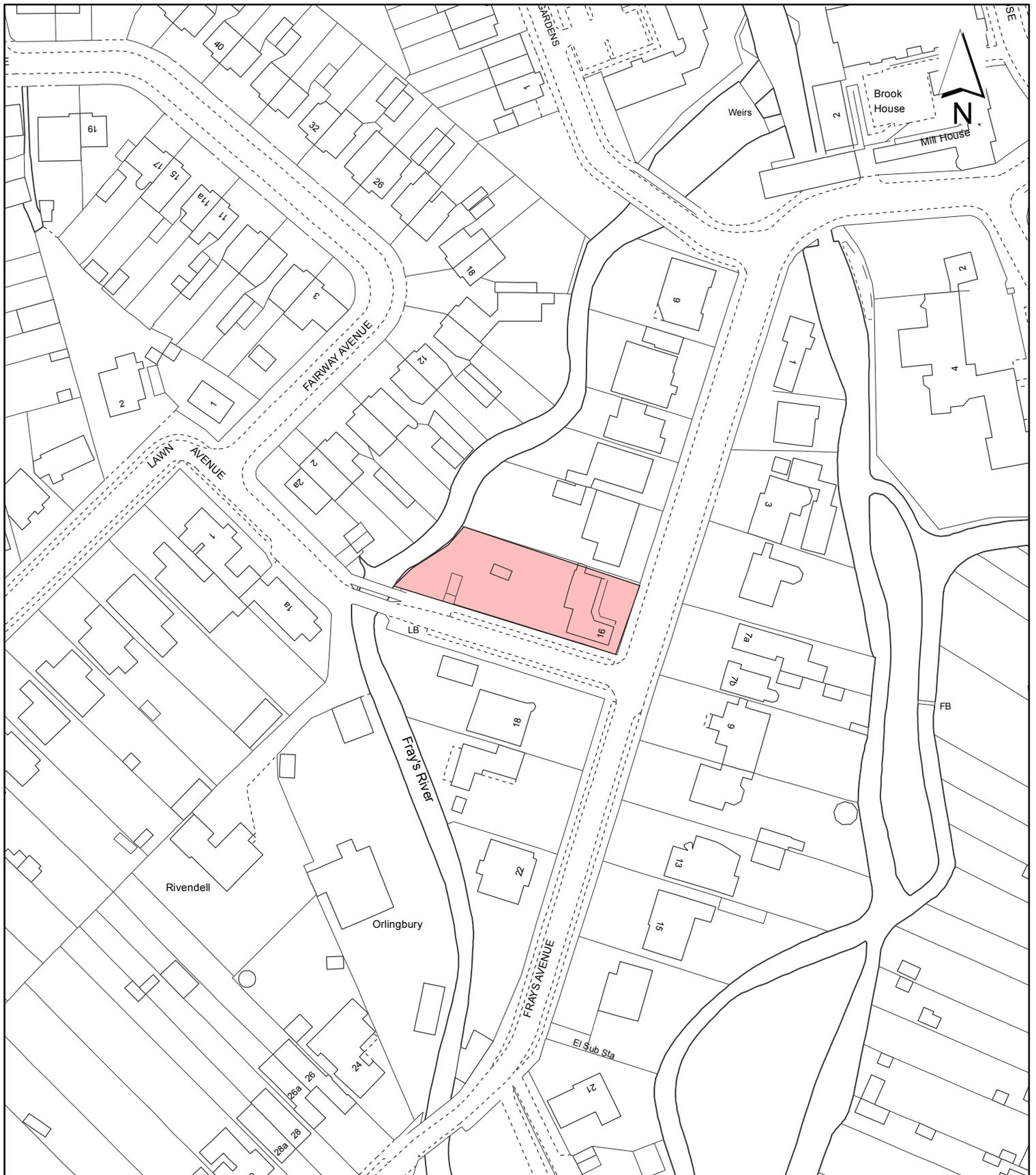
The application seeks planning permission for the erection of a two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling. The proposal is a revision of a scheme that has been refused a number of times. Whilst it is recognised that the scheme represents an improvement in residential amenity terms and goes some way to address concerns relating to visual impact, the proposed dwelling would result in a disproportionately large, dominating and incongruous form of development which would fail to respect the pattern of development in the area. The proposal would thus be detrimental to the visual amenities of the street scene and the character and appearance of the wider West Drayton Garden City Area of Special Local Character.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (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: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**16 Frays Avenue
 West Drayton**

Planning Application Ref:

53156/APP/2020/1393

Planning Committee:

Central & South

Scale:

1:1,250

Date:

July 2020

**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 766B UXBRIDGE ROAD HAYES

Development: Change of use from retail (Use Class A1) to a mixed use comprising cafe/restaurant/hot food takeaway (Use Class A3/A5) (Retrospective)

LBH Ref Nos: 62118/APP/2020/743

Drawing Nos: Design and Access Statement
766bUR (Sheet 3 of 3) Issue A
766bUR (Sheet 1 of 2) Issue A
766bUR (Sheet 2 of 3) Issue A

Date Plans Received: 02/03/2020 **Date(s) of Amendment(s):**

Date Application Valid: 24/04/2020

1. SUMMARY

The application is seeking retrospective planning permission for the change of use from A1 (Retail) to A3/A5 (Cafe/Takeaway).

It is considered that the change of use would not harm the vitality and attractiveness of Uxbridge Road Town Centre. No external changes form part of the application, although it is noted that the advertisement does not have permission and so the applicant is advised this is at risk of enforcement action.

2. RECOMMENDATION

APPROVAL subject to the following:

1 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 plan number 766bUR (Sheet 1 of 2) issue 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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

2 COM23 Hours of Use (Restaurant etc.)

The premises shall not be open for customers outside the following hours:
1030 to 0000, Mondays - Sundays and Bank/Public Holidays

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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).

2 153 Compulsory Informative (2)

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

| | |
|----------|--------------------------------------|
| DMHB 11 | Design of New Development |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| DMTC 2 | Primary and Secondary Shopping Areas |
| DMTC 4 | Amenity and Town Centre Uses |
| LPP 2.15 | (2016) Town Centres |
| LPP 4.9 | (2016) Small Shops |

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 Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 2007. To display an advertisement without the necessary consent is an offence that can lead to prosecution.

5

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

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a ground floor commercial unit which forms part of a 3 storey building located to the North East of Uxbridge Road at the junction with Warley Road. A solicitors is located on the floors above and a beauty bar is located to the rear. The property is attached to No.766A Uxbridge Road.

The application property is located within the Primary Shopping Area of Uxbridge Road

Town Centre as identified within the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

3.2 Proposed Scheme

The application is seeking retrospective planning permission for the change of use from A1 (Retail) to A3/A5 (Cafe/Takeaway). No external changes are proposed, however, the plans demonstrate a change in signage which does not form part of this planning application.

3.3 Relevant Planning History

62118/APP/2006/2246 766b Uxbridge Road Hayes
CHANGE OF USE FROM RETAIL SHOP (CLASS A1) TO ESTATE AGENTS (CLASS A2)

Decision: 31-05-2007 Refused

62118/APP/2008/3537 766b & 766c Uxbridge Road Hayes
Change of use of Units B and C from Class A1 (Shops) to Class A3 (Restaurants and Cafes).

Decision: 17-02-2009 Refused

62118/APP/2020/654 766b Uxbridge Road Hayes
Change use from Class A1 (Retail) to Class A3/A5 (Cafe/takeaway) - Retrospective application)

Decision: 02-03-2020 Withdrawn

Comment on Relevant Planning History

Previous applications to change the use from A1 were refused under applications 62118/APP/2008/3537 dated 17/02/2009 and 62118/APP/2006/2246 dated 31/05/2007. In both cases it was considered that the loss of A1 would be harmful to the retail function, vitality and viability of Uxbridge Road Town Centre.

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

DMTC 2 Primary and Secondary Shopping Areas

DMTC 4 Amenity and Town Centre Uses

LPP 2.15 (2016) Town Centres

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Fifteen neighbouring properties were notified of the proposal on 28/04/2020.

No responses were received.

Internal Consultees

Access Officer:

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

Highways:

This is part of an established parade of shops along the A4020 Uxbridge Road. There is good pedestrian access in the area; cycle parking stands and the parade of shops has formal pay and display parking bays. There is also a bus stop close to the site. The staff levels are expected to be minimal. There is no vehicle access to the rear of the site but it is being proposed that the deliveries will be undertaken kerbside on Warley Road. Warley Road next to the shopping parade has double yellow lines but there is no presence of 'No Loading' blips, therefore short deliveries could be undertaken from there to the café. The developer should be advised to try and make deliveries outside peak times as well as keeping them as short as possible. There are no highway objections.

Contaminated Land:

No objection

Planning Policy Team:

This retrospective application is for the change of use from A1 to A3/A5. This would make the existing business operating on site lawful in planning terms. The site lies within the Uxbridge Road Minor Town Centre and is within a Primary Shopping Area. Minor Centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services.

The site was previously in use as a beauty salon, a Sui Generis Use class and it was therefore not operating in its lawful Use Class, which based on a review of the sites planning history it Class A1.

Policy DMTC2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) stated that within primary shopping areas, the Council will support the ground floor use of premises for retail, financial and professional activities and restaurants, cafes, pubs and bars provided that:

- A minimum of 70% of the frontage is retained in Use Class A1;
- Use Class A5 hot food takeaways are limited to a maximum of 15% of the frontage;

- The proposed use will not result in a separation of more than 12 metres between A1 and retail uses; and
- The proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.

The most recently recorded percentage of frontages in A1 use in the primary shopping area is 57.4% (2019 survey). This is significantly below the 70% required by policy and any further loss of A1 uses would be considered to be contrary to policy.

Given the current circumstances however, and the effect the coronavirus has had on the national economy, the local economy and high streets specifically too, there are other material considerations which affect this proposal. Paragraph 3.7 of the Local Plan states that the Council will consider proposals which constitute a departure from policies in this chapter (Town Centres), where they provide clear and long lasting benefits to the vitality and viability of town centres in the borough. At a time when many businesses have closed and on high streets specifically the lack of footfall over a significantly long period of time has resulted in the closure of businesses across Hillingdon and the rest of the country, local businesses need to be supported to help restart the economy.

This is a retrospective application and refusal of the application would result in the business "Snacks Corner" which has been operating for over a year with no known complaints ceasing to operate from this premises, which would add to the cumulative impact the closure of several businesses has had on town centres across the borough over the last few months. The long-term impact of coronavirus on town centres and the shopping patterns of individuals is not yet known and it is unclear whether high streets will continue to operate in the same way. As such it is considered that refusal on the grounds of a minimum of 70% of the frontage not being in A1 Use would be detrimental to long-term vitality and viability of Uxbridge Road minor town centre. The current use may also currently be helping generate footfall which is of benefit to the wider high street and necessary at this time to help restart the local economy.

Whilst the applicant has applied for A3/A5 use, as there is no seating area in the unit the proposal is considered to be an A5 unit as consumption of the food is primarily going to take place off premises. The most recent survey for the area (2019) shows that 8.1% of the minor town centre frontage is in A5 use, below the 15% threshold set by policy DMTC 2. There is also an A1 use two units away and this proposal would not result in a separation of more than 12 metres between A1 retail uses.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In order to establish the acceptability of the principle of the change of use it is necessary to take into account the recently adopted planning policy.

DMTC 2A of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that in primary shopping areas, the council will support the ground floor use of premises provided that a minimum of 70% of the frontage is retained as Use Class A1; Use Class A5 units are limited to 15% of the frontage; the proposed use would not result in a separation of more than 12 metres between A1 uses; and the use does not result in a concentration of non-retail uses. Policy DMTC 4 states that proposals for restaurants should not result in adverse cumulative impacts, would not result in unacceptable disturbance or loss of amenity to nearby properties and would not detrimentally affect the character of the area.

Paragraph 3.7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (2020) states that the Council will consider proposals which constitute a departure from policies where

they provide clear and long lasting benefits for the vitality and viability of town centres in the borough.

The most recently recorded percentage of frontages in A1 use within the primary shopping area of the Uxbridge Road Town Centre is 57.4% (2019 survey) which is considerably below the 70% as required by Policy DMTC 2A. However, it is noted that the long term impact of coronavirus on town centres and shopping patterns is yet unknown and it is unclear how high streets will operate. As such, it is important that local businesses need to be supported to help restart the economy. The application site has been operating for over a year with no known complaints, the shopping survey shows that 8.1% of the frontage is in A5 use which is below the 15% threshold set by Policy DMTC 2A and the proposal would not result in a separation of more than 12 metres between A1 retail uses. It is also considered that the current use may be helping generate footfall which is of benefit to the wider high street and necessary at this time to help restart the local economy.

Subsequently, it is considered that on balance that the proposal would be considered acceptable in principal.

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

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

No external changes form part of this application, and so it is considered there would be no impact on the character and appearance of the area.

It is noted that the existing signage does not currently have permission and so a separate Advertisement application is required and the applicant is advised to submit one to avoid being at risk of Enforcement action.

7.08 Impact on neighbours

Policy DMHB 11 B of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to safeguard the amenities of neighbouring residents in terms of loss of light, loss of outlook, sense of dominance and loss of privacy.

Policy DMTC 4 ii states that proposals for restaurants should not caused unacceptable disturbance or loss of amenity to nearby properties by reason of noise, odour, emissions, safety and security, refuse, parking or traffic congestion.

There have been no changes to the footprint or any additional windows and so there have been no impact on the amenities of neighbouring residents.

There is an extractor fan installed in the wall along Warley Avenue which serves the kitchen. This is shown on both the existing and proposed plan, however, the change of use would impact what is being extracted. No details of this system have been submitted, however, the floors above the property are not in residential use.

Subsequently, it is considered that the proposal would not result in a detrimental impact on

any neighbouring properties and therefore would be compliant with Policy DMHB 1 (B) and DMTC 4 (ii) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) state that all proposals for development will be assessed against their contribution to traffic generation and their impact on congestion and the present and potential availability of public transport and its capacity to meet increased demand. Policy DMT 6 seeks to ensure developments comply with the Council's Parking Standards.

The site forms part of an established parade of shops along the A4020 Uxbridge Road and benefits from good pedestrian access with numerous cycle stands and pay and display parking bays in close proximity. There is also a bus stop close to the site. Staff levels are expected to be minimal. As such, it is considered that the parking facilities in the area are suitable for the proposal and there are no highway concerns.

7.11 Urban design, access and security

Not applicable to this application.

7.12 Disabled access

The access officer has raised no concerns, however advises that an informative be added to advise the applicant regarding the Equality Act 2010.

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 were received.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

This is a retrospective application, which if refused, would require the submission of a further report to committee, to consider the possibility of enforcement action.

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.

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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 application is seeking retrospective planning permission for the change of use from A1 (Retail) to A3/A5 (Cafe/Takeaway).

It is considered that the change of use would not harm the vitality and attractiveness of Uxbridge Road Town Centre. No external changes form part of the application, although it is noted that the advertisement does not have permission and so the applicant is advised this is at risk of enforcement action.

11. Reference Documents

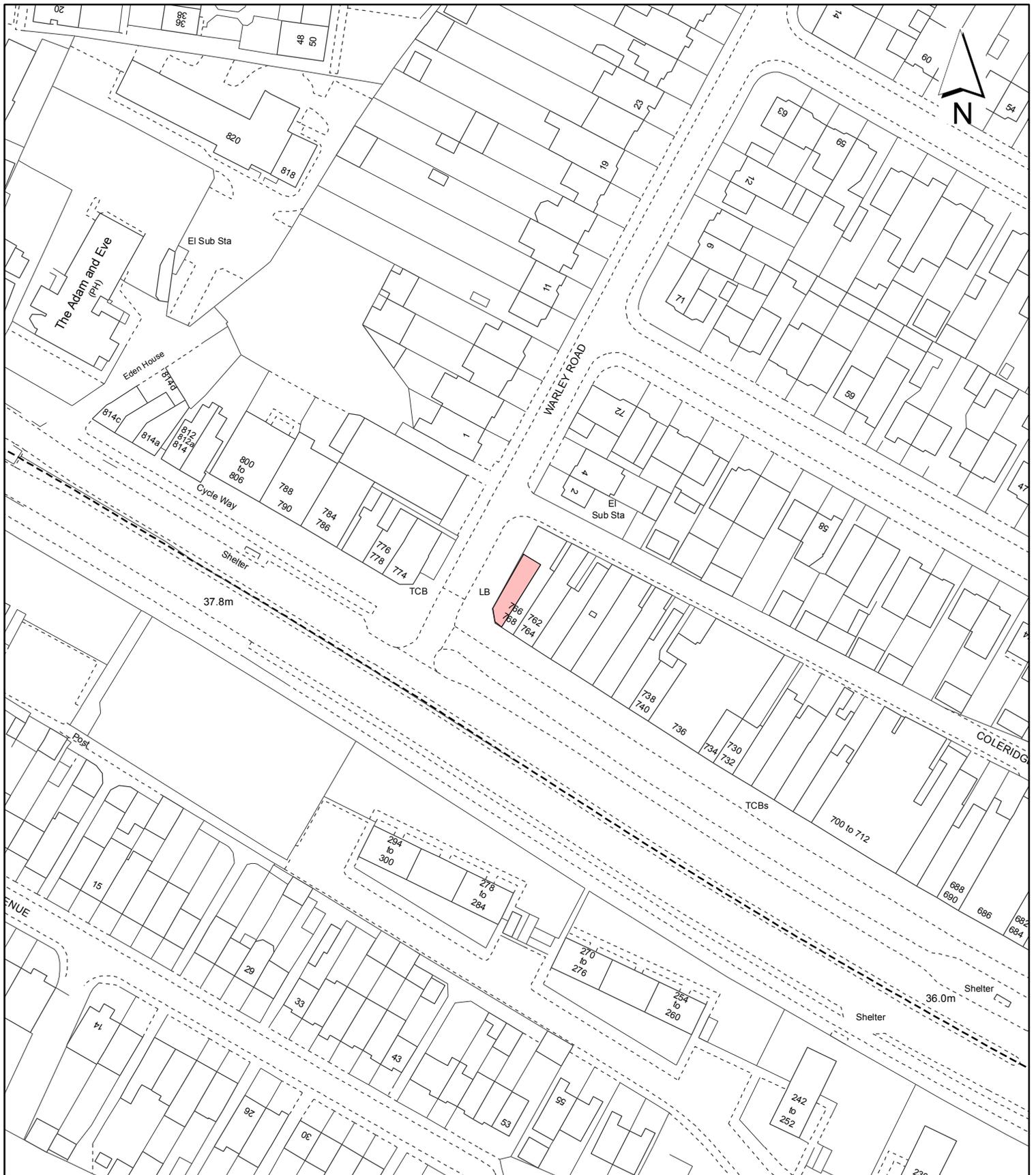
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019)

The London Plan (2016)

Contact Officer: Charlotte Spencer

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**766B 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:
62118/APP/2020/743

Scale:
1:1,250

Planning Committee:
Central & South

Date:
July 2020



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Report of the Head of Planning, Transportation and Regeneration

Address BOTWELLEARS HOUSE, REAR OF 25 BOTWELL LANE HAYES

Development: Part change of use of ground floor to financial and professional services use (Use Class A2) and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors (part retrospective)

LBH Ref Nos: 1644/APP/2020/1061

Drawing Nos: 003 Rev. E
004 Rev. E
Design and Access Statement
002 Rev. E
005 Rev. F
496-001
Photograph/photomontage
Noise Assessment

Date Plans Received: 30/03/2020 **Date(s) of Amendment(s):**

Date Application Valid: 14/04/2020

1. SUMMARY

The application seeks planning permission for a part change of use of ground floor to financial and professional services use (Use Class A2) and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors. The application seeks to partially regularise unauthorised development at the site with some amendments to the as built form and use. It is considered that the proposed amendments would have an acceptable visual impact, would not result in a loss of amenity and would provide a satisfactory level of amenity to future occupants. The application is recommended for conditional approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

The development (including the building changes to create the new financial and professional services unit, balcony areas, cycle storage and refuse storage) hereby permitted must be completed within 6 months of 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 002 Rev. E, 003 Rev. E, 004 Rev. E, 005 Rev. F and Noise Assessment 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

1 (2012), Part 2 (2020) and the London Plan (2016).

3 RES7 Materials (Submission)

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

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

| | |
|----------|---|
| 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 |
| DMHD 1 | Alterations and Extensions to Residential Dwellings |
| DMTC 1 | Town Centre Development |
| DMTC 2 | Primary and Secondary Shopping Areas |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| 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 7.4 | (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 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.

4 115 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.

5 147 Damage to Verge - For Council Roads:

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

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

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

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

The applicant may be required to make good any damage caused.

6 159 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 Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the rear of No. 25 Botwell Lane behind a parade of shops. The site is accessed via a service road off Botwell Lane between No. 25 and the Botwell House Catholic Primary School.

The site is occupied by a 3-storey building which currently accommodates flats. The units at first and second floor levels are accessed via an external staircase. The flats do not currently have formal access to car parking, cycle parking, waste storage or external amenity space. This application seeks to provide cycle parking, waste storage and balcony areas.

3.2 Proposed Scheme

The application seeks planning permission for a part change of use of ground floor to Use Class A2 and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors (part retrospective).

Planning permission was granted in 2004 for the erection of a three storey rear extension comprising an extended ground floor with 2 x one bedroom flats over. The development was not carried out in accordance with the approved plans and two x 1 bed flats were created at ground floor level with part of the originally approved balconies being built over and incorporated into the first and second floor flats. The applicant has submitted an application to regularise the development which was withdrawn and a further application for pre-application advice. This current application seeks to amend the built form of the unauthorised extension over the balconies and seeks part retrospective permission for a part change of use of the ground floor into 1 x 1 bed flat and 1 x A2 unit.

3.3 Relevant Planning History

1644/APP/2004/949 25 Botwell Lane Hayes

ERECTION OF A THREE STOREY REAR EXTENSION COMPRISING EXTENDED GROUND FLOOR SHOP, WITH 2 ONE-BEDROOM FLATS OVER

Decision: 09-11-2004 Approved

1644/APP/2017/1625 Rear Of 25 Botwell Lane Hayes

Retrospective planning application to provide three storey building comprising 2 x 2 bedroom and 1 x studio self contained flats

Decision: 30-08-2017 Refused

1644/APP/2018/1597 Warehouse Rear Of 25 Botwell Lane Hayes

Use of existing building for storage/distribution (Use Class B8) with ancillary office space
(Application for a Certificate of Lawful Development for an Existing Development)

Decision: 25-06-2018 Approved

1644/APP/2018/2475 Botwellears House, Rear Of 25 Botwell Lane Hayes

Change of use of ground floor accommodation from retail (Use Class A1) to 2 x 1 bed self contained flats involving two storey extension to first and second floors (part retrospective)

Decision: 18-10-2018 Withdrawn

1644/PRC/2016/127 25 Botwell Lane Hayes

Proposed part first floor and second floor rear extension and loft conversion to create 2 x 3 bedroom self-contained flats

Decision: 24-04-2018 PRM

1644/PRC/2019/18 Botwellears House, Rear Of 25 Botwell Lane Hayes

Change of Use (Retrospective) of Ground Floor accommodation from Commercial to Residential
Extension of Flats C & D from 1 to 2 bedroom. Restoration of Balconies to flats C and D

Decision: 25-06-2019 OBJ

1644/PRE/2004/52 25 Botwell Lane Hayes

TP PRE-CORRES: PROPOSED EXTENSION AND REDEVELOPMENT

Decision:

Comment on Relevant Planning History

The relevant planning history is listed above. It is noted that application reference 1644/APP/2018/2475 for the Change of use of ground floor accommodation from retail (Use Class A1) to 2 x 1 bed self contained flats involving two storey extension to first and second floors (part retrospective) was withdrawn after the following concerns were raised:

1. The proposal by reason of its siting in this open prominent position, its size, scale, bulk and design would result in an incongruous and cramped overdevelopment of the site to the detriment of the character and visual amenities of the street scene and the wider area. 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 3.5, 7.4 and 7.6 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

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

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

4. The proposal fails to mitigate against external noise to the detriment of the residential amenity of existing/future occupiers. The proposal is therefore contrary to Policies OE5, BE19 and BE21 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policy 7.15 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

5. The proposal would result in the bedroom in flat B being served only by window in close proximity to the secure cycle store which would not provide any outlook to this habitable room and a restricted level of natural light which would result in an oppressive environment to this room. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policy 3.5 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

The applicant then submitted an application for pre-application advice under application reference 1644/PRC/2019/18 for the Change of Use (Retrospective) of Ground Floor accommodation from Commercial to Residential Extension of Flats C & D from 1 to 2 bedroom. Restoration of Balconies to flats C and D. An objection was raised and the conclusion was:-

The scheme could not be supported as the proposal by reason of its siting in this open prominent position, its size, scale, bulk and design would result in an incongruous and cramped overdevelopment of the site to the detriment of the character and visual amenities of the street scene and the wider area. The proposal also fails to provide a satisfactory level of residential amenity to the future occupants of Flat A by way of a substandard internal floor area and level of outdoor amenity space.

The current application seeks to address the concerns raised.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

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

DMHD 1 Alterations and Extensions to Residential Dwellings

DMTC 1 Town Centre Development

DMTC 2 Primary and Secondary Shopping Areas

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

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 7.4 (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

37 neighbouring properties were consulted by letter dated 15.4.20. No response received.

Internal Consultees

Landscape Officer:

This site is located on the west side of Botwell Lane, at the end of the shopping parade. The building in question is located to the rear of the high street frontage, accessed via a rear service road which serve the properties in Station Road. There is no soft landscape within this space.

COMMENT: This application follows the refusal of application ref.PRC/2019/18. No trees or

landscape features of merit will be affected by the proposal. In response to the LPA's criticism about the lack of private amenity space for the flats, inset balconies have been proposed for the first and second floor flats in the west corner of the building. This will provide relatively sheltered external amenity space for these two flats. The ground floor flat has a modest but useable private amenity space. A new west facing window has been added to the ground floor flat, however, there is no opportunity to provide defensible space between the service road and the ground floor bedroom windows. Further to this, the site is very close to the Botwell Green public open space which is located directly across the road.

RECOMMENDATION: No objection and no need for landscape conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed scheme would provide 3 residential dwellings within the site; subject to compliance with relevant Policies of the Hillingdon Local Plan, the proposed residential use of the site is considered to be acceptable in principle.

7.02 Density of the proposed development

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

Site densities are of only limited value when considering the suitability of housing schemes of this scale.

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

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area".

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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 including: 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.

The balconies proposed under planning ref: 1644/APP/2004/949 were converted to form rooms this has resulted in a 3-storey extension. The development was considered to be a bulky, over dominant and incongruous form of development. The current proposal seeks to address the previous concerns in terms of visual impact. The balconies have been reintroduced, albeit at a smaller scale. The introduction of the gabled roof on part of the extension is considered an improvement and the extension would not appear out of keeping with the host building and locality. The proposed alterations would not have a negative impact upon the visual amenity of the site or the surrounding area.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The site is located to the rear of no 25 Botwell Lane, the upper floors within the parade are occupied by flats. To the south of the site is car parking and a servicing area for the parade. It is considered that the proposal, in terms of external change under this application, would not be considered to harm the amenity of neighbouring occupiers.

7.09 Living conditions for future occupiers

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1. A one person flat with bath is required to provide 39 square metres, a one bedroom (2 person) flat is required to provide 50 square metres and a two bedroom (3 person) flat is required to provide 61 square metres.

The proposal includes the provision of 1 x 1 person flat (44 square metres) and two x two bed three person flats at 61 and 62 square metres. All 3 flats meet the minimum standards. Concerns were previously raised in terms of the poor levels of light and outlook to the bedroom of the ground floor flat. A west facing window is now proposed to overcome this concern. It is now considered that the future occupants of the 3 flats would enjoy satisfactory living conditions.

Concerns were also raised about the living conditions of the occupants of Flat A. This proposal includes the conversion of this unit into Use Class A2 which would be considered appropriate in this town centre location.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. The provision of the balconies and private garden to the ground floor flat is considered acceptable in this town centre location.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The Highways Officer has raised no objection in terms of highway concerns and parking. Given the town centre location of the site and the approved scheme, the proposed alterations are not considered to give rise to any additional highway or pedestrian safety concerns. Cycle storage can be conditioned.

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 applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

The submitted plans indicate the provision of refuse storage facilities which can be conditioned.

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

Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals in order to improve health and quality of life. New developments should avoid significant adverse noise impacts by mitigating and minimising existing and potential noise impacts through the use of good acoustic design principles (i.e. sound insulation).

The application is supported by a noise assessment which confirms that the internal noise levels would be to an acceptable standard and would not result in a substandard level of amenity enjoyed by current or future occupants.

7.19 Comments on Public Consultations

No comments were received from external consultees.

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.

7.21 Expediency of enforcement action

The site is the subject of an enforcement notice, relating to the unauthorised works, currently on site. If permission was refused for the application under consideration, then compliance with the enforcement notice would be pursued. If permission is granted then a condition is recommended to ensure that the works are completed within 6 months of the date of the permission. Failure to comply with this condition would also trigger the need to comply with the enforcement notice.

7.22 Other Issues

No other issues raised

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The application seeks planning permission for a part change of use of ground floor to financial and professional services use (Use Class A2) and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors. The application seeks to partially regularise unauthorised development at the site with some amendments to the as built form and use. It is considered that the proposed amendments would have an acceptable visual impact, would not result in a loss of amenity and would

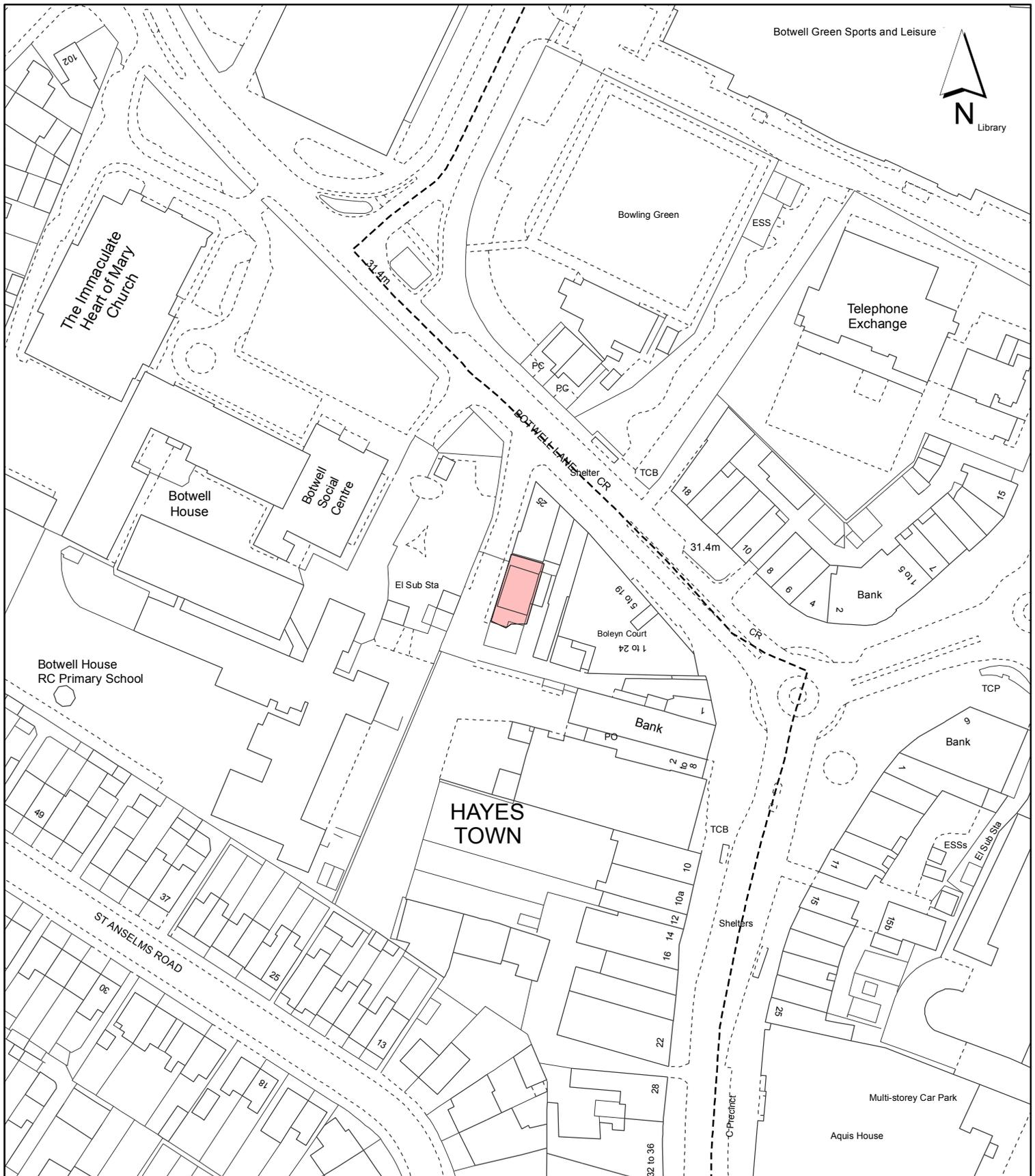
provide a satisfactory level of amenity to future occupants. The application is recommended for conditional approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (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: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:
Botwellers House
Rear of 25 Botwell Lane
Hayes

Planning Application Ref:
1644/APP/2020/1061

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

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 LAND FRONTING RENAISSANCE HOTEL BATH ROAD HARLINGTON

Development: The installation of a 20m monopole, 12 antenna apertures, 7 equipment cabinets and the removal of the existing 14.7m monopole, 3 antennas, 5 redundant equipment cabinets and development ancillary thereto

LBH Ref Nos: 57699/APP/2020/968

Drawing Nos: 305 Issue A (Equipment Schedule & Support Structure Details)
ICNIRP Certificate
Beacon Communications Covering Letter dated 19/3/20
Highway Notice dated 17/3/20
Article 13 Notice
Beacon Communications Supplementary Information
Beacon Communications Pre-application Consultation Letter dated 18/2/20
Beacon Communication Supplementary Information
Dept. for Digital, Culture, Media and Sport and Ministry of Housing, Community & Local Govt. - Collaborating for Digital Connectivity letter dated 7/3/19
MBNL Letter - 5G and Future Technology
Councils and Connectivity Letter, September 2018
5G and Health: Questions and Answers Information Paper, May 2018
Dept. for Digital, Culture, Media and Sport - Connected Growth Manual
Dept. for Digital, Culture, Media and Sport - 5G - The Next Mobile Generation Letter (Matt Warman MP)
265 Issue A (Max Configuration Elevation)
100 Issue A (Existing Site Plan)
215 Issue A (Max Configuration Site Plan)
150 Issue A (Existing Site Elevation)
002 Issue A (Site Location Plan)

Date Plans Received: 19/03/2020 **Date(s) of Amendment(s):**

Date Application Valid: 19/03/2020

1. SUMMARY

The applicant seeks permission to upgrade an existing telecommunication site with the installation of a 20m high monopole, 12 antenna apertures and 7 equipment cabinets and associated ancillary development. The proposal is required to provide an upgraded 5G network.

The proposed scheme involves the removal of an existing 14.7m high telecommunications monopole and 5 redundant equipment cabinets (retaining 2).

The proposed scheme would not result in a detrimental impact on the character and appearance of the street scene and would not cause harm to pedestrian or highway safety and no airport safeguarding objections have been raised. The proposed development is therefore considered to comply with Policies DMHB 11, DMHB 21, DMT 1, DMT 2 and DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Chapter 10 of the National Planning Policy Framework

(February 2019).

It is therefore recommended that permission is granted.

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 002 Issue A (Site Location Plan), 215 Issue A (Max. Configuration Site Plan), 265 Issue A (Max. Configuration Elevation) and 305 Issue A (Equipment Schedule & Support Structure Details) 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Non Standard Condition

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11, DMHB 12 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

4 NONSC Non Standard Condition

The existing apparatus/structures, shown on drawing "100 Issue A Existing Site Plan" shall be removed from the land, within three (3) months of the commencement of the use of the equipment hereby approved, and the land shall be restored to its former condition before the development took place, or to any other condition as may be agreed in writing with the Local Planning Authority.

REASON

To ensure that the development is removed as soon as it is no longer required in order to protect the character and appearance of the area in accordance with Policy DMHB 11 of the Hillingdon Local Plan - Development Management Policies (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

| | |
|----------|---|
| NPPF- 10 | NPPF-10 2018 - Supporting high quality communications |
| DMHB 7 | Archaeological Priority Areas and archaeological Priority Zones |
| DMHB 11 | Design of New Development |
| DMHB 21 | Telecommunications |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMAV 1 | Safe Operation of Airports |

3 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

5 I24A **TFL Informative**

In respect of the construction works and associated construction vehicle movements and temporary arrangement on the highway, the applicant/developer should contact the Council's Highways Maintenance Team. In case of construction works affecting the Transport for London Road Network and the Strategic Road Network, the applicant/developer should also contact Transport for London and comply with its requirements as set out in the Transport for London's 'Construction Guidance Document For Contractors' which can be viewed on the Council's website www.hillingdon.gov.uk/article/11417/Publications

6 I47 **Damage to Verge - For Council Roads:**

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

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

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

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

7 I60 **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)

8 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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, 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 relates to an existing telecommunications site, located to the north of

Heathrow Airport on the southern side of the A4 Bath Road, approximately 360m to the east of its roundabout junction link with the M4. The site is situated within an area of hardstanding between the carriageway and the public footpath. The Renaissance Hotel is located to the south of the application site whilst Axis House, No. 242 Bath Road is located on the opposite side of the A4 Bath Road to the north, beyond which are residential properties that front Doghurst Avenue which is accessed from Boltons Lane which connects with the Bath Road on the eastern side of Axis House.

The area is generally commercial in nature and appearance with large office and airport buildings and associated areas of car parking running alongside both sides of Bath Road, although a number of office buildings, including Axis House opposite have been converted into residential accommodation through the permitted development process.

The site is located 4m away from the Heathrow Airport Boundary, which runs along the south side of the Bath Road as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

The proposal is for the installation of a 20m monopole with 12 antenna apertures, 7 equipment cabinets and the removal of the existing 14.7m monopole and its 3 antennas, redundant equipment cabinets (5 in total, retaining 2) and associated ancillary development.

The new monopole would be sited some 12.8m to the west of the existing monopole in a similar back edge of pavement siting. The telecommunications operator advises that the slight change in location is due to the presence of underground utilities which prevent an exact replacement in the same position in relation to the existing site. Furthermore, removing the existing mast and locating the new base station in its place would leave a hole in the network, having an unacceptable impact on coverage, detrimental to the emergency services.

The proposed grey cabinets would have a similar back edge of pavement siting and dimensions of:

2.0m (w) x 0.75m (d) x 1.85m (h)
0.6m (w) x 0.6m (d) x 1.9m (h)
1.2m (w) x 0.5m (d) x 1.7m (h)
0.6m (w) x 0.6m (d) x 1.2m (h)
1.6m (w) x 0.7m (d) x 1.6m (h) and
2 cabinets with dimensions of 0.6m (w) x 0.6m (d) x 1.8m (h).

The 2 to be retained cabinets have dimensions of:

1.2m (w) x 0.8m (d) x 1.54m (h)
0.6m (w) x 0.5m (d) x 1.28m (h).

