



HILLINGDON
LONDON

A

VIRTUAL North Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Henry Higgins (Vice-Chairman)
Councillor Jas Dhot
Councillor Becky Haggar
Councillor Carol Melvin BSc (Hons)
Councillor John Oswell
Councillor John Morgan
Councillor Allan Kauffman
Councillor Jagjit Singh

Date: TUESDAY, 14 JULY 2020

Time: 6.00 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: Monday, 6 July 2020

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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 - 12
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part 1 will be considered in public and that the items marked Part 2 will be considered in private

PART I - Members, Public and Press

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

Applications with Petitions

	Address	Ward	Description & Recommendation	Page
6	32 Midcroft, Ruislip 2574/APP/2019/3940	Eastcote & East Ruislip	The erection of a two-storey side and rear extension. Recommendation: Refusal	13 – 26 156 - 163
7	18 St Edmunds Avenue, Ruislip 3255/APP/2020/1398	Eastcote & East Ruislip	Part two-storey, part single-storey rear extension with Juliette balcony, involving demolition of existing extension and conversion of roof space to habitable use, to include two rear dormers, two front dormers, one roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store, including rebuilding of existing garage. Recommendation: Refusal	27 – 36 164 - 178

8	18 St Edmunds Avenue, Ruislip 3255/APP/2020/1404	Eastcote & East Ruislip	Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include one rear dormer, two front dormers, three roof lights and conversion of roof from hip to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off-street parking, refuse and recycling store and alterations to access steps. Recommendation: Refusal	37 – 46 179 - 193
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Applications without Petitions

	Address	Ward	Description & Recommendation	Page
9	St Johns School, Potter Street Hill, Northwood 10795/ADV/2020/32	Northwood Hills	Installation of one internally illuminated wall-mounted LED sign. Recommendation: Approval	47 – 52 194 - 201
10	53 - 55 The Broadway, Joel Street, Northwood 5564/APP/2020/847	Northwood Hills	Erection of a three-storey building to provide three one-bedroom and four two-bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover. Recommendation: Approval + S106	53 – 100 202 - 214

Other Reports

11 S106 Quarterly Monitoring Report

101 - 112

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.

12	ENFORCEMENT REPORT	113 - 122
13	ENFORCEMENT REPORT	123 - 132
14	ENFORCEMENT REPORT	133 - 144
15	ENFORCEMENT REPORT	145 - 154

PART I - Plans for North Planning Committee **155 - 214**

Agenda Item 3

Minutes



NORTH Planning Committee

17 June 2020

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Henry Higgins (Vice-Chairman), Jas Dhot, Becky Haggar, Carol Melvin, John Oswell, John Morgan, Allan Kauffman and Jagjit Singh</p> <p>LBH Officers Present: Neil Fraser (Democratic Services Officer), James Rodger (Head of Planning, Transportation and Regeneration), Glen Egan (Office Managing Partner - Legal Services), Zenab Haji-Ismail (Principal Planning Officer) and Alan Tilly (Transport, Planning and Development Manager)</p>
19.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
20.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Melvin declared a non-pecuniary interest in respect of Item 6, in that she had been involved with a previous planning application at the site in question. Cllr Melvin would remain in the meeting, but would take no part in the discussion or vote.</p>
21.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>Councillor Dhot asked that his attendance at the previous meeting be recorded, stating that he was present throughout the meeting but due to technical difficulties could only listen.</p> <p>RESOLVED: That the minutes of the meeting held on 26 May 2020 be approved as a correct record.</p>
22.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>It was confirmed that an updated plan for Item 9 had been circulated prior to the meeting.</p>
23.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that items 1-13 would be considered in public, and that items 14-17</p>

would be considered in private.

24. **5 & 6 FIRS WALK - 30837/APP/2019/3096** (*Agenda Item 6*)

Erection of 3 x 4-bed dwellings with associated parking and amenity space and installation of vehicular crossover (involving demolition of 5 Firs Walk (Outline Planning Application with Some Matters Reserved))

Officers introduced the report, and confirmed that the application was recommended for refusal.

A petitioner's objections to the application were detailed, key points of which included:

- The petition consists of 68 signatures from residents of Dene Road, with an additional 19 individual letters of objection, and is supported by the Dene Road Residents Association and the Northwood residents Association.
- Dene Road is designated an Area of Outstanding Local Character.
- The proposed development is too large for the site, and will result in a loss of local character and garden space.
- The proposal seeks to maintain the building line with adjacent houses, though this appears at odds with the layout plan included in the design and Access Statement.
- The forward-facing garage spurs are an alien feature owing to their depth (nearly as deep as the houses themselves).
- The proposed large crown roofs are not supported by policy DMHD 1 (b-viii) and are not sympathetic to the traditionally designed houses in the area.
- Approval would be contrary to planning policies DHMB 11 and 14, and would also contravene the decisions made by the Committee against the previous application, and that of the Inspector.
- The report identifies a lack of a legal agreement for works required to connect the site to the end of Foxdell, with the legal status of the relevant section of Foxdell currently subject to a legal challenge. If upheld, this challenge could result in no right of way over that section of Foxdell, and therefore no access to the proposed development.
- Access is also restricted from Firs Walk, which is a privately-owned narrow lane, not a public highway. The lane's dimensions will render construction traffic impossible, and any increase in traffic will be unsafe for residents.

Members discussed the application, and were supportive of the refusal reasons set out in the report.

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

RESOLVED: That the application be refused.

25. **15 KEWFERRY ROAD - 26090/APP/2020/300** (*Agenda Item 7*)

Retrospective application for a single storey rear extension and front boundary wall and gates

Officers introduced the report, and confirmed that the application was recommended for refusal.

A petitioner's objections to the application were detailed, key points of which included:

- The house, due to various extensions, has been turned into an eyesore that no longer conforms to policy DMHB 11 and the street scene.
- The owner has a track record of ignoring planning approval and building something that is often then the subject of enforcement action. This is something to be discouraged.
- Since the officer's report, the wall has had lanterns installed, which add to its unsuitability.
- The rear extension is not acceptable due to its size and design, which is visibly intrusive and over dominant.
- Further construction without planning consent includes the windows on the first floor of the side extension, a side wall that is higher than planned, and soil pipes in the wrong position.
- It is requested that the application be refused, and that the rear extensions be specifically included in the refusal. The applicant should be ordered to build in accordance with the approved plans, and be subject to enforcement if this is not fulfilled.

The applicant's submission was detailed, key points of which included:

- The report states that the rear extension is considered acceptable, and that the proposal complies with Policies DMHB 11 and DMHB 1 of the Local Plan Part 2. The subject of the recommendation for refusal is therefore the front wall.
- The wall is deemed to be out of character with the front boundary treatments. Other nearby properties have similar boundary treatments.
- The report's references to sliding gate openings and gated vehicular access are incorrect. Only one gate to the driveway is a sliding gate, with the other a door style opening installed to provide a balanced aesthetic and to allow for garbage to be taken out. There is no intent to have a second driveway, and since installation of the gate, cars have continued to park in front of it.
- The proposed soft landscaping provision is an increase over the original landscaping and will be in keeping with the visual character of the street scene.
- The design has been put forward following a review of several properties on the street and is in keeping with the street scene. Only 3 of 14 neighbours have raised objections, and many have praised the look of the property.
- The reference to legal actions following damage to a neighbouring property's shed is incorrect. A surveyor report has since confirmed that the damage was due to a neighbour's conservatory resting on the shed. No legal action is pending.
- The development of 15 Kewferry Road has substantially increased the property's value and, by extension, that of neighbouring properties.