3.3 Relevant Planning History

Comment on Relevant Planning History

57699/APP/2015/1257 - Replacement of existing 14.2 metre high telecommunications monopole with a 14.7 metre high telecommunications monopole with associated equipment cabinet (Application under Part 16 of schedule 2 to the Town and Country Planning (General Permitted Development) Order for determination as to whether prior

approval is required for siting and appearance) - Approved 27/5/15

57699/APP/2002/2153 - Erection of a 14.2 Metre high streetworks pole with integral antennas, two equipment cabins and ancillary development (Consultation under Schedule 2, Part 24 of the Town and Country Planning (General Permitted Development) Order 1995) (As Amended) - Approved 4/11/02

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that

would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

NPPF- 10 NPPF-10 2018 - Supporting high quality communications

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMHB 11 Design of New Development

DMHB 21 Telecommunications

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMAV 1 Safe Operation of Airports

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

73 neighbouring properties have been consulted on this application. 1 response has been received, raising the following concern:

(i) It is mentioned that the mast will be in front of an office building and a small side road. This is incorrect as on opposite side to Renaissance Hotel, there is Axis house, a former office building which has been converted to flats. Also Bolton's Lane leads to further housing.

Officer comment: The comment raised has been dealt with in the officer's report.

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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

HEATHROW 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/>)

TfL: No response received at the time of this report.

Internal Consultees

HIGHWAY ENGINEER: There are no highway objections to this proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF (February 2019) at para. 112 advises that good quality communications infrastructure is essential for economic growth and social well-being and that planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology such as 5G. Para. 113 goes on to advise that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion and that the use of existing masts, buildings and other structures for new electronic communications capability should be encouraged and that where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate. At para. 116, local planning authorities are reminded that they must determine applications on planning grounds only and they should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) advises that telecommunication development will only be permitted where, inter alia, it is sited and designed to minimise their visual impact, it does not have a detrimental impact on the visual amenity, character or appearance of the building or local area and it is accompanied by a Declaration of Conformity with the International Commission on Non-Ionising Radiation Certificate.

This proposal would replace an existing site which has already been approved for telecommunications development with a 14.7m high mast and associated equipment cabinets. The new pole would be sited some

12.8m to the west of the existing monopole which will be removed. It is therefore considered that the proposal represents an upgrade of an existing telecommunications site and is therefore supported by national guidance. The impact on the visual amenity of the area is considered in Section 7.07 below.

7.02 Density of the proposed development

Not applicable to this application.

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

The site does not form part of a conservation area or an area of special local character, nor sited in such proximity to such an area as to adversely impact upon it or the setting of any listed building. The site is within the Heathrow Archaeology Priority Zone but given the limited extent and nature of the works, it is unlikely that the proposal would impact upon any archaeological remains.

7.04 Airport safeguarding

NATS and Heathrow Safeguarding have both been consulted on this application and they raise no safeguarding objections to the proposal. The informative suggested by Heathrow Safeguarding as regards crane use has been included within the officer's recommendation.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) advises that telecommunications development will only be permitted where, inter alia, it is sited and designed to minimise their visual impact, it does not have a detrimental impact on the visual amenity, character or appearance of the building or local area.

The character and appearance of this part of the Bath Road is commercial, with four and five storey office and hotel buildings being typical, interspersed by their associated car parking areas. Some of the office buildings have been converted to residential under permitted development, but the overall character remains as being essentially commercial.

The acceptability of the principle of this location providing a telecommunications mast / base station has already been established by the previous grants of planning permission, the last one being for a 14.7m high mast.

The current proposal for a 20m high mast would be taller and more bulky than the mast it replaces and would add to the number of associated cabinets on the highway verge.

The applicant advises that the mast has been specifically designed for the site in question, considering the existing street scene and that whilst the proposed replacement mast is taller than that which already exists, it needs to be in order to introduce the required technologies to the area. They go on to advise that although it will rise above the height of the existing installation, the overall benefits of the scheme will offset any potential visual impact that may arise. The proposal needs to be seen in the context of the overall benefits that will occur from the introduction of 5G technologies to the area and the proposal has been designed with the aim of achieving a balance between minimising the visual impact and achieving the technical requirements needed by the operator to ensure that interference is avoided, the topography of the landscape does not have an unacceptable impact upon mobile signal quality and that the structure is able to support the 5G antenna and other apparatus.

Along Bath Road, there are a number of vertical features offering some screening and context to the proposed base station, including railings, traffic lights, associated road signage, trees and street lighting columns. The proposed equipment cabinets would be in line with the existing equipment cabinets and would not appear as a detrimental addition to the area. Any perceived negative visual impacts would be outweighed by the overall benefits of the scheme in bringing forward high-quality communications infrastructure essential for economic growth as sought by the NPPF and it is considered that the proposed form of development provides the optimum solution in this instance.

The alternative to the proposal would be the requirement for additional base stations and masts if the immediate area is to be served by 5G technology and given that this site is within a commercial area, it is considered that, on balance, to be acceptable, in accordance with Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon local Plan: Part Two - Development management policies (January 2020) at B) requires development proposals to not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential occupiers to the proposal are those within the converted Axis House on the opposite side of the Bath Road. The proposed mast would not be sited immediately opposite this building, and the nearest part of its front elevation would be sited some 32m from the application site. The frontage of this building is also planted with mature trees. With such a relationship, the mast would be viewed across the busy dual carriageway, against the backdrop of the four storey Renaissance Hotel and surrounding associated car parks, with Heathrow Airport behind and the trees would also help screen views of the mast, particularly during the summer months.

In such a context, the proposed base station and mast would not impact upon daylight / sunlight nor would it appear so incongruous as to impact on the amenity of adjoining occupiers, particularly when compared to the existing telecommunications equipment. As such, the proposal is considered to be in compliance with Policy DMHB 11 of the Hillingdon Local Plan, Part Two.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Hillingdon local Plan: Part Two - Development management policies (January 2020) at v) advises that proposals should have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

The proposed mast and equipment cabinets would be sited in a similar position within the highway verge, adjoining the carriageway as the existing equipment, although they would be sited further to the west, with the mast 12.8m further to the west than the existing monopole. This would bring the installation close to a bus stop but buses pulling out would have an acceptable view of the highway and the cabinets would not obstruct the public footpath and on this basis, the Council's Highway Engineer raises no objections to the proposal.

The scheme is considered to accord with Policy DMT 1 of the Hillingdon local Plan: Part Two.

7.11 Urban design, access and security

Not applicable to this application.

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

The public comment raised has been considered in Section 7.08 of this report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

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 to this application.

10. CONCLUSION

National and local policy is supportive of utilising existing telecommunication sites and the upgrading of facilities to provide 5G coverage.

Although the proposed mast would be taller and more bulky than the mast it replaces and the equipment cabinets would be more numerous, it is considered that given the commercial nature of the location, any detrimental impact on visual amenity would be outweighed by the benefits of providing an upgraded 5G network.

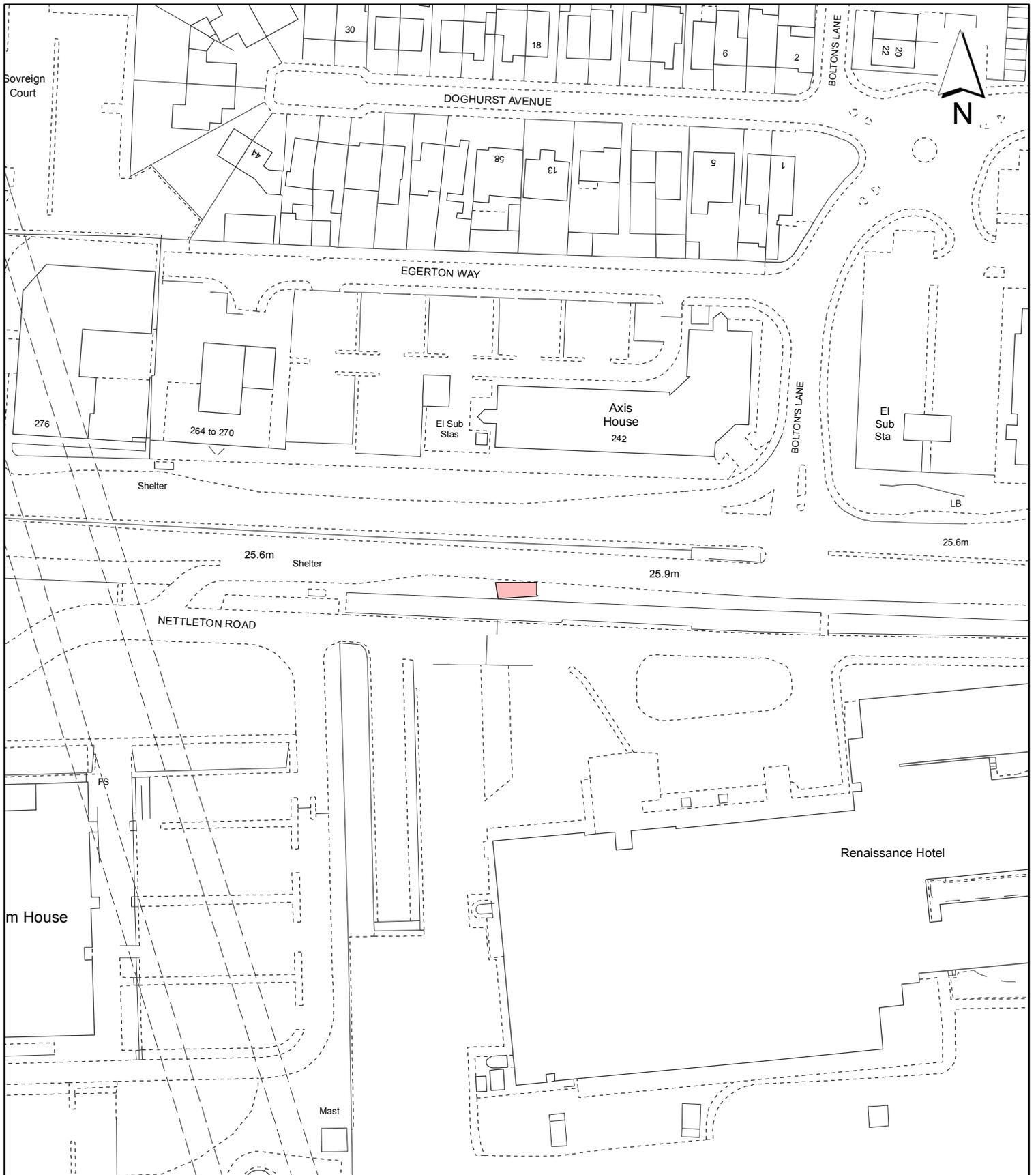
11. Reference Documents

The National Planning Policy Framework (NPPF) (2019)

The London Plan - Consolidated With Alterations (2016)
The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Land Fronting
 Renaissance Hotel
 Bath Road**

Planning Application Ref:

57699/APP/2020/968

Planning Committee:

Central & South

Scale:

1:1,250

Date:

July 2020

**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 HAYES TUITION CENTRE 52 COLDHARBOUR LANE HAYES

Development: Change of use of first floor from tuition centre/offices to 2 x 2 bed and 3 x 1 bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers

LBH Ref Nos: 52803/APP/2019/2634

Drawing Nos: 2019-02-113 Rev. A
2019-02-115 Proposed Site Cabin and Scaffold)
2019-02-107 Received 26.5.2020
Method Statement
2019-02-101 Received 26.5.2020
2019-02-103 Received 26.5.2020
2019-02-105 Received 26.5.2020
2019-102-104 Received 26.5.2020
2019-02-102 Received 26.5.2020
Design and Access Statement Rev. A Received 26.5.2020
2019-02-100 Received 26.5.2020
2019-02-106 Rev. A Received 26.5.2020
2019-02-110 Received 26.5.2020
2019-02-108 Received 26.5.2020
2019-02-114 (Showing 45 degree angles)

Date Plans Received: 05/08/2019 **Date(s) of Amendment(s):** 26/05/2020

Date Application Valid: 04/09/2019

1. SUMMARY

The application seeks planning permission for a change of use of first floor from tuition centre/offices to create 2 x 2 -bed and 3 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers.

The site is of sufficient size to be capable of accommodating a new development and the proposed scheme is considered to comply with adopted policy and guidance.

The application is therefore recommended for approval subject to the completion of a S106 legal agreement to restrict the issue of car parking permits to the future occupants of the 3 x 1 bedroom flats.

2. RECOMMENDATION

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

1. That the applicant enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

i) Parking permit restriction for future occupiers

ii) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within six months or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration then delegated authority be granted to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

"1. The applicant has failed to agree to the restrictions of parking permits which is required in order to facilitate sustainable development. The developments therefore fails to provide adequate off street parking provision or demonstrate that the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity contrary to Policy DMT 6 Hillingdon Local Plan: Part Two - Development Management Policies (2020)."

5. That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

6. 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:

2019-02-100 Received 26.5.2020, 2019-02-101 Received 26.5.2020, 2019-02-102 Received 26.5.2020, 2019-02-103 Received 26.5.2020, 2019-02-104 Received 26.5.2020, 2019-02-105 Received 26.5.2020, 2019-02-106 Rev. A Received 26.5.2020, 2019-02-107 Received 26.5.2020, 2019-02-108 Received 26.5.2020, 2019-02-110 Received 26.5.2020, 2019-02-113 Rev. A, 2019-02-114 (Showing 45 degree angles) 2019-02-107 Received 26.5.2020 and 2019-02-115 Proposed Site Cabin and Scaffold) 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:Development Management Policies (2020).

3 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies, walkways and staircases and CAT ladder 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 DMHB 11 of the Hillingdon Local Plan:Development Management Policies (2020).

4 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 Policies DMT2 and DMT6 of the Hillingdon Local Plan:Development Management Policies (2020).

5 NONSC Non Standard Condition

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

REASON

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by pest, noise, vibration, dust, lighting or other emissions from the building site in accordance with Policy DMHB 11 of the Hillingdon Local Plan:Development Management Policies (2020).

6 NONSC Non Standard Condition

No development approved by this permission shall be commenced until a scheme for refuse and recycling management has been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the on site operational refuse requirements are acceptable and that all waste generated by the 9 flats be placed within the proposed 'pick up point' on collection days, in accordance with Policy DMHB11 of the Hillingdon Local Plan:Development Management Policies (2020).

7 NONSC Non Standard Condition

The noise level in rooms at the development hereby approved shall meet the noise standard specified in Table 4, BS8233:2014 for internal rooms and external amenity areas.

REASON: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by external noise in accordance with Policy DMHB11 of the Hillingdon Local Plan:Development Management Policies (2020).

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.

| | |
|----------|--|
| DMCI 1 | Retention of Existing Community Sport and Education Facilities |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| DMTC 1 | Town Centre Development |
| DMTC 2 | Primary and Secondary Shopping Areas |
| 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 7.4 | (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 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 the validity of this planning permission may be challengeable by third parties.

4 15 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 16 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.

6 115 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

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 - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is known as 52 Coldharbour Lane. It is located at the corner of Coldharbour Lane and Fairdale Gardens and is occupied by a part two storey, part single storey building with a flat roof.

The ground floor is in use as a tuition centre and the first floor is in A2 use.

The adjacent parade of shops to the north forms a terrace over three storeys with pitched roof with residential units at the upper levels. The frontage of the application building is set forward of the adjacent building frontage of the properties on Coldharbour Lane. The Fairdale Gardens frontage is slightly forward of the building line of the dwellings on Fairdale Gardens.

The site is located within the designated Hayes Town Shopping Centre and within the designated secondary shopping area.

The site has a Public Transport Accessibility Level (PTAL) rating of 4.

3.2 Proposed Scheme

The application seeks planning permission for a change of use of first floor from tuition centre/offices to create 2 x 2 -bed and 3 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers.

3.3 Relevant Planning History

52803/ADV/2000/85 52 Coldharbour Lane Hayes
INSTALLATION OF INTERNALLY ILLUMINATED FASCIA SIGN

Decision: 07-11-2000 Approved

52803/APP/2000/1566 52 Coldharbour Lane Hayes
CHANGE OF USE OF GROUND FLOOR TO TUITION CENTRE FOR CHILDREN AGED 6 -18 YEARS

Decision: 21-09-2000 Approved

52803/APP/2014/2234 52 Coldharbour Lane Hayes
First floor rear extension, first floor side extension and change of use from office (Use Class B1a) to residential (Use Class C3) to create 3 x 2-bed self contained flats including installation of integral balcony to side, creation of entrance way to side and installation of timber cladding to side

Decision: 26-01-2015 Refused

52803/APP/2019/654 Hayes Tuition Centre 52 Coldharbour Lane Hayes

Change of use of first floor from tuition centre/offices to create 4 x 2 -bed and 1 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear and new external stairs

Decision: 08-05-2019 Refused

52803/PRE/2000/181 52 Coldharbour Lane Hayes

PRE-CORRES (DUPLICATE APPLICATION). REF. No. 52803/APP/2000/1566.

Decision:

Comment on Relevant Planning History

52803/APP/2019/654 - Change of use of first floor from tuition centre/offices to create 4 x 2 -bed and 1 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, and new external stairs was refused for the following reasons:

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

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

52803/APP/2014/2234 - First floor rear extension, first floor side extension and change of use from office (Use Class B1a) to residential (Use Class C3) to create 3 x 2-bed self contained flats including installation of integral balcony to side, creation of entrance way to side and installation of timber cladding to side was refused for the following reasons:

1. The proposed development, in particular, Flat 1, fails to provide an adequate amount of internal floor space and therefore would fail to afford an adequate standard of residential amenity for future occupiers. The proposal is therefore contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 and Table 3.3 of the London Plan (2011) and the Mayor of London's adopted Supplementary Planning Guidance - Housing (November 2012).

2. The proposal, due to a lack of adequate outlook and daylight to habitable rooms, in particular to Flats 1 and Flat 2, fails to afford an acceptable standard of residential amenity to the detriment of the amenities of future occupiers, contrary to Policy 3.5 of the London Plan (2011), Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), the Mayor of London's adopted Supplementary Planning Guidance - Housing (November 2012) and the council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposal would result in the provision of crossovers of excessive width to serve the proposed parking spaces resulting in conditions prejudicial to highway and pedestrian safety, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4. The proposal fails to demonstrate adequate provision for car parking for the proposed residential units, due to the lack of existing crossovers to serve the proposed parking spaces. As such, the proposal would be likely to result in additional on-street car parking, in an area where such parking is at a premium, to the detriment of highway and pedestrian safety, contrary to Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), the adopted Supplementary Planning Document HDAS: Residential Layouts and the Council's Parking Standards (Annex 1, Hillingdon Local Plan: Part Two - Unitary Development Plan, Saved Policies (November 2012).

5. The proposal would fail to meet all relevant Lifetime Home Standards, contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5, 3.8 and 7.2 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

6. The proposed first floor extension to the rear, by reason of its size, scale, bulk, design and location, would be detrimental to the amenity of the neighbouring occupiers at 1 Fairdale Gardens, by reason of loss of privacy, contrary to Policies BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

| | |
|----------|---|
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| DMTC 1 | Town Centre Development |
| DMTC 2 | Primary and Secondary Shopping Areas |
| 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 7.4 | (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

38 neighbouring properties were consulted by letter dated 14.9.19 and a site notice was displayed to the front of the site which expired on 4.10.19.

7 letters of objection have been received raising concerns about parking in Fairdale Gardens and questioning where the future occupants would park.

Internal Consultees

Highways Officer:

Original comments (superseded following a site meeting - see below) : The application site is currently designated as Use Class D1 with the proposals seeking to convert and extend part of the building to 3 x 1-bed and 2 x 2-bed units. Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has good access to public transport with a PTAL rating of 4. It is therefore expected that there will be moderate reliance on the private car for trip making by occupants. When considering the quantum of development sought against the emerging DMT 6 policy, it is required that this proposal provide 5 parking spaces at a ratio of 1:1. Whilst the submissions show existing crossovers linked to the site, you have advised me that these will serve the D1 unit on the ground floor level only. This proposal therefore seeks a car free development. Without any form of on-plot parking provision, it is likely that any form of displaced parking linked to the proposals will take place along Fairdale Gardens (this observation is subject to there being no legal agreement restricting residential parking permits from being obtained). It is therefore considered that this application will penultimately result in displaced parking along the highway network which is contrary to both current and emerging policy. Mindful of the above, I must recommend that this application is refused.

Officer note: A site meeting was held with the Highways Officer to discuss an alternative parking layout. Following discussions with the Highways Officer, amended plans have been submitted to include 3 on site spaces for staff in connection with the tuition centre, two parking spaces for the larger proposed two bed units and a drop off space for students of the tuition centre along with alterations to the crossover. The Highways Officer has confirmed that, subject to the applicant entering into a S106 agreement to prevent the future occupants of the flats from being issued parking permits, that the proposal would not detract from highway and pedestrian safety.

Access Officer:

This development proposal has been assessed against the requirements of London Plan policy 3.8(c). Given that the proposal is to extend an existing building, the above policy should not be applied.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Principle of development

The Local Plan: Part 1 (2012) outlines 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 resisting of the loss of community facilities unless justified.

Local Plan: Part 2 (2020) Policy DMCI 1 more specifically states that proposals involving the loss of an existing community facility will be permitted if:

i) The specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

- a) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;
- b) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and
- c) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

ii) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

iii) the redevelopment of the site would secure an over-riding public benefit.

The proposal would amount to the loss of the entire first floor, with the ground floor being retained in its existing use (approximately 50% loss).

The ground floor would be retained as a tuition centre and as such 50% of the floorspace would be retained for this use. It is also worth noting that tuition appears to also be offered elsewhere in the local catchment area, from Botwell Library.

No evidence has been provided by the applicant to demonstrate that there is no demand for another suitable use (D1). They have however provided photographs of the internal condition of the first floor to justify that the floorspace is no longer appropriate for such use. The applicant has advised that this part of the building is 'acoustically wanting, poorly insulated and in dire need of refurbishment'.

it is considered, on balance, that the loss of the first floor accommodation for community purposes is acceptable, given the above.

7.02 Density of the proposed development

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

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

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

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

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area".

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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 including: 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.

The proposal involves the addition of a flat roofed additional storey to this building to create a first floor and second floor extension. The overall design and flat roof proposed would ensure a sympathetic relationship with the original building. The submitted plans indicate that the stairways to the north elevation would be subject to detailed designs when a contractor is instructed. It is recommended that a condition be imposed to secure details of this element. The applicant has also indicated that details of the cat ladder can also be subject to approval by condition.

The proposals overall, therefore, would be in keeping with the character and appearance of the original building and the surrounding area in general and would not negatively affect the street scene.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The 2014 application raised concerns with respect to a loss of privacy from habitable windows facing 1 Fairdale Gardens. This current proposal is considered to address this concern by siting windows serving habitable rooms in the front and rear elevations with blank flank elevation. The extension projecting to the rear of Number 1 is also removed. The external stair serving the flats would not result in an unacceptable loss of privacy.

The applicant has also submitted a plan demonstrating that the 45 degree line would not be breached from the rear facing windows of adjoining residential occupiers at 54/80 Coldharbour Lane. As such the occupants of these properties would not suffer an unacceptably oppressive and overbearing outlook.

As such the proposal is not considered to represent an unneighbourly form of development.

7.09 Living conditions for future occupiers

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. A two bedroom (3 person) flat is required to provide 61 square metres and a one bedroom (2 person) flat is required to provide 50 square metres which all dwellings would achieve. The applicant has submitted revised plans throughout the course of the application to amend the internal layout of the accommodation to ensure that Flat Number 3 has a bedroom offering at least two bedspaces in line with the requirements of the Housing Standards.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. Submitted plans demonstrate that each of the flats would be served by either a balcony or terrace which, in this town centre location, is considered acceptable in accordance with Policy DMHB 18.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The PTAL rating for the proposed development using the Transport for London WebCAT service, indicates that the site has good access to public transport with a PTAL rating of 4. It is therefore expected that there will be moderate reliance on the private car for trip making by occupants. Following discussions with the Highways Officer, amended plans have been submitted to include 3 on site spaces for staff in connection with the tuition centre, two parking spaces for the larger proposed two bed units and a drop off space for students of the tuition centre along with alterations to the crossover. The Highways Officer has confirmed that, subject to the applicant entering into a S106 agreement to prevent the future occupants of the flats from being issued parking permits, that the proposal would not detract from highway and pedestrian safety.

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 applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

it is considered that details of waste management could be secured by way of condition.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not relevant to the consideration of this application.

7.19 Comments on Public Consultations

The comments raised within the consultation process 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.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The application seeks planning permission for a change of use of first floor from tuition centre/offices to create 2 x 2 -bed and 3 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers.

The site is of sufficient size to be capable of accommodating a new development and the proposed scheme is deemed in compliance with adopted policy and guidance.

The application is therefore recommended for approval subject to the completion of a S106 to restrict the issue of car parking permits to the future occupants of the 3 x 1 bedroom flats.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (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: 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:
Hayes Tuition Centre
52 Coldharbour Lane
Hayes

Planning Application Ref:
52803/APP/2019/2634

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

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



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Report of the Head of Planning, Transportation and Regeneration

- Address** CAR BREAKERS YARD ADJACENT 1, RIVERSIDE COTTAGES THE COMMON WEST DRAYTON
- Development:** Retrospective application for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard.
- LBH Ref Nos:** 4161/APP/2016/2736
- Drawing Nos:** Location Plan
Existing Block Plan (1:100)
Existing Site Plan (1:1250)
Proposed Uses (1:100)
Planning Statement
Existing Uses (1:100)
Existing Site Layout
Flood Risk Assessment
Manual Highway Survey

Date Plans Received: 14/07/2016 **Date(s) of Amendment(s):**

Date Application Valid: 09/09/2016

1. **SUMMARY**

The application seeks retrospective planning permission for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard. The proposal is not considered to result in inappropriate development within the Green Belt. The applicant has submitted a second updated Flood Risk Assessment which confirms that the breakers yard use has been accepted and the buildings have been approved and this is simply a change of use. In this case as a less vulnerable use these uses do not change in vulnerability and are considered acceptable. The proposal is not considered to give rise to highway concerns. As such the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Proposed Plan Received 8.9.16

Site Plan Proposed Received 8.9.16

Flood Risk Assessment Received 15.2.17, including the attached flood warning and evacuation plan.

The flood warning and evacuation plan should be reviewed annually to ensure that it is kept up-to date with any changes to Flood Information. This could include flood map changes and flood policy changes due to updated information that could become available

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

REASON

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), policy DMEI 9 Management of Flood Risk of the Hillingdon Local Plan Part 2 - Development Management Policies (2020), policy 5.12 Flood Risk Management of the London Plan (March 2016), the National Planning Policy Framework (2019) and the Planning Practice Guidance (Flood Risk and Coastal Change) March 2014.

INFORMATIVES

1 152 **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).

2 153 **Compulsory Informative (2)**

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

| | |
|----------|---|
| DMEI 4 | Development on the Green Belt or Metropolitan Open Land |
| DMEI 9 | Management of Flood Risk |
| DMEI 12 | Development of Land Affected by Contamination |
| DMHB 11 | Design of New Development |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| LPP 7.16 | (2016) Green Belt |
| 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 Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is bounded to the south by the east-bound slip road of the M25 to the M4, the River Wraysbury to the east, a residential caravan park to the north and residential properties to the west. The site is located within the Green Belt. The site also lies within Flood Zone 2. The Lawful use of the site is for car breaking, storage and dismantling operations which was granted a certificate of lawfulness for an existing use under planning ref: 4161/APP/2000/238CLU.

3.2 Proposed Scheme

The application seeks retrospective planning permission for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard.

3.3 Relevant Planning History

4161/AA/86/1401 West Drayton Car Spares Ltd The Common West Drayton
Reserved mats. of outline (base unknown)(P)

Decision: 25-02-1987 ALT

4161/AB/86/3101 West Drayton Car Spares Ltd The Common West Drayton
Advertisement (P)

Decision: 14-11-1986 Refused

4161/AJ/91/0553 1-2 Riverside Cottages(Car Spares Ltd) The Common West Drayton
Erection of caravan for caretakers accommodation (retrospective application)

Decision: 21-08-1992 ALT

4161/AK/91/3629 Car Spares(W Drayton)Ltd The Common West Drayton
Retention of advertisement hoardings for a period of two years

Decision: 04-03-1992 Refused **Appeal:** 03-09-1992 Dismissed

4161/AM/92/0938 1-2 Riverside Cottages(Car Spares Ltd) The Common West Drayton
Restoration of land including landscaping and perimeter fencing

Decision: 16-10-1992 Approved

4161/AN/94/0864 Car Spares(W Drayton)Ltd The Common West Drayton
Storage and breaking of scrap cars, storage of spare parts and parking of vehicles (Application for a Certificate of Lawfulness for an existing use or operation or activity)

Decision: 31-12-1994 NFA

4161/AP/94/0942 Car Spares(W Drayton)Ltd The Common West Drayton
Details of landscaping scheme following grant of planning permission ref. 4161AM/92/938 dated 16/10/92; Restoration of land incorporating mounding, landscaping and fencing to the perimeter

Decision: 07-03-1995 Approved

4161/APP/2000/238 Car Spares Of West Drayton Limited The Common West Drayton
USE OF LAND FOR CAR BREAKING, STORAGE AND DISMANTLING OPERATIONS
(APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE OR

OPERATION OR ACTIVITY)

Decision: 12-07-2000 Approved

4161/APP/2000/749 South Of Car Spares Fronting M4 The Common West Drayton
TEMPORARY USE OF LAND FOR THE STORAGE AND PARKING OF MOTOR VEHICLES
(INCLUDING VANS AND LORRIES)

Decision: 12-07-2000 Refused **Appeal:** 24-11-2000 Dismissed

4161/APP/2003/1383 Car Spares, 1 Riverside Cottage The Common West Drayton
INSTALLATION OF A 30 METRE HIGH TELECOMMUNICATIONS TOWER, EQUIPMENT AND
GENERATOR FOR A PERIOD OF 12 MONTHS

Decision: 20-08-2003 Refused **Appeal:** 08-01-2004 Allowed

4161/APP/2003/1585 1 Riverside Cottages The Common West Drayton
INSTALLATION OF TEMPORARY MOBILE TELECOMMUNICATIONS APPARATUS
COMPRISING 20 METRE HIGH MAST, 3 PANEL ANTENNAS, 1 DISH ANTENNA, EQUIPME
HOUSING AND ANCILLARY DEVELOPMENT FOR A PERIOD OF SIX MONTHS
(RETROSPECTIVE APPLICATION)

Decision: 20-08-2003 Refused

4161/APP/2004/2048 Land At Donkey Lane At North West Corner Of Car Spares The Com
CHANGE OF USE OF THE LAND FROM AGRICULTURAL USE TO USE FOR THE PARKING
STORAGE, VALETING AND SERVICING OF MOTOR VEHICLES AND LORRIES IN
CONNECTION WITH TRANSPORT BUSINESS (APPEAL AGAINST ENFORCEMENT NOTICE
APPLICATION DEEMED TO HAVE BEEN MADE PURSUANT TO SECTION 174 OF THE TOV
AND COUNTRY PLANNING ACT 1990)

Decision: 24-02-2005 Withdrawn **Appeal:** 24-02-2005 Withdrawn

4161/APP/2004/2049 Land At Donkey Lane At North West Corner Of Car Spares The Com
THE ERECTION OF CORRUGATED FENCING AND GATES INCLUDING THE FORMATION (C
A NEW ACCESS AND THE FORMATION OF A TARMACADAM, STONE, GRAVEL, RUBBLE
AND DEBRIS HARDSTANDING (APPEAL AGAINST ENFORCEMENT NOTICE; APPLICATIO
FOR PLANNING PERMISSION DEEMED TO HAVE BEEN MADE PURSUANT TO SECTION 1
OF THE TOWN AND COUNTRY PLANNING ACT 1990)

Decision: 24-02-2005 Refused **Appeal:** 24-02-2005 Dismissed

4161/APP/2004/809 Car Spares, 1 Riverside Cottage The Common West Drayton
RETENTION OF 20 METRE HIGH TOWER, THREE ANTENNAS, ONE 300mm DIAMETER DI
ANTENNA AND RADIO EQUIPMENT CABINET

Decision: 09-11-2004 ALT

4161/APP/2005/266 Car Spares Of West Drayton Limited The Common West Drayton
INSTALLATION OF FEATHER EDGE FENCING AND GATES (INVOLVING REMOVAL OF SHRUBS AND OLD LORRY BODIES)

Decision: 06-08-2009 NFA

4161/APP/2006/1610 South Of Car Spares Fronting M4 The Common West Drayton
CHANGE OF USE OF GREEN BELT LAND TO TOURING CARAVAN PARK SITE INVOLVING CREATION OF NEW VEHICULAR ACCESS.

Decision: 23-10-2008 NFA

4161/APP/2006/948 Car Spares, 1 Riverside Cottage The Common West Drayton
RETENTION OF 20 METRE HIGH TELECOMMUNICATIONS TOWER COMPRISING 3 ANTENNAS, ONE 300mm DISH, RADIO EQUIPMENT CABINET AND ANCILLARY FENCING FOR A TEMPORARY PERIOD OF 12 MONTHS.

Decision: 27-04-2006 Approved

4161/APP/2012/2271 Car Spares Ltd, Riverside Cottage The Common West Drayton
Proposed change of use of part of the site (section to the southern part of the site) to use for the storage, dismantling and destruction of motor vehicles, and the reversion of part of the site (section to the north-east corner of the site) to amenity use. The remainder of the site will continue to be used for the storage, dismantling and destruction of motor vehicles.

Decision: 31-05-2013 Refused **Appeal:** 24-04-2014

4161/APP/2018/3142 Unit 3 Riverside Business Park The Common West Drayton
Use of land for short term storage of cars for Heathrow Airport (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 23-10-2018 Refused

4161/APP/2020/160 Unit 3 Riverside Business Park The Common West Drayton
Use of unit as a MOT centre

Decision: 13-03-2020 Refused

4161/AR/96/0217 West Drayton Car Spares Ltd The Common West Drayton
Erection of a detached house

Decision: 16-09-1996 NFA

4161/AT/97/0596 South Of Car Spares Fronting M4 The Common West Drayton
Change of use from open land to storage of vehicles for a two year period (retrospective application)

Decision: 26-11-1997 Refused

4161/AW/98/1578 South Of Car Spares Fronting M4 The Common West Drayton
Change of use of open land to use for parking and storage of motor vehicles including vans, lorries, boats, scrap vehicles and portable buildings (Appeal against Enforcement Notice; Application for planning permission deemed to have been made pursuant to Section 174 of the Town and Country Planning Act 1990)

Decision: 18-10-1999 Refused

4161/AX/98/1588 1-2 Riverside Cottages(Car Spares Ltd) The Common West Drayton
Non-compliance with conditions 1,2 and 3 of planning permission ref.4161AM/92/938 dated 16/10/92; Restoration of land including landscaping and perimeter fencing (Appeal against Enforcement Notice; Application for planning permission deemed to have been made pursuant to Section 174 of the Town and Country Planning Act 1990)

Decision: 18-10-1999 Refused

4161/K/78/1524 West Drayton Car Spares Ltd The Common West Drayton
Reserved mats. of outline 00000/4161J (P)

Decision: 18-09-1978 Approved

4161/M/80/0313 West Drayton Car Spares Ltd The Common West Drayton
Extension/Alterations to Retail premises (P) of 30 sq.m.

Decision: 23-06-1980 ALT

4161/N/80/0483 West Drayton Car Spares Ltd The Common West Drayton
Siting of residential caravan.

Decision: 25-11-1980 ALT

4161/P/80/0484 West Drayton Car Spares Ltd The Common West Drayton
Siting of a watchman's caravan.

Decision: 25-11-1980 ALT

4161/PRE/2000/73 South Of Car Spares Fronting M4 The Common West Drayton
APP RETURNED USE OF LAND FOR THE STORAGE AND PARKING OF MOTOR VEHICLES

Decision:

4161/PRE/2004/195 South Of Car Spares Fronting M4 The Common West Drayton
TP PRE CORRES: USE OF LAND FOR STORAGE OF IMPOUNDED VEHICLES

Decision:

4161/Q/80/0485 West Drayton Car Spares Ltd The Common West Drayton
Alterations to elevation (P)

Decision: 23-06-1980 ALT

4161/R/80/0505 West Drayton Car Spares Ltd The Common West Drayton
Householder dev. (small extension,garage etc) (P)

Decision: 24-11-1980 ALT

4161/S/81/0681 West Drayton Car Spares Ltd The Common West Drayton
Mixed dev. on 1.5600 hectares (outline)(P)

Decision: 27-08-1981 Refused

4161/T/81/1835 West Drayton Car Spares Ltd The Common West Drayton
Householder dev. (small extension,garage etc) (P)

Decision: 29-07-1982 ALT

4161/V/81/1836 West Drayton Car Spares Ltd The Common West Drayton
Householder dev. (small extension,garage etc) (P)

Decision: 12-08-1982 ALT

4161/W/81/1837 West Drayton Car Spares Ltd The Common West Drayton
Householder dev. (small extension,garage etc) (P)

Decision: 29-07-1982 ALT

4161/X/81/1838 West Drayton Car Spares Ltd The Common West Drayton
Retention of site control kiosk.

Decision: 18-08-1982 ALT

4161/Y/81/1839 West Drayton Car Spares Ltd The Common West Drayton
Retention of residential caravan.

Decision: 29-07-1982 ALT

4161/Z/81/1908 West Drayton Car Spares Ltd The Common West Drayton
Mixed dev. on 1.8000 hectares (outline)(P)

Decision: 08-07-1985 ALT

Comment on Relevant Planning History

There has been an extensive planning history at this site as listed above. It is noted that planning permission was recently refused for the change of use of unit 3 to an MOT centre. The only reason for refusal related to the lack of a Flood Risk Assessment.

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan (from 17 January 2020)

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 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

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 (Intend to Publish Version, December 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 has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

1.7 Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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

Part 2 Policies:

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMEI 9 Management of Flood Risk

DMEI 12 Development of Land Affected by Contamination

DMHB 11 Design of New Development

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP 7.16 (2016) Green Belt

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

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 at the site which expired on 14.10.16. No responses received.

Internal Consultees

Flood and Water Management (summary):

The officer firstly states: It is assumed that the breakers yard use has been accepted and the buildings have been approved and this is simply a change of use. In which case as a less vulnerable use these uses do not change in vulnerability and are acceptable.

The officer then highlights issues to do with the wider site (this is not to do with the change of use application being determined) where it is highlighted that areas of hardstanding in the wider landholding contribute to flooding elsewhere, on this basis the officer objects to the proposals.

Officer comment: The question that arises from these comments is whether the Council can insist on some improvements or removal of hardstanding elsewhere on the site. The applicants 2nd FRA does not consider this (as it did not need to).

In theory some form of flood improvement works could be conditioned, if it was considered reasonable to do so. There are various tests which apply to the imposition of planning conditions. One of them is that it must be 'reasonable' to impose the condition. In effect this is whether it is fair to impose a condition. The use of this land in the green belt for various non conforming uses has existed back to the early 1980's. The buildings subject to the changes of use (within the red lines on the location plan) are a very small part of the wider land holding and over time the areas of hardstanding have evolved over the wider land holding, such that they have become part of the established use of the land. It would not be reasonable to seek to control this land through this change of use application, it is considered that if there are red line applications in the future which include large areas of hardstanding that these applications would then enable an opportunity to reduce the areas of hardstanding and address wider flooding issues that affect the site.

Highways Officer -

No Transport Assessment submitted

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is located within the Metropolitan Green Belt. Paragraph 133 of the new NPPF (February 2019) advises that Green Belts are of great importance and their fundamental aim is to "prevent urban sprawl by keeping land permanently open".

Paragraph 145 of the NPPF states that:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the

development plan (including policies for rural exception sites); and
g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy DMEI 4: of the Local Plan Part 2 (January 2020) Development in the Green Belt or on Metropolitan Open Land states that:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.
B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to: i) the height and bulk of the existing building on the site; ii) the proportion of the site that is already developed; iii) the footprint, distribution and character of the existing buildings on the site; iv) the relationship of the proposal with any development on the site that is to be retained; and v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposed alterations to the building are all internal and would not have any impact upon the openness of the Green Belt. It is therefore considered that the use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, represent appropriate development and that there are no objections in principle with the proposal in terms of existing and emerging national, regional and local plan policies as regards to the Green Belt.

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

Not applicable to this application.

7.05 Impact on the green belt

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

Paragraph 145 of the NPPF states that:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy DMEI 4: of the Local Plan Part 2 (January 2020) Development in the Green Belt or on Metropolitan Open Land states that:

- A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.
- B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to: i) the height and bulk of the existing building on the site; ii) the proportion of the site that is already developed; iii) the footprint, distribution and character of the existing buildings on the site; iv) the relationship of the proposal with any development on the site that is to be retained; and v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposed alterations to the building are all internal and would not have any impact upon the openness of the Green Belt. It is considered that the use of the building as an MOT centre would not result in a significant intensification of use over that which is authorised as a car breaking business and as such would not have a detrimental impact on the Green Belt.

7.07 Impact on the character & appearance of the area

The application forms confirm that the proposal would not result in any external alterations to the site.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

It is considered that the use of the buildings for the sale of motor vehicles and use for contractors plant, would not result in a significant intensification of use over that which is authorised as a car breaking business and as such would not have a detrimental impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

Despite the application not being supported by a Transport Assessment, the location of the site appears to be located along a section of road which is privately maintained beyond the remit of the Highway Authority. Furthermore, it is not envisaged that displaced parking would take place along the adopted highway. As such the proposal is considered acceptable in highway terms.

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 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

The application site is located within Flood Zone 2.

The applicant has stated in an FRA that:

The proposed land use would be classed as "Less Vulnerable" and is permitted without the need for a Sequential or Exception Test. The site is considered to be at a low risk of flooding and no further protection measures. The scheme does not involve any increase of built footprint nor of impermeable area. There is accordingly no impact on third parties and no need for mitigation. The application site lies in the Environment Agency Flood Warning Area for the River Colne. In view of this, a Flood Warning and Evacuation Plan (FWEP) has been prepared for the users of the site (Appendix A). It is noted in the FWEP that the flow in the River

Colne is strongly influenced by the chalk aquifer that feeds the river. Flooding is therefore very moderate in the catchment and has a long lead time. There is thus ample opportunity for preparatory action eg relocation of valuable items and closure of the site, prior to any flooding.

POLICY DMEI 9 of the Hillingdon Local Plan - Development Management Policies (2020) states:

A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development

should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.

B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.

C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b

will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.

D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.

E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The application was originally supported by a Flood Risk Assessment dated 2012 which referred to the development proposed under application reference 4161/APP/2012/2271. It is noted that this application was refused. The applicant was asked to submit an FRA that related to the application under submission and which addressed both the risk of flooding from the proposed use and safety matters in the event of a flood.

A second FRA has been submitted which confirms the breakers yard use has been accepted and the buildings have been approved and this is simply a change of use to enable the current uses of the buildings to be regularised. Put simply the FRA explains removes any possible ground the Council might have to refuse the development because it is located in a flood plain. However this only partly addresses flooding issues as although no physical development is occurring the Council expects when granting changes of use in the floodplain that the applicant addresses the safety of those occupying such buildings. This is judged in proportion to the sensitivity of the use (residential use, where people sleep overnight in the building, being more sensitive than the type of use proposed in this case).

Of importance as part of the updated flood risk assessment is that an acceptable warning and evacuation plan has been submitted. Subject to this being conditioned the proposals are considered to be acceptable with respect to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy DMEI 9 Management of Flood Risk of the Hillingdon Local Plan Part 2 - Development Management Policies (2020), policy 5.12 Flood Risk Management of the London Plan (March 2016), the National Planning Policy Framework (2019) and the Planning Practice Guidance (Flood Risk and Coastal Change) March 2014.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

NO external consultee comments have been 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

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

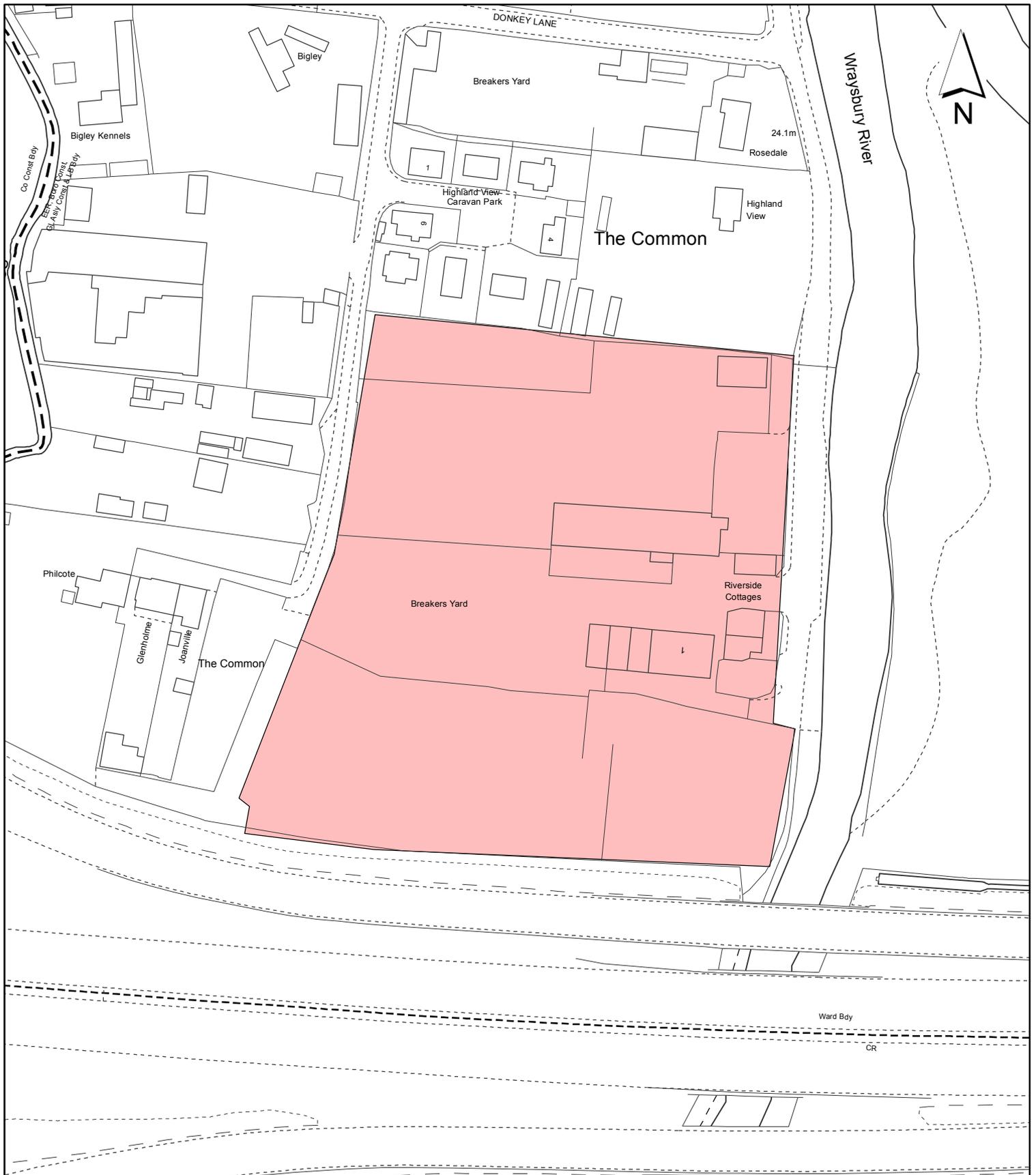
The application seeks retrospective planning permission for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard. The proposal is not considered to result in inappropriate development within the Greenbelt. The applicant has submitted a second updated FRA which confirms that the breakers yard use has been accepted and the buildings have been approved and this is simply a change of use. In this case as a less vulnerable use these uses do not change in vulnerability and are considered acceptable. The proposal is not considered to give rise to highway concerns. As such the application is recommended for approval.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)
National Planning Policy Framework

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:
**Car Breakers Yard
 Adjacent 1 Riverside Cottages
 West Drayton**

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

Planning Application Ref:
4161/APP/2016/2736

Scale:
1:1,500

Planning Committee:
Central & South

Date:
July 2020



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STRICTLY NOT FOR PUBLICATION

Exempt information by virtue of paragraph(s) 1, 2, 7 of Part 1 of Schedule 12A
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) 1, 2, 7 of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 16

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Exempt information by virtue of paragraph(s) 1, 2, 7 of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 17

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Plans for Central & South Applications Planning Committee

Wednesday 1st July 2020



HILLINGDON
LONDON

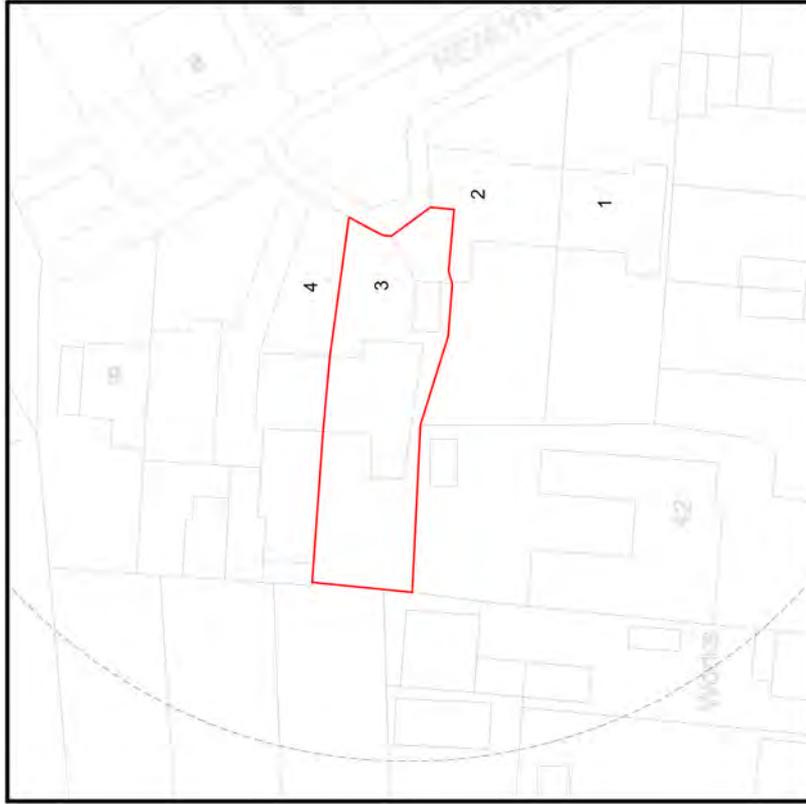
Report of the Head of Planning, Transportation and Regeneration

Address 3 NEWLYN CLOSE HILLINGDON
Development: Change of use from single dwelling (Use Class C3) to house in multiple occupancy (Use Class C4)
LBH Ref Nos: 42457/APP/2020/390

Date Plans Received: 05/02/2020 **Date(s) of Amendment(s):** 05/02/2020
Date Application Valid: 05/02/2020



LOCATION PLAN (1:1250)

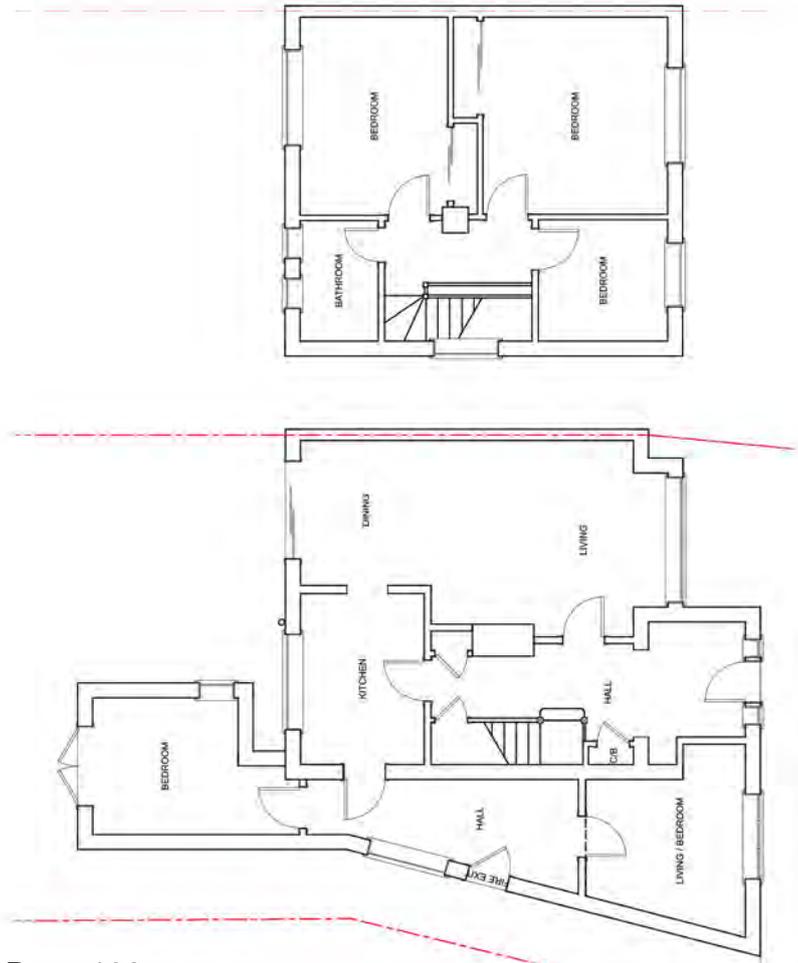


SITE PLAN (1:500)

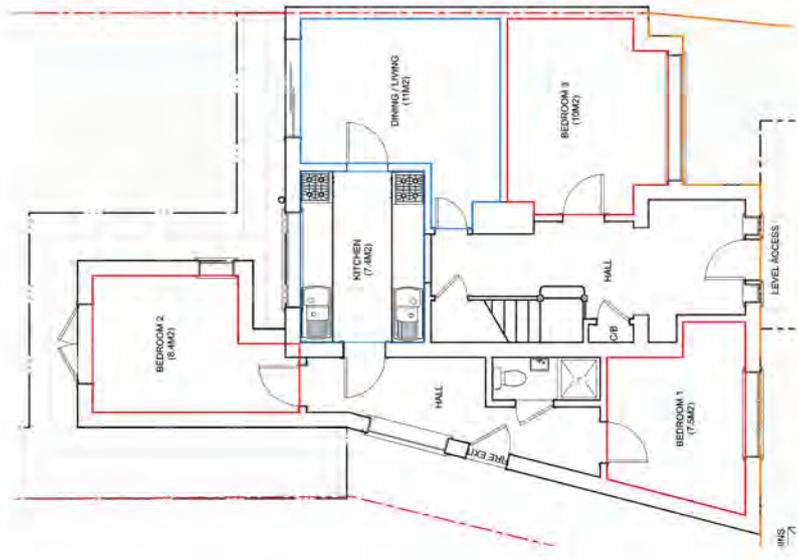


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|---|---|---|
| <p>OPS Chartered Surveyors</p> <p>17 Garvin Avenue Braconfield Bucks HP9 1RD info@ops-surveyors.co.uk Tel: 07581457903</p> | <p>Address: 3 Newlyn Close, Hillingdon, UB8 3PA Drawing Ref.: 2020-3NC-HMO-FP1 Applicant: Ms Sally Hargreaves Project: Planning C3 to C4 HMO (BSPP) Change of Use - FP</p> | <p>Scales: 1:50 1:100 1:200 1:500 1:1250 @ISO A3 (297 x 420)</p> <p>Sheet # 1 / 4</p> |
| <p>Date: 29/05/2020</p> | | <p>Revision: 1.0A</p> |

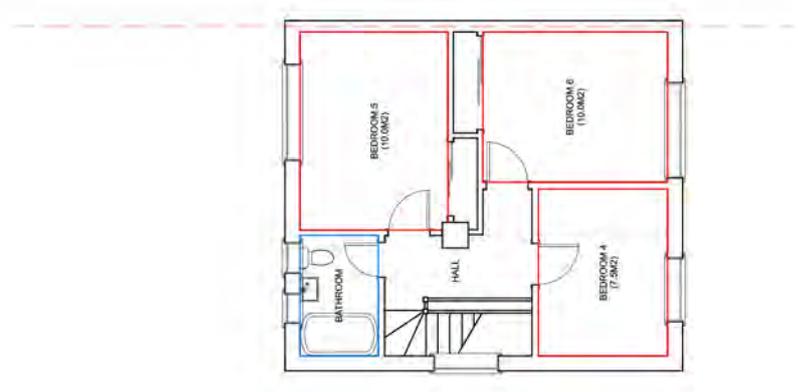
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EXISTING G/F (1:100)



PROPOSED G/F (1:100)



PROPOSED 1/F (1:100)

| PROPOSED ROOM SCHEDULES | LBH HMO ROOM STANDARDS AND PARKING REQ'T |
|-------------------------------|--|
| BEDROOM 1: 7.50m ² | SINGLE ROOM: 6.51m ² |
| BEDROOM 2: 8.40m ² | DOUBLE ROOM: 10.22m ² |
| BEDROOM 3: 10.0m ² | LIVING: 10.0m ² |
| BEDROOM 4: 7.50m ² | PARKING: 1 SPACE / 2 PERSONS |
| BEDROOM 5: 10.0m ² | |
| BEDROOM 6: 10.0m ² | |
| KITCHEN: m ² | |
| DINING/LIVING: m ² | |

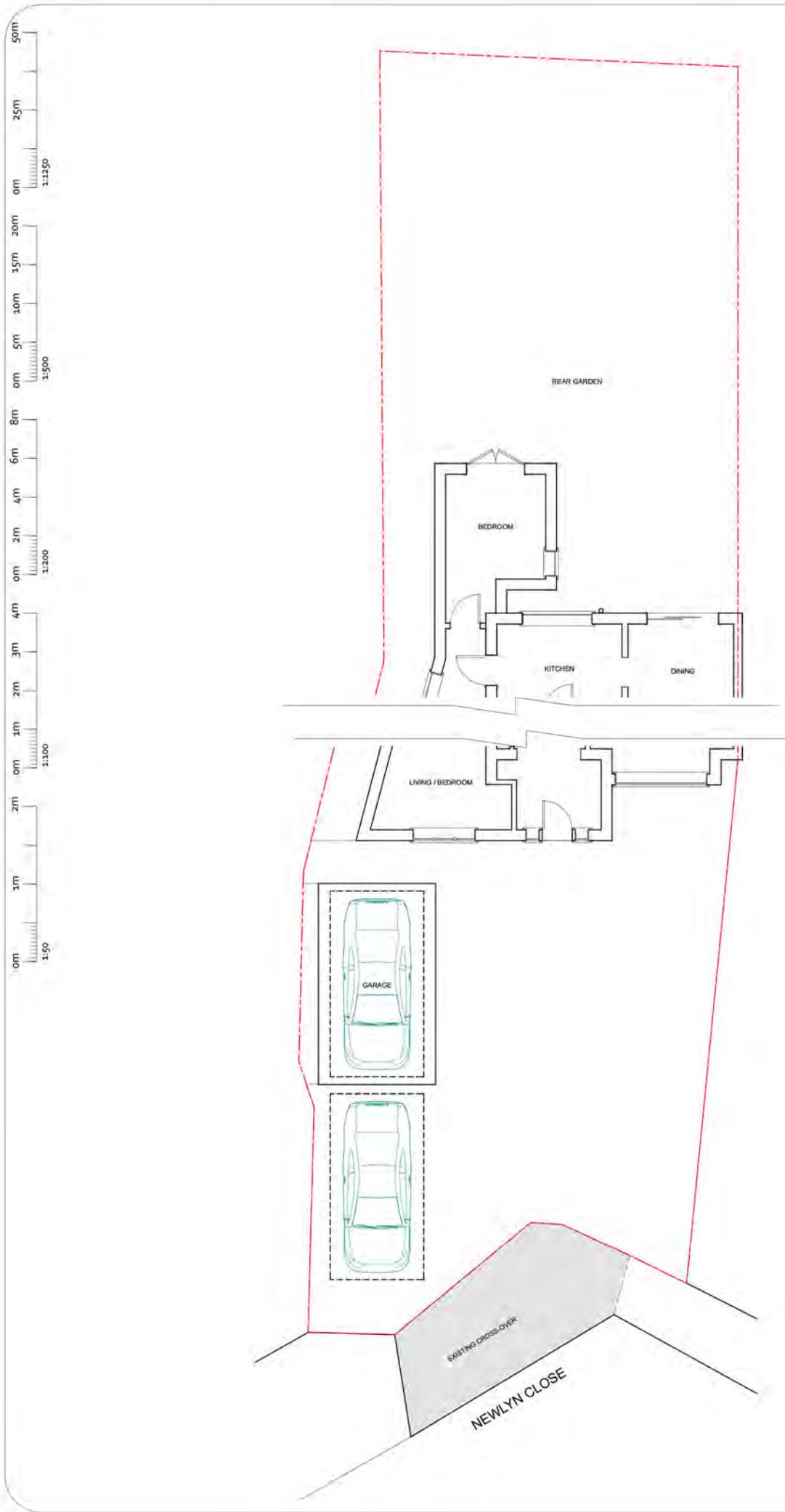


OPS Chartered Surveyors
 17 Garvin Avenue | Braconstonefield | Bucks | HP9 1RD
 info@ops-surveyors.co.uk
 www.ops-surveyors.co.uk
 Tel: 07583 457903

Address: 3 Newlyn Close, Hillingdon, UBB 3PA
 Drawing Ref.: 2020-3NC-HMC-FP2
 Applicant: Ms Sally Hargreaves
 Project: Planning C3 to C4 HMO (R88P) Change of Use - FP
 Date: 29/05/2020
 Revision: 1.0A

Scales: 1:50
 1:100 1:200 1:500 1:1250
 @ISO A3 (297 x 420)
 Sheet # 2 / 4

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EXISTING PARKING AND AMENITY PLAN (1:100)

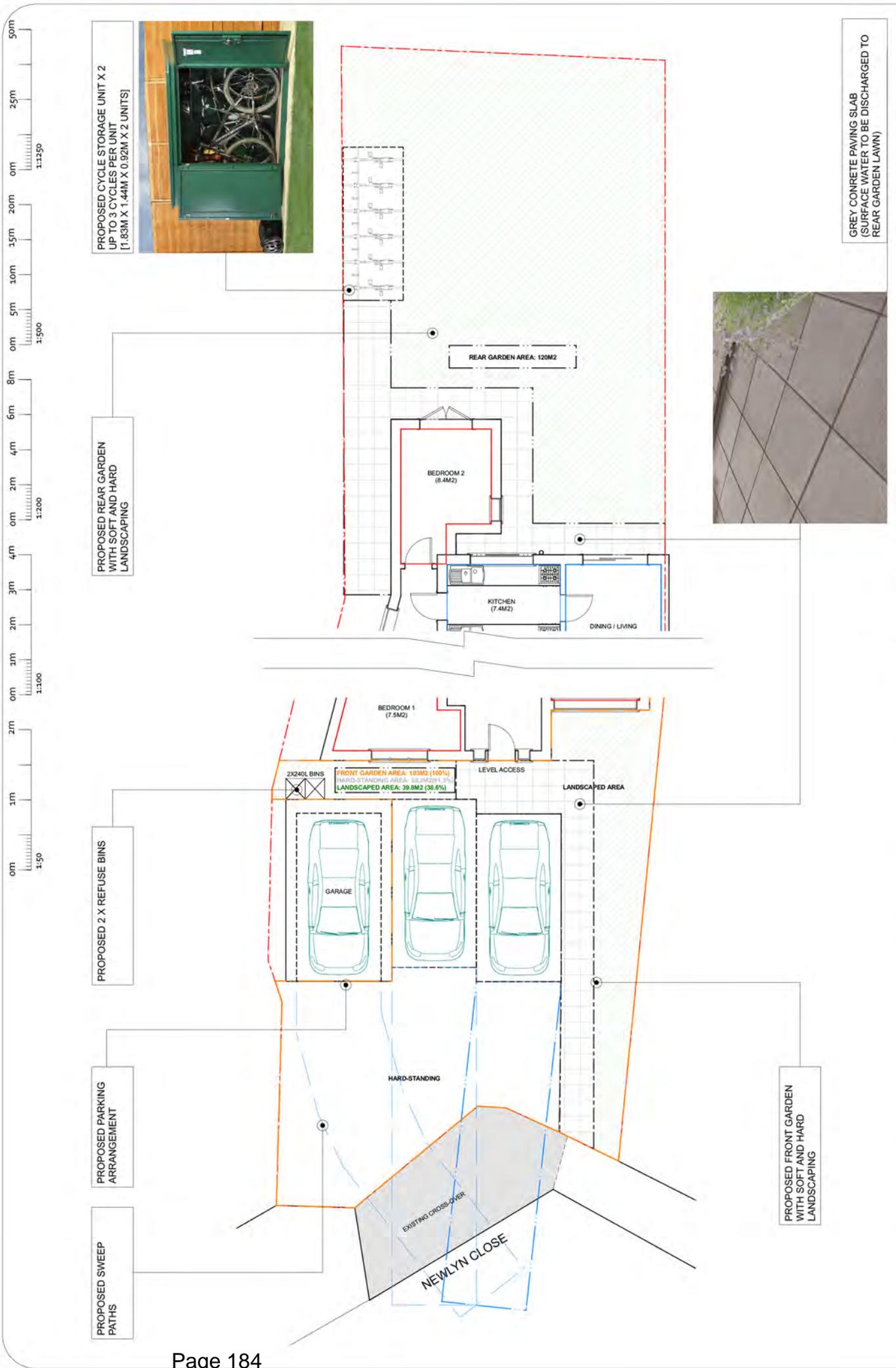
Scale: 1:50
 1100 1:200, 1:500, 1:1250
 @ISO A3 (297 x 420)

Address: 3 Newlyn Close, Hillingdon, UBB 3PA
 Drawing Ref.: 2020-3NC-HMC-FP3
 Applicant: Ms Sally Hargreaves
 Project: Planning C3 to C4 HMC (RBP) Change of Use - FP
 Date: 28/05/2020
 Revision: 1.0A

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 17 Garvin Avenue | Braconfield | Bucks | HP9 1RD
 www.ops-surveyors.co.uk
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Scale: 1:50
 1:100 1:200 1:500 1:1250
 @ISO A3 (297 x 420)

Address: 3 Newlyn Close, Hillingdon, UBB 3PA
 Drawing Ref.: 2020-3NC-HMC-FP4
 Applicant: Ms Sally Hargreaves
 Project: Planning C3 to C4 HMO (R88P) Change of Use - FP
 Date: 28/05/2020
 Revision: 1.0A

OPS Chartered Surveyors
 17 Garvin Avenue | Beaconsfield | Bucks | HP9 1RD
 www.ops-surveyors.co.uk
 info@ops-surveyors.co.uk
 Tel: 07581457903

Sheet # 4 / 4



PROPOSED PARKING, REFUSE & CYCLE STORAGE AND AMENITY PLAN (1:100)

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Site Address:

**3 Newlyn Close
 Hillingdon**

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

Planning Application Ref:
42457/APP/2020/390

Scale:
1:1,250

Planning Committee:
Central & South

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address LAND TO THE REAR OF 511 UXBRIDGE ROAD HAYES

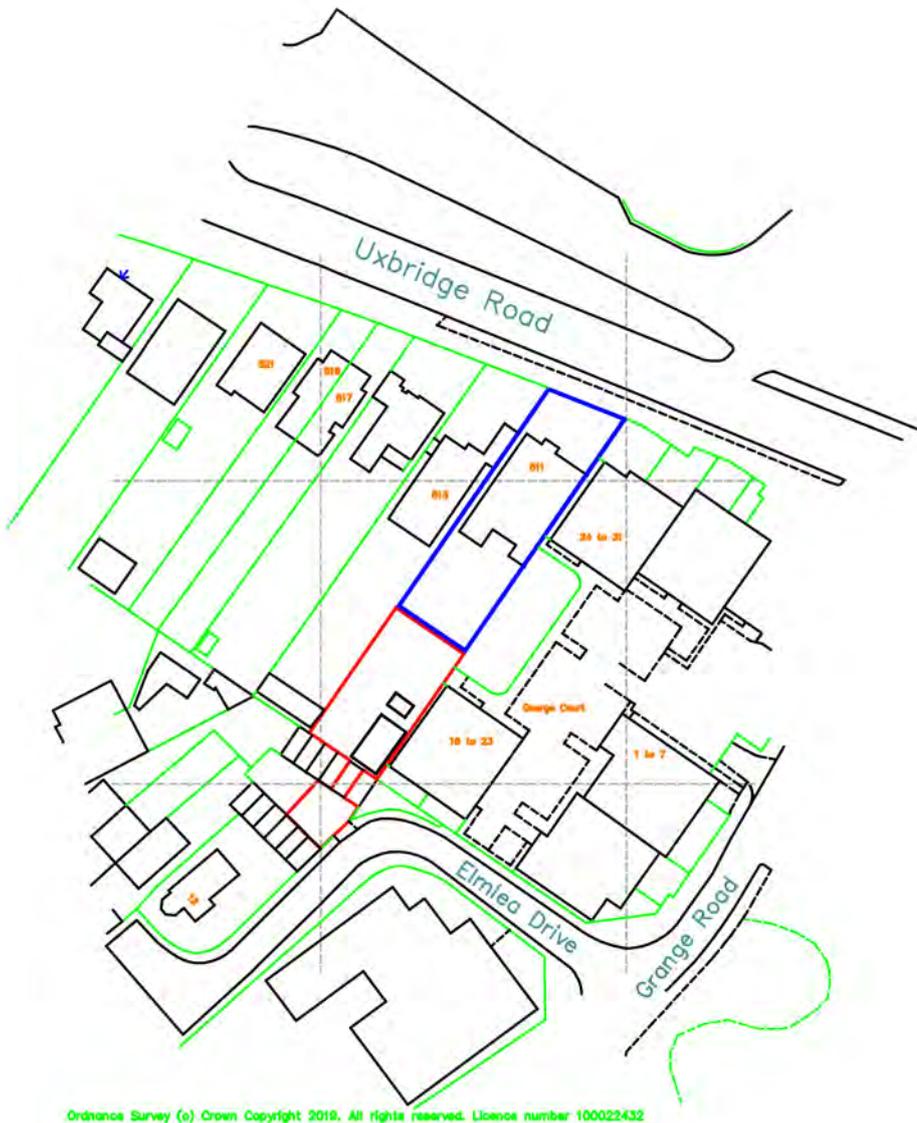
Development: Erection of two storey, 4-bed, detached dwelling with associated bin and cycle storage and parking and amenity space, involving demolition of existing garage and outbuildings

LBH Ref Nos: 15988/APP/2019/2831

Date Plans Received: 26/08/2019

Date(s) of Amendment(s): 21/11/2019

Date Application Valid: 03/04/2020

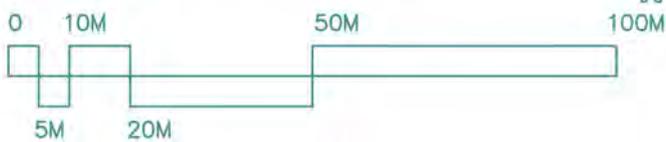


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Location plan Scale 1:1250

DWG No. 3187-SK1 Rev A

511 Uxbridge Road,
Hayes, UB4 8HN





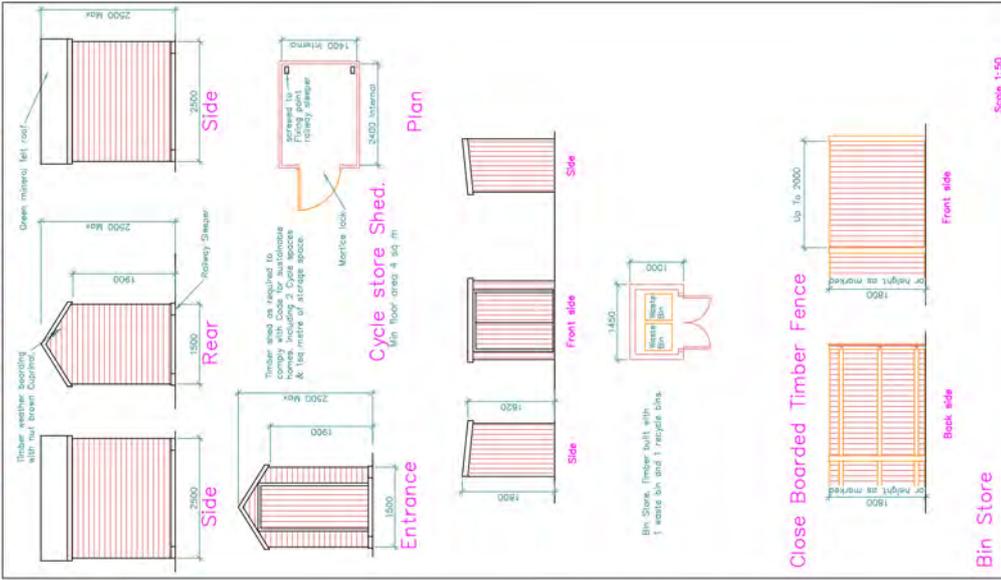
| | | |
|--|--------------|--|
| REV: A | DATE: Mar 20 | DESCRIPTION: Red lines revised as requested. |
| JOB: Land to the rear of 511 Uxbridge Road Hayes, UB4 8HN. | | |
| TITLE: Existing Site plan | | |
| DRG. No. 3187-01 | REV: A | |
| SCALE: 1:100 | DATE: Jun 19 | DATE: Jun 19 |
| DRAWN BY: JGD/S | | |
| CHECKED BY: JGD/S | | |
| DATE: Jun 19 | | |
| TOWERS ASSOCIATES Herefield Oil Terminal, Harvil Rd, Herefield, MIDDX, UB9 8JL. TEL: 01895 812822 FAX: 01895 812822 | | |

1. Do not build from this drawing.
2. All dimensions to be checked on site before ordering materials or commencing work.
3. In case of discrepancies in drawings, specifications or details refer to TOWERS ASSOCIATES for clarification. All decisions by contractors will not be accepted.
4. For any information not covered by this drawing, refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure level work is maintained throughout the construction of the working drainage.
6. It is the contractors responsibility to ensure that all work is completed in accordance with the District Council's requirements.
7. If work commences on site before full approval has been granted, the contractor must ensure that the work is completed in accordance with the requirements of the District Council. Any additional work or materials that the contractor uses must be approved by TOWERS ASSOCIATES in writing.
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Cycle, Refuse, Boundary Treatments



| | | |
|-----|------------|---------------------------------|
| REV | DATE | DESCRIPTION |
| B | 14/01/20 | Red line revised as requested. |
| A | 02/01/2019 | Issue position and site revised |

JOB TITLE
Land to the rear of 511 Uxbridge Road, Hayes, UB7 8HN.

Proposed Landscape Layout

IMG. No. 3187-09 REV B

SCALE: 1:100

DATE: JUN 19

DESIGNER: TOWERS ASSOCIATES
Harfield Oil Terminal, Harvil Rd, Harfield, MIDDX, UB9 8JL
TEL: 01895 812822

- Do not start from this drawing.
- All dimensions to be checked on site before starting any work.
- Check all dimensions and levels on site before starting any work.
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- Check all dimensions and levels on site before starting any work.

General specification
 Imported topsoil to be general purpose to BS2008.
 Tree pits to be 2500x750x100mm.
 Minimum depth of soil.
 All planting areas to be cultivated with incorporation of organic content and slow release fertilizer.
 On completion, ornamental planting beds to be mulched with 50mm deep horticultural grade forest bark.
 All tree pits to be soaked with 2 lit. water three times per tree.
 Works to be completed for 24 months after practical completion.

- Use Shrub Planting to include: *Salix purpurea*, *Salix caprea*, *Salix viminalis*, *Salix alba*, *Salix glauca*, *Salix purpurea*, *Salix viminalis*, *Salix alba*, *Salix glauca*.
- Use Grass Planting to include: *Poa annua*, *Poa trivialis*, *Poa polystrcha*, *Poa annua*, *Poa trivialis*, *Poa polystrcha*.
- Use Tree Planting to include: *Salix purpurea*, *Salix caprea*, *Salix viminalis*, *Salix alba*, *Salix glauca*.

Notes:
 Proposed Shrub Planting
 Shrub planting to be planted in a grid as shown in the plant schedule, to be planted in the first planting season (commencing on completion of the building or the completion of the development (whichever is later)), in a minimum 400mm depth of main topsoil, with a minimum of 20mm approved base mulch applied to the building or the completion of the development (whichever is later), in a minimum 150mm depth of main topsoil.
 Proposed Tree Planting / Turfing
 All trees and shrubs to be planted in accordance with the requirements specified in BS 5838 (1992) Nursery Practice. Any plant materials to be supplied in accordance with the requirements specified in BS 5838 (1992) Nursery Practice. Any plant materials to be supplied in accordance with the requirements specified in BS 5838 (1992) Nursery Practice. Any plant materials to be supplied in accordance with the requirements specified in BS 5838 (1992) Nursery Practice.