Councillor Richard Lewis, Ward Councillor for Northwood, submitted a statement supporting the officer's recommendation for refusal and highlighting his concerns that the high lantern roof was overdominant, suggesting that the roof should be reduced in height.

Members discussed the applicoant and supported the reasons for refusal as set out in the report.

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

RESOLVED: That the application be refused.

26. **48 MURRAY ROAD - 9357/APP/2019/4133** (*Agenda Item 8*)

Demolition of the existing bungalow and the erection of 4 x 2-storey detached dwellings with habitable roof space with parking, amenity, cycle provision, refuse and external landscaping and associated works

Officers introduced the report and addendum, and confirmed that the application was recommended for approval.

A petitioner's objections to the application were detailed, key points of which included:

- The Officer's report states that the site would technically be "development on garden land". Accordingly, the development does not comply with DMH6 as it is not more intimate in scale and mass or lower than frontage properties.
- Most trees are to be removed. Only about 36% of site is retained as garden area, with most of the site to be built up or hard-landscaped. This would be uncharacteristic for most parts of Northwood outside of town centre locations. Significant loss of existing mature garden would be at odds with the prevailing character of the surrounding area and will create a cramped form of development. Wildlife habitat has not been assessed.
- The proposed new homes would be on a raised site, resulting in overbearing and overlooking, including overlooking of the bedroom windows of 27-33 Leaf Close and other habitable rooms of 34-40 Leaf Close, from the windows on its side (SW) elevation.
- The development proposes to remove the 21m separation distance, as the intervening foliage is to be removed. This would be of detriment to quality of life for residents of these maisonettes and the new House D.
- The development does not include an assessment of trees directly adjacent to location of House D, and these protected trees are very likely to be adversely affected by any excavations for the construction of House D or the new access road.
- Residents of Leaf Close and Lingfield Close, both with private internal roads, will be adversely affected and the impact on these internal roads has not been assessed.
- Many long-term council tenants in the neighbouring properties are elderly, and may not have the means to relocate if their lives were negatively impacted by this development.
- If approved, it is requested that the Committee consider the following conditions: a) possible exclusion of House D from the scheme, and b) for the House D to be redesigned as a two-storey house and to eliminate the windows on its south elevation entirely so as not to disadvantage current occupants.

The agent for the applicant submitted details in support of the application, key points of which included:

- The proposed development seeks to meet the clear and substantial borough-wide requirement and need for larger family-sized homes.
- As set out in the Council's report, the redevelopment of the site is logical and considered acceptable in principle. The proposed design is considered appropriate within the site's context, and the proposal would not have an adverse impact on the amenity of neighbouring properties or the local highways network. The Council's Tree and Landscape Officer and Highways Engineer

have both reviewed the proposals and confirmed that they have no objections or concerns, subject to conditions which are agreed and supported by the Applicant.

- Proposals were also revised in agreement with representatives from both Craigmore Court and Mansion House, following discussions and a site visit meeting with them.
- The design, scale, layout and separation distances within the site and with neighbouring properties have all been developed to comply with the Council's pre-application advice and adopted policies and guidance.
- The development protects and does not harm any Category 'A' or 'B' trees, based on expert arboricultural consultancy input. Whilst the proposals remove 5 lower quality trees, the proposed illustrative landscaping scheme seeks to replace these with new specimen trees and supplemental planting, which is to be controlled by planning condition. The development will result in an increase in trees on the site. The Council's assessment confirms that the proposals retain and safeguard the sylvan character and appearance of the area.
- The highways and refuse design and operations have been developed with expert transport and highways consultants and reviewed by the Council's Highway Engineer. Subject to planning conditions, these aspects are all considered to be acceptable and the development will not result in any highway safety concerns.

Councillor Richard Lewis, Ward Councillor for Northwood, submitted a statement supporting the officer's recommendation for refusal, highlighting his concerns that the development was overbearing and out of character with the street scene, and whether Lingfield Close could accommodate an increased number of vehicles.

Members discussed the application and raised various concerns, including that the application constituted an overdevelopment that would result in a lack of quality amenity space, and a lack of satisfactory refuse storage, management and collection arrangements, for future residents. For these reasons, it was moved that the application be refused. This was seconded, and when put to a vote, unanimously agreed.

RESOLVED:

- 1. That the application be refused; and**
- 2. That the Head of Planning, in consultation with the Chairman and Labour Lead, set out the Committee's reasons for refusal.**

27. **17 WOODSIDE ROAD - 29754/APP/2019/3994** (*Agenda Item 9*)

Two storey side extension and first floor rear extension

Officers introduced the report and addendum, and confirmed that the application was recommended for approval, inclusive of the changes to condition 2 as set out in the addendum.

A petitioner's objections to the application were detailed, key points of which included:

- The proposed roof raising and enlargement will result in a loss of privacy for the occupiers of No 19. The officer has proposed a condition that no further windows can be inserted into the walls facing No 15 and No 19. It is requested that, if approved, the application be conditioned to prohibit windows in the roof

facing No 19 to preserve their privacy.

- The width and depth of the proposal is a manifest over-development of the site and the enormous, bulky proposed roof shape bears no correlation to the original property, being totally out of keeping by its over-dominance.
- There is no condition to prevent the proposed property being subdivided to form additional units or used in multiple occupation. The previous approved and built extension reference 29754/APP/2008/3569 contains a planning condition that, *'The development hereby approved shall not be subdivided to form additional dwelling units or used in multiple occupation without a further express permission from the Local Planning Authority'* to ensure that the property remained a single dwelling unit. It is requested that, if the application is approved, you carry the previous condition over to ensure that this vast property is not subdivided to form additional dwelling units or used as an HMO.
- It is requested that, if approved, a condition be added to ensure that the boundary treatment remains typical of this Area of Special Local Character complying with policy DMHB 6 iii). (The boundaries are currently high hedges, no walls or closed board fences are allowed.)

The agent for the applicant submitted detail supporting the application, key points of which included:

- Based on the planner's feedback to the pre-application, the current submission has omitted the following:
 - Second floor loft space accommodation
 - A raised ridge height to the apex of the main roof
 - Two half-octagon bay windows
 - A crown roof over the extended part of the property
 - A projecting canopy over the proposed new front entrance
 - A reduction in the width of the extension from 7.5m to 6.7m
 - More recently the design of the front façade has been modified to allow for a single storey window over the entrance, and not a two storey feature as before.
- With regard to the petitioner's assertion that DMHD1 c) i states that 'side extensions should not exceed half the width of the original property'. The Gateshill Residents Association (GRA) has wrongly construed 'property' to mean 'house'. Dimensionally, the original width of the property is 13.4 metres, and the proposed extension is 6.7m. The ratio of the proposed extension is 50%.
- The GRA states that, 'the current proposal is to extend [at the rear]... 6 metres beyond the original house'. However, this is incorrect. The proposed extension is level with the rear of the original house, and does not project beyond it.
- The GRA asserts that the proposed extension is out of character with the streetscape, both in terms of the proposed choice of building materials and in its size and form. The building materials are stated as 'to match existing,' so this first point is incorrect, and the original scheme has been amended as above in order to allay such concerns. It will be noted that many of the properties on Woodside road have already been heavily extended.
- In terms of proportions, the host property/proposed extension is compatible and commensurate with its neighbour, with the gap between the two properties being more than 8 metres apart.
- One of the main reasons that the applicant is undertaking this project is to enable his disabled septuagenarian father to live with the rest of his family in the same house. He needs 24 hour care and for all of his accommodation to be on the ground floor. This need is provided for in the Local Plan Part 2, under section A1.17, which calls for 'Annexes designed specifically for the use of disabled or

dependent elderly family members... located on the ground floor and be fully accessible'.