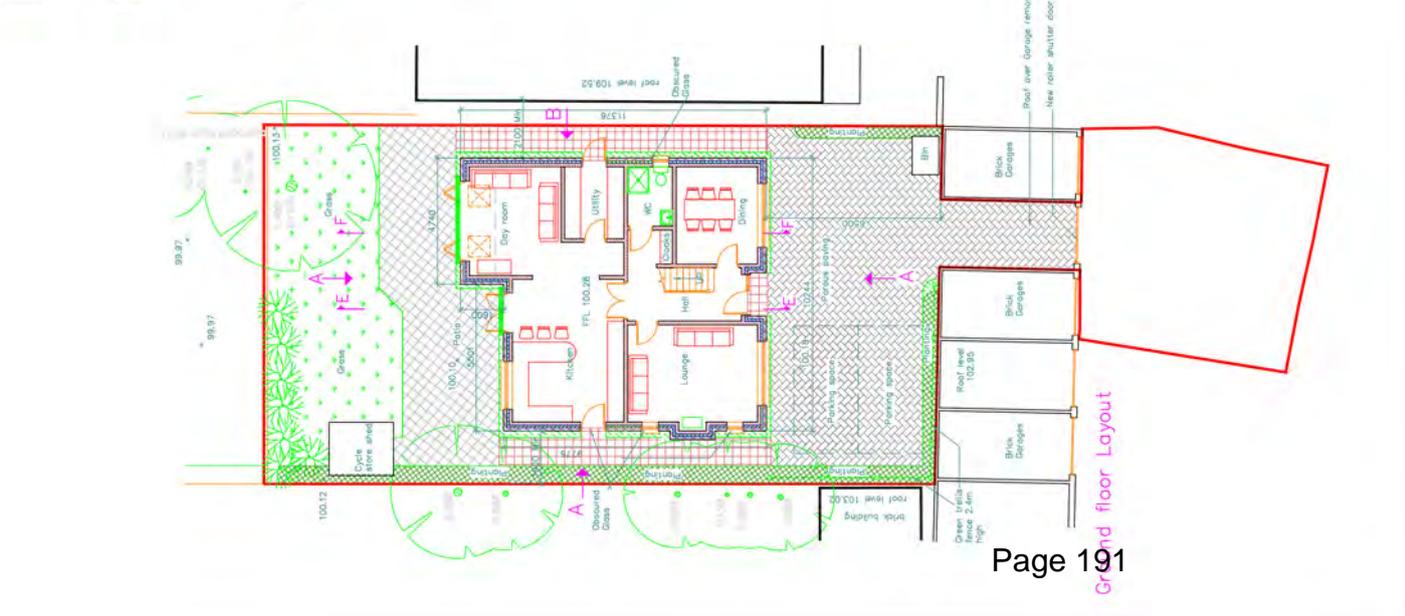
Specifications:
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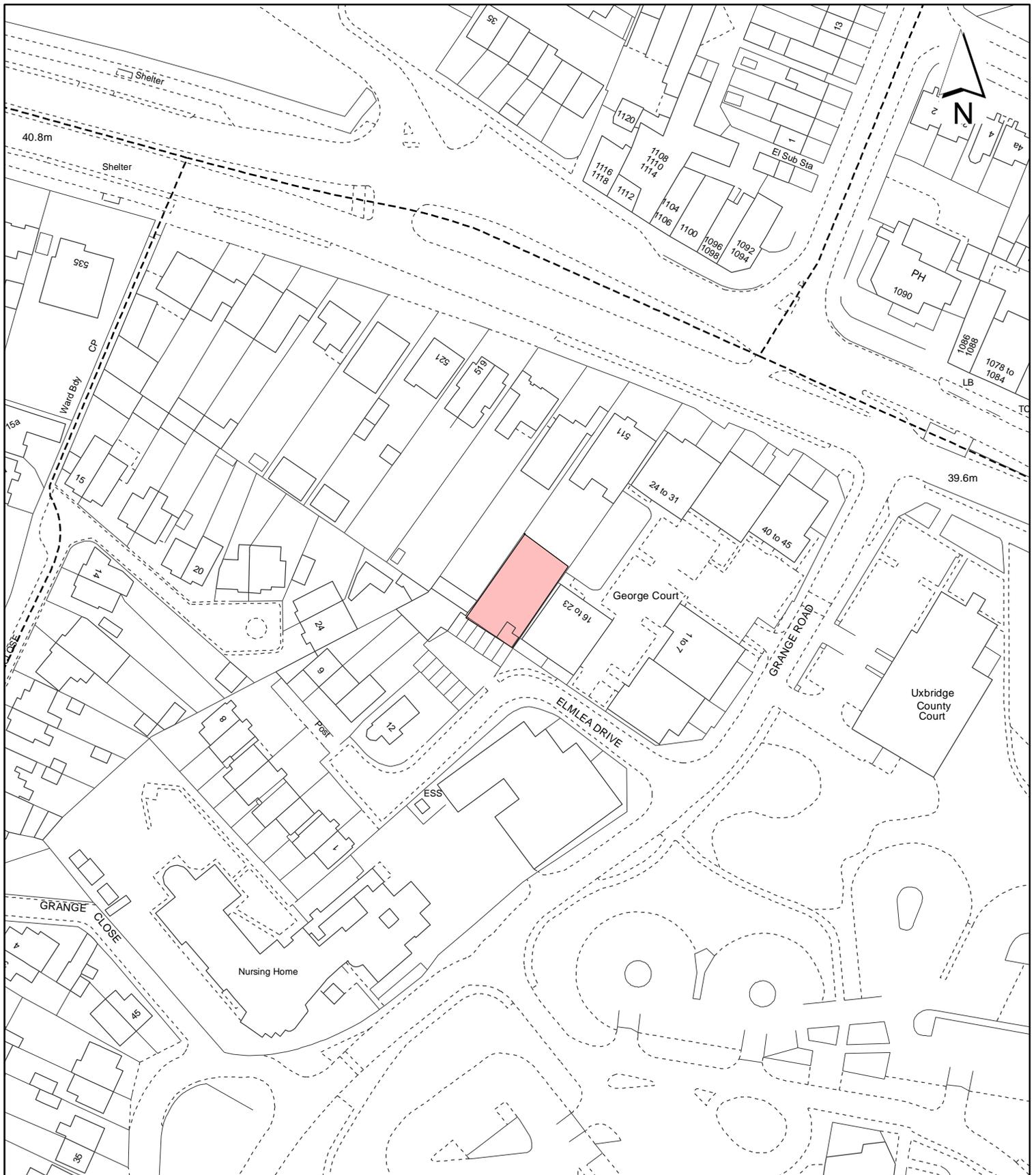
Use Shrub Planting to include: *Salix purpurea*, *Salix caprea*, *Salix viminalis*, *Salix alba*, *Salix glauca*.

Specifications:
 Proposed Shrub Planting
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Site Address: **Land to the rear of 511 Uxbridge Road Hayes**

Planning Application Ref: **15988/APP/2019/2831**

Planning Committee: **Central & South**

Scale: **1:1,250**

Date: **July 2020**

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 47 FAIRFIELD ROAD UXBRIDGE

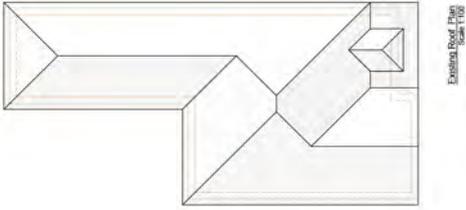
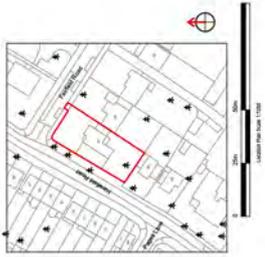
Development: Demolition of existing dwelling and erection of three storey building to provide 6 x 2-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front

LBH Ref Nos: 21763/APP/2020/1035

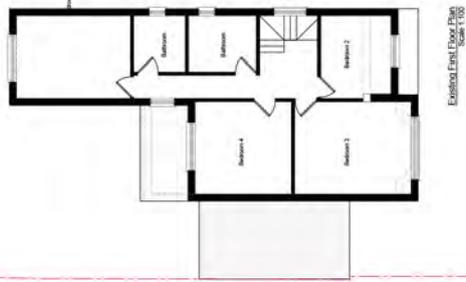
Date Plans Received: 29/03/2020

Date(s) of Amendment(s):

Date Application Valid: 29/03/2020



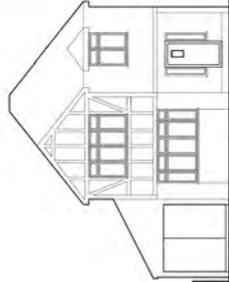
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Scale 1:100



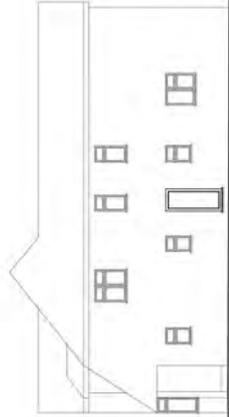
Existing First Floor Plan
Scale 1:100



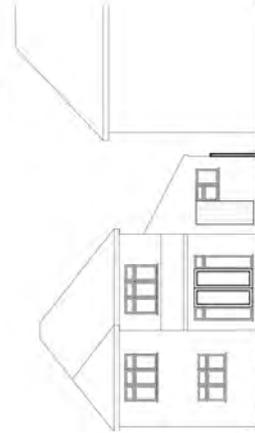
Existing Ground Floor Plan
Scale 1:100



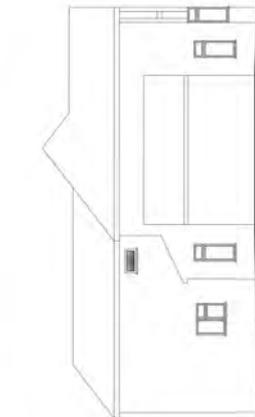
Existing Front Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100



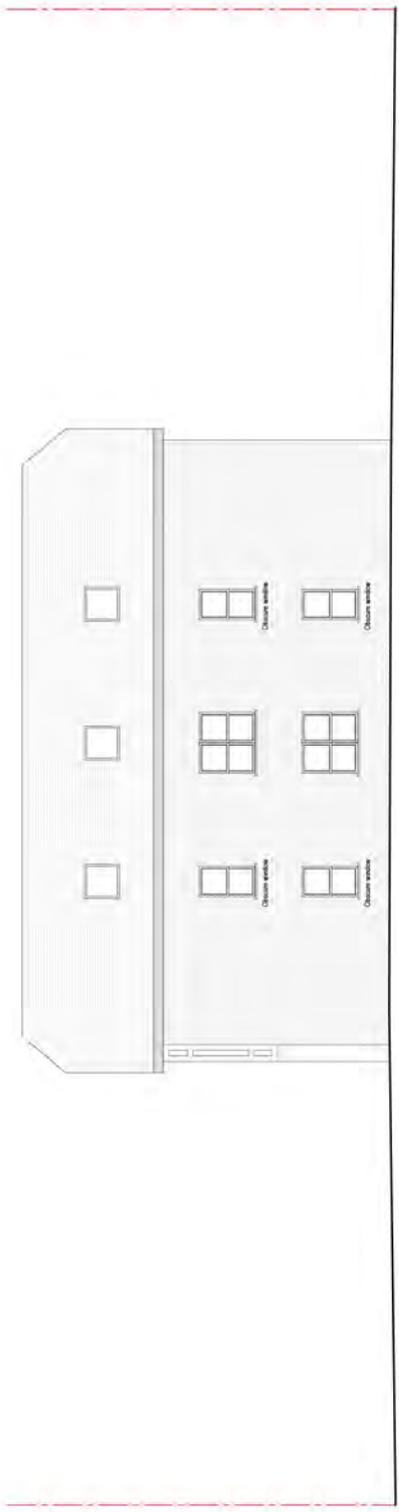
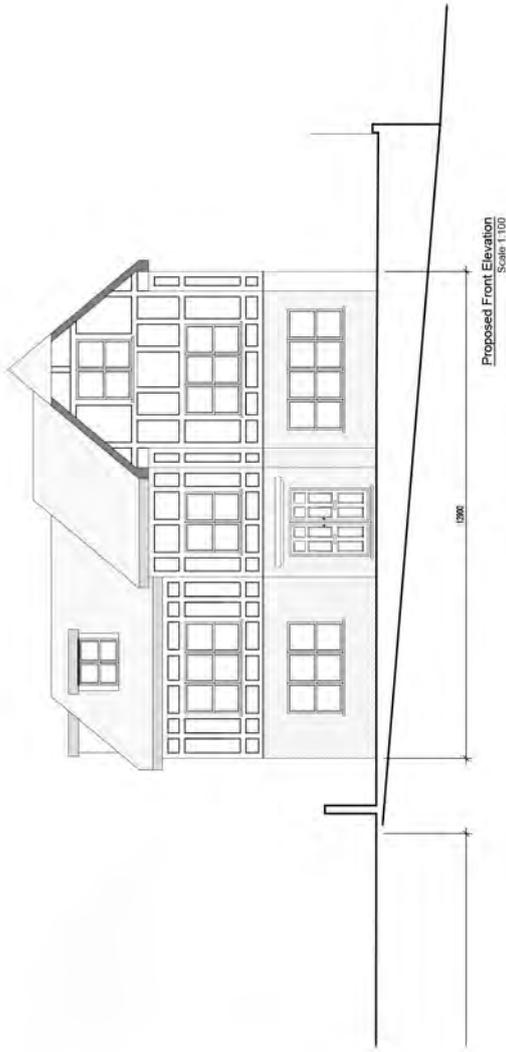
Existing Rear Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100



| | |
|---|--|
| <p>A1</p> <p>Architectural Consultancy</p> <p>111, South Street, London, UK</p> <p>020 7493 8800</p> | |
| <p>Project: B-12 Development</p> <p>Date: Mar-20</p> <p>Scale: 1:100</p> | <p>Client: [Redacted]</p> <p>Architectural Consultancy</p> <p>111, South Street, London, UK</p> <p>020 7493 8800</p> |



Proposed Side Elevation
Scale 1:100

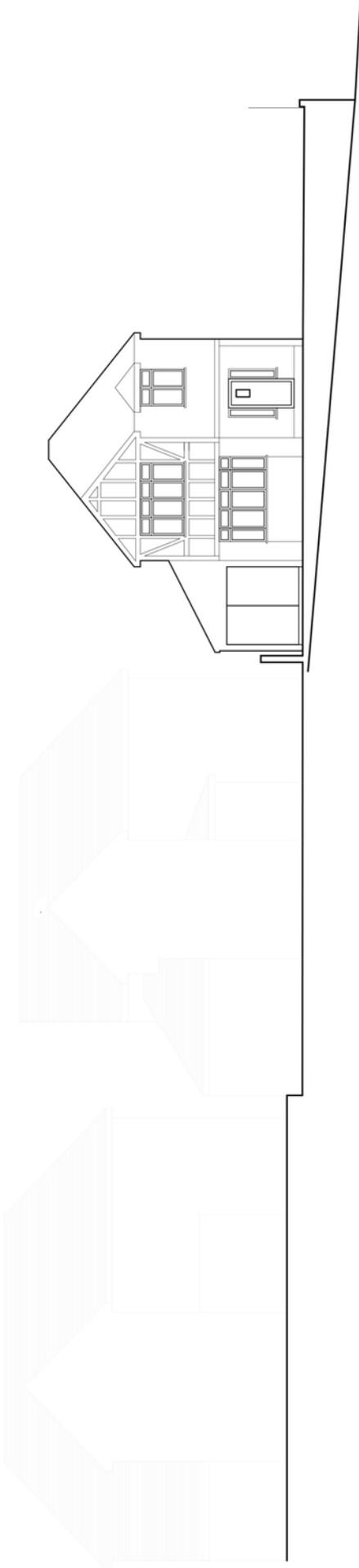
| | | |
|--------------|---------------------------------------|----------|
| Sheet | 100 | Proposed |
| Scale | 1:100 | |
| Author | td | |
| Checked | Mar'20 | |
| Drawn | | |
| Project Name | B-12 Development | |
| Client | Architectural consultancy | |
| Project No. | 47 Flairford Road Landscape UBB | |
| Project Name | FR47-AP2-1006 | |

A2

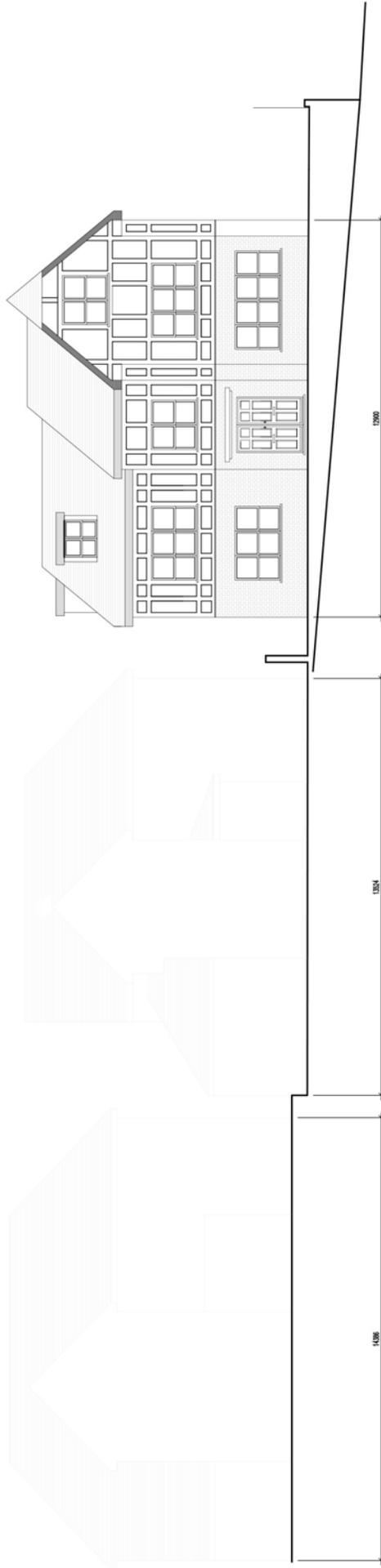
Special attention shall be given to the design of the building facade, which shall be designed to be visually appealing and to complement the surrounding environment. The design shall be in accordance with the requirements of the Planning and Building Acts 2000 and 2004, and the relevant provisions of the Planning and Building Regulations 2002 and 2005. The design shall also be in accordance with the requirements of the Planning and Building Acts 2000 and 2004, and the relevant provisions of the Planning and Building Regulations 2002 and 2005. The design shall also be in accordance with the requirements of the Planning and Building Acts 2000 and 2004, and the relevant provisions of the Planning and Building Regulations 2002 and 2005.



0 1 2 3 4 5 10m



Existing Front Street Scene
Scale 1:100



Proposed Front Street Scene
Scale 1:100

| | |
|----------------------|---------------------------------------|
| Project Name | 47 Fairfield Road Landscape UBB |
| Client | UBB |
| Project No. | FR47-AP2-1010 |
| Scale | 1:100 |
| Date | 1st Mar-20 |
| Author | |
| Check | |
| Describe | |
| Drawn | |
| Checked | |
| Approved | |
| Project Manager | |
| Project Engineer | |
| Project Designer | |
| Project Checker | |
| Project Approver | |
| Project Sign-off | |
| Project Status | |
| Project Location | |
| Project Description | |
| Project Notes | |
| Project Reference | |
| Project Contact | |
| Project Email | |
| Project Phone | |
| Project Fax | |
| Project Website | |
| Project Social Media | |
| Project Other | |

A2

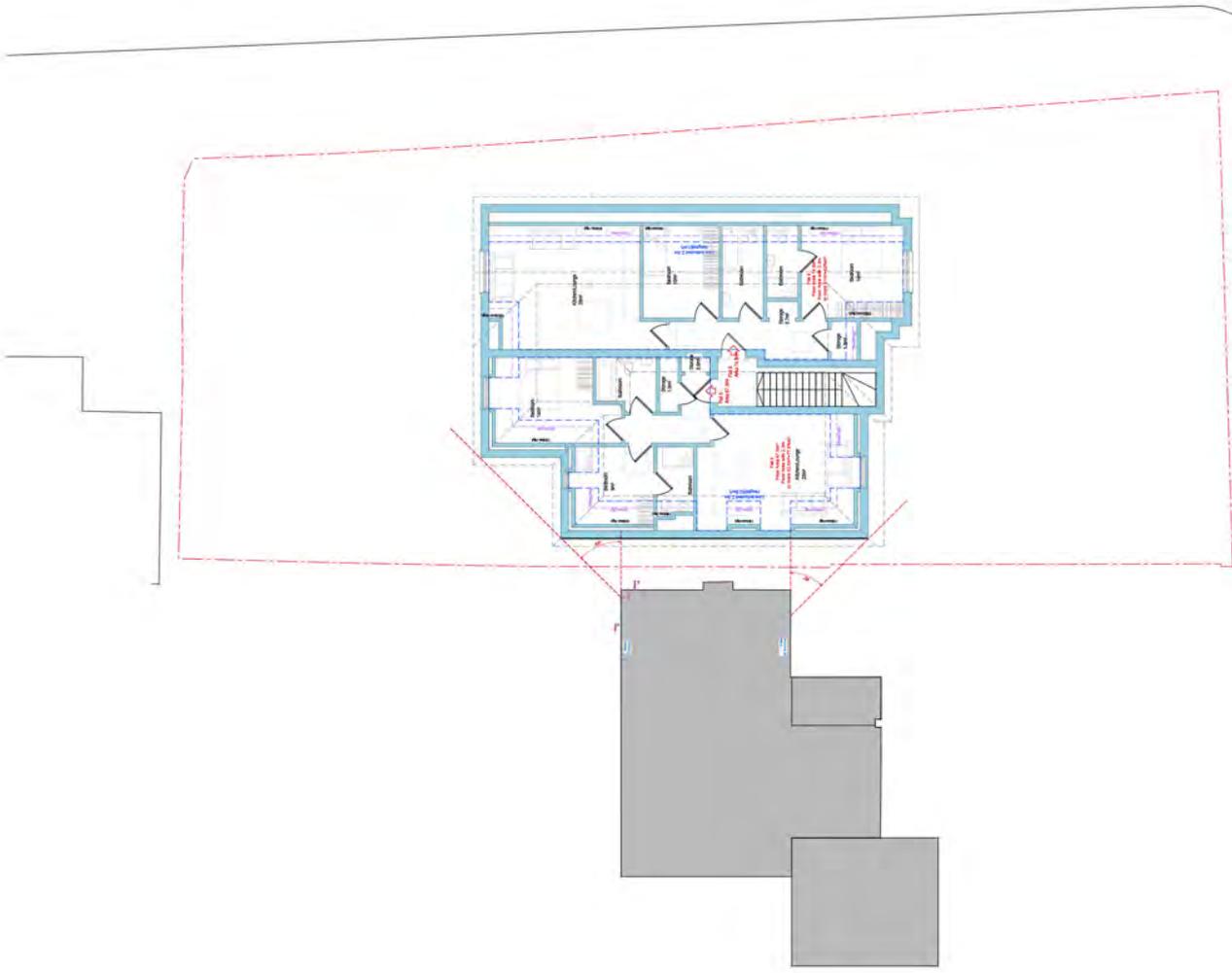
B-12 Development
Architectural consultancy
47 Fairfield Road
Landscape
UBB

Existing & Proposed
Street Scene

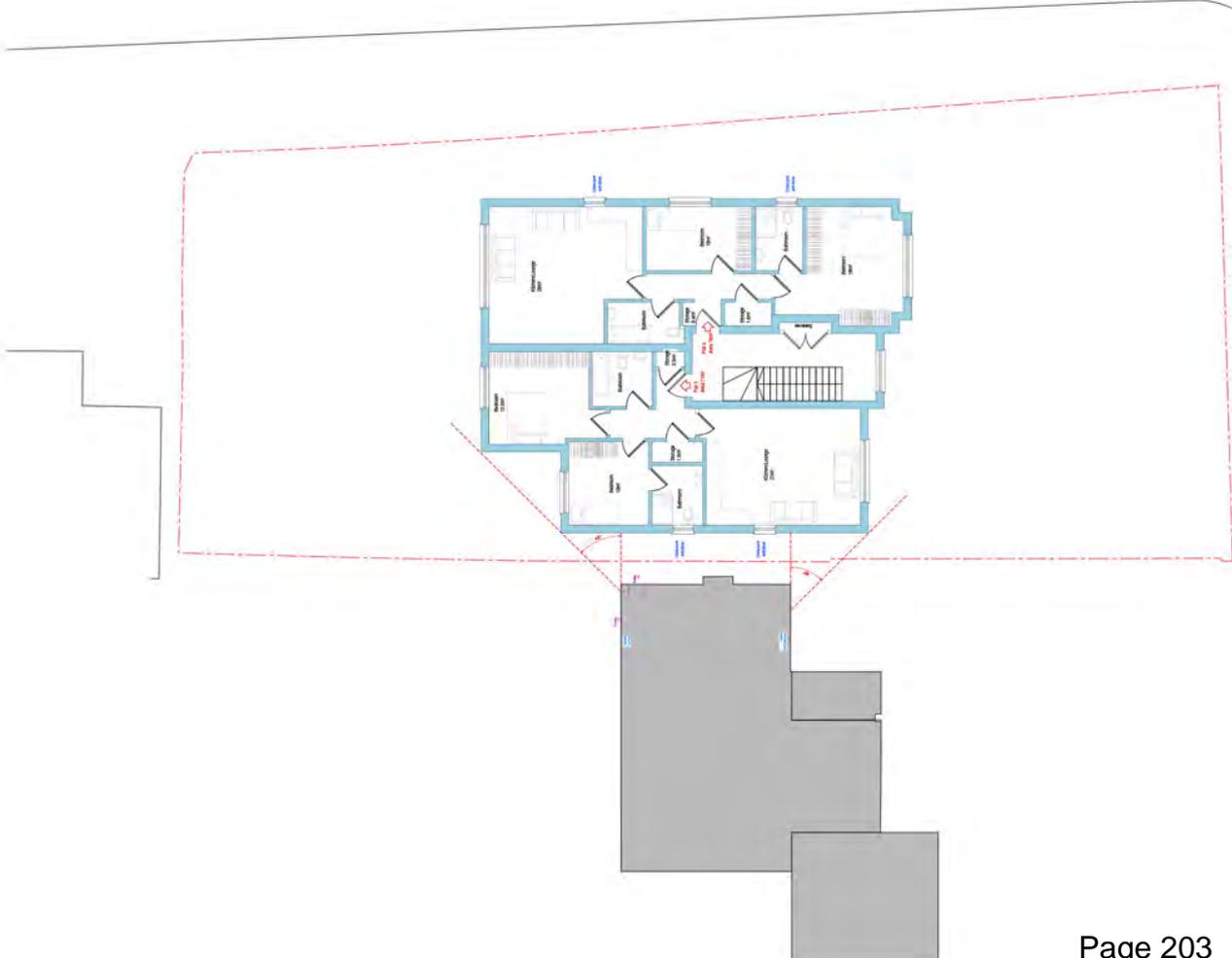
Scale 1:100

0 1 2 3 4 5 10m

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Proposed Second Floor Plan
Scale: 1:100



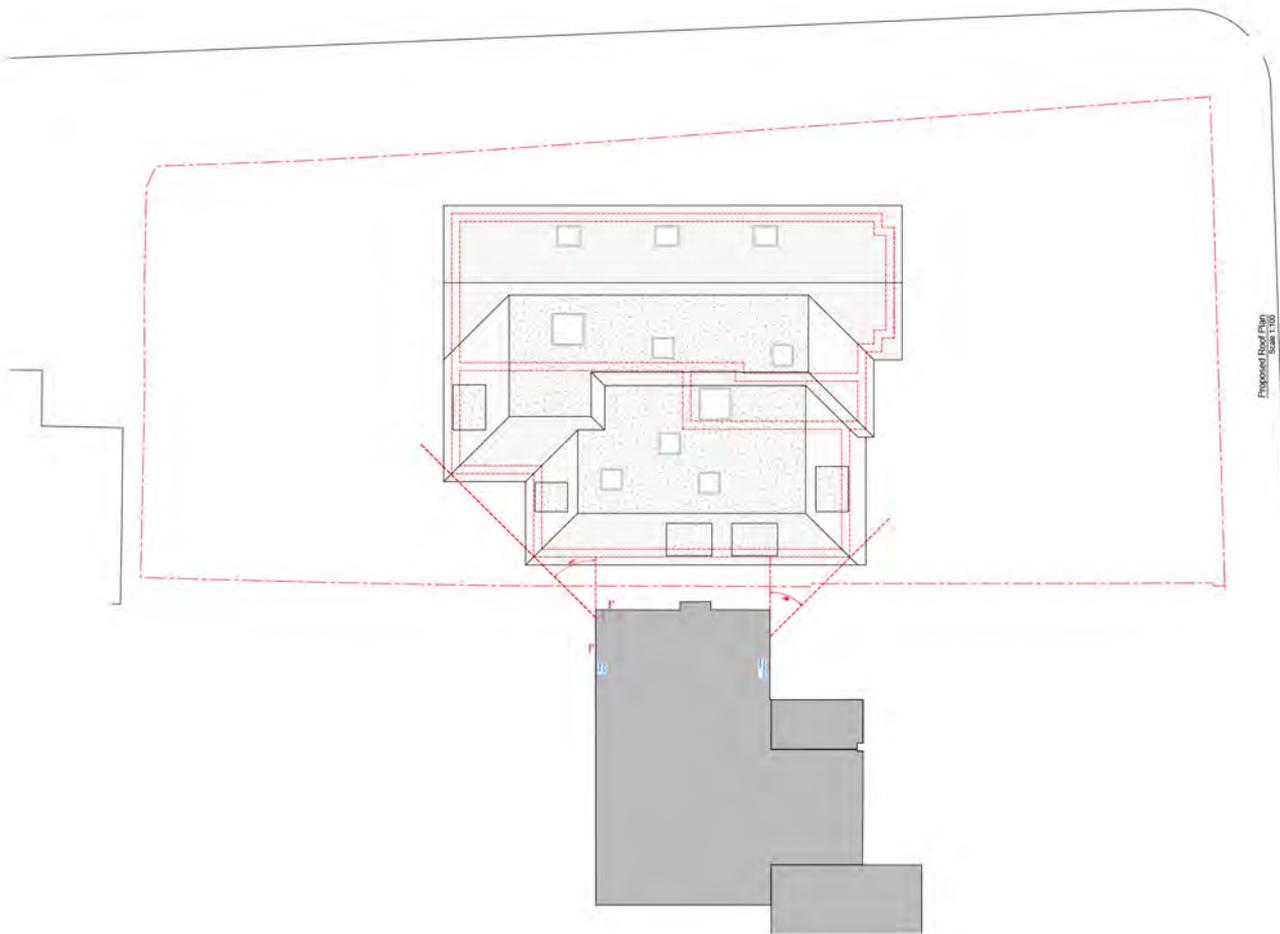
Proposed First Floor Plan
Scale: 1:100

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| | |
|-----------------------------------|-----------------------|
| A1 | |
| B-12 Development | |
| Project: B-12 Development | Project: FT 3.3P Plan |
| Client: Architectural consultancy | Client: FT 3.3P Plan |
| Author: J. J. J. J. | Author: J. J. J. J. |
| Check: J. J. J. J. | Check: J. J. J. J. |
| Scale: 1:100 | Scale: 1:100 |
| Date: Mar-20 | Date: Mar-20 |
| Sheet: 1 of 1 | Sheet: 1 of 1 |
| Project No: FT/18/004 | Project No: FT/18/004 |

10m

0 1 2 3 4 5



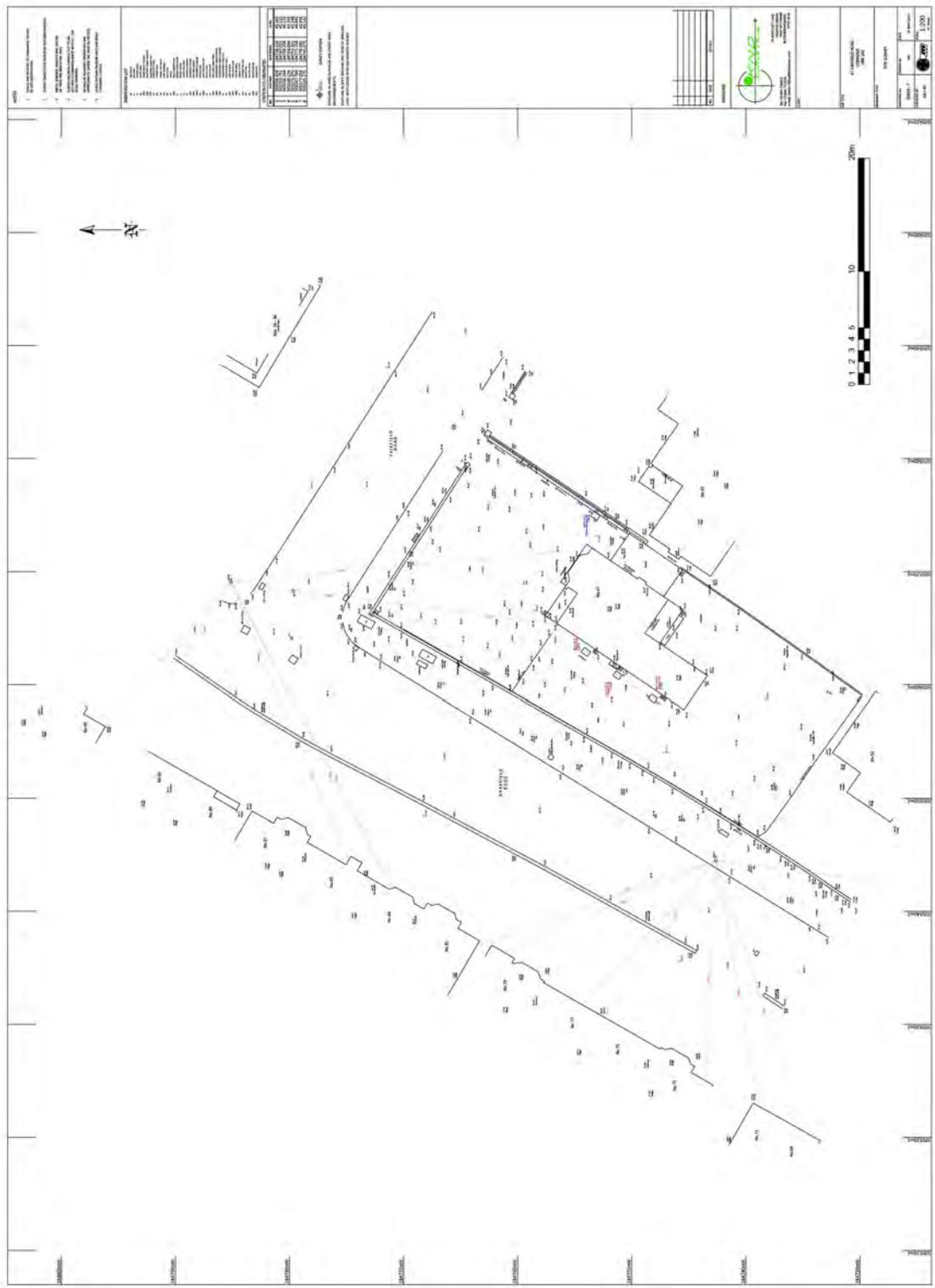
Proposed Floor Plan
Scale: 1:100

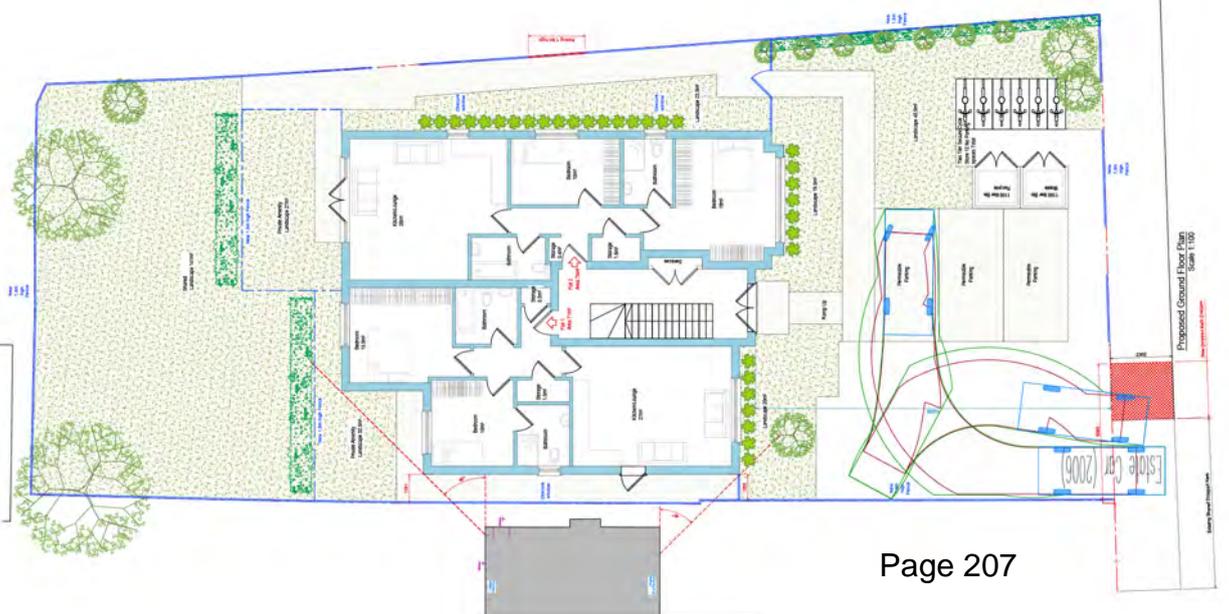
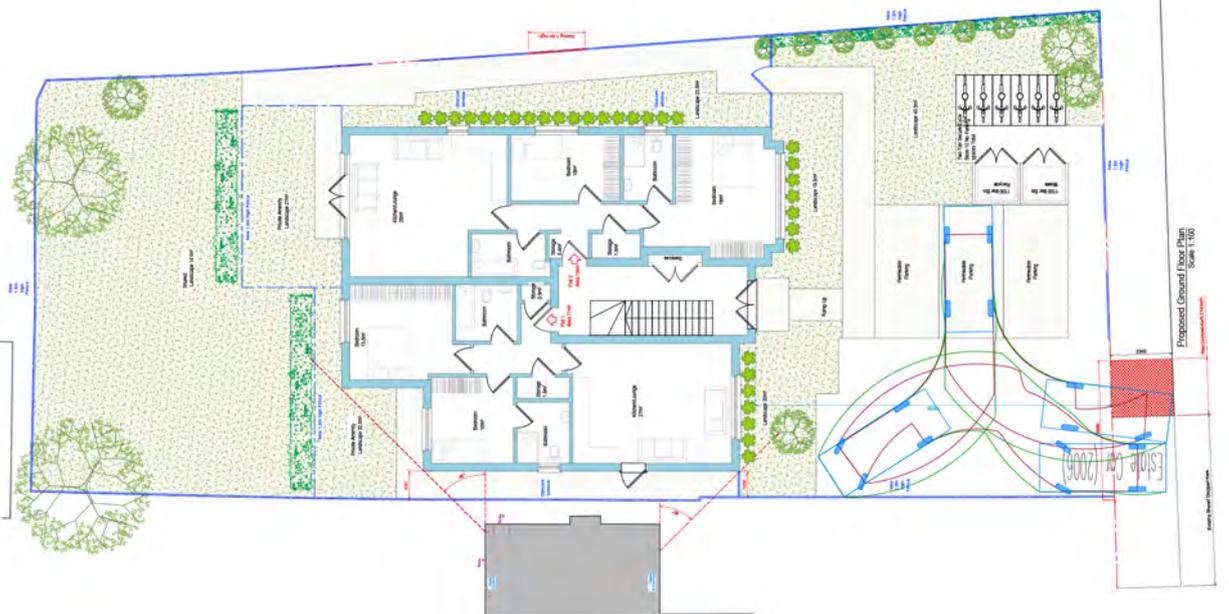
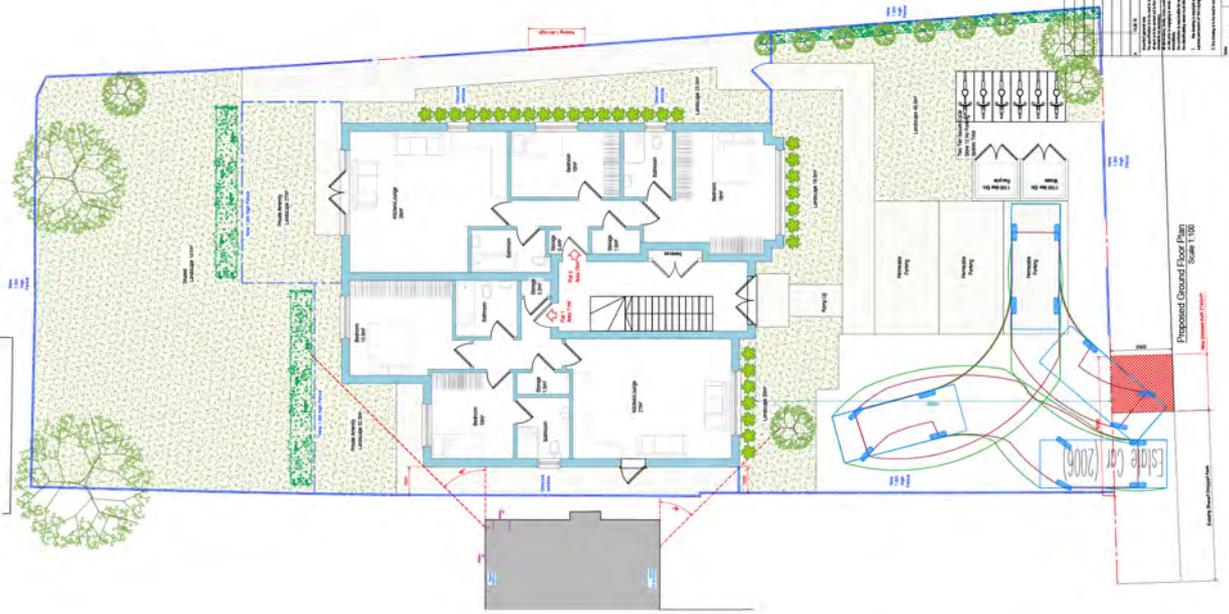
A1

1:100
 B-12 Development
 Architectural Consultancy
 Proposed Floor Plan
 27/10/2016
 100%



Copyright © 2016
 FRM/AP2/1005





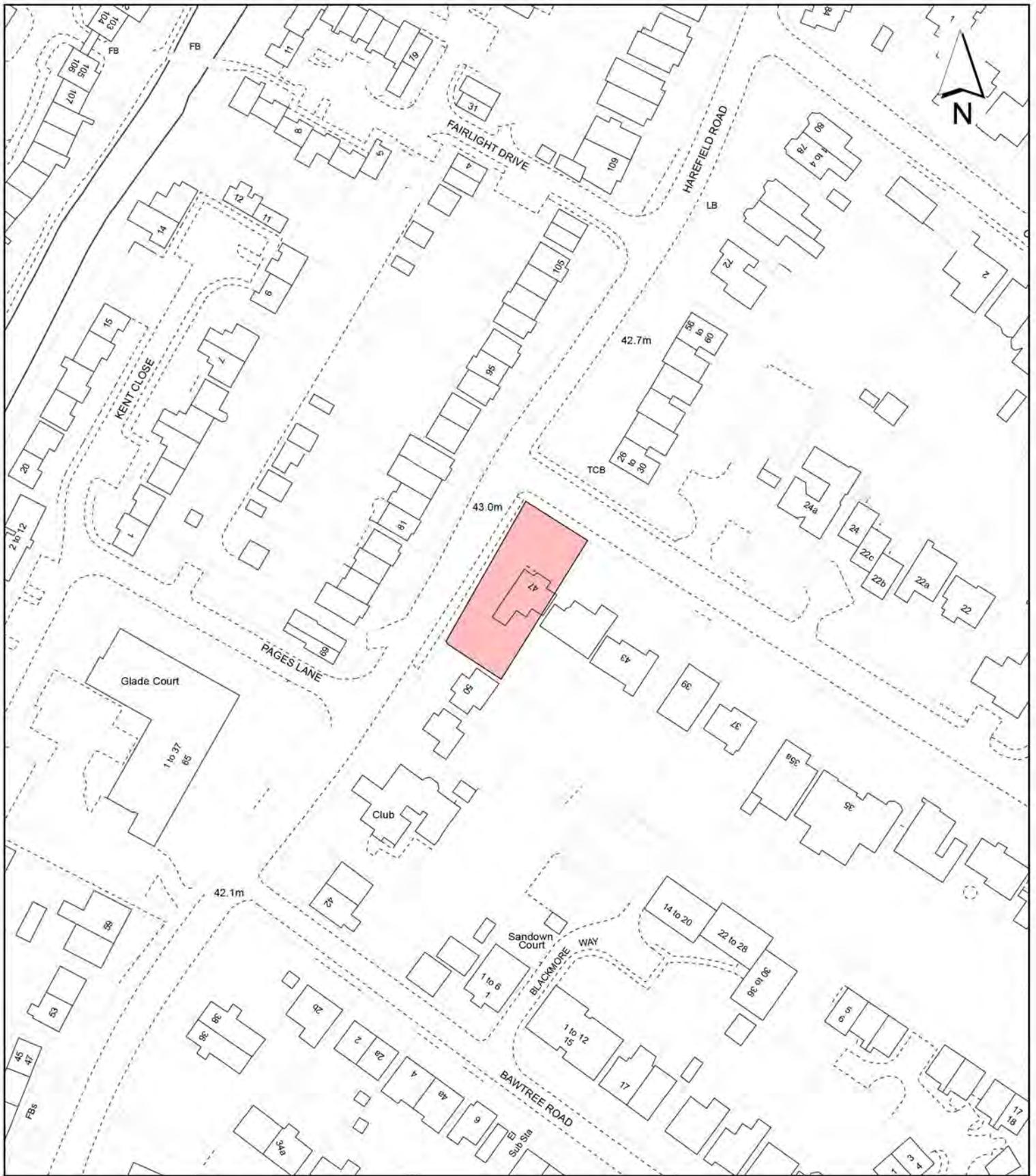
A1

1:100
Mar-20
Architectural Consultancy
17, The Arcade, London
W1D 7JH
020 7463 8000
www.architectural-consultancy.co.uk

Vehicle Tracking
URB
FRM/AP2/1009

Proposed Ground Floor Plan
Scale 1:100

0 1 2 3 4 5 10m



Notes:

 Site boundary

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Site Address:

**47 Fairfield Road
 Uxbridge**

Planning Application Ref:
21763/APP/2020/1035

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

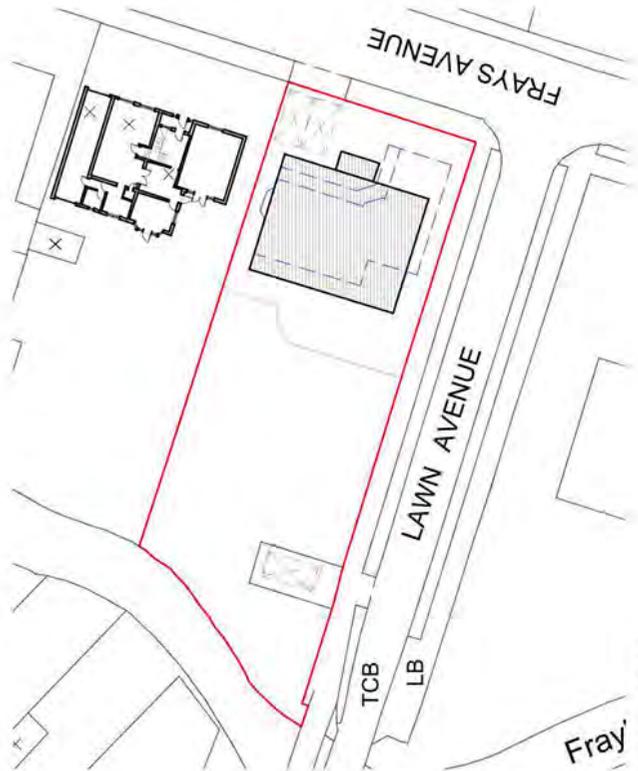
**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



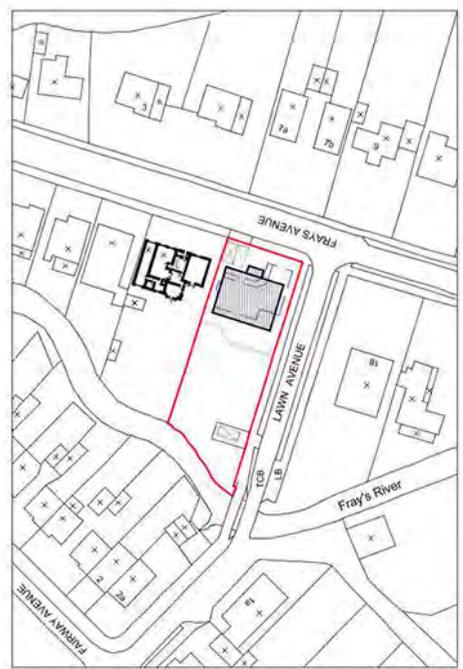
Report of the Head of Planning, Transportation and Regeneration

Address 16 FRAYS AVENUE WEST DRAYTON
Development: Two storey, 4 bed detached dwelling, parking and amenity space involving demolition of existing dwelling
LBH Ref Nos: 53156/APP/2020/1393

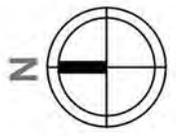
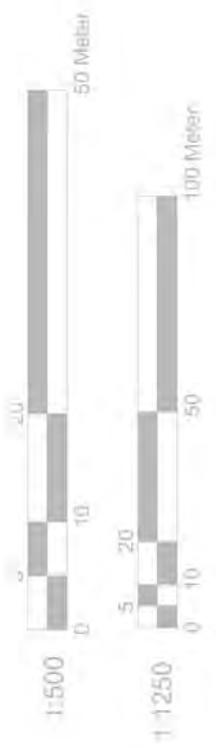
Date Plans Received: 01/05/2020 **Date(s) of Amendment(s):**
Date Application Valid: 12/05/2020



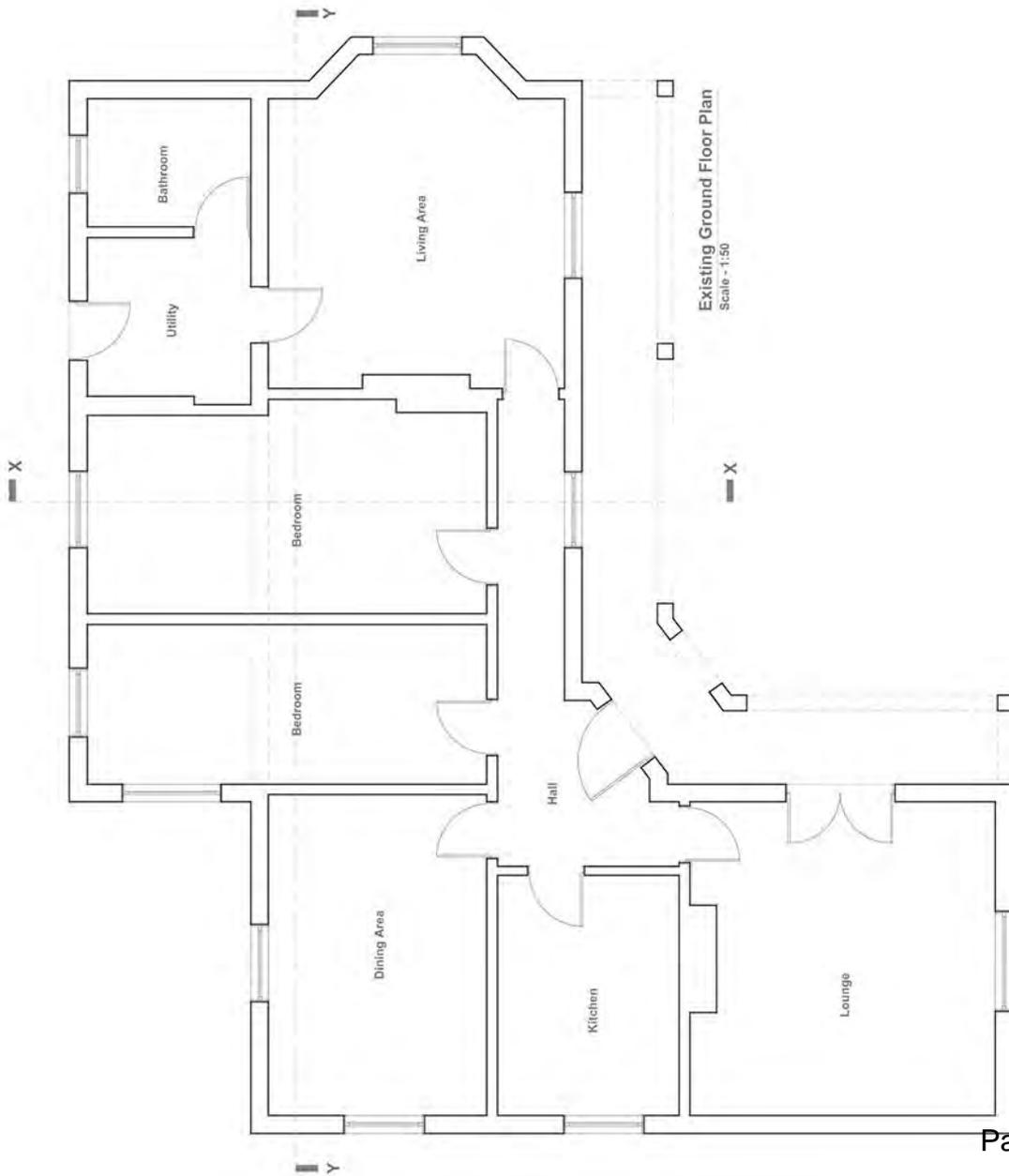
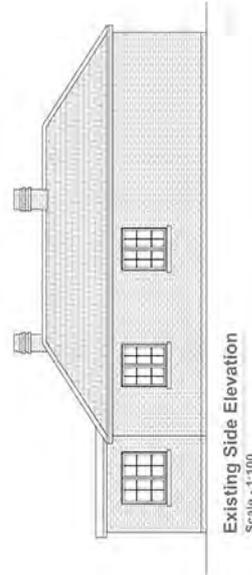
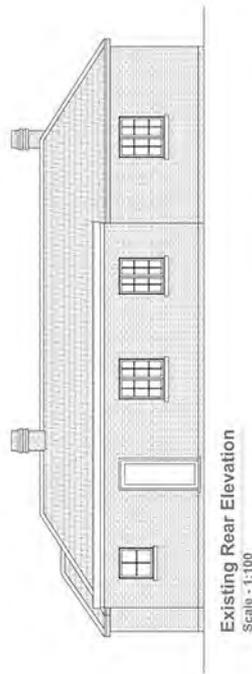
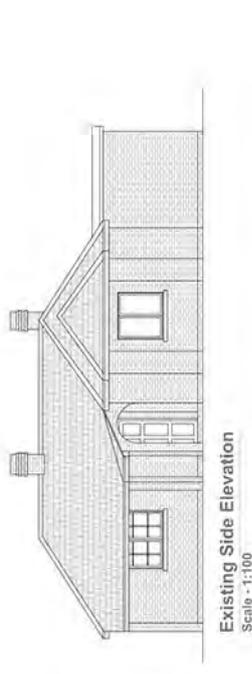
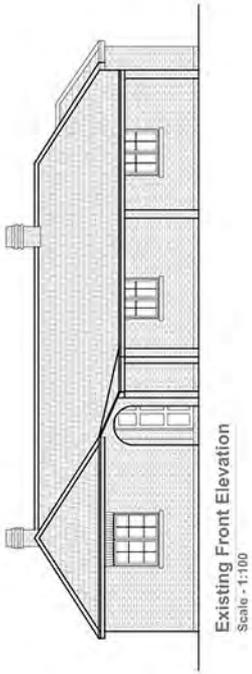
Block Plan
Scale - 1:500



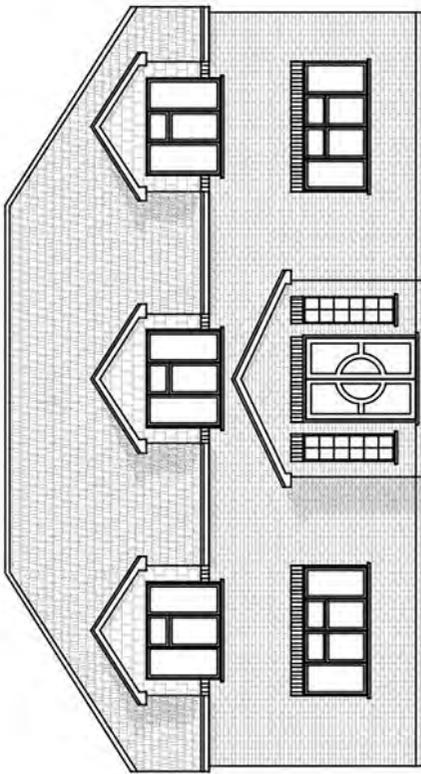
Location Plan
Scale - 1:1250



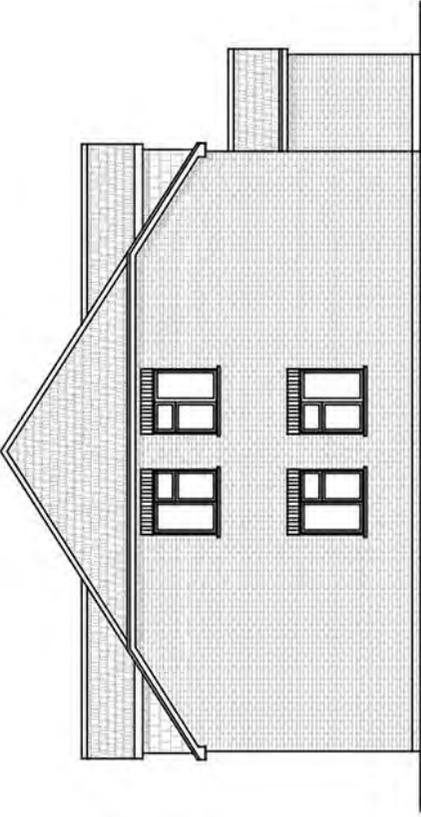
| | | | | | | | | | | | |
|--|--|--|--|---|--|---|--|---|--|---|--|
| | Project: 16 Frays Avenue West Drayton Middlesex UB7 7AF | Title: Location Plan Block Plan | Scale: 1:1250/500/AC Date: 01/05/2020 Drawing No.: 3280 - 07/FP Revision: <table border="1"> <tr> <td>A</td> <td></td> </tr> <tr> <td>B</td> <td></td> </tr> <tr> <td>C</td> <td></td> </tr> <tr> <td>D</td> <td></td> </tr> </table> | A | | B | | C | | D | |
| | A | | | | | | | | | | |
| B | | | | | | | | | | | |
| C | | | | | | | | | | | |
| D | | | | | | | | | | | |
| 235 Western Road, Southall, Middx, UB2 5HS Tel: 020 8571 1369 info@multicreation.co.uk | | | | | | | | | | | |



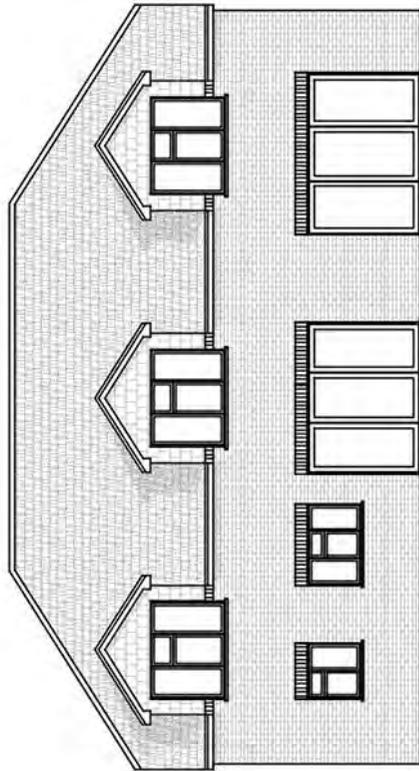
| | | |
|---|--|--|
| Scale: 1:50 (1:100 @ A2) Date: 01/05/2021 Drawing No: 2001 - 01 RFP Revision: A B C | | Task: Existing Ground Floor Plan Existing Elevations |
| Project: 107 Fryas Avenue West Drayton UB7 7AF | | Client: 233 Welton Road, Southall, Middlesex UB7 7MS Tel: 020 8571 1389 info@multiconstruction.co.uk |
| | | |



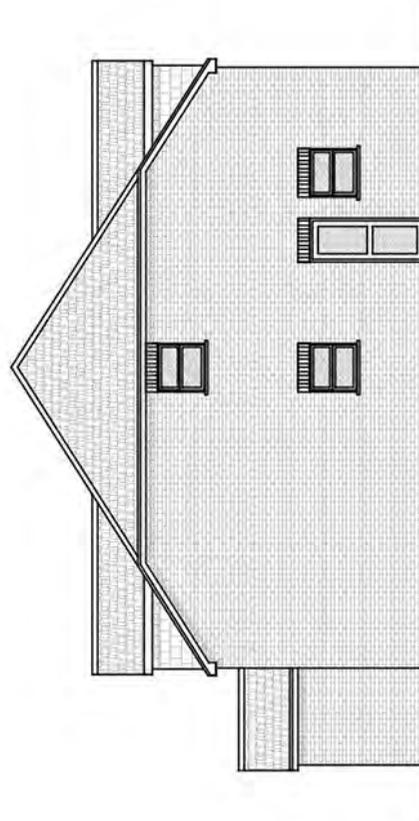
Proposed Front Elevation
Scale - 1:100



Proposed Side Elevation
Scale - 1:100



Proposed Rear Elevation
Scale - 1:100



Proposed Side Elevation
Scale - 1:100

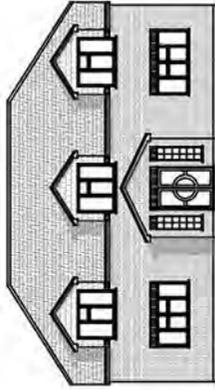
Proposed Flank wall windows
to be high level and obscure
glazed to avoid overlooking.

| | | | |
|--|--|--------------------------------------|--|
| | Project: 16 Freys Avenue West Drayton Middx UB7 7AF | Title: Proposed Elevations | Scale: 1:100 @ A3 Date: 01/05/2020 Drawing No: 3260 - 05/FP Revision: |
| | 239 Western Road, Southall, Middx, UB8 3HS Tel: 020 8571 1369 info@multicreation.co.uk | A 1/24 | 10 Metres |

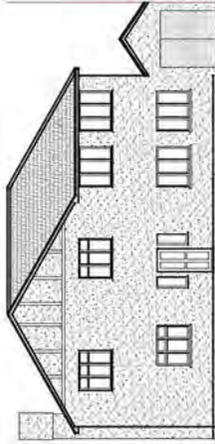
No : 18



No : 16



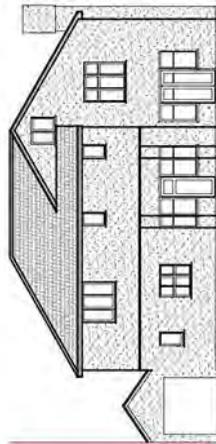
No : 14



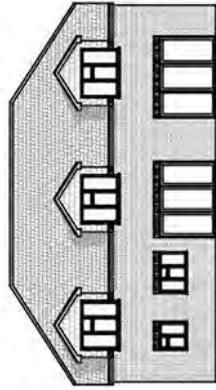
Proposed Front Street Elevation

Scale - 1:200

No : 14



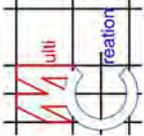
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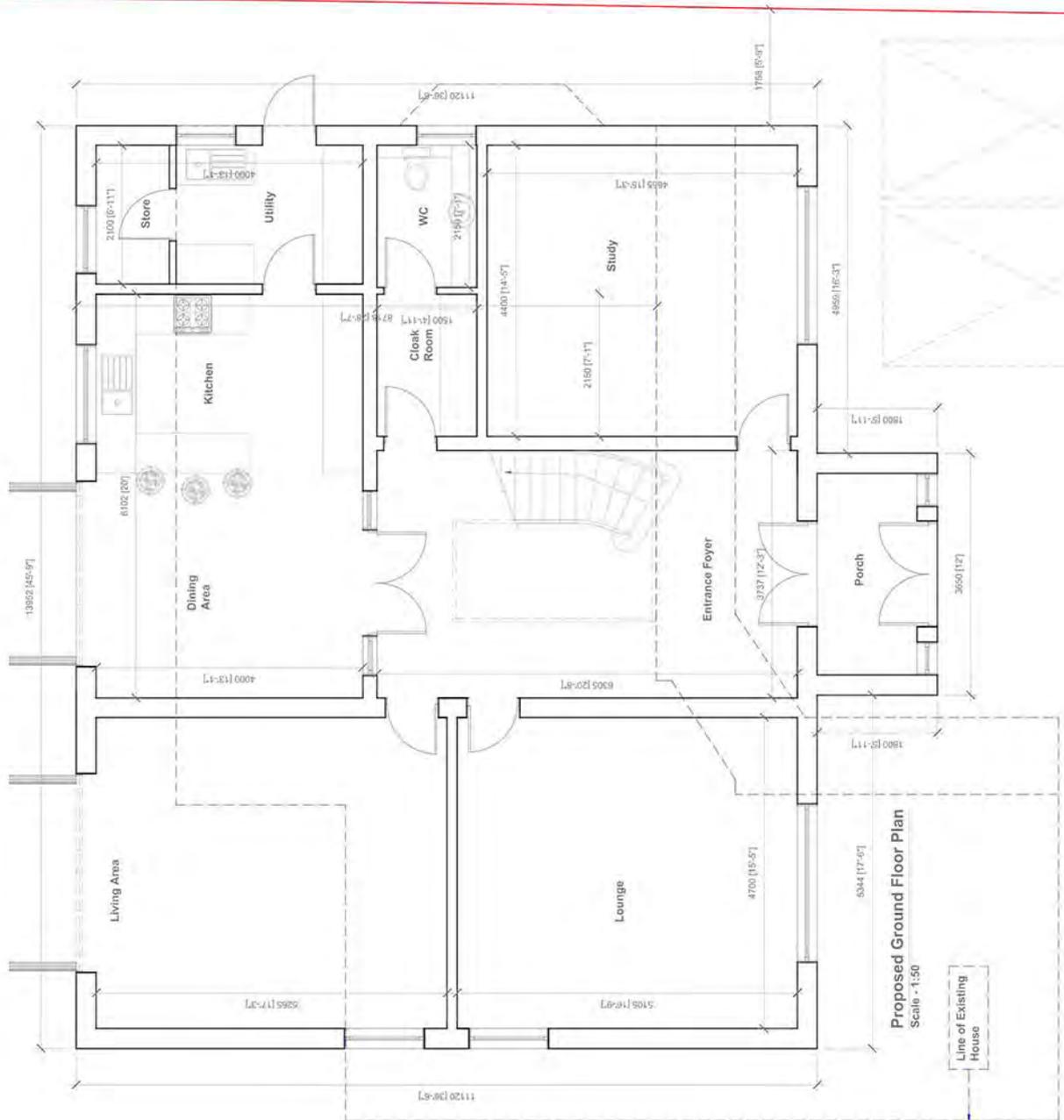


Proposed Rear Street Elevation

Scale - 1:200

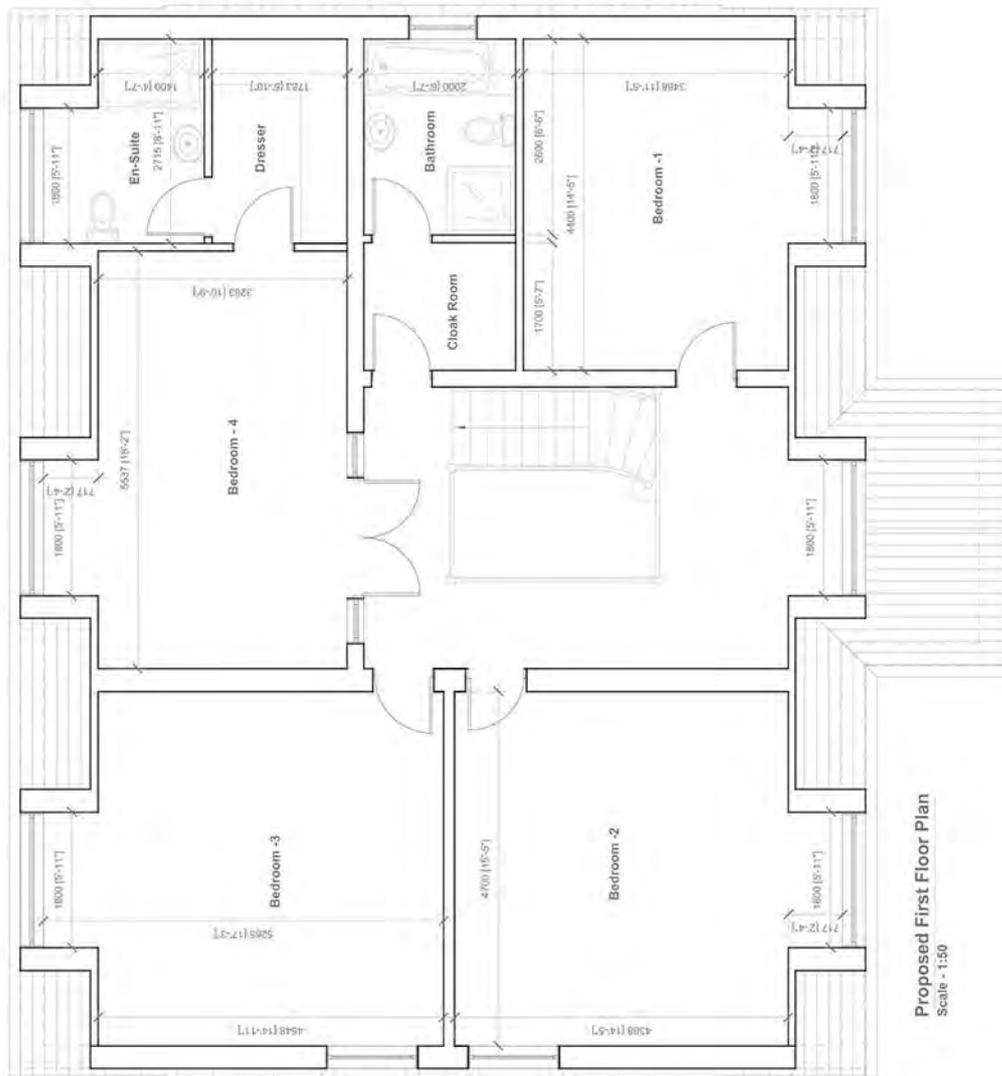


| | | | | | | | | | | | | | |
|--|--|------------------------------------|--|---|--|--|--|--|---|--|--|--|--|
|  | Project: 16 Freys Avenue West Drayton Middlesex UB7 7AF | Title: Street Elevations | Scale: 1:200 @ A3 Date: 01/05/2020 Drawing No: 3260 - 08/FF Revision: <table border="1"> <tr><td>A</td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td></tr> </table> | A | | | | | B | | | | |
| | A | | | | | | | | | | | | |
| B | | | | | | | | | | | | | |
| 230 Western Road, Southall, Middx, UB8 5HS Tel: 020 8571 1369 info@multicreation.co.uk | | | | | | | | | | | | | |



| | | | |
|-----------------------------------|--|--|--|
| | | Project: 10 Frys Avenue West Drayton UB7 7AF | Scale: 1:50 (B, A2) Date: 07/05/2020 Drawing No.: 3001 - 02/FP Revision: A B C D E |
| Proposed Ground Floor Plan | | Client: 239 Western Road, Southall, Middx, UB2 5HS Tel: 020 8571 1389 info@jucoruk.com | |





Proposed First Floor Plan
Scale - 1:50



| | | |
|--|--|--|
| | Project: 152 Fryas Avenue Wood Green UB8 7AF | Scale: 1:50 (B, A2) Date: 01/05/2020 Drawing No.: 3001 - 01 FP |
| | Revision: A B | Client: JUB 233 Welton Road, Southall, Middx, UB8 5HS Tel: 020 8271 1388 info@jubconstruction.co.uk |



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Site Address:

**16 Frays Avenue
 West Drayton**

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

Planning Application Ref:
53156/APP/2020/1393

Scale:
1:1,250

Planning Committee:
Central & South

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address 766B UXBRIDGE ROAD HAYES

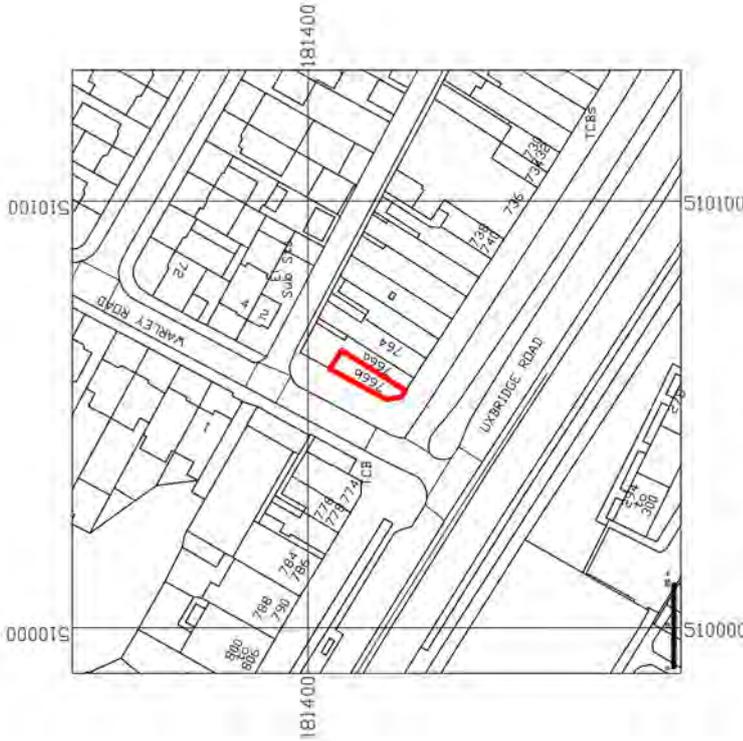
Development: Change of use from A1 (Retail) to A3/A5 (Cafe/Takeaway) (Retrospective)

LBH Ref Nos: 62118/APP/2020/743

Date Plans Received: 02/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/04/2020



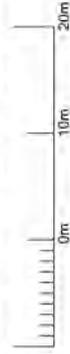
SITE PLAN - SCALE 1:1250



Scale Bar 1:1250



LOCATION PLAN - SCALE 1:500



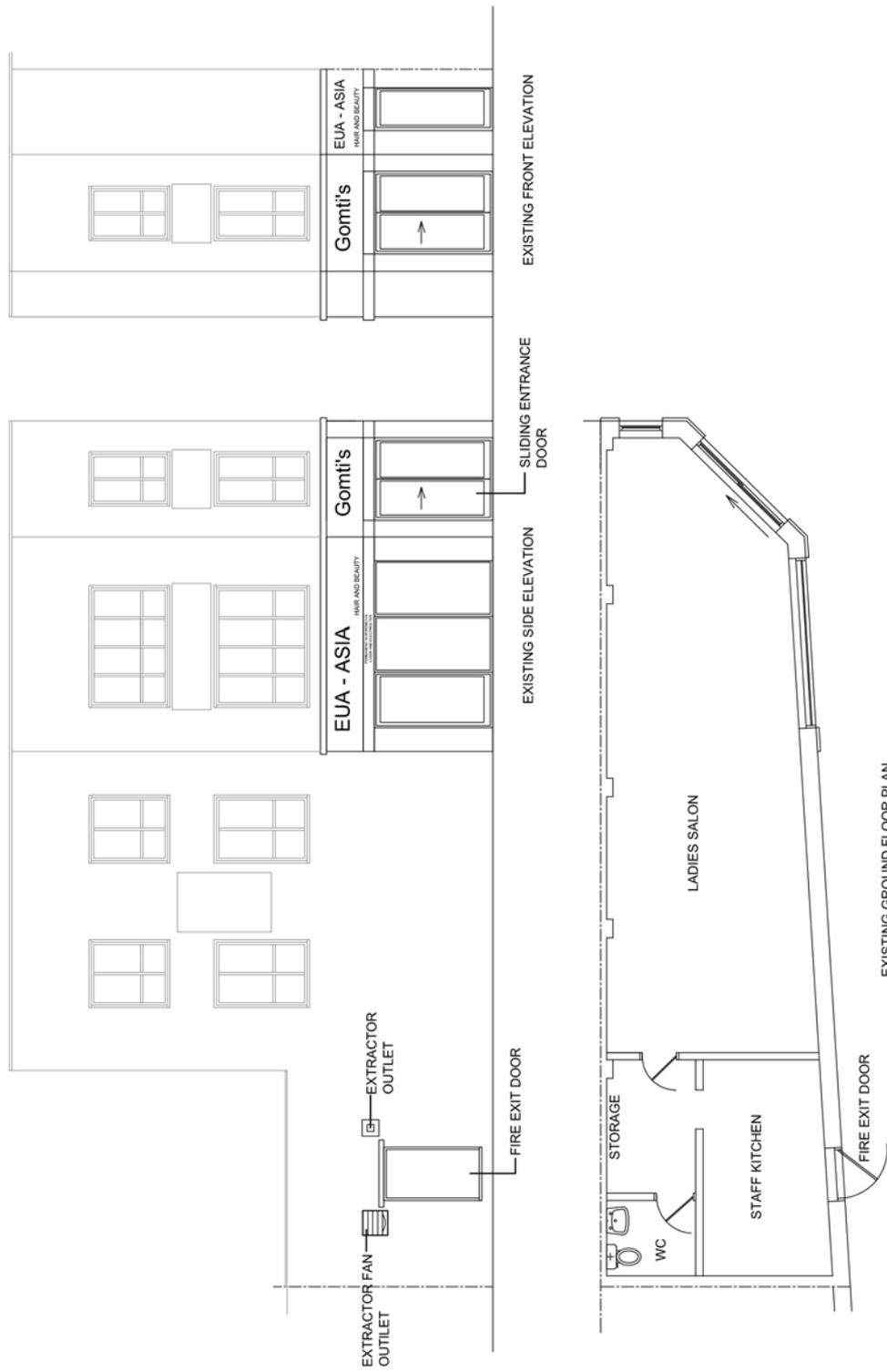
Scale Bar 1:500

DRG: No 766bUR (Sheet 2 of 3) - issue A

SITE AND LOCATION PLANS

AT 766b UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RU
FOR FAHMIDA KAUSER AND MOHAMMAD FAROOQ

February 2020

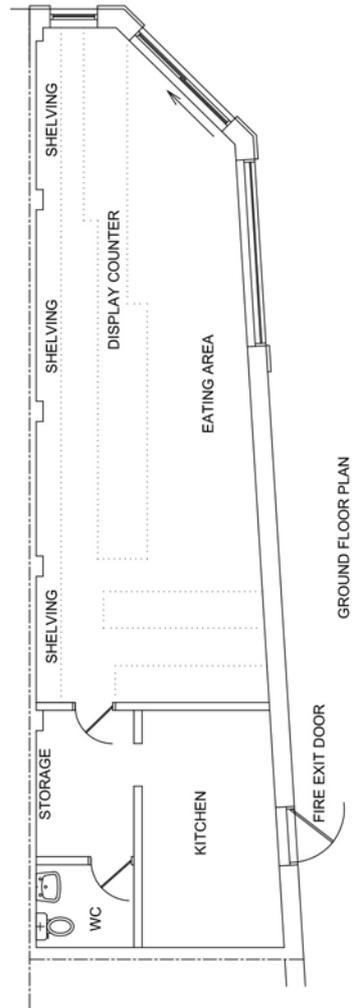


DRG: No 766bUR (Sheet 3 of 3) - issue A

EXISTING FLOOR PLANS AND ELEVATIONS

AT 766b UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RU
FOR FAHMIDA KAUSER AND MOHAMMAD FAROOQ