- The applicants offered to meet a representative of the GRA to discuss this proposal; unfortunately, this offer was declined.

Officers confirmed that any concerns relating to potential subdivision or HMOs could be allayed, as any such subdivision would require further planning permission.

Members discussed the application, and were supportive of the application, subject to the addition of a condition prohibiting further extensions, and the strengthening of condition 7, which related to additional windows and doors.

The officer's recommendation, with the additional conditions as set out above, was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved, subject to the addition of a condition prohibiting further extensions, and the strengthening of condition 7.

28. **LAND AT GARAGE BLOCK, SOUTHBOURNE GARDENS - 72211/APP/2020/480**
(Agenda Item 10)

Four storey building comprising 8 x 2 Bedroom flats with associated car and cycle parking and amenity space involving demolition of existing garages

Officers introduced the report, and confirmed that the application was recommended for refusal.

A petitioner's objections to the application were detailed, key points of which included:

- The properties surrounding the site are traditional two-storey houses and maisonettes. The proposal would create a building that would overshadow all of its neighbours, and the residents of the upper floor of the new development would have a clear view into surrounding properties result in a loss of privacy for many of the neighbouring properties.
- Residents in Dollis Crescent would lose much of their early morning sunlight due to the height of the building. Those in Green Lawns would be similarly effected in the evening. It is noted that the applicant has not submitted an updated Daylight and Sunlight Assessment with this application.
- Residents in Dollis Crescent face the prospect of having a large brick wall at the end of their gardens that would tower over the existing trees.
- The style of the building is out of keeping with its surroundings. The provision of an extra storey would draw attention to the building spoiling the appearance of the area.
- The proposal will have a detrimental impact on the panorama looking north from Cavendish playing fields.
- The addition of another two double bedroom units to the development will add to what will already be a crowded development, with no additional parking provided on site. These two extra units could result in an extra three or four vehicles looking for places to park, in an area where parking is at a premium.
- The provision of two extra units will generate additional visitors and deliveries to the development. Southbourne Gardens is already a busy road, especially during morning and evening peaks. It is used as an alternative route between Ruislip Manor and Eastcote, avoiding both town centre traffic lights.
- The access to the site will always be a safety issue. During construction there

have been two minor collisions in front of the site entrance. Lorries delivering supplies to the site have damaged pavements. In one case, the pavement had recently been repaired by the council. The paving slabs have now been cracked by lorries using the pavement to gain access to the site.

- Refuse collection would be a bigger issue with the provision of two extra units. If rubbish is deposited at the end of the access road awaiting collection this will either be left in the narrow access road, restricting this even further, or more likely obstructing the pavement which is used by many children travelling to Newnham School.
- The development does not propose any extra amenity space on the site, and as a result falls short of the requirement of planning policies.
- Following a large number of flatted developments in Eastcote, there is no need for another development to be squeezed onto this land.

Members discussed the application, and were supportive of the officer's recommendation for refusal for the reasons set out in the report.

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

RESOLVED: That the application be refused.

29. **HUME WAY, RUISLIP - 54873/APP/2020/721** (*Agenda Item 11*)

Installation of a 20m monopole, 12 x antenna apertures, equipment cabinets, the removal of the existing 13.7m monopole, 3 x antennas, redundant equipment cabinets and development ancillary thereto

Officers introduced the report, confirming that the application was recommended for refusal.

Members supported the reasons for refusal as set out in the report, and the officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed. (Councillor Singh was not present for the vote)

RESOLVED: That the application be refused.

30. **WEYBEARDS FARM, PRIMROSE COTTAGE, HILL END ROAD - 72546/APP/2019/3837** (*Agenda Item 12*)

Conversion of existing barns into 4 (2 x 2 bedroom and 2 x 3 bedroom) residential units, including alterations to fenestration with associated works

Officers introduced the report and highlighted the addendum, confirming that the application was recommended for approval inclusive of a car parking management condition as set out in the addendum. Officers clarified that there were eight parking spaces proposed within the development.

Members were supportive of the officer's recommendations, but suggested that a condition be added to prohibit future conversion of the garages.

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

	<p>RESOLVED: That the application be approved, subject to an additional condition prohibiting future conversion of garages.</p>
31.	<p>LONG LANE FARM, LONG LANE - 14951/APP/2020/1449 (<i>Agenda Item 13</i>)</p> <p>Proposal to remove 6 x existing antenna from an existing telecommunications site and replace with 12 x new antenna and add all ancillary works and to upgrade existing cabins internally</p> <p>Officers introduced the report, confirming that the application was recommended for approval.</p> <p>Members were supportive of the recommendation, but suggested that a condition be added regarding the maintenance of the cabinets, similar to conditions recently discussed at the Central and South Planning Committee.</p> <p>The officer's recommendation, with the additional condition, was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved, subject to the addition of a condition relating to the maintenance of the cabinets.</p>
32.	<p>ENFORCEMENT REPORT (<i>Agenda Item 14</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>
33.	<p>ENFORCEMENT REPORT (<i>Agenda Item 15</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.

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

34. **ENFORCEMENT REPORT** (*Agenda Item 16*)

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 in disclosing it

35. **ENFORCEMENT REPORT** (*Agenda Item 17*)

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 in disclosing it

The meeting, which commenced at 6.00 pm, closed at 8.27 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 or email (recommended): democratic@hillington.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.

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Report of the Head of Planning, Transportation and Regeneration

Address 32 MIDCROFT RUISLIP

Development: The erection of a two storey side and rear extension.

LBH Ref Nos: 2574/APP/2019/3940

Drawing Nos: 01 Rev. 2
Location Plan
A.00.03
A.00.01 Rev. A
A.10.01
A.10.02 Rev. A
A.11.01 Rev. A
A.11.02 Rev. A
A.00.02

Date Plans Received: 05/12/2019 **Date(s) of Amendment(s):** 20/04/2020
Date Application Valid: 05/12/2019

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a two storey, semi detached dwelling located to the North of Midcroft. The brick, render and tile dwelling is set back from the road by an area of hardstanding and soft landscaping. To the rear is a garden area and a detached garage which can be accessed independently via North Drive and this provides adequate space for off street parking for two cars.

No. 30 Midcroft is situated to the West and to the rear of the site is 22 North Drive which is situated to the north of the site. The application site lies within the Midcroft Ruislip Area of Special Local Character (ASLC). Ruislip Village Conservation is situated approximately 40m to the West of the Site. The application site lies within a critical drainage area.