February 2020



DRG: No 766bUR (Sheet 1 of 2) - issue A
 CHANGE OF USE FROM CLASS A1 TO CLASS A3/A5
 (RETROSPECTIVE APPLICATION)
 AT 766b UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RU
 FOR FAHMIDA KAUSER AND MOHAMMAD FAROOQ

February 2020



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| | |
|--|---------------------------|
| Site Address: 766B Uxbridge Road Hayes | |
| Planning Application Ref: 62118/APP/2020/743 | Scale: 1:1,250 |
| Planning Committee: Central & South | Date: July 2020 |

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 BOTWELLEARS HOUSE, REAR OF 25 BOTWELL LANE HAYES

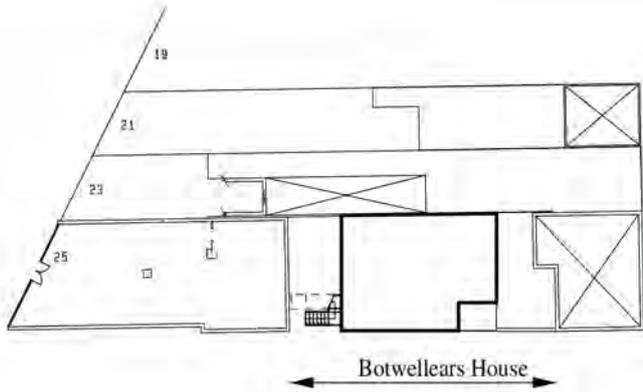
Development: Part change of use of ground floor to Use Class A2 and part change of use to create 1 x 1 bed self contained flat involving two storey extension to first and second floors (part retrospective)

LBH Ref Nos: 1644/APP/2020/1061

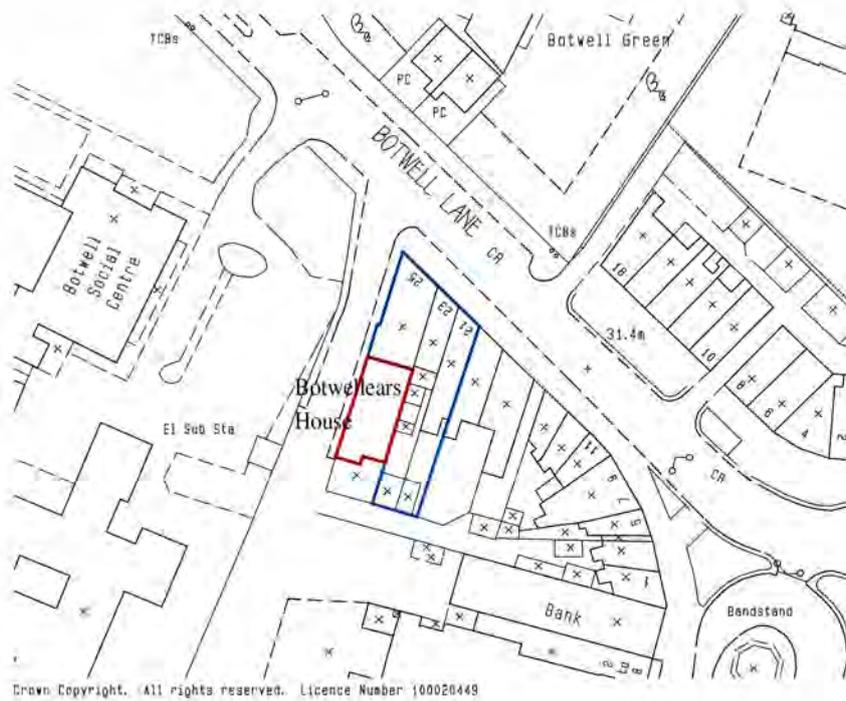
Date Plans Received: 30/03/2020

Date(s) of Amendment(s):

Date Application Valid: 14/04/2020



Block Plan 1:500



Location Plan 1:1250



Drawing Title

Location & Block Plans

Client / Project Mr K Sabaratman
Maybank Properties Ltd

Proposed Retrospective
Alterations to Botwellears House

FIONA BROOKE & PARTNERS
Architects & Engineers

THE STUDIO 25 AMERSHAM HILL GARDENS HIGH WYCOMBE HP13 6QR
TEL: 01494 512733 EMAIL: mail@fionabrooke.com

Scale 1 : 1250 & 500

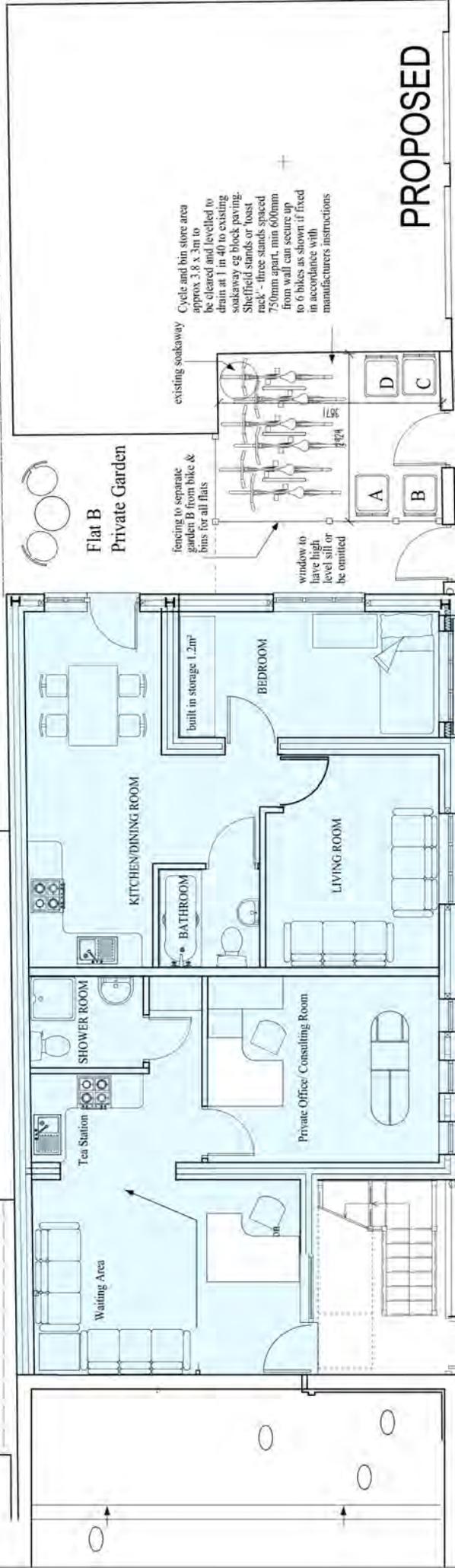
Drg. No. 496-001

Date 30 June 2018

Revision -

Drawn FB/ Ordnance Survey

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PROPOSED

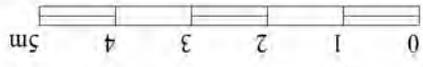
| | | |
|------|-------------------------------|----------|
| E | Unit A Commercial layout | 03/03/20 |
| D | Flats A&B alter windows/doors | 01/01/19 |
| Rev. | Amendment | |

Client / Project **Mr Sabaratman Botwellears House at the rear of 25 Botwell Lane, Hayes UB3 2AB**

Ground Floor Plan
GF Plan showing Unit A and Flat B Bike & Bin stores

FIONA BROOKE & PARTNERS
architecture • engineering services design • project management
THE STUDIO 25 AMERSHAM HILL GARDENS HIGH WYCOMBE HP13 8DR
TEL 01494 512733
fiona@fionabrooke.com
www.fionabrooke.com

| | | | |
|-------|-----------|-------------|---------------|
| Scale | 1:50 @ A2 | Project Ref | 496 - 004 |
| Date | June 2018 | Revision | E |
| Drawn | FCB | Printed | 03 March 2020 |



GROUND FLOOR PLAN - FLAT B

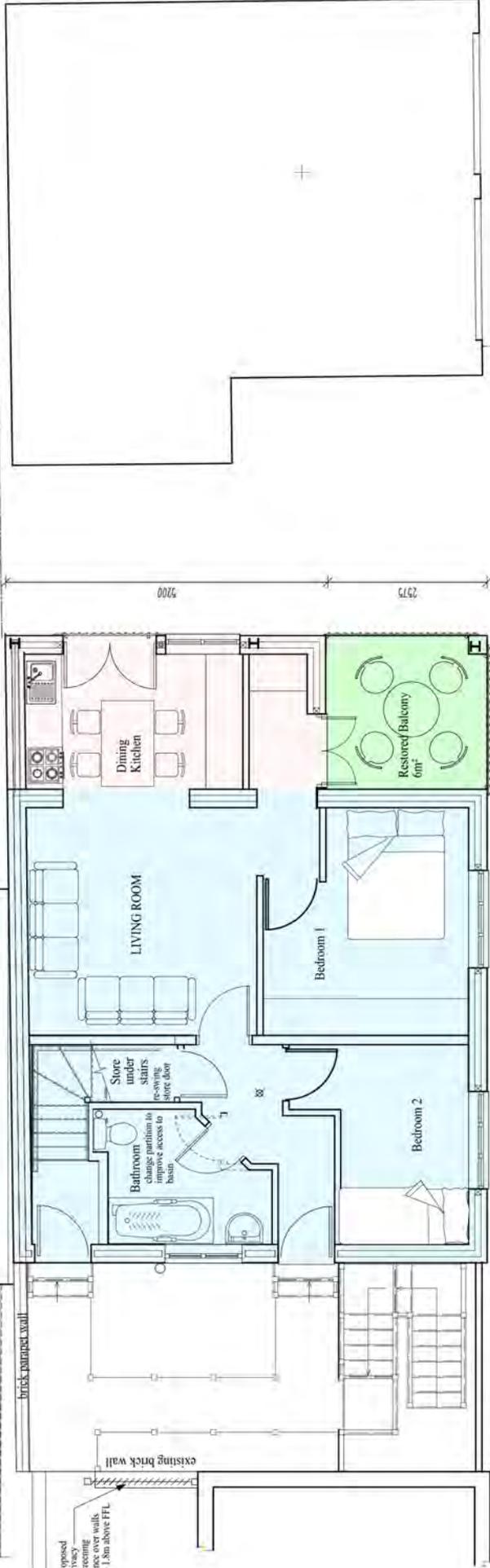
One Bedroom Apartment 1p
Gross Internal Area 44 m² - minimum 39 m²
Private Garden (excluding footpath) 10.6 m²
Bin and Bike store Area 11.4 m²

GROUND FLOOR PLAN - Commercial Unit A

Gross Internal Area 40.1 m²
Suitable for Osteopath, Engineer, Solicitor, Accountant, Book keeper, Dressmaker, Dentist, Architect, Chiropractor, Chiroprapist etc.
Use Classes A2, B1, D1

Proposed Bin and Cycle store for units A, B, C and D shown taken from Flat B private garden.
New gate from side access proposed for secure access to bikes and bins for tenants only.
Ground Floor Building Area approved for commercial use in 2004 and constructed in 2006, implementing flat consent
Permission now sought for use of approved space for Unit A- Commercial use and Flat B, a one-bedroom flat

It is the reader's responsibility to check that this is the current version of this drawing. If in doubt or anything is unclear please ask. 01494 512733



FIRST FLOOR PLAN - FLAT C

Two Bedroom Apartment 3 person
Gross Internal Area 61 m² (min 61m²)
Private West facing Balcony 6 m²

PROPOSED

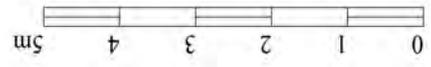
| F | revised plans following consult | 18/03/20 |
|------|---------------------------------------|----------|
| D | Balconies enlarged to 6m ² | 01/01/19 |
| C | Notes updated | 10/08/18 |
| B | Restored balconies labelled | 29/06/18 |
| Rev. | Amendment | Date |

Client / Project **Mr Sabaratman Botwellears House at the rear of 25 Botwell Lane, Hayes UB3 2AB**

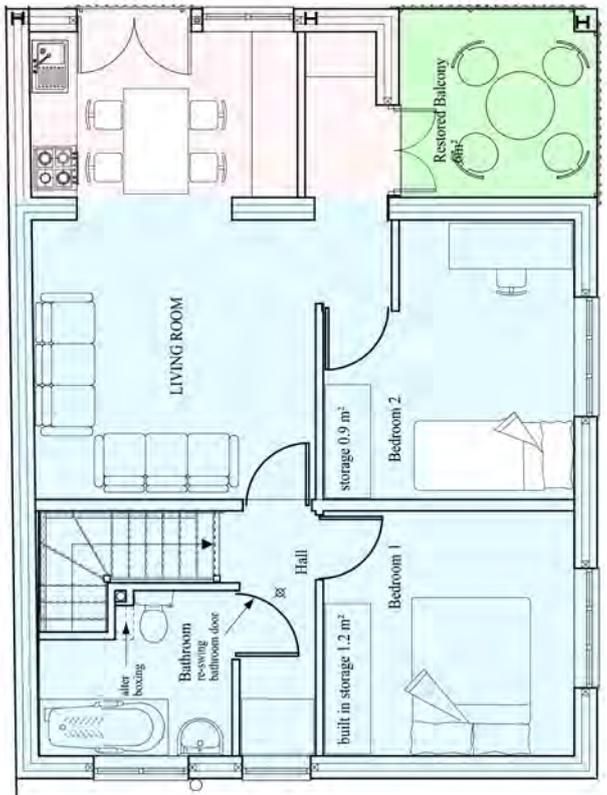
Drawing Title
Proposed First & Second Floor Plans SW balconies restored

FIONA BROOKE & PARTNERS
architecture • engineering services design • project management
THE STUDIO, 25 AMERSHAM HILL GARDENS - HIGH WYCOMBE, HP13 9DR
TEL: 01494 512733
Email: fiona@fionabrooke.com
fionabrooke.com

| | | | |
|-------|-----------|-------------|-----------|
| Scale | 1:50 @ A2 | Project Ref | Drg. No. |
| Date | June 2018 | Revision | 496 - 005 |
| Drawn | FCB | Printed | F |



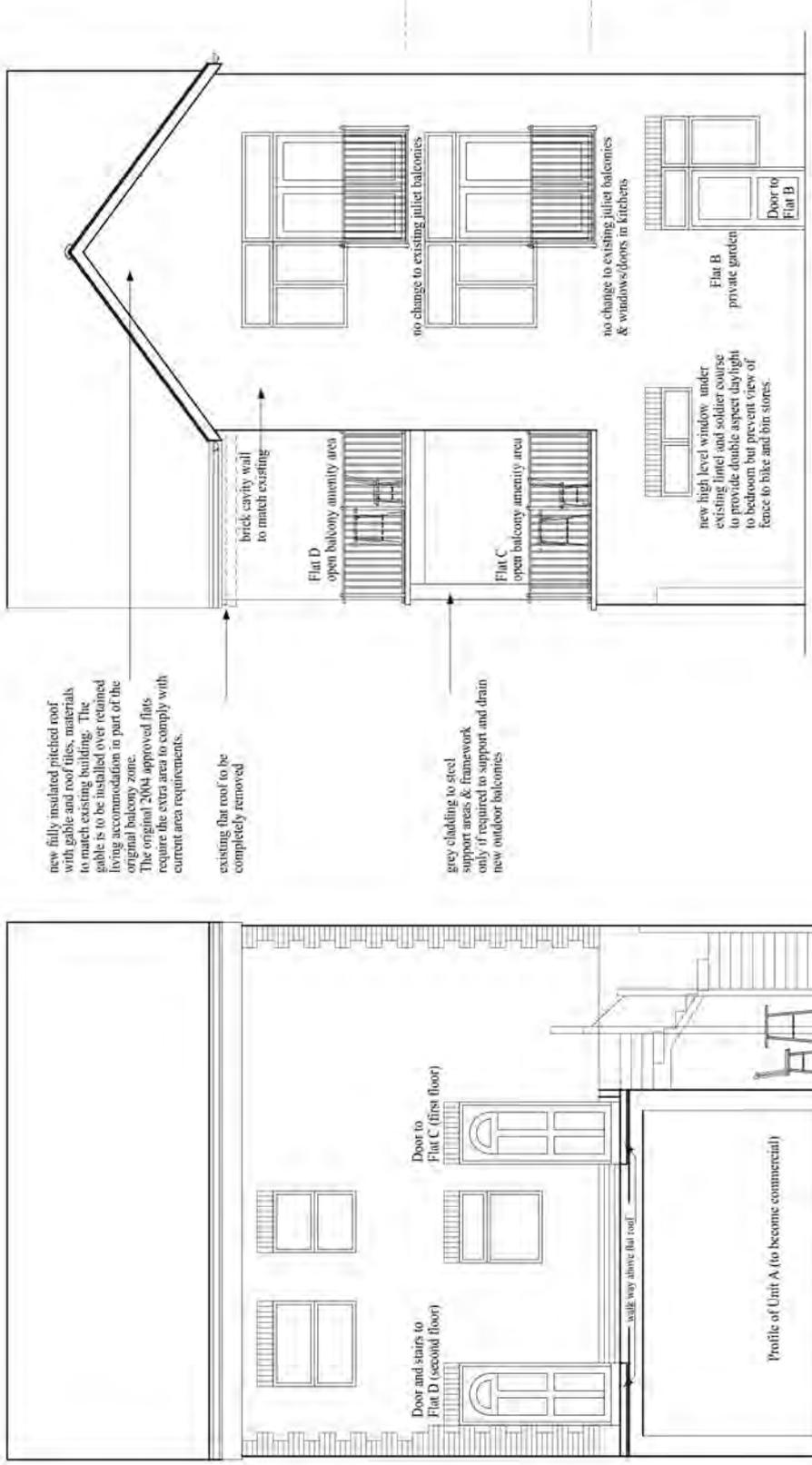
- Part of balcony approved in 2004
- Apartment approved in 2004
- Proposed retrospective extensions (reduced in size to form SW balconies). The extra space helps the apartments comply with London space standards. 2004 approved planning consent flats were smaller.



SECOND FLOOR PLAN - FLAT D

Two Bedroom Apartment 3 person
Gross Internal Area 62 m² (min 61m²)
Private West facing Balcony 6 m²

It is the reader's responsibility to check that this is the current version of this drawing. If in doubt or anything is unclear please ask. 01494 512733



PROPOSED

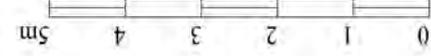
| | | |
|------|---|----------|
| E | Brick restored spaced | 8/03/20 |
| D | ext balconies and rear roof added | 04/03/20 |
| C | bedroom window altered to high level only | |
| C | Notes updated | 10/08/18 |
| Rev. | Amendment | Date |

Client / Project **Mr Sabaratnam Botwellers House at the rear of 25 Botwell Lane, Hayes UB3 2AB**

Drawing Title
Proposed North & South Elevations
No change to N, balcony proposed SW

FIONA BROOKE & PARTNERS
architecture • engineering services design • project management
THE STUDIO 35 AMERSHAM VILL GARDENS HIGH WYCOMBE HP12 6BP
TEL 01494 512733 Fax 01494 512733 www.fionabrooke.com

| | | | | | |
|-------|-----------|-------------|-----|----------|---------------|
| Scale | 1:50 @ A2 | Project Ref | 496 | Dwg. No. | 003 |
| Date | June 2018 | Revision | E | Printed | 18 March 2018 |
| Drawn | FCB | | | | |



SOUTH ELEVATION TO GARDEN
showing
Proposed Amendments to Botwellers House apartments to restore appearance similar to original planning consent 1644/APP/2004/949 but with rear gable added over retained accommodation and provide outdoor amenity for flats C and D at South West corner of the building

NORTH ELEVATION TO FIRST FLOOR ARRIVAL AREA
showing no changes to existing elevations

WEST ELEVATION
shown on drawing 496-002

EAST ELEVATION TO BOUNDARY WITH 23 BOTWELL LANE
shown on drawing 496-006

It is the reader's responsibility to check that this is the current version of this drawing. If in doubt or anything is unclear please ask. 01494 512733



Rear Elevation (South) refer to drawing 496-002

| | | |
|------|---|---------|
| Rev. | Amendment | Date |
| E | rear gable added over retained spa | 8/03/20 |
| | outdoor amenity balconies created for flats C and D | |

Client / Project
Mr Sabaratnam
 Botwellers House at the rear of
 25 Botwell Lane, Hayes UB3 2AB

Drawing Title
Proposed Restored Balconies
Amendments to West Elevation

FIONA BROOKE & PARTNERS
 architecture • engineering services design • project management
 THE STUDIO, 25 AMERSHAM HILL GARDENS • HIGH WYCOMBE, HP13 6QR
 TEL: 01494 512733 • Fax: 01494 512734 • Email: fiona@fionabrooke.com

| | | | |
|-------|-----------|-------------|---------------|
| Scale | 1:50 @ A2 | Project Ref | Drg. No |
| Date | June 2018 | 496 | 002 |
| Drawn | FCB | Revision | E |
| | | Printed | 27 March 2020 |

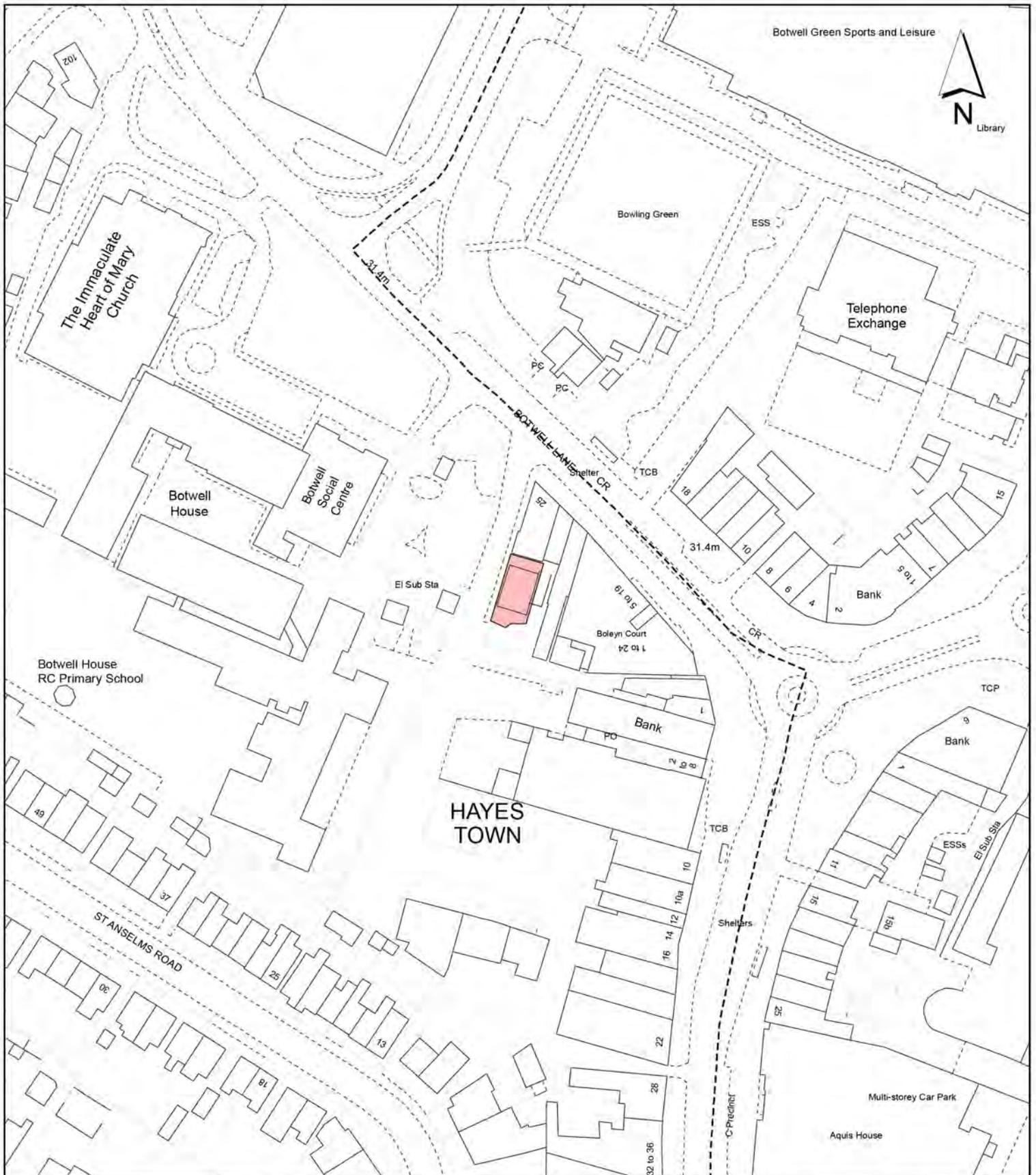
Permission was granted in 2004 for Botwellers House comprising commercial accommodation at ground floor level with 2 number 1-bedroom flats at 1st and 2nd floors (now known as Flats C and D, Botwellers House) Construction started in 2007 and foundations were inspected and approved by Building Control in 2007 preserving the Planning Consent

Planning consent is sought (retrospectively) for the change of use of the ground floor space into two ground floor units A to be for commercial use, and Flat B, Botwellers House

Planning consent is also sought (retrospectively) to extend Flats C and D onto the rear of their approved balconies and to convert them into 2 -bedroomed (3P) flats compliant with current London Space Standards (2016) with restored outdoor amenity balconies facing south and west as shown.

PROPOSED
WEST ELEVATION TO SIDE ACCESS ROAD
 showing

Proposed Amendments to Botwellers House apartments to restore appearance similar to original planning consent 1644/A/PP/2004/949 and provide outdoor amenity spaces for all apartments except commercial unit A



Notes:

 Site boundary

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Site Address:
Botwell House
Rear of 25 Botwell Lane
Hayes

Planning Application Ref:
1644/APP/2020/1061

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

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 LAND FRONTING RENAISSANCE HOTEL BATH ROAD HARLINGTON

Development: The installation of a 20m monopole, 12 no. antenna apertures, equipment cabinets and the removal of the existing 14.7m monopole, 3 no. antennas, redundant equipment cabinets and development ancillary thereto.

LBH Ref Nos: 57699/APP/2020/968

Date Plans Received: 19/03/2020

Date(s) of Amendment(s):

Date Application Valid: 19/03/2020



| | |
|-------------|-------|
| Scale | 1:100 |
| Orientation | 20° |
| UB1 | 140° |
| UC1 | 260° |

NOTES:
 1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED

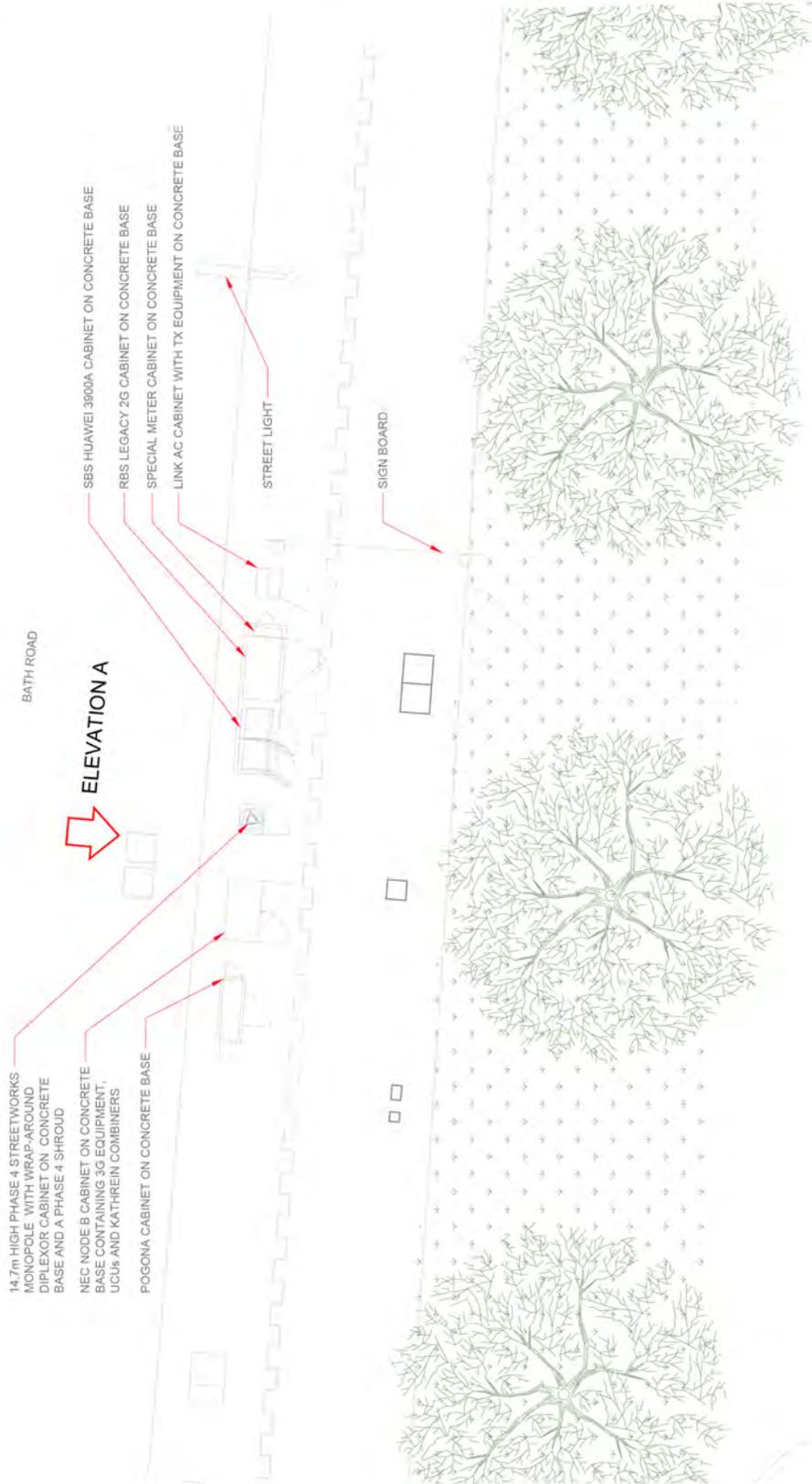
| | | | | | |
|-----------|----------------|------------|---------------------------------|------------------|-------|
| Reference | MBNL EET 14202 | Project | T&A | Purpose of Issue | Issue |
| MD01 | MBNL | 12/03/2020 | Network / Upgrade / Description | Planning | A |
| Drawn | J.S. Dwyer | Checked | M. Virostek | First Issue | ACQ |

Beaconcomms 3G UK Limited
 100 East Zetland International Drive
 100 East Zetland International Drive
 Halesworth, Suffolk, UK
 IP19 2BQ
 Tel: 01702 316000
 Fax: 01702 319001
 Email: sales@beaconcomms.co.uk

Mobile Broadband Network Limited
 South Point, Thames Tower, Station Road, Reading, RG1 1UX

BEACONCOMMS
 UNIT 10 PITS CLAVE INDUSTRIAL ESTATE, TAVISTOCK, DEVON, PL19 0PW
 sales@beaconcomms.co.uk Tel: +44 (0)1823 610610

Site Name: **DNS OPP RENAISSANCE HOTEL**
 Site ID: **905090**
 Address: **DNS OPP RENAISSANCE HOTEL
 BATH ROAD HEATHROW
 HOUNSLOW
 LONDON: HILLINGDON
 TW6 2AQ**
 TRK: **100 EXISTING SITE PLAN**
 Project: **T & A**
 Purpose of Issue: **GENERAL ARRANGEMENT**
 EET CR ID: **70573** MBNL CR ID: **HGN042** SUK CR ID: **UB0112**
 Master Drawing No: **905090_HGN042_70573_UB0112_M001** Issue: **A**





NOTE:
 EXISTING BT & TX TO BE RELOCATED TO NEW MK5 LAC.
 EXISTING SINGLE PHASE 100A TO BE UPGRADED TO THREE
 PHASE 100A SUPPLY WITHIN MK5 CABINET

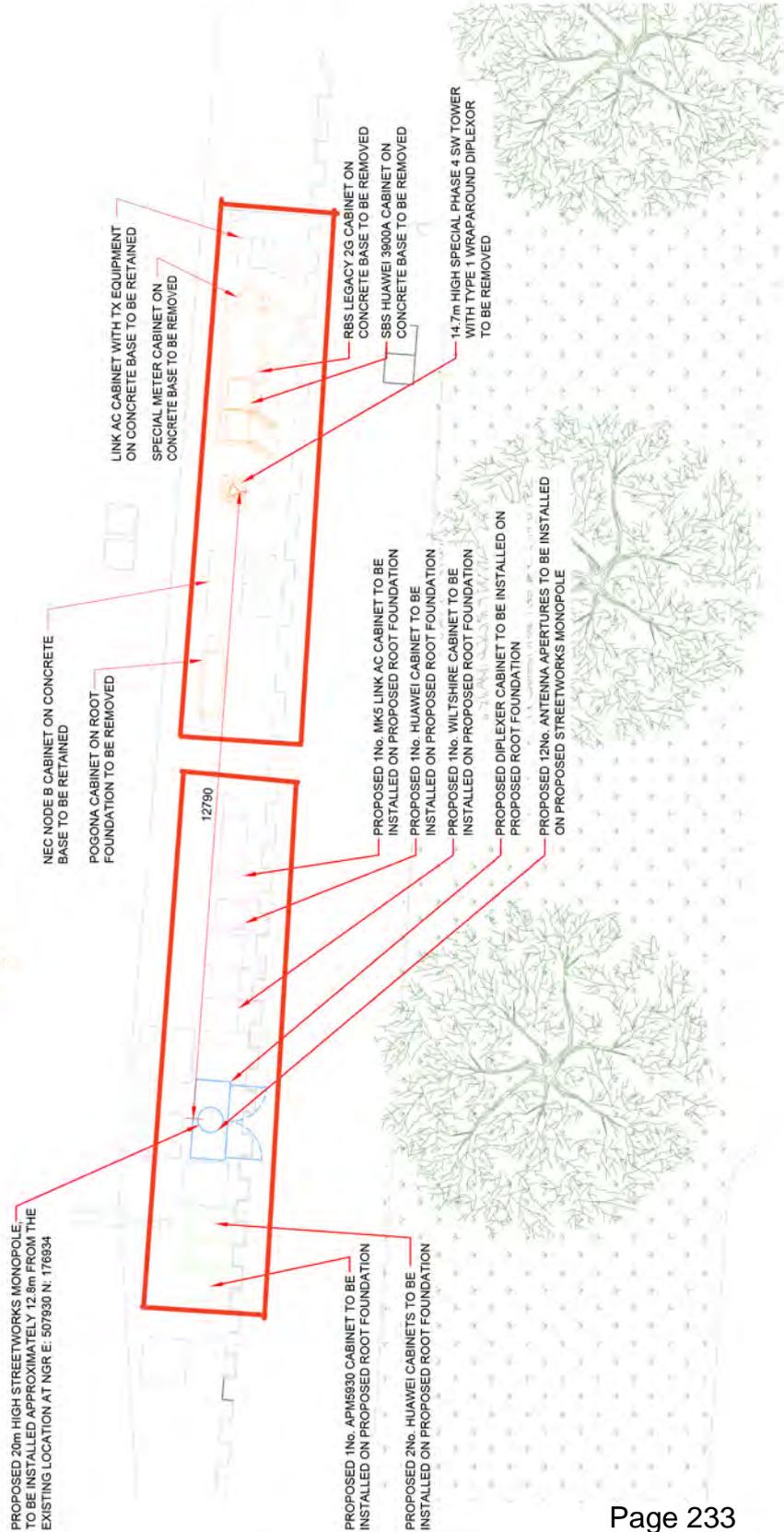
| Existing 3G Cabinet Retained - Loss Calculation | | |
|---|-------------------|-----------------|
| Operator | Feeder length (m) | IL Results (dB) |
| EE U2100 to Wraparound | 14.0m | -3.602 |
| H3G U2100 to Wraparound | 15.0m | -2.698 |

| Antenna Aperture ID | Proposed 4G/5G Bearing | Operator Shared EFR15G |
|---------------------------|------------------------------|------------------------------|
| A1 | 20° | EE |
| A2 | 20° | H3G |
| A3 | 20° | EE/H3G |
| A4 | 20° | EE/H3G |
| B1 | 140° | EE |
| B2 | 140° | H3G |
| B3 | 140° | EE/H3G |
| B4 | 140° | EE/H3G |
| C1 | 200° | EE |
| C2 | 200° | H3G |
| C3 | 200° | EE/H3G |
| C4 | 200° | EE/H3G |

NOTES:
 1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED

BATH ROAD

ELEVATION A



PROPOSED MAX CONFIGURATION SITE PLAN



| SITE CAPACITY & LEAD OPERATOR | | |
|-------------------------------|------|------|
| HS2 | HS2 | HS2 |
| A | B | C |
| LEAD | LEAD | LEAD |
| EE | EE | EE |

| | | | | | | | | |
|---|--|--|--|---|---|--|--|---|
| Address: 4G/5G Shared EFR15G A1 20° EE A2 20° H3G A3 20° EE/H3G A4 20° EE/H3G B1 140° EE B2 140° H3G B3 140° EE/H3G B4 140° EE/H3G C1 200° EE C2 200° H3G C3 200° EE/H3G C4 200° EE/H3G | Project: MBNL 215 (17/18) T&A Date: 12/03/2020 Drawn: J.S. Dwyer Checked: M. Vitorico Approved: M. Vitorico | Project: T&A Revision / Upgrade / Description: First Issue Function of Issue: Planning Issue: A | MBNL Mobile Broadband Network Limited Sun Post, Thames Tower, Station Road, Reading, RG1 1UX | Project: ACQ Location: Hillfield Business Park Hillfield Hillfield Berkshire AL10 9BW Hillfield Business Park Hillfield Hillfield Berkshire AL10 9BW Tel: 01235 731000 Fax: 01235 731001 | BEACONCOMMS UNIT 10 PTT CLAVE INDUSTRIAL ESTATE, TAVISTOCK, DEVON, PL19 0PW sales@beaconcomms.co.uk Tel: +44 (0)1823 610010 | Site Name: DNS OPP RENAISSANCE HOTEL Site ID: 905090 Address: DNS OPP RENAISSANCE HOTEL BATH ROAD HEATHROW HOUNSLOW LONDON: HILLINGDON TW6 2AQ | TRK: 215 MAX CONFIGURATION SITE PLAN Project: T & A | Purpose of Issue: GENERAL ARRANGEMENT EE CR ID: 70573 MBNL CR ID: HGN042 BLK CR ID: UB0112 Master Drawing No: 905090_HGN042_70573_UB0112_M001 Issue: A |
|---|--|--|--|---|---|--|--|---|

| | |
|-------------|--|
| Notes | 1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED |
| Scale | 1:100 |
| Orientation | 20° |
| Grid | 140° |
| Code | 2160° |

NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED

| | | | | | | | |
|----------|-------------|--------------------------------|-------------|----------------|----------|-------|---|
| Client | MBNL | Project | T&A | Phase of Issue | Planning | Issue | A |
| Drawn | J.S. Dwyer | Revision / Upgrade Description | First Issue | | | | |
| Checked | M. Virostek | | | | | | |
| Approved | | | | | | | |

ACQ

Hedden 3G UK Limited
 1st Floor, 20, South Road
 Halesowen, West Midlands
 AL10 9BW
 Tel: 01202 316000
 Fax: 01202 319001
 Address: 20, South Road, Halesowen, West Midlands, B63 3QY

MBNL Mobile Broadband Network Limited
 5th Floor, Business Tower, Station Road, Reading, RG1 1LX

BEACONCOMMS
 UNIT E4 PTT'S CLAVE INDUSTRIAL ESTATE, TAVISTOCK, DEVON, PL19 0PW
 sales@beaconcomms.co.uk
 Tel: +44 (0)1822 610610

Site Name: **DNS OPP RENAISSANCE HOTEL**

Site ID: **905090**

Address: **DNS OPP RENAISSANCE HOTEL
 BATH ROAD HEATHROW
 HOUNSLOW
 LONDON: HILLINGDON
 TW6 2AQ**

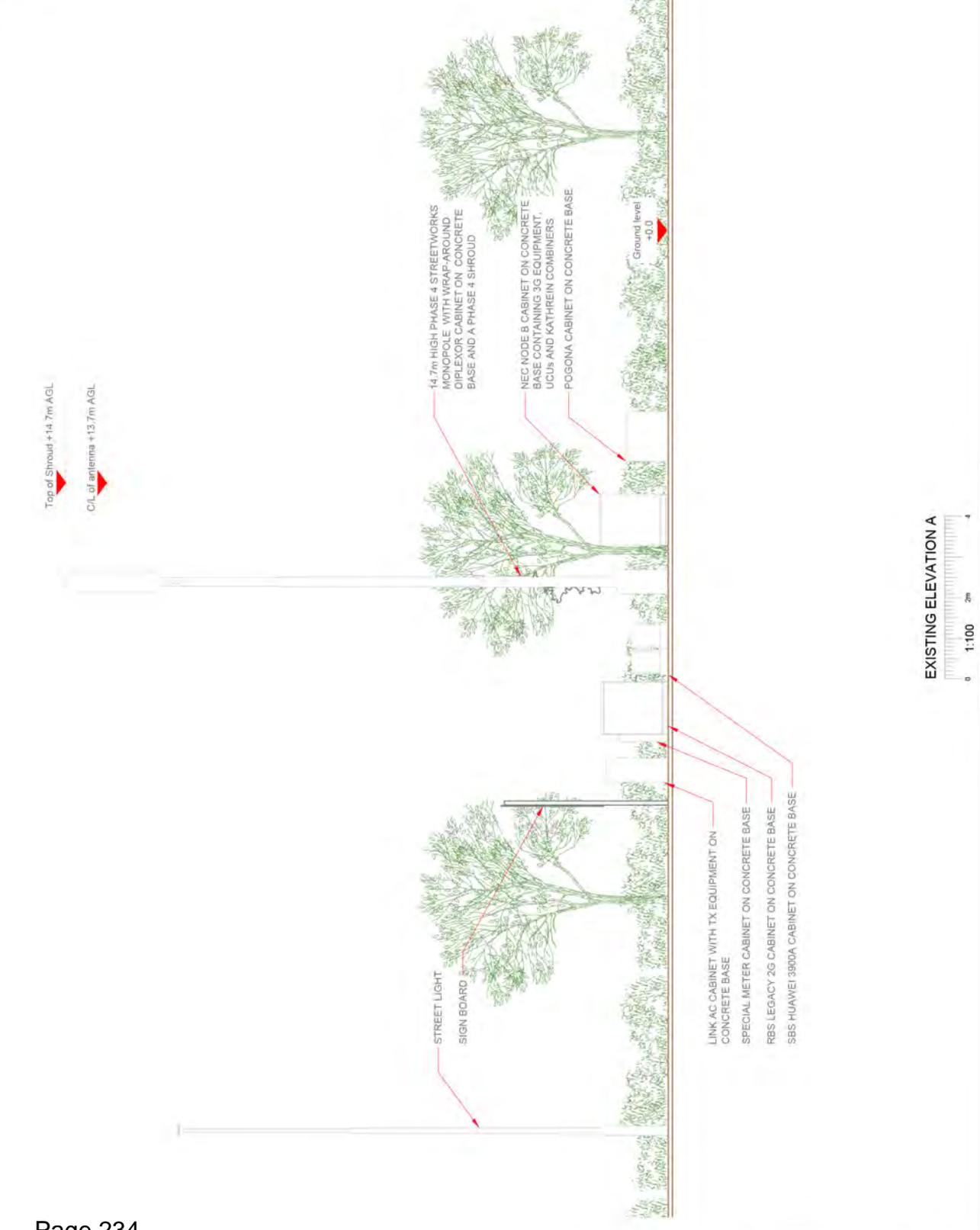
TRF: **150 EXISTING ELEVATION A**

Project: **T & A**

Purpose of Issue: **GENERAL ARRANGEMENT**

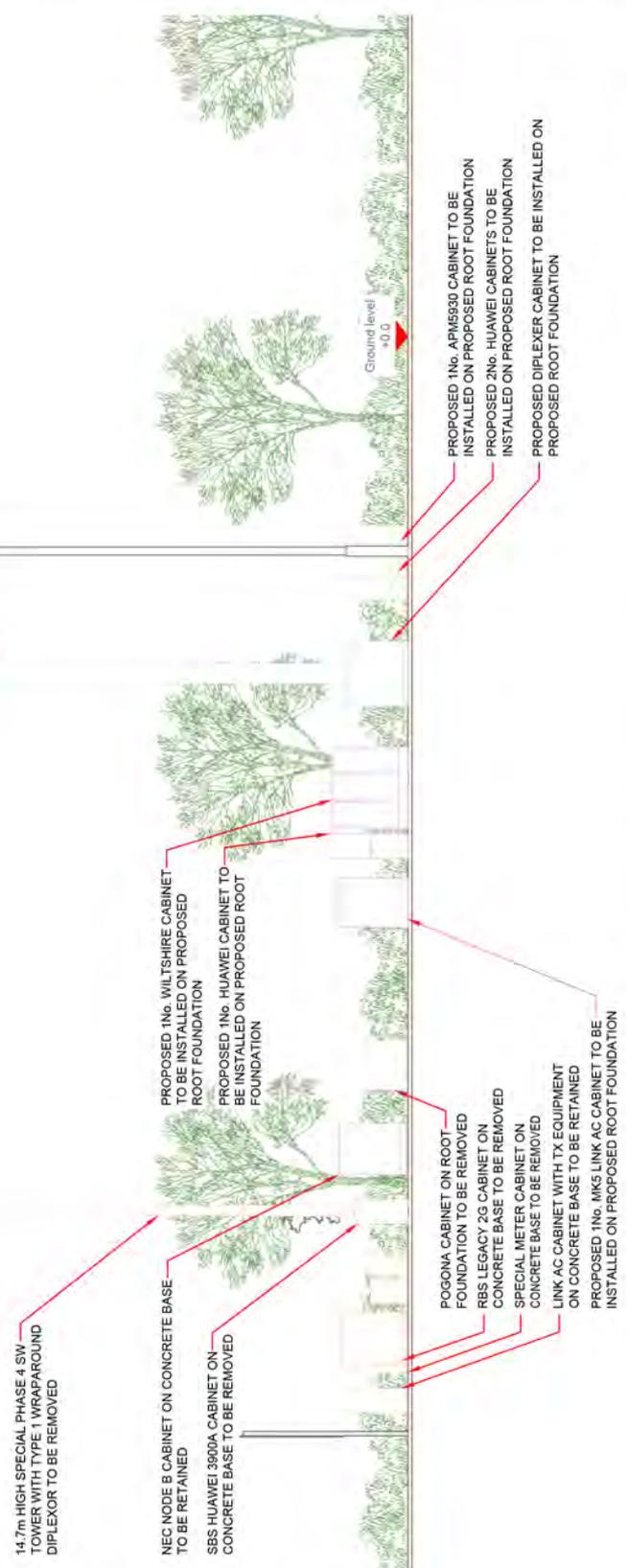
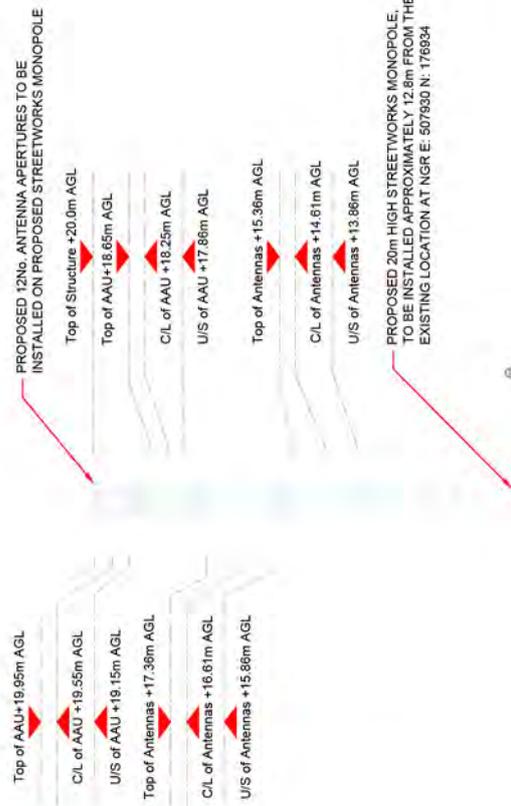
| | | |
|-----------|-------------|------------|
| EE OR ID: | MBNL OR ID: | SUK OR ID: |
| 70573 | HGN042 | UB0112 |

Master Drawing No: 905090_HGN042_70573_UB0112_M001
 Issue: A



NOTE:
 EXISTING BT & TX TO BE RELOCATED TO NEW MK5 LAC.
 EXISTING SINGLE PHASE 100A TO BE UPGRADED TO THREE
 PHASE 100A SUPPLY WITHIN MK5 CABINET

| Address ID | Proposed Aperture | Operator | Shared | EA/RSG |
|------------|-------------------|----------|--------|--------|
| A1 | 20" | EE | | EE |
| A2 | 20" | HGS | | HGS |
| A3 | 20" | EE/HGS | | EE/HGS |
| A4 | 20" | EE/HGS | | EE/HGS |
| B1 | 140" | EE | | EE |
| B2 | 140" | HGS | | HGS |
| B3 | 140" | EE/HGS | | EE/HGS |
| B4 | 140" | EE/HGS | | EE/HGS |
| C1 | 200" | EE | | EE |
| C2 | 200" | HGS | | HGS |
| C3 | 200" | EE/HGS | | EE/HGS |
| C4 | 200" | EE/HGS | | EE/HGS |



PROPOSED MAX CONFIGURATION ELEVATION



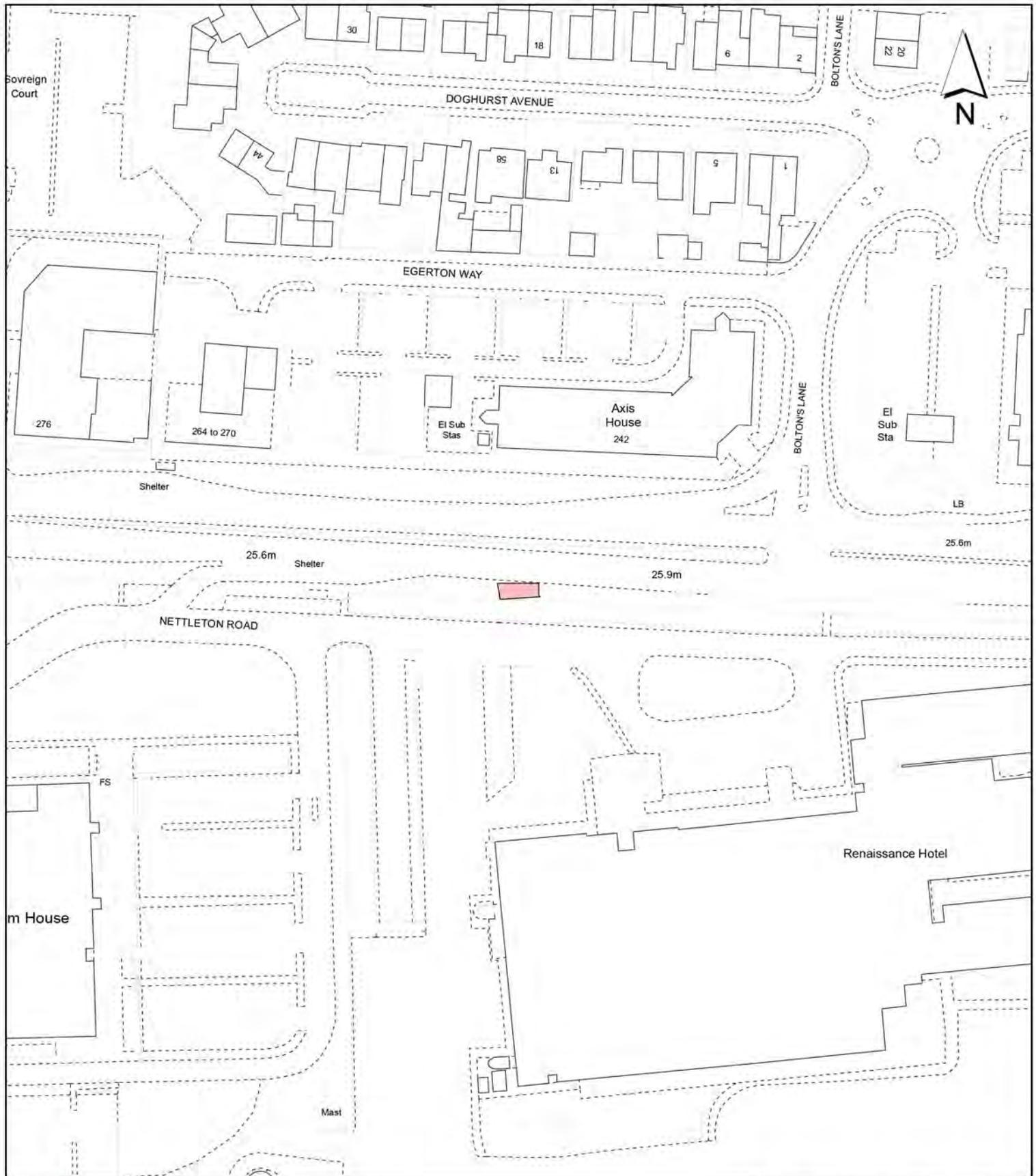
| SITE CAPACITY & LEAD OPERATOR | | | |
|-------------------------------|-----|-----|------|
| A | B | C | LEAD |
| HS2 | HS2 | HS2 | EE |

NOTES:
 1 ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED

| | | | | |
|----------|------------|--------------------------------|-------------|---|
| Model | MBNL | T&A | Planning | A |
| Revision | 1/20/2020 | Revision / Upgrade Description | First Issue | |
| Author | J.S. Dwyer | Checked | M. Vignone | |
| Drawn | M. Vignone | Approved | | |



| | |
|--------------------|--|
| Site Name: | DNS OPP RENAISSANCE HOTEL |
| Site ID: | 905090 |
| Address: | DNS OPP RENAISSANCE HOTEL BATH ROAD HEATHROW HOUNSLOW LONDON: HILLINGDON TW6 2AQ |
| TIN: | 265 MAX CONFIGURATION ELEVATION |
| Project: | T & A |
| Purpose of Issue: | GENERAL ARRANGEMENT |
| EE CR ID: | 70573 |
| MBNL CR ID: | HGN042 |
| SUK CR ID: | UB0112 |
| Master Drawing No: | 905090_HGN042_70573_UB0112_M001 |
| Issue: | A |



Notes:

 Site boundary

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Site Address:

**Land Fronting
 Renaissance Hotel
 Bath Road**

Planning Application Ref:
57699/APP/2020/968

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

**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 HAYES TUITION CENTRE 52 COLDHARBOUR LANE HAYES

Development: Change of use of first floor from tuition centre/offices to 2 x 2 -bed and 3 x 1-bed self contained flats, including addition of a second floor, a first floor side extension, balconies to rear, new external stairs and widening of crossovers

LBH Ref Nos: 52803/APP/2019/2634

Date Plans Received: 05/08/2019

Date(s) of Amendment(s): 26/05/2020

Date Application Valid: 04/09/2019

52, Coldharbour Lane, Hayes, Hillingdon, UB3 3EP



Block Plan shows area bounded by: 509996.95, 179975.92 510086.95, 180065.92 (at a scale of 1:500), OSGridRef: TQ10048002. 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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2019-02-110

52, Coldharbour Lane, Hayes, Hillingdon, UB3 3EE

NOTE:-

A dedicated parking space will be provided for flats 3 and 5, All other residents will be unable to apply for parking permits in Fairdale Gardens.

Most students and staff use public transport to attend the facility, therefore staff parking can be used for other needs including disabled parking if required.



Block Plan shows area bounded by: 510017.32, 179992.01 510099.32, 180044.01 (all a scale of 1:200), OSGridRef: TQ10048001. 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. Produced on 22nd Jul 2019 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2019. Supplied by www.buyaplan.co.uk a licensed Ordnance Survey partner (100053143). Unique plan reference: #00440786-007F12

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| Title | Scale | Drawing Number | Revision | Date |
|--|-------|----------------|----------|---------------------------|
| Proposed Car Park Layout | 1:200 | 2019-02-113 | Original | 10 th Jan 2020 |
| Description | | | | |
| Staff parking spaces increased to 2,400 mm wide from 2,200 | | | A | 24 th Jan 2020 |

26 MAY 2020

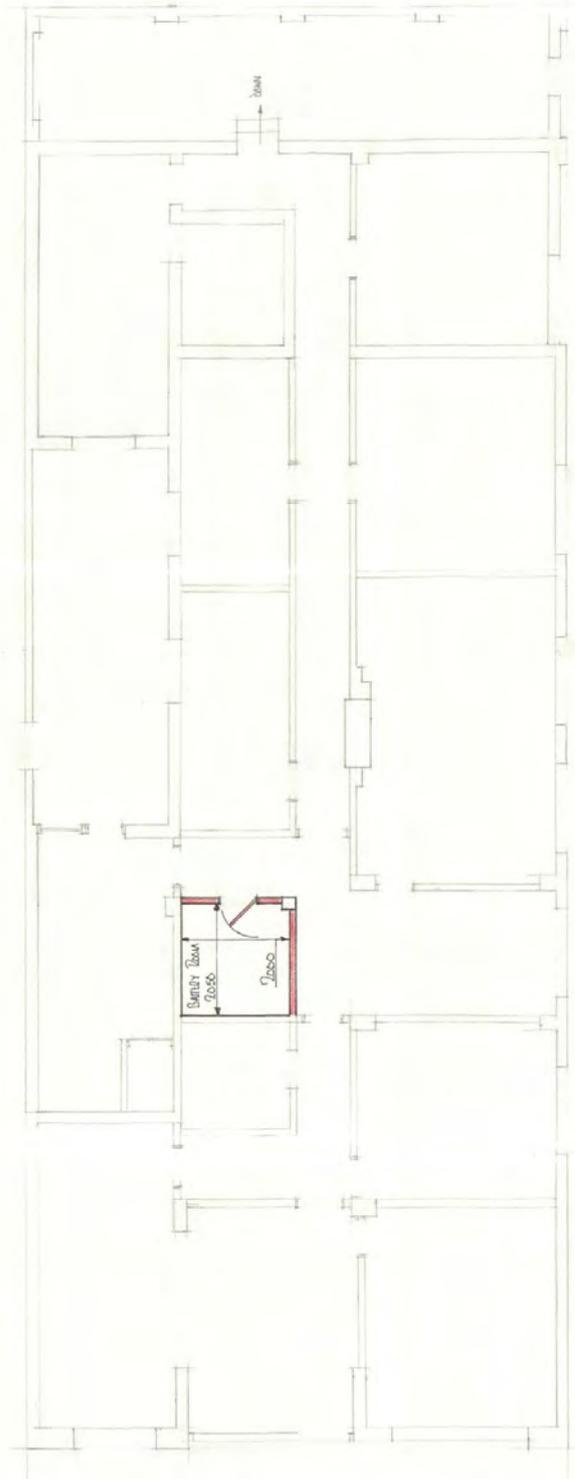
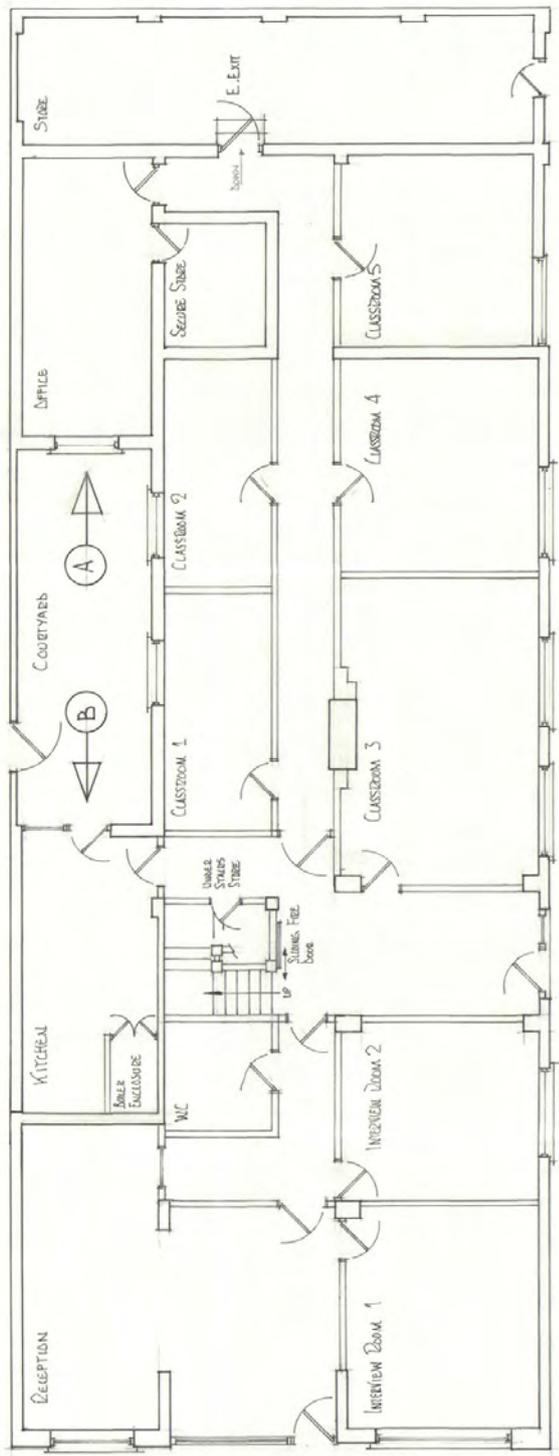
52, Coldharbour Lane, Hayes, Hillingdon, UB3 3EE



Block Plan shows area bounded by: 510017.32, 179992.01 510069.32, 180044.01 (at a scale of 1:200), OSGrdRef: TQ10048001. 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. Produced on 22nd Jul 2019 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2019. Supplied by www.buyaplan.co.uk a licensed Ordnance Survey partner (100053143). Unique plan reference: 900440766-007F12. Ordnance Survey and the OS Symbol are registered trademarks of Ordnance Survey, the national mapping agency of Great Britain. Buy A Plan logo, pdf design and the www.buyaplan.co.uk website are Copyright © Pass Inc Ltd 2019.

| Title | Scale | Drawing Number | Revision | Date |
|---------------------------------|-------|-----------------|----------|---------------------------|
| Proposed Site Cabins & Scaffold | 1:200 | 2019 - 02 - 115 | Original | 26 th Feb 2020 |

NOTES:
 All dimensions must be checked on site and not copied from this drawing.
 THE ONLY CHANGE TO THE ORIGINAL FLOOR PLAN WAS BE THE REMOVAL OF THE STAIRS IN THEIR EXISTENT. THE FIRST FLOOR JOCKEY WILL BE EXCHANGED CONCRETE IN A FLOORING CONCRETE REINFORCE. THE NEW BATTERY ROOM CONSTRUCTION WILL BE COMPLETED AFTER COMPLETING A SPECIALIST CONTRACTOR. ALL OTHER DOORS/DOORS/WINDOWS REMAINS AS IS.



26 MAY 2020

| Revisions | |
|-----------|------|
| A | Date |
| | |
| | |
| | |

Client: Mr. & Mrs. T. Oar
 Hayes Tutorial Centre,
 52 Colindale Lane, Hayes, Middlesex,
 UB8 3JP

Job Title: To Modify the Existing Ground Floor Plan,
 Convert the Existing First Floor
 from A2(b) to C3(a)
 & Construct a New Floor at the
 Existing Roof Level.

Drawing Title
**Existing & Proposed
 Ground Floor Plan**

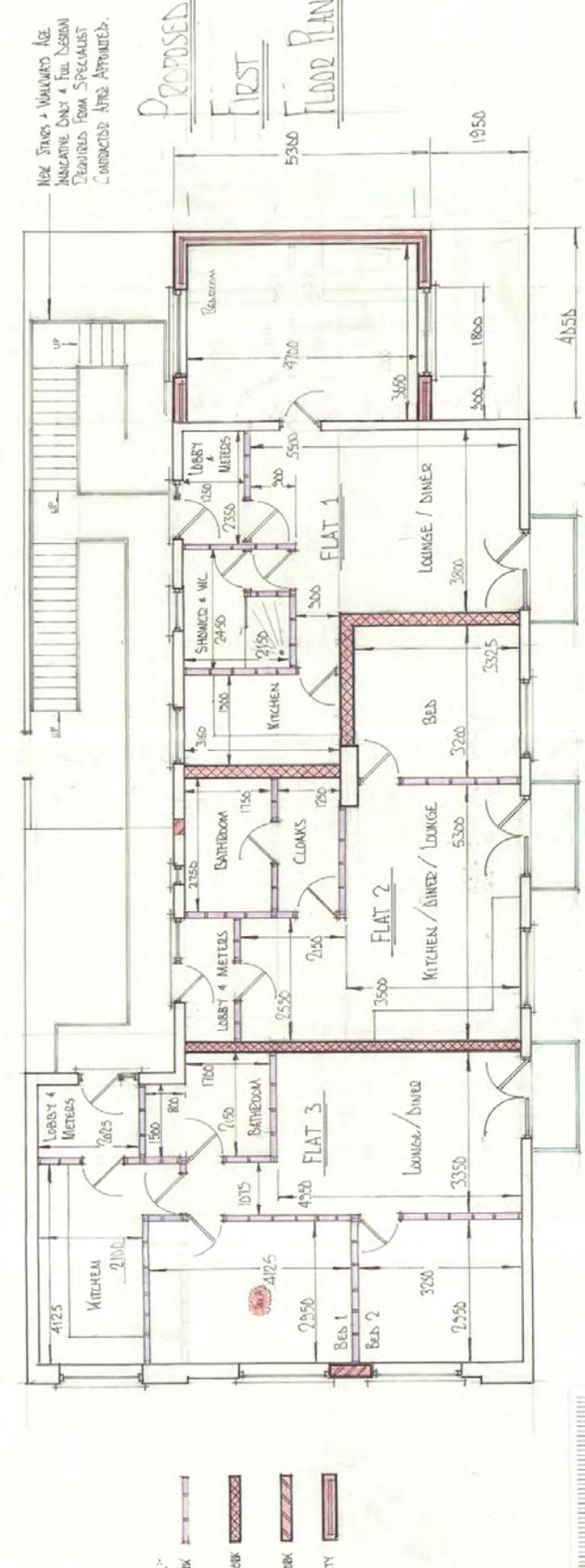
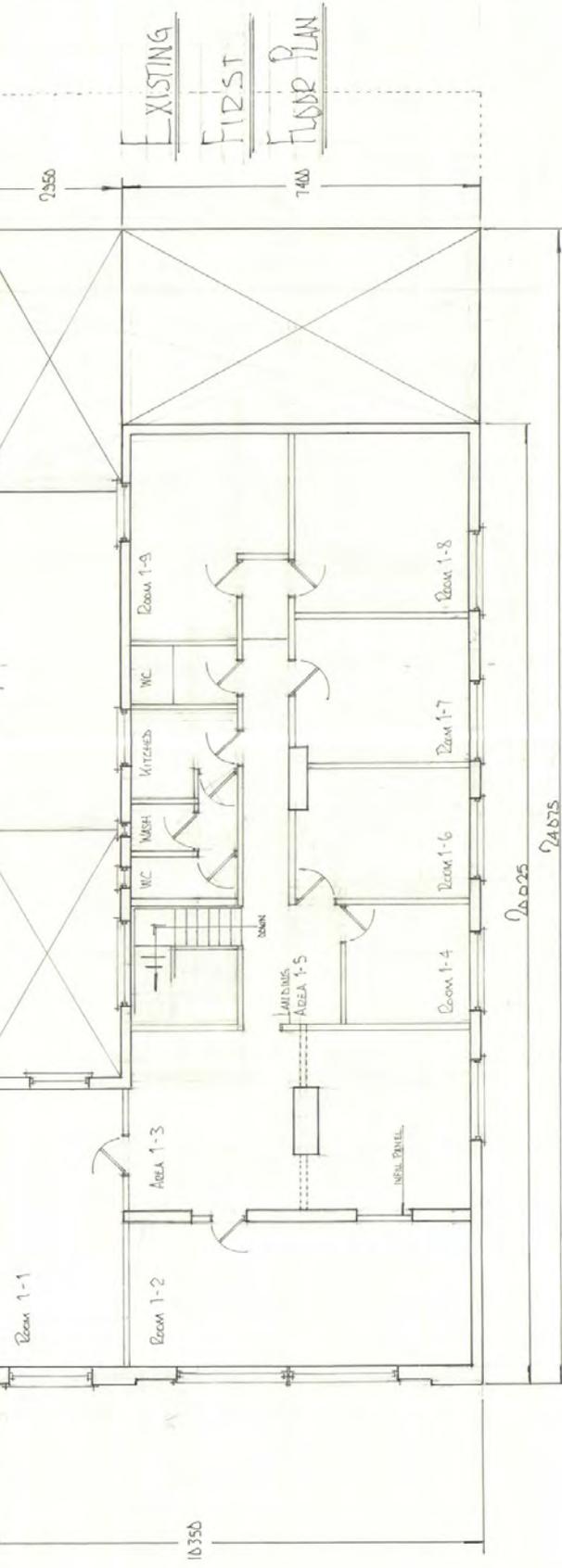
Scale: 1:50 @ A1
 Date: February 2019
 Drawn by:

| | |
|----------------------------------|-------------------------|
| Date: February 2019 Drawn by: | Rev: 2019 - 02 - 104 |
|----------------------------------|-------------------------|



1 : 50

NOTES:
 All dimensions must be checked on site and must correspond to the drawing.
 ALL DIMENSIONS IN MM



- Key To Walls:
- SHOWER
 - PARTY WALL / BLOCKWORK
 - BLOCKWORK
 - SIP BLOCK CURTAIN



| Rev | Date | By | Check | Reason |
|-----|------------|-----|-------|--------|
| 1 | 15/02/2019 | ... | ... | ... |
| 2 | 15/02/2019 | ... | ... | ... |

Client: Mr. & Mrs. T. Oar
 Hayes Station Centre,
 32 Colindale Lane, Hayes, Middlesex,
 UB8 3JP

Job Title: To Modify the Existing Ground Floor Plan,
 Convert the Existing First Floor
 from A2(1) to C3(a)
 & Construct a New Floor at the
 Existing Roof Level.

Drawing Title: Existing & Proposed
 First Floor Plan

Scale: 1:50 @ A1

Date: February 2019
 Drawn by: ...

Proj No: 2019 - 02 - 105
 Rev: ...

NOTES:
All dimensions must be checked on site and not
relied from this drawing.

| Rev. | Date | Revisions |
|------|------------|--|
| A | 2019-02-10 | FLAT 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 |

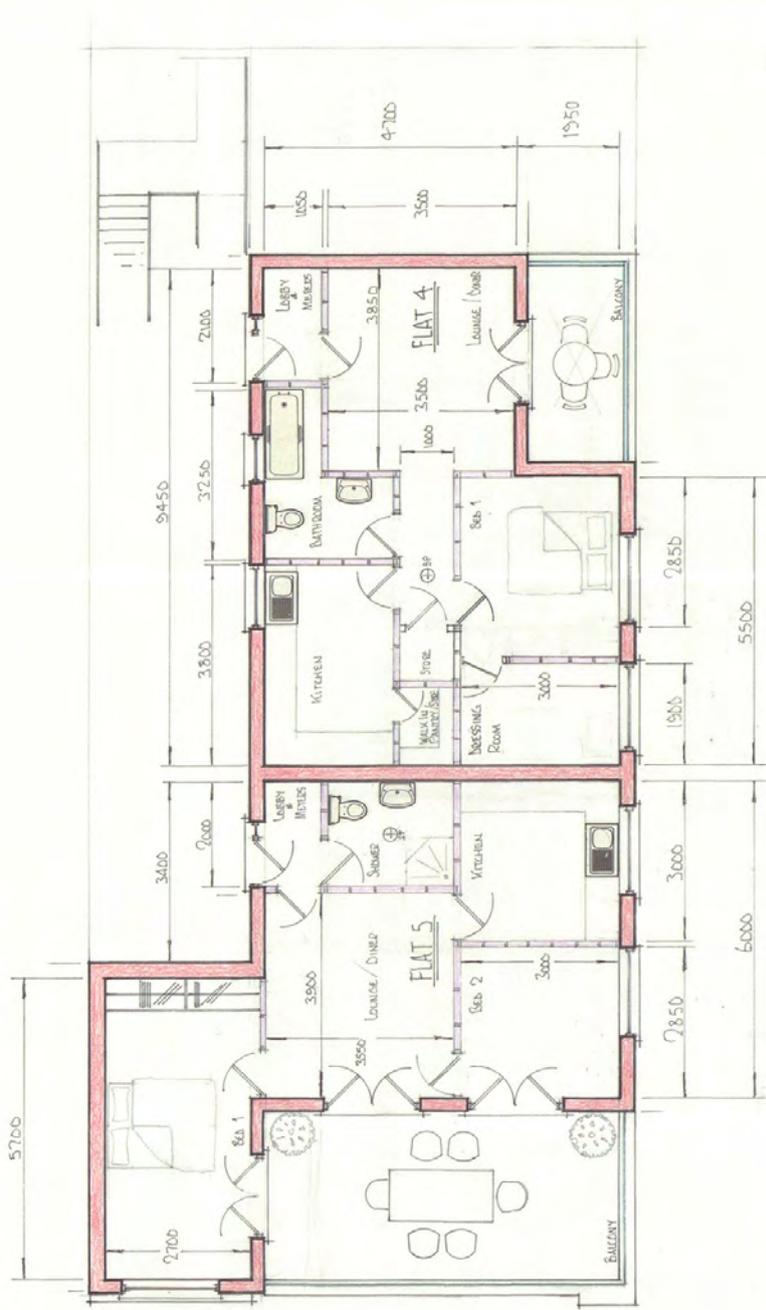
Client
Mr. & Mrs. T. Ooi
11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
51, Collyer Quay Lane, #01-01, Singapore, 049311

Job Title
To Modify the Existing Ground Floor Plan,
Convert the Existing First Floor
from AZ(b) to C3(a)
& Construct a New Floor at the
Existing Roof Level.

Drawing Title
**Proposed Second Floor
Plan**

Scale 1:50 @ A1
Date February 2019
Drawn by

Draw No. 2019-02-106
Rev. A



26 MAR 2020



1:50

NOTES:
All dimensions must be checked on site and set out from this drawing.

ALL SOLAR PANELS SHOWN ARE INDICATIVE ONLY AND WILL BE CONFIRMED AFTER A SUITABLY QUALIFIED SUPPLIER HAS BEEN CONTACTED & AFTER DISCUSSION WITH THE APPOINTED SIP CONTRACTOR & STRUCTURAL ENGINEER, & AFTER THE ROOF FINISH HAS BEEN DESIGNED.

| Revisions | |
|-----------|------|
| A | Date |
| | |
| | |

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Client: Mr. & Mrs. T. Doe
Hayes Tuition Centre,
52 Colindale Avenue, Hayes, Middlesex,
UB8 3EP

Job Title

To Modify the Existing Ground Floor Plan,
Convert the Existing First Floor
from A2(b) to C3(a)
& Construct a New Floor at the
Existing Roof Level.