1.2 Proposed Scheme

The application is seeking planning permission for the erection of a wrap around two storey side and rear extension. The proposed side extension would be set back from the principal elevation by 1.1 metres. The extension would be set in from the side boundary adjoining North Drive by 2.1 metres near the front of the property and 3 metres towards to the rear. The extension would be includes a crown roof with a maximum height of 7.5 metres.

The original application was for a single storey side/rear extension but this was amended during the determination period to a two storey side/rear extension.

1.3 Relevant Planning History

Comment on Planning History

There is no recent planning history relating to the property.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

Eleven neighbouring properties along with the Ruislip Residents Association were notified of the proposed development (the two storey extension scheme) on 24/04/2020 which expired on 16/05/2020. A petition signed by more than 20 local residents was received on 14/05/2020.

The following comments were received:

Two-storey extension to rear of 32 Midcroft will block light to rear of 30 Midcroft, namely to conservatory, dining room and first floor rear bedroom.

Petition comments:

I would first bring to your attention an important procedural point that this application has only been advertised on the site as a single storey side and rear extension and not as a two storey side/rear extension, which is misleading. Also, the Ruislip Resident's Association has still not received its notification that the application has been materially amended to a two-storey side/rear extension and I trust you will rectify these matters so that all interested parties are aware of the scale of the proposed development and then have an opportunity to comment.

We understand that the current situation with Covid-19 is delaying the consideration of planning applications and the carrying out of statutory consultations and the display of site notices, but prior to the determination of this application, these amended proposals for a much larger form of development must be properly advertised and interested parties given an opportunity to comment.

Furthermore, we must strongly object to this application for a number of reasons and we presume that these objections will be reinforced by the Conservation and Design Team, as their Officers have previously objected to much smaller extensions in the Midcroft Ruislip Area of Special Local Character and subsequent planning appeals have been dismissed on design grounds. From my discussion with the Case Officer, it seems that the Conservation and Design Team have not yet been consulted on these amended proposals, but that is essential for development in an Area of Special Local Character, which was designated because of its Townscape, Architectural and Historic Significance.

Also, it will be necessary for you to consult the Arboricultural Officer, as the proposed extension would seem to infringe the root protection area and crown of the mature lime tree in the street scene, which is important in local amenity terms.

This property is a semi-detached dwelling built in the 1920s in the local later arts and crafts style, comprising multi-bricks and, until recently, comprised plain clay tiles. This dwelling is situated in the Midcroft Ruislip Area of Special Local Character, on a very prominent corner plot, viewed from Midcroft on the approach to and from the High Street and viewed from along North Drive. Attached are photos of the application property as viewed on the approach along North Drive, and it is highly visible on the approach from as far away as 15 North Drive and on the approach along Midcroft from the east and west. It is, therefore,

essential that special consideration be given to the design of any proposed development on this site because it will be highly visible.

The London Borough of Hillingdon Local Plan was adopted on 16 January 2020 and, as such, its policies are up-to-date and should be given considerable weight in decision-making and of particular relevance is Policy DMHD 1: Alterations and Extensions to Residential Dwellings.

Our objections are as follows:

1. The proposed side elevation includes an incongruous element of 'clear glazing above timber batten cladding', uncharacteristic of this attractive Area of Special Local Character. (re: Policy DMHD1:A iv) the proposed materials would not match the materials of the original house)

2. The dimensions of the proposed windows in the side and rear elevations, especially those at 1st floor level that would be highly visible given this prominent corner location are uncharacteristic of this later Arts and Crafts dwelling and this Area of Special Local Character. (re: Policy DMHD1:A iv) the proposed detailing would not match the detailing of the original house)

3. A band of darker brickwork to that of the original brickwork is proposed, this does not match the material of the existing dwelling and is uncharacteristic of the brickwork that contributes to the special character of this locality. (re: Policy DMHD1:A iv) the proposed materials would not match the materials of the original house)

4. As viewed from the rear and side, including from North Drive, the whole of the rear wall of the proposed dwelling would be re-sited beyond the existing, original building. The wrap around 2 storey extension proposed would exceed the return building line contrary to policy DMHD1:Cii and would result in an unduly prominent stretch of building sited only 1 metre from its boundary along North Drive. In order to maintain the spacious character of this road, it is important that an important gap between side elevations and street boundaries are maintained at corner plots. (re: Policy DMHD1: A iii) the proposed side and rear extension with crown-topped roof would not appear subordinate to the main dwelling in terms of width, floor area and depth, and B ix) full width two storey rear extensions are not considered acceptable in designated areas such as this, and C ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded).

5. In order to seek to avoid infringing a 45 degree angle taken from the midpoint of the nearest habitable room window in the adjacent semi-detached property, the corner of the rear wall of the proposed extension would be splayed, although the proposed roof would still project above, resulting in an awkward and uncharacteristic form of development that would be visible from public vantage points from along North Drive and the adjacent dwellings. (re: Policy DMHD 1: A ii a satisfactory relationship with the adjacent dwelling is not achieved and B vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property)

6. The proposed roof would include a crown-topped element, which is also uncharacteristic of semidetached dwellings in this locality. (re: Policy DMHD1: A iii) the proposed crown-topped roof would not appear subordinate to the main dwelling in terms of width, floor area

and depth, and B viii) Large crown roofs on detached houses will not be supported and are even more inappropriate on a semidetached house.)

7. The front facing elevation of the proposed side extension contains a 1st floor window which does not relate to the dimensions of the original window openings and there would be no window opening at ground floor level resulting in an incongruous blank elevation that would be unattractive and would not be obscured by the 2 metre fence, as that will not run along this stretch of the property's boundary. (re: Policy DMHD1:A iv) the proposed design would not match the design of the original house)

8. The front facing elevation includes a section of wall that appears to comprise incongruous vertical timber cladding, in fact this incongruous section of wall looks the same as that element on the side elevation that is annotated to be 'clear glazing above timber batten cladding'. (re: Policy DMHD1:A iv) the proposed materials would not match the materials of the original house)

9. In order to comply with the Council's adopted Parking Standards, 2 spaces need to be provided within the curtilage. This proposal would result in the loss of one of the existing off-street parking spaces that is accessed by way of a dropped kerb. A condition would need to be imposed in the event of any proposed extensions to this property to ensure that the retained single garage and parking space to its front is permanently retained for off-street parking and is not used for any other purpose, including storage, as parking restrictions have recently been imposed in North Drive. (re: Policy DMHD1: A vii) and C iii)

Chapter 12 of the NPPF emphasises the need for good design and sets out the need for clear design expectations and states that development should be sympathetic to local character and history, including the surrounding built environment and that development should maintain a strong sense of place, using building types and materials to create attractive, welcoming and distinctive places to live. Consequently, paragraph 130 states that permission should be refused for development of poor design that fails to improve the character and quality of an area, taking into account any local design standards or style guides in plans or supplementary planning documents. The London Borough of Hillingdon Local Plan was adopted on 16 January 2020 and its Policy DMHD 1: Alterations and Extensions to Residential Dwellings is up-to-date and relevant and states:

A) Planning applications relating to alterations and extensions of dwellings will be required to ensure that: i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area; ii) a satisfactory relationship with adjacent dwellings is achieved; iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height; iv) new extensions respect the design of the original house and be of matching materials; v) there is no unacceptable loss of outlook to neighbouring occupiers; vi) adequate garden space is retained; vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C; viii) trees, hedges and other landscaping features are retained; and ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.

B) Rear Extensions vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres; vii) flat roofed two storey

extensions will not be acceptable unless the design is in keeping with the particular character of the existing house; viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

C) Side Extensions i) side extensions should not exceed half the width of the original property; ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded; iii) garages should reflect the size guidelines set out in Appendix C Parking standards; iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses; v) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation; vi) where hip to gable roof extensions exist, a two storey side extension will not be supported; and vii) in Conservation Areas, single storey side extensions may be required to be set back.'

The Council's Delegation Agreement only allows for the approval of an application which does not conflict with any planning policies, as set out above, this proposal conflicts with the NPPF and with policy DMHD1 and so it can only be refused under delegated powers. Any favourable recommendation would have to be considered and determined by the Members of the Planning Committee.

The National Design Guide 2019 (MHCLG) sets out 10 characteristics for a well designed place and the 1st characteristic for a successful place is its 'Context' i.e. respect for the attributes of the surroundings, an understanding of the context and history of the locality, and this should influence the design of any new development on this site. Conversely this proposed development fails to be sympathetic to the local character and history, the building type and materials and so should be refused on design grounds and also on the grounds that it would be likely to set an unacceptable precedent that would seriously detract from the special character of the Midcroft Ruislip Area of Special Local Character.

We would, however, be less likely to object in principle to a sensitively designed 2 storey side extension that does not extend beyond the original rear wall and a single storey rear extension, providing the design and detailing was sympathetic to that of this 1920/1930s dwelling.

Officer Comment: All consultations have been carried out correctly, the Ruislip Residents Association have been consulted on the proposals (not everyone will receive application consultations at the same time, this may have led to the applicants concerns regarding consultation).

INTERNAL CONSULTEE COMMENTS

Conservation Officer:

Summary of comments: Objection - recommend refusal
Historic Environment Designation (s) - Midcroft, Ruislip Area of Special Local Character (ASLC) - nondesignated heritage asset.
Assessment - background/significance -

The existing property is a semi-detached 1930s property located on a prominent corner plot at the junction of Midcroft and North Drive. The highly exposed site allows for uninterrupted views of the property's front, side and rear elevation. The property has a notable presence in the street scene and the ample gap between the built form and side boundary allows for views of No22 North Drive from Midcroft, contributing to a sense of openness within the street scene and ASLC.

Whilst No30 Midcroft has historically benefitted from side additions, the symmetry of the original building is still identifiable and positively contributes to the street scene and ASLC. The front elevation of the semi-detached pair is defined by double height square bays topped with projecting gable ends at roof level. They are centrally placed resulting in an M-shaped feature to the

front, the gable ends are finished in waney edge timber cladding. The front elevation of the building is externally finished in a red brick, the side and rear elevations are finished in a pebble dash render, however there is a notable brick quoin detail to the front corner of the property. Unfortunately No32 has altered the original plain clay tiles to a profile tile which does somewhat

diminishes the original character and appearance of the property. No30 is little altered in terms of its built and plan form therefore it is considered a positive contributor to the ASLC. The site is bounded to the front by a very low rise close board fence set between brick piers.

The Midcroft ASLC forms part of the Metroland development of Ruislip, influenced by the metropolitan railway. It relates to a wider planned development of the area, with plans originally laid out by Soutar, based upon 'garden suburb' principles. The area is characterised by a mix of terraced, semidetached and detached properties dating from the 1920s/1930s. Projecting

bay windows and gables are a notable feature within the area and contribute to the creation of a certain rhythm within the streets scene. Street trees and verdant frontages contribute to the area's original 'garden suburb' aesthetic.

Assessment - impact

The proposed development would comprise of a substantial two storey wrap around addition. As proposed the development would be considered in principle unacceptable. The proposed two storey side extension would detrimentally alter the symmetry of the pair of properties and result in the loss of the ample gap to the side of the building. The design of the addition would fail to relate to the original building. The articulation of the front elevation with a squat window opening at first floor and a lack of any fenestration at ground floor would appear odd and imposing, drawing undue attention to it within the street scene.

The wrap around nature of the addition would disappointingly alter the property's original built and plan form. The rear extension extending across the full width of the property would be considered unacceptable, particularly at first floor level. It would result in an incongruous angled form (in order to meet the 45° requirement) however oddly maintaining the overhang of the roof. The proposed fenestration to the rear would fail to match the existing, particularly at first floor.

The pair of dwellings and area in general has a simple, well defined materials palette which should be appropriately respected when introducing new development. As noted above, brickwork features to the front of the properties however pebble dash render characterises the side and rear

elevations. The proposed patchwork of various external materials and finishes would fail to match or respect the character and appearance of the original building and ASLC. Part of the front elevation appears to include a section of vertical timber batten cladding on the corner, similar to that along the side elevation with glazing set behind, however the detail is not depicted

on the floor plans. Vertical timber batten cladding on top of large glazed panels on any

elevation and feature 'dark' brickwork panels are uncharacteristic material finishes within the ASLC. The attempt to add interest to the extensions by the use of a mix of materials, colours and textures would be wholly inappropriate in this instance taking into account the character and appearance of the Midcroft ASLC and exposed nature of the site.

The proposed crown roof form is not an established or original form found within the ASLC. Crown-topped roof forms are usually an indicator of insubordinate additions or a poor design solutions. In this instance it would contribute to the bulky appearance of the proposed extension to the side and

rear. It would detrimentally unbalance the appearance of the pair of dwellings particularly when viewed from the front. A fully hipped roof form is achievable in this instance, allowing for better integrated built form. If good design principles are adhered to it would also ensure the additions remain subordinate to the original dwelling.

The unsympathetic extensions would detract from the character and appearance of the ASLC. It would set an unwelcome precedent within the area and the cumulative impact of similar developments would have a devastating impact on the significance of the heritage asset. The

development appears to have been designed inside out, with complete disregard towards the impact the proposed design would have on the ASLC, as a non-designated heritage asset. The poor design of the addition, its built form, materiality and appearance would significantly harm the character and appearance of the ASLC. In any instance paragraph 197 of the National

Planning Policy Framework (2019) would need to be considered in this instance. The proposed development would be contrary to Hillingdon's Local Plan: Part 2 policies, DMHB 1, 5 and 11.

Conclusion: Objection - recommend refusal

Tree Officer (the comments below are a summary of verbal discussions concerning impact on the street tree in North Drive from the proposed extension with planning managers):

The boundary fence is angled away from the house, such that the gap between the proposed extension and the street tree increases the closer you get to the street tree. No arboricultural implications report is submitted. Consider it would be possible to build the extension without causing unacceptable harm to the street tree, but subject to very carefully worded conditions. This would be subject to an arboricultural report identifying both details of construction methods and tree protection measures. Would request an informative requests submission of an arboricultural report with any resubmission.

4. Local Plan 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:

DMHD 1 Alterations and Extensions to Residential Dwellings

DMHB 1 Heritage Assets

DMHB 5 Areas of Special Local Character

DMHB 11 Design of New Development
LPP 3.5 (2016) Quality and design of housing developments

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relates to the effect of the proposal on the character and appearance of the original dwelling, the impact on the visual amenities of the surrounding area, the impact on the residential amenity of the neighbouring dwellings and the provision of acceptable residential amenity for the application property.