Drawing Title
Proposed Roof Plan

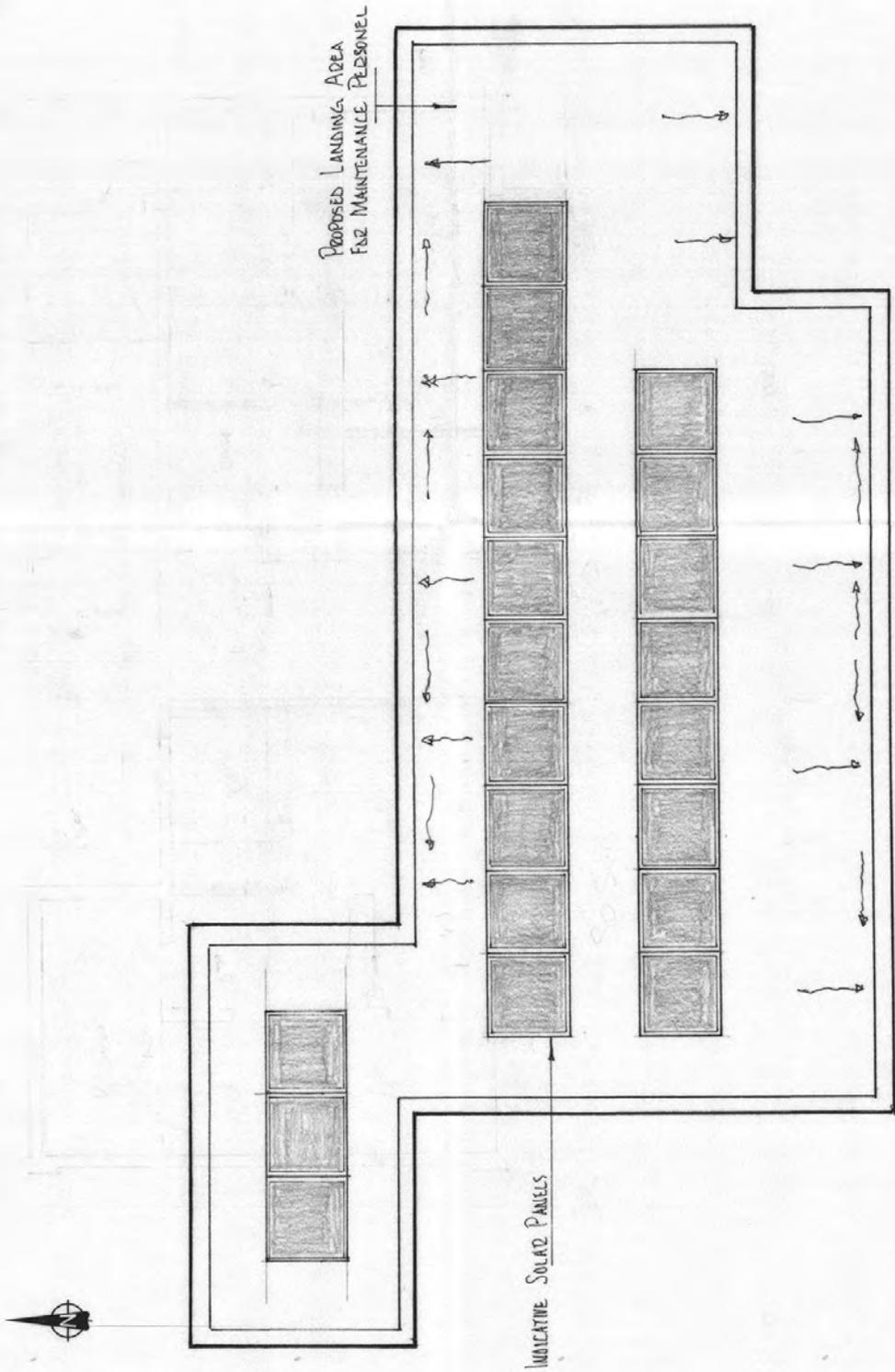
Scale: **1 : 50 @ A2**

Date: February 2019
Drawn by

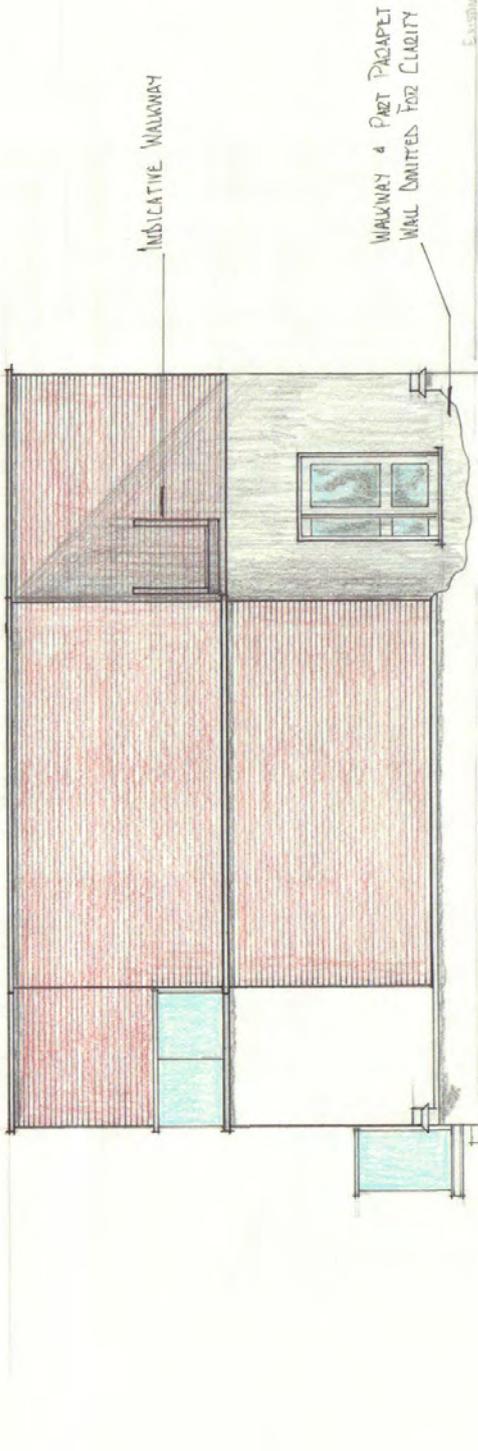
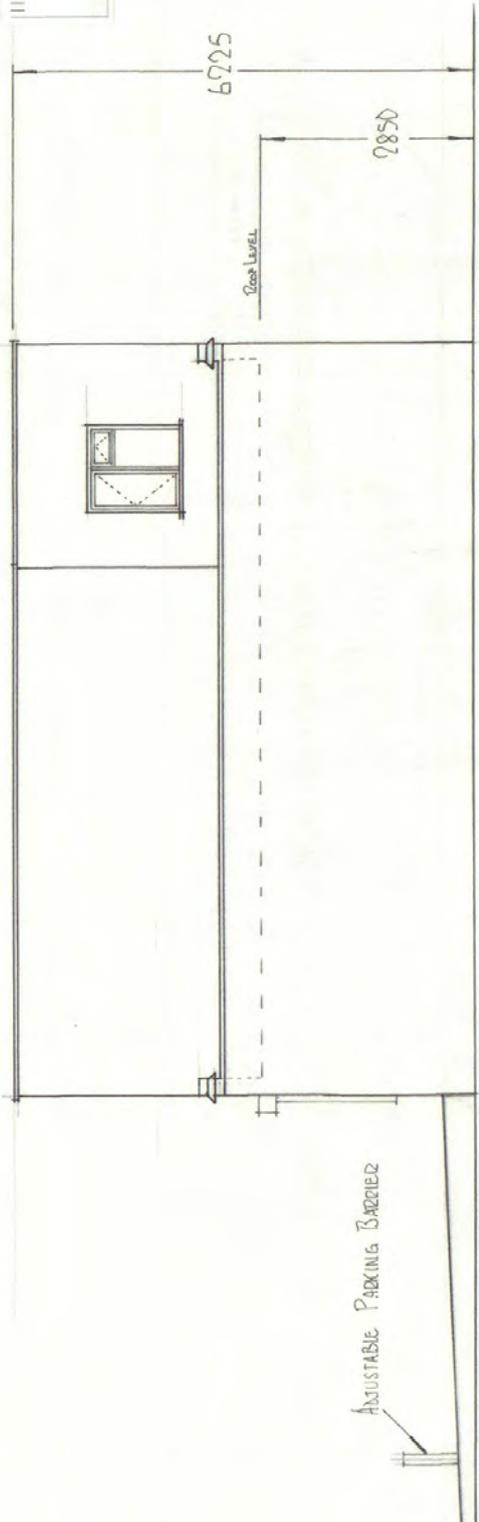
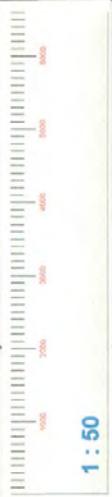
| | |
|---------|-----------------|
| Dwg No. | 2019 - 02 - 108 |
| Rev. | |

420 x 594mm A2

26 MAY 2019



NOTES:
All dimensions must be checked on site and not
extracted from this drawing



| A | Date | Revisions |
|---|------|-----------|
| | | |
| | | |
| | | |

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Client Mr. & Mrs. T. Dur.
Hayes Tuition Centre,
52 Coldeharbour Lane, Hayes, Middlesex,
UB3 3EP

Job Title

To Modify the Existing Ground Floor Plan,
Convert the Existing First Floor
from A2(b) to C3(a)
& Construct a New Floor at the
Existing Roof Level.

Drawing Title

**Existing & Proposed
East Elevation**

Scale 1 : 50 @ A2

Date February 2019

Drawn by

Dwg No. 2019 - 02 - 103

Rev.

NOTES:
All dimensions must be checked on site and not
scaled from this drawing.

| A | Date | Revisions |
|---|------|-----------|
| | | |
| | | |
| | | |

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Client

Mr. & Mrs. T. Dar.
Hayes Tuition Centre,
52 Coldharbour Lane, Hayes, Middlesex,
UB8 3EP

Job Title

To Modify the Existing Ground Floor Plan,
Convert the Existing First Floor
from A2(b) to C3(a)
& Construct a New Floor at the
Existing Roof Level.

Drawing Title

Existing & Proposed
West Elevation

Scale 1:50 @ A2

Date _____ Drawn by _____

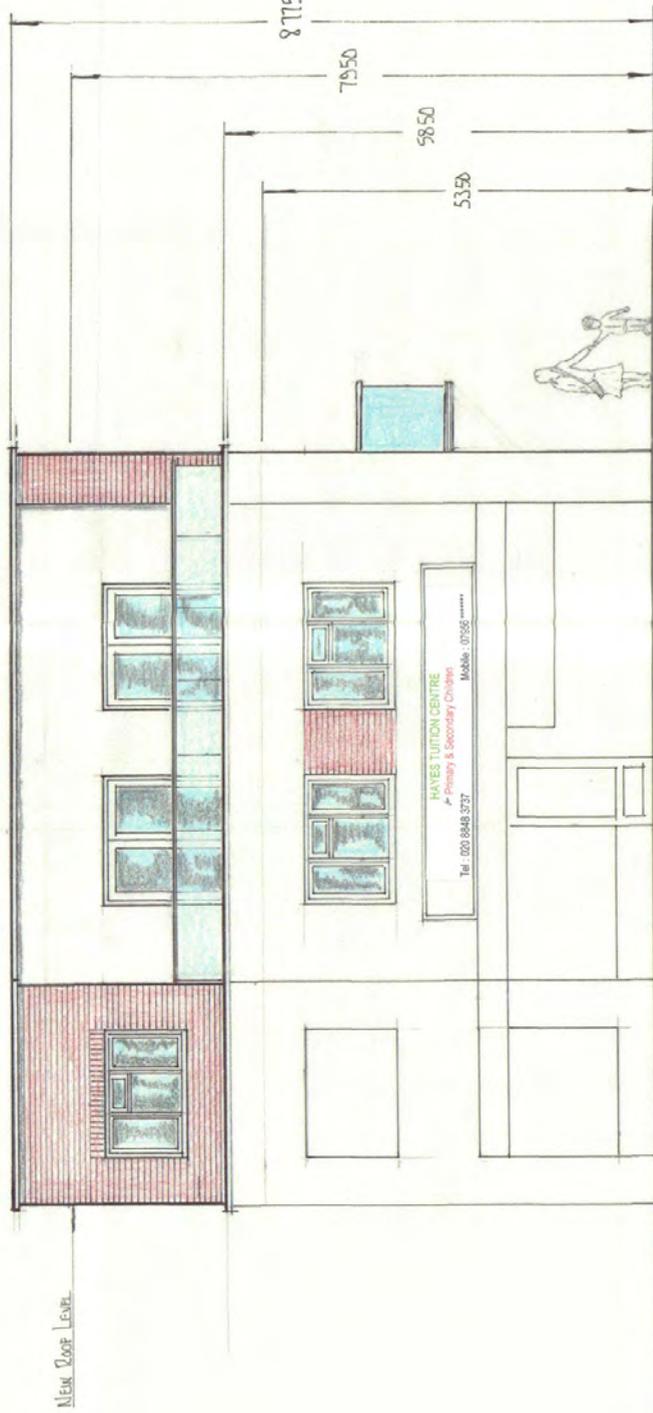
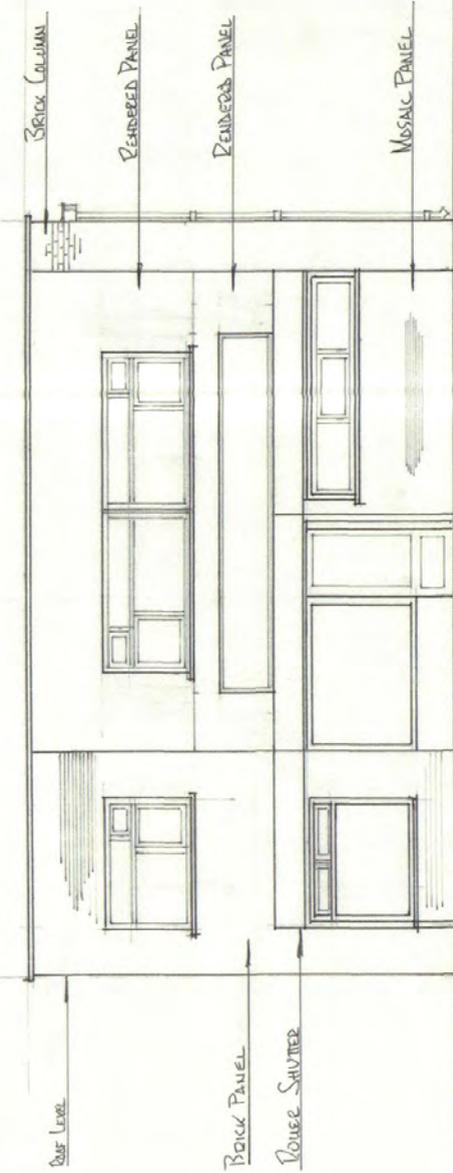
Orig No.

2019 - 02 - 101

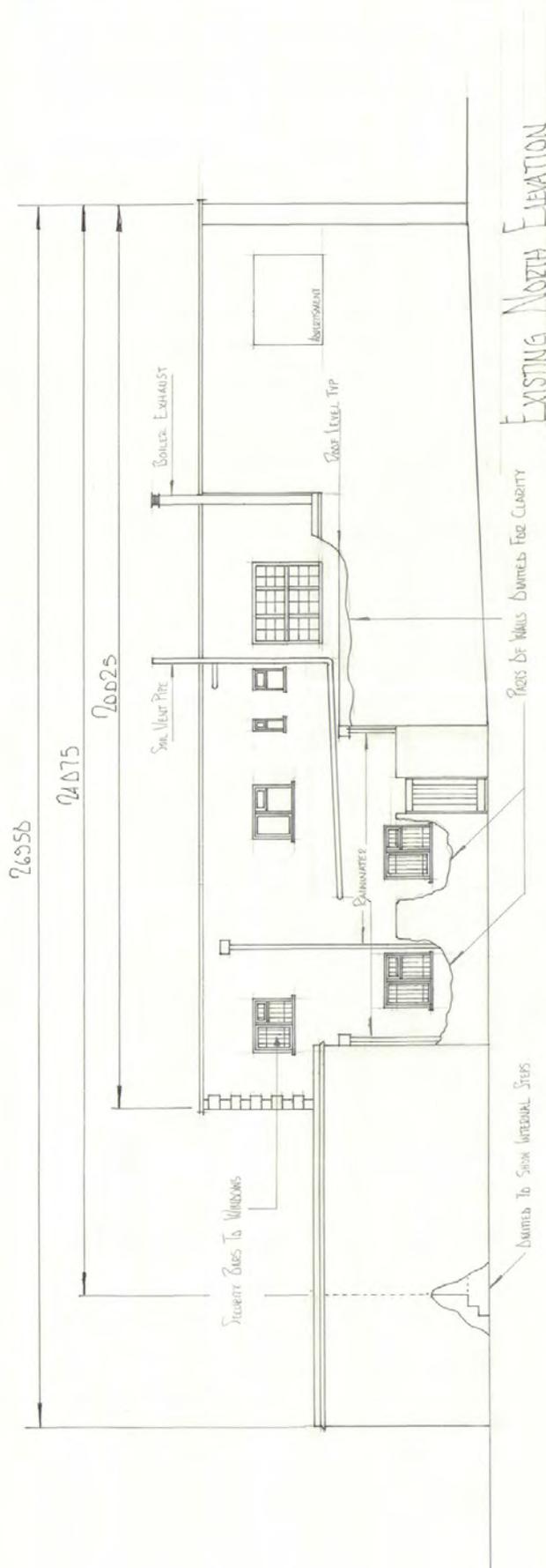
Rev.

420 x 594mm A2

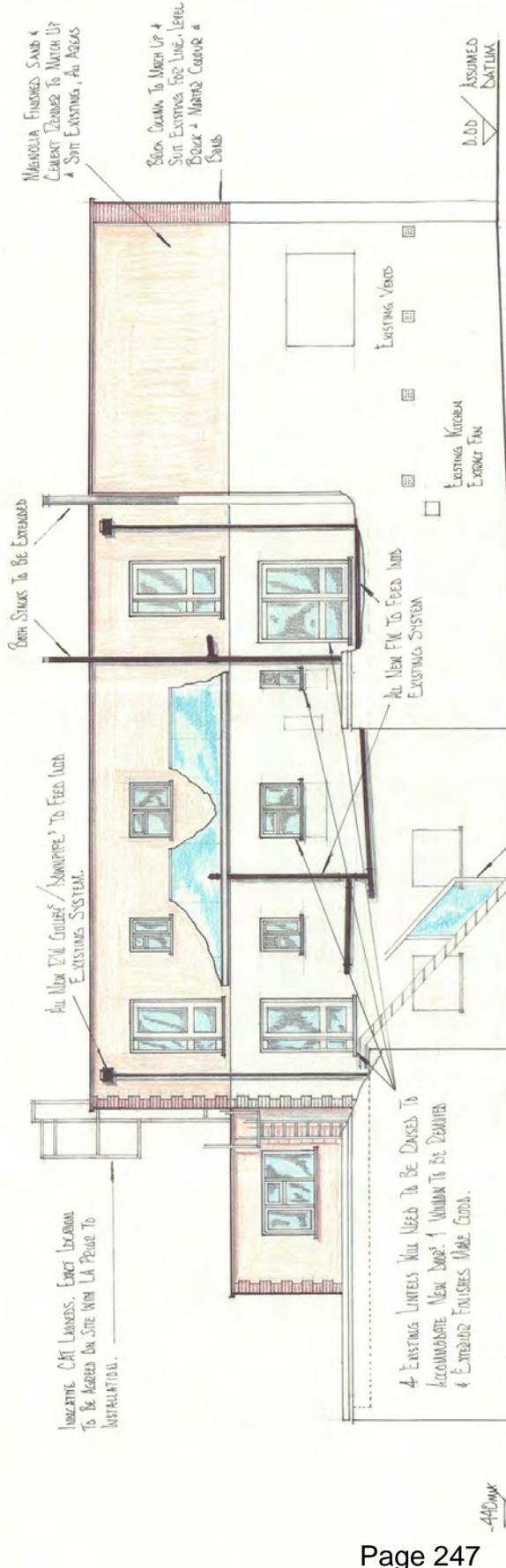
2.6 MAY 2019



NOTES:
 All dimensions must be checked on site and not
 assumed from drawings.
 Au Dimensions in Mill.



EXISTING NORTH ELEVATION



PROPOSES NORTH ELEVATION

Client: Mr. & Mrs. T. Doe, Hayes Tullion Centre, 55 Colthurston Road, Walsby, Walsby, Walsby.

Job Title: To Modify the Existing Ground Floor Plan, Convert the Existing First Floor from A2(B) to C3(a) & Construct a New Floor at the Existing floor level.

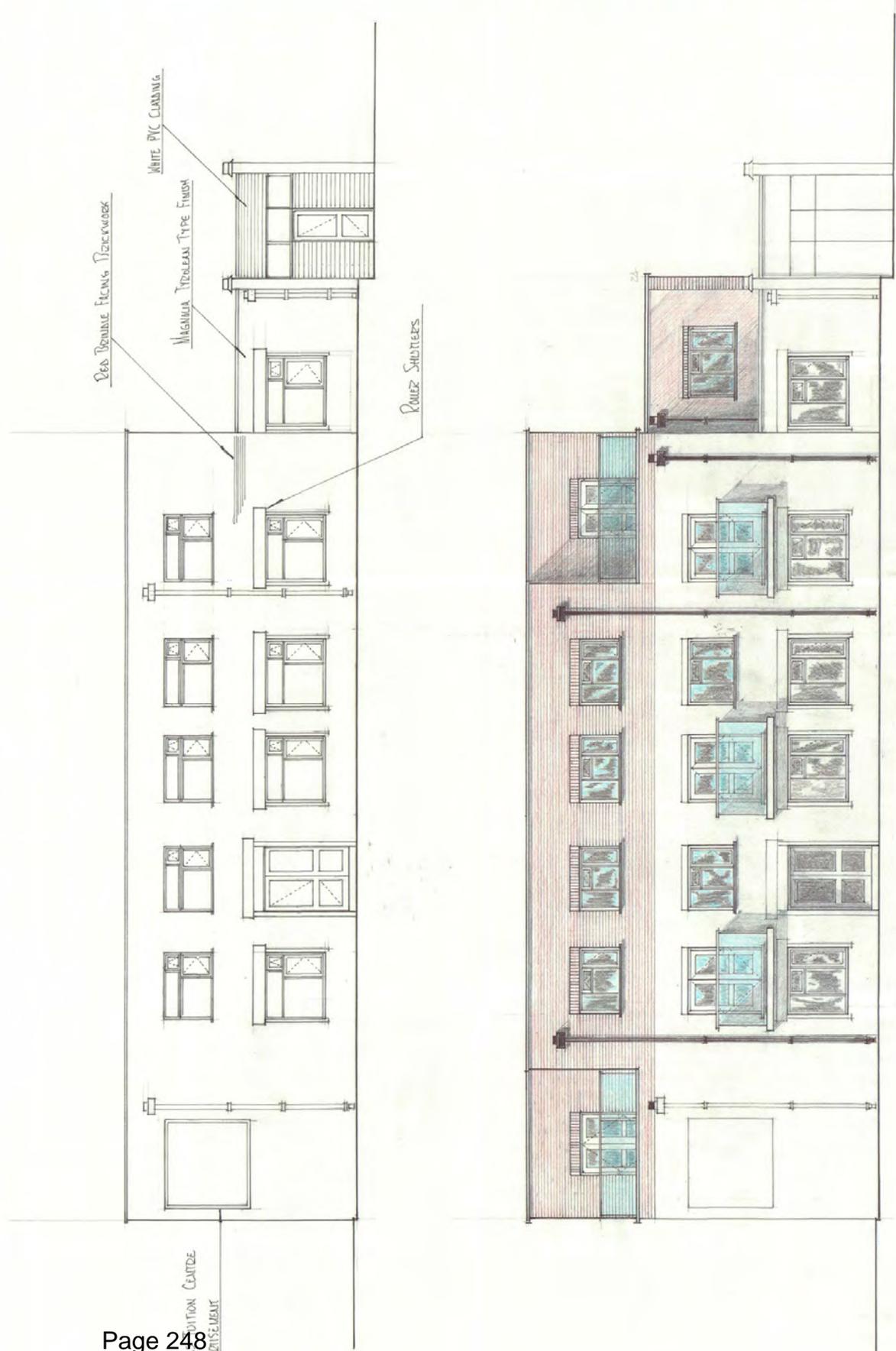
Scale: 1:50 @ A1

Date: _____ Drawn by: _____

Proj No: 2019-02-102 Rev: _____

NOTES:
 All dimensions must be checked on site and set out accordingly.
 In New Zealand & Existing Windows The New
 Windows Will Be White PVC - Cast Frames,
 Brass Wks, Cherry W/ Casings. All Will
 Have 1 Top Hung Top Lonn & 1 Side
 Hung Wlng.

DEE DOUBLE FACING TOWERWORK
 WHITE PVC CLADDING
 MAGNOLIA TROLEAN TYPE FINISH
 ROLLER SHUTTERS



HAYES TALKIN CENTRE
 400 RIVERVIEW ROAD
 AUCKLAND

| Revisions | |
|-----------|------|
| A | Date |
| | |
| | |
| | |

Client
 Mr & Mrs T. Orr
 Hayes Talkin Centre
 31 Coleridge Lane, Hays, Auckland,
 1031 NZ

Job Title
 To Modify the Existing Ground Floor Plan,
 Convert the Existing First Floor
 from A2(b) to C3(a)
 & Construct a New Floor at the
 Existing Roof Level.

Drawing Title
**Existing & Proposed
 South Elevation**

Scale
 1 : 50 @ A1

Date
 February 2019

Drawn by

Day No.
 2019 - 02 - 100

Rev.

NOTES:
All dimensions must be checked on site and noted on the drawings.

| A | Date | Revisions |
|---|------|-----------|
| | | |
| | | |
| | | |

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Client

Mr. & Mrs. T. Dar.
Hayes Tuition Centre,
52 Coldharbour Lane, Hayes, Middlesex,
UB8 3EP

Job Title

To Modify the Existing Ground Floor Plan,
Convert the Existing First Floor
from A2(b) to C3(a)
& Construct a New Floor at the
Existing Roof Level.

Drawing Title

Part Views on Arrows

Scale

1 : 50 @ A2

Date

February 2019

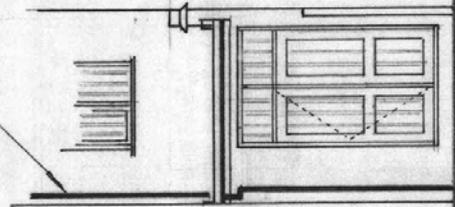
Drawn by

Orig No.

2019 - 02 - 107

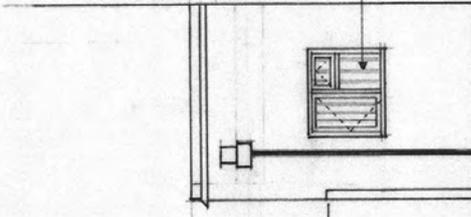
Rev.

Down Downpipe From Roof



PART VIEW ON ARROW "B"

Security Bars To Windows



PART VIEW ON ARROW "A"

Rev. N° 2019 - 02 - 104

COURTYARD WALL

52, Coldharbour Lane, Hayes, Hillingdon, UB3 3EE



Block Plan shows area bounded by: 510017.32, 176992.01 510039.32, 180044.01 (at a scale of 1:200), OSGridRef: TQ10048001. 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. Produced on 22nd Jul 2019 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2019. Supplied by www.buyaplan.co.uk a licensed Ordnance Survey partner (100053143). Unique plan reference: #00440786-007F12. Ordnance Survey and the OS Symbol are registered trademarks of Ordnance Survey, the national mapping agency of Great Britain. Buy A Plan logo, pdf design and the www.buyaplan.co.uk website are Copyright © Pass Inc Ltd 2019.

| Title | Scale | Drawing Number | Revision | Date |
|---------------|-------|-----------------|----------|---------------------------|
| Line of Sight | 1:200 | 2019 – 02 – 114 | Original | 24 th Feb 2020 |

26 MAY 2020



Notes:

 Site boundary

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Site Address:
Hayes Tuition Centre
52 Coldharbour Lane
Hayes

Planning Application Ref:
52803/APP/2019/2634

Planning Committee:
Central & South

Scale:
1:1,250

Date:
July 2020

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 CAR BREAKERS YARD ADJACENT 1, RIVERSIDE COTTAGES THE COMMON WEST DRAYTON

Development: Retrospective application for the change of use of Unit 1 to sale of Motor Vehicles and Unit 2 to use for Contractors Plant, both buildings being previously used in conjunction with the overall use of the site as a breakers yard.

LBH Ref Nos: 4161/APP/2016/2736

Date Plans Received: 14/07/2016

Date(s) of Amendment(s):

Date Application Valid: 09/09/2016



West Drayton Ltd

AREA = 602 m²

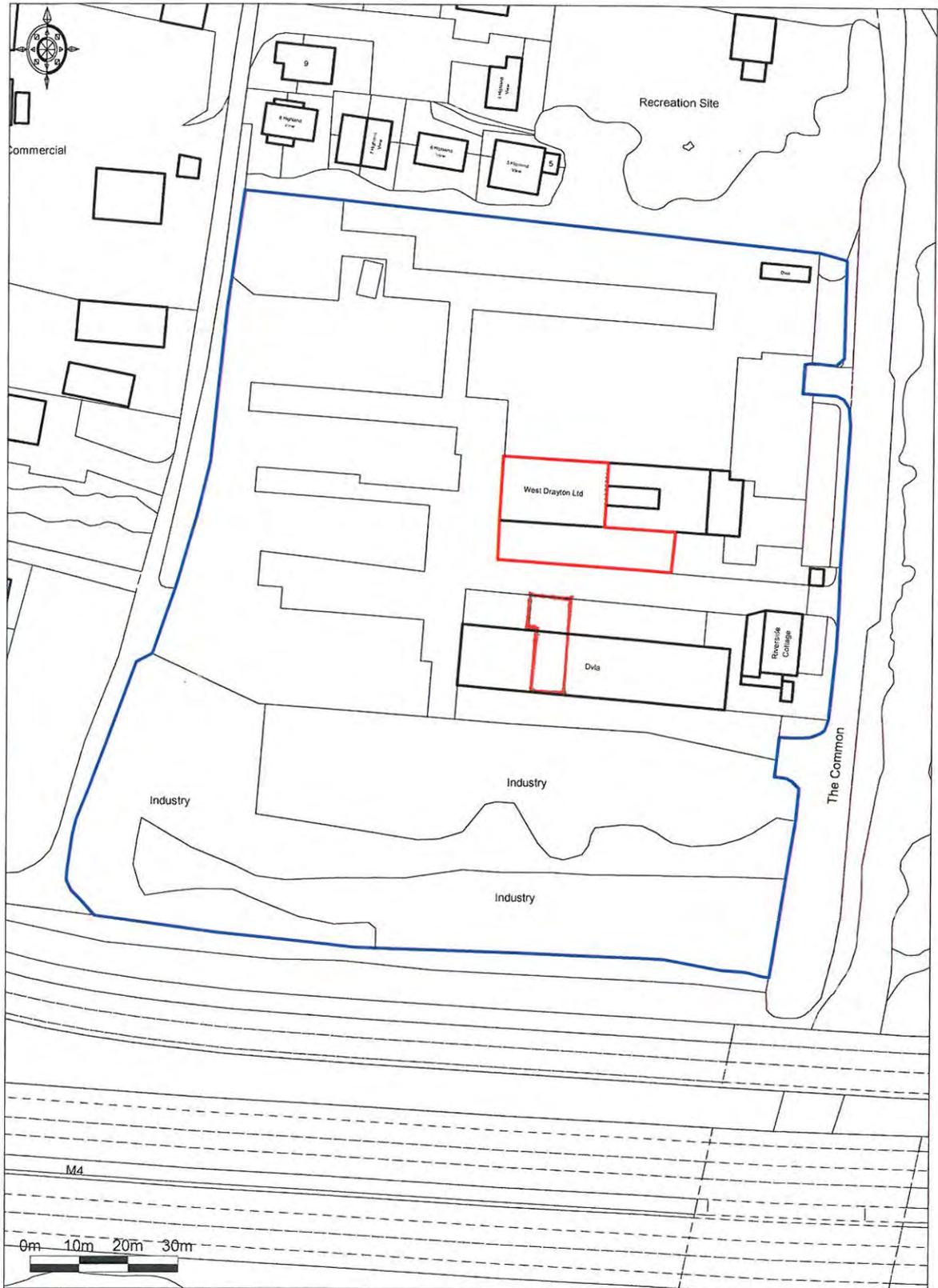
Riverside
Cottage

AREA = 120 m²

Dvla



Former Car Spares of West Drayton



© UKMap Copyright The GeoInformation Group 2016
Licence No. LANDMILON100003121118. Plotted Scale - 1:1250

Site Plan

West Drayton Ltd
End of Life Car Building

AREA = 602 m²

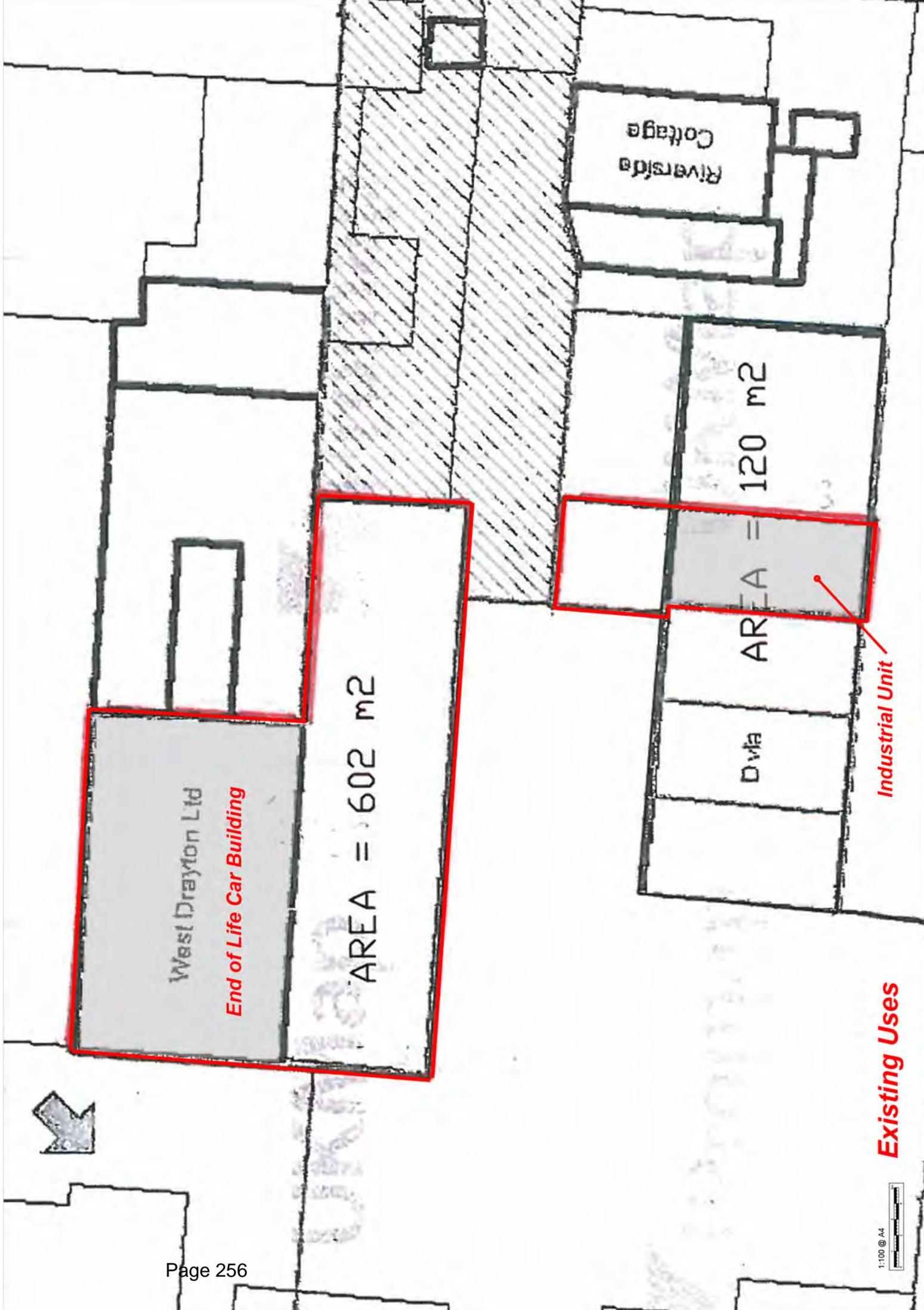
AREA = 120 m²

Dvla

Riverside
Cottage

Existing Uses

Industrial Unit



West Drayton Ltd

Storage of Plant

AREA = 602 m²

Riverside
Cottage

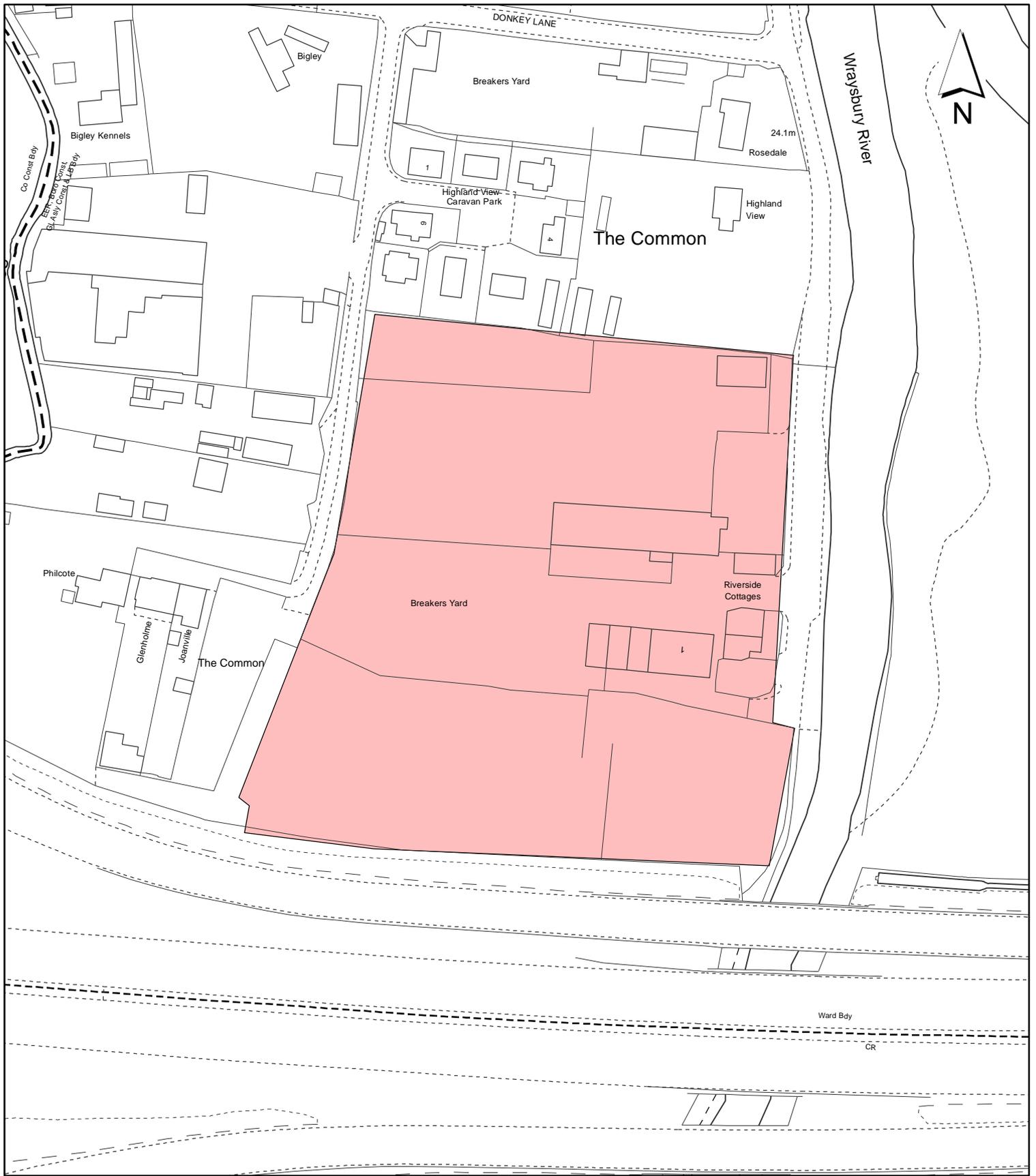
AREA = 120 m²

Dvla

Display & Sale of Cars

Proposed Uses





Notes:

 Site boundary

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Site Address:
**Car Breakers Yard
 Adjacent 1 Riverside Cottages
 West Drayton**

Planning Application Ref:
4161/APP/2016/2736

Planning Committee:
Central & South

Scale:
1:1,500

Date:
July 2020

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





HILLINGDON LONDON

| | | |
|-----------------|---|---------------------|
| Meeting: | Central and South Planning Committee | |
| Date: | 1st July 2020 | Time: 7:00pm |
| Place: | Virtual Meeting | |

ADDENDUM SHEET

| | | |
|---|-----------------|--|
| Item: 11 | Page: 85 | Location: Botwellears House, Rear of 25 Botwell Lane, Hayes |
| Amendments/Additional Information: | | Officer Comments: |
| <p>Communication has been received from the agent querying the description of development. However, the description is as set out by the agent on the application form and your officers consider it to be an accurate description of the proposal.</p> | | |

| | | |
|---|-----------------|---|
| Item: 12 | Page: 99 | Location: Land fronting Renaissance Hotel, Bath Road, Harlington |
| Amendments/Additional Information: | | Officer Comments: |
| <p>Comments have been received from GLAAS:-</p> <p>Although the site is within an Archaeological Priority Zone, the proposed development is too small-scale to be likely to cause harm in this location and therefore the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.</p> | | <p>GLAAS comments are noted.</p> |

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