Paragraph 197 of the NPPF (2019) requires Local Planning Authorities to take into account the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) expects development proposals to avoid harm to the historic environment. Policy DMHB 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that within Areas of Special Local Character new development should reflect the character of the area and its original layout. Extensions should be subservient to and respect the style of the original buildings.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) provides design guidance for householder extensions. It states that rear extensions to detached houses should not exceed 4 metres in depth. Pitched roofs on extensions should be of a similar pitch to that of the original roof. Large crown roofs will not be supported. Two storey side extensions should be set back a minimum of one metre from the front elevation.

Paragraph A1.10 of the Local Plan: Part Two (2020) requires side extensions to be set back by one metre from the front wall of the main house in Areas of Special Local Character.

The existing property is a semi-detached 1930s property located on a prominent corner plot at the junction of Midcroft and North Drive. The highly exposed site allows for uninterrupted views of the property's front, side and rear elevation. The property has a notable presence in the street scene and the ample gap between the built form and side boundary allows for views of No22 North Drive from Midcroft, contributing to a sense of openness within the street scene and ASLC.

Whilst No. 30 Midcroft has historically benefited from side additions, the symmetry of the original building is still identifiable and positively contributes to the street scene and ASLC.

The front elevation of the semi-detached pair is defined by double height square bays topped with projecting gable ends at roof level. They are centrally placed resulting in an M-shaped feature to the front, the gable ends are finished in waney edge timber cladding. The front elevation of the building is externally finished in a red brick, the side and rear elevations are finished in a pebble dash render, however there is a notable brick quoin detail to the front corner of the property. Unfortunately No. 32 has altered the original plain clay tiles to a profile tile which does somewhat diminishes the original character and appearance of the property. No. 30 is little altered in terms of its built and plan form therefore it is considered a positive contributor to the ASLC.

The site is bounded to the front by a very low rise close board fence set between brick piers. The Midcroft ASLC forms part of the Metroland development of Ruislip, influenced by the metropolitan railway. It relates to a wider planned development of the area, with plans originally laid out by Soutar, based upon 'garden suburb' principles. The area characterised by a mix of terraced, semi-detached and detached properties dating from the 1920s/1930s. Projecting bay windows and gables are a notable feature within the area and contribute to the creation of a certain rhythm within the streets scene. Street trees and verdant frontages contribute to the areas original 'garden suburb' aesthetic.

The Council's Conservation Officer has a list of concerns with the proposals. The proposed development would comprise of a substantial two storey wrap around addition. As proposed the development is considered to be unacceptable.

The main concerns are that proposed two storey side extension would detrimentally alter the symmetry of the pair of properties and result in the loss of the gap to the side of the building (the proposal would conflict with the return building line in North Drive in this regard).

There are also a number of design concerns. The design of the extension would fail to relate to the original building. The articulation of the front elevation with a squat window opening at first floor and a lack of any fenestration at ground floor would appear odd and imposing, drawing undue attention to it within the street scene.

The wrap around nature of the addition would alter the property's original built and plan form. The rear extension extending across the full width of the property would be considered unacceptable, particularly at first floor level. It would result in an incongruous angled form (in order to meet the 45° requirement) however it would maintain the overhang of the roof which would be visually incongruous. The proposed windows to the rear would fail to match the existing, particularly at first floor level.

The pair of dwellings and area in general has a simple, well defined materials palette which should be appropriately respected when introducing new development. As noted above, brickwork features to the front of the properties, however pebble dash render characterises the side and rear elevations. The proposed patchwork of various external materials and finishes would fail to match or respect the character and appearance of the original building and ASLC. Part of the front elevation appears to include a section of vertical timber batten cladding on the corner, similar to that along the side elevation with glazing set behind, however the detail is not depicted on the floor plans. Vertical timber batten cladding on top of large glazed panels on any elevation and feature 'dark' brickwork panels are uncharacteristic material finishes within the ASLC. The attempt to add interest to the extensions by the use of a mix of materials, colours and textures would be wholly inappropriate in this instance, taking into account the character and appearance of the Midcroft ASLC and exposed corner position of the site.

The proposed crown roof form is not an established or original form found within the ASLC. Crown-topped roof forms are usually an indicator of insubordinate additions or a poor design solutions. In this instance it would contribute to the bulky appearance of the proposed extension to the side and rear. It would detrimentally unbalance the appearance of the pair of dwellings particularly when viewed from the front.

The unsympathetic extensions would detract from the character and appearance of the ASLC. The development fails to have considered the impact of the proposed development on the ASLC as a non-designated heritage asset. The poor design of the extension, its built form, materiality and appearance would significantly harm the character and appearance of the ASLC. The proposal is therefore considered to be contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHD 1, DMHB 1, DMHB 5, DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

Impact on the Street tree in North Drive

It is considered that it would be possible to build the extension without causing unacceptable harm to the street tree in North Drive. Nonetheless the extension is sufficiently close to the proposed extension that expert arboicultural input would be required on construction methods and tree protection. An informative is recommended concerning an arboricultural report being included within any resubmission.

Impact on Neighbouring Amenity

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The proposal would not compromise the 45 degree line of sight from the first floor windows of the adjacent property and given the degree of separation from adjacent neighbour it is not considered that the proposal would harm the residential amenities of the occupiers of the adjoining dwelling from increased overshadowing, loss of sunlight, visual intrusion and over-dominance.

Conclusion

This application is recommended for refusal. It is considered that the proposed extension by reason of its position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the Midcroft Ruislip Area of Special Local Character.

6. RECOMMENDATION

To refuse this application.

1 NON2 Non Standard reason for refusal

The proposed extension by reason of its position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the Midcroft Ruislip Area of Special Local Character. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 5, DMHD 1 and DMHB 11 and DMHB12 of the Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

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

2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon 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.

DMHD 1 Alterations and Extensions to Residential Dwellings

DMHB 1 Heritage Assets

DMHB 5 Areas of Special Local Character

DMHB 1 Design of New Development

LPP 3.5 (2016) Quality and design of housing developments

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

4 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.

Standard Informatives

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHD 1 Alterations and Extensions to Residential Dwellings

DMHB 1 Heritage Assets

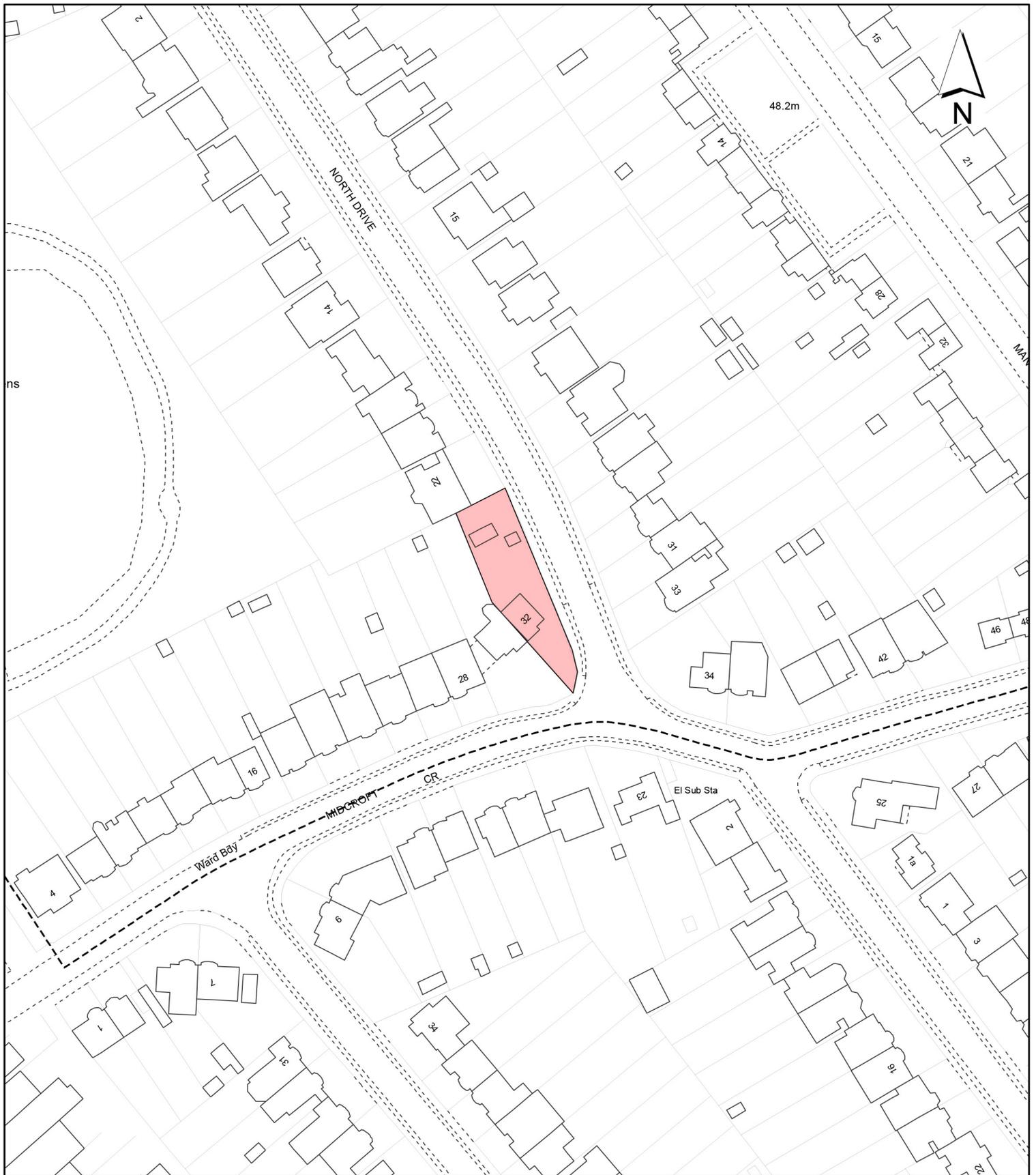
DMHB 5 Areas of Special Local Character

DMHB 11 Design of New Development

LPP 3.5 (2016) Quality and design of housing developments

Contact Officer: Jivan Manku

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**32 Midcroft
 Ruislip**

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

Planning Application Ref:
2574/APP/2019/3940

Scale:
1:1,250

Planning Committee:
North

Date:
July 2020



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Report of the Head of Planning, Transportation and Regeneration

Address 18 ST EDMUNDS AVENUE RUISLIP

Development: Part two storey, part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x front dormers, 7 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store including rebuilding of existing garage.

LBH Ref Nos: 3255/APP/2020/1398

Drawing Nos: Design and Access Statement
A-HA-018A-SL-001
A-HA-018A-BP-002
A-HA-018A-S-210
A-HA-018A-PL-112
A-HA-018A-PL-110
A-HA-018A-PL-111
A-HA-018A-EL-311
A-HA-018A-EL-310
A-HA-018A-S-200
A-HA-018A-PL-101
A-HA-018A-PL-100
A-HA-018A-EL-301
A-HA-018A-EL-300

Date Plans Received: 01/05/2020

Date(s) of Amendment(s):

Date Application Valid: 21/05/2020

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the western side of St Edmunds Avenue and comprises a detached bungalow with a large projecting central gable, set within a triangular plot. The property is constructed from brick and pebble dash external facing. The rear garden is flat and enclosed by panel fencing. The frontage is covered in grass and the property benefits from on road parking spaces. The property benefits from part single storey rear extension.

The application has been put to Committee due to receipt of a petition with 33 valid signatures opposing the development.

1.2 Proposed Scheme

The application seeks permission for the part two storey part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x front dormers, 7 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front,

associated refuse and recycling store including rebuilding of existing garage

It is noted that applicant has applied for two applications simultaneously that are quite similar to each other. The main difference between the 2 applications is that 3255/APP/2020/1404 includes a single storey rear extension whilst 3255/APP/2020/1398 is proposing a part 2 storey rear extension. There is also a further application for a Certificate of Lawful Development to be determined under delegated powers.

1.3 Relevant Planning History

3255/APP/2020/1402 18 St Edmunds Avenue Ruislip

Single storey rear extension with patio area involving demolition of existing rear extension, conversion of roof space to habitable use to include a rear dormer, 3 front roof lights and conversion of both sides of roof from hip to gable end and alterations to fenestration (Application for a Certificate of Lawful Development for a Proposed Development).

Decision Date: 02-07-2020 Refused **Appeal:**

3255/APP/2020/1404 18 St Edmunds Avenue Ruislip

Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 3 x roof lights and conversion of roof from hip to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off-street parking, refuse and recycling store and alterations to access steps

Decision Date: **Appeal:**

Comment on Planning History

- 3255/APP/2020/1404 - Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 3x roof lights and conversion of roof from hip to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off street parking, refuse and recycling storey and alterations to access steps
Under assessment

- 3255/APP/2020/1402 - Single storey rear extension with patio area involving demolition of existing rear extension, conversion of roof space to habitable use to include a rear dormer, 3 x front roof lights and conversion of both sides of roof from hip to gable end with alterations to fenestration (Application for a Certificate of Lawful Development for a Proposed Development).
Under assessment

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

8 neighbouring properties were consulted by letter dated on 26/5/20. 5 objections and a petition letter were received by the end of the consultation period who raised their concerns as follows:

- Over development

- Impact on the surrounding area
- Impact on neighbours
- Loss of privacy
- Loss of outlook
- Loss of light
- Overshadowing and over looking
- Juliet balcony

Officer comments:- The planning issues raised are considered below.

INTERNAL CONSULTEE:

Highways Officer:

Background

The site is located in residential catchment in Ruislip and consists of detached bungalow with a shared driveway and garage. The proposal is to remain in a single tenure with the creation of a habitable area within a redesigned roof-space together with additional building extensions and new on-plot parking provisions.

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.

However these standards are not directly applicable to residential properties which are to be extended with (or without) an increase in the number of habitable rooms on the strict proviso that the address is not converted to multiple housing units and remains in single tenure. Hence there is no specific requirement to provide additional on-plot parking provisions for this proposal.

Notwithstanding the above, the applicant proposes 3 new on-plot parking spaces on the frontage. Currently the address shares a driveway to a garage at the rear of the premises.

The provision of 3 spaces is considered excessive given the limited width of property and the need to retain sufficient amenity space. However there is no 'in principle' objection to the provision of a new single carriageway crossing to serve the 2 centrally positioned on-plot spaces as shown on plan. The new carriageway crossing should be dimensioned accordingly in line with the Council's 'Domestic Vehicle Footway Crossover' Policy standard and therefore should not exceed 2.4m at the back of footway and 5.8m (with taper kerbs) at the edge of kerb. This process would be secured either by-way of a s278 (Highways Act 1980) agreement or suitable alternative arrangement under s184 of the same act with all related processes being financed by the applicant/developer. There are no further observations.

Conclusion

Subject to the reduction from 3 to 2 'centrally positioned' on-plot parking spaces on the frontage, there is no objection to the proposal.

The Highway Authority is satisfied that 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 and 6.13 of the London Plan (2016)."

4. Local Plan 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

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP 3.5 (2016) Quality and design of housing developments

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

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing property, the impact upon the visual amenities of the surrounding area, the impact on the amenity of adjoining occupiers, the provision of acceptable residential amenity space for the application site and car parking provision.

Policy DMHB 11: Design of New Development states that:

A) 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.

The policy then has various other criteria related to the impact of new development (criteria A is particularly relevant to the determination of this application).

Policy DMHD 1: Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area; ii) a satisfactory relationship with adjacent dwellings is achieved; iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height; iv) new extensions respect the design of the original

house and be of matching materials; v) there is no unacceptable loss of outlook to neighbouring occupiers; vi) adequate garden space is retained; vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C; viii) trees, hedges and other landscaping features are retained; and ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

E) Roof Extensions i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof. They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line; ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable; iii) raising of a main roof above the existing ridgeline of a house will generally not be supported; iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling;

The property already benefits from part single storey rear extension which will be demolished as a result of the proposal. The proposed two storey rear extension will wrap across the rear wall of the existing house to a maximum depth of 4 m. The proposed extension will have a rear gabled roof with a crown section to a maximum height of 6.2 m which the ridge height will be equal to that of the main house. The proposed extension is an insubordinate addition and incongruous addition to the original property.

It is noted that the two rear flat roof dormers would adjoin either side of the gabled roof rear extension. It is considered that their combined spread along the rear roof slope in addition

to the gabled roof rear extension would appear disproportionate with and would dominate the rear of the existing dwelling. It is considered that the bulk, width and height of the proposed dormer windows at the rear would cumulatively appear unduly prominent. As such, the proposed dormer extensions would be harmful to and detract from the chalet bungalow character and appearance of the existing dwelling and surrounding residential area.

Furthermore, the proposed roof profile should match that of the existing roof. This would not be possible as the rear gabled roof with big crown section looks contrived and in combination with the proposed rear dormer windows will look really odd. This results roof profile fails to be subordinate to the original property and would impact unduly on the character and appearance of the existing and adjoining properties and the visual amenities of the area in general. In addition, the proposed extension would further accentuate the unbalanced appearance between the adjoining dwellings.

The proposed extension by reason of its position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

Where a roof can be extended, the Council would recommend small dormers, windows or roof lights. Although the front hip to gable end extension and front dormers would in isolation be acceptable, it is considered that the cumulative impact of all the changes to the roof of the property would result in a roof form that would cumulatively appear unduly prominent. The proposed roof extensions would fail to provide a subordinate addition to the property and would alter the architectural composition of the property such that there would be a harmful impact on the character and appearance of the streetscene.

It is therefore considered that in addition to the harm caused by the rear extension that the proposed dormer roof extensions by reason of their position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

Amenity of Neighbouring Properties

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of

outlook.

The proposal would not compromise the 45 degree line of sight from the first floor windows of the adjacent property and given the degree of separation from adjacent neighbour it is not considered that the proposal would harm the residential amenities of the occupiers of the adjoining dwelling from increased overshadowing, loss of sunlight, visual intrusion and over-dominance.

Should the application be considered acceptable, a condition requiring an obscure glazed window the office and kitchen would be required to mitigate against direct overlooking into the neighbouring property.

Private Amenity Space

Paragraph DMHB 18 requires sufficient garden space to be retained as a consequence of an extension. There would be sufficient garden space retained.

Highways

The application has been reviewed by the Highway Authority which is satisfied that 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 and 6.13 of the London Plan (2016).

Should the application be considered acceptable, details requiring an amended plan of the front garden and the dropped kerb arrangement would be required by condition.

Trees and Landscaping

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscaping, trees, biodiversity and natural features of merit.

The application site does not feature any trees of merit and therefore the proposal would have no impact on trees. However the application proposal seeks to pave over the front garden with a vehicular crossing measuring 9.5m in width. Furthermore, there is already a crossover between No.18 and 16 St Edmund Avenue and elongating the dropped kerb would result in a continuous dropped kerb measuring 12.2m which is excessive for one residential property and would detract from the streetscene and result in a poor pedestrian environment.

The front garden measures approximately 70 sq.m and the proposal seeks to provide on a small strip of planting which measure 5.8 sq.m (8%). The extent of hard landscaping proposed would have a detrimental impact on the streetscene. It is acknowledged there are examples of similar boundary treatments along St Edmunds Avenue. Nevertheless, the extent of hardstanding and the dropped kerb arrangement is excessive. Should the application be considered acceptable, a landscaping condition is required so the extent of hard landscaping and the excessive dropped kerb arrangement is reduced.

The application is recommended for refusal for the reasons set out within this report.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed two storey rear extension by reason of its position, size, scale, bulk, design and massing would result in overly dominant and incongruous addition, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

2 NON2 Non Standard reason for refusal

The proposed roof extensions by reason of their position, size, scale, bulk, design and massing, along with the cumulative impact of the two storey rear extension, would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

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

DMHB 1 Streets and Public Realm

DMHB 1 Trees and Landscaping

DMHB 1 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP 3.5 (2016) Quality and design of housing developments

NPPF- 1 NPPF-12 2018 - Achieving well-designed places

- 3 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary

Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service

- 4 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.

Standard Informatives

- 1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 14 Trees and Landscaping
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings
DMT 6 Vehicle Parking
LPP 3.5 (2016) Quality and design of housing developments
NPPF- 12 NPPF-12 2018 - Achieving well-designed places

Contact Officer: Cris Lancaster

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**18 St Edmunds Avenue
Ruislip**

Planning Application Ref:

3255/APP/2020/1398

Planning Committee:

North

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 18 ST EDMUNDS AVENUE RUISLIP

Development: Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 3 x roof lights and conversion of roof from hip to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off-street parking, refuse and recycling store and alterations to access steps.

LBH Ref Nos: 3255/APP/2020/1404

Drawing Nos: A-HA-018B-PB-002
A-HA-018B-SL-001
A-HA-018B-S-210
A-HA-018B-PL-112
A-HA-018B-PL-110
A-HA-018B-PL-111
A-HA-018B-EL-311
A-HA-018B-EL-310
A-HA-018B-S-200
A-HA-018B-PL-101
A-HA-018B-PL-100
A-HA-018B-EL-301
A-HA-018B-EL-300
Design and Access Statement

Date Plans Received: 01/05/2020

Date(s) of Amendment(s): 01/05/2020

Date Application Valid: 21/05/2020

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the western side of St Edmunds Avenue and comprises a detached bungalow with a large projecting central gable, set within a triangular plot. The property is constructed from brick and pebble dash external facing. The rear garden is flat and enclosed by panel fencing. The frontage is covered in grass and the property benefits from on road parking spaces. The property benefits from part single storey rear extension.

1.2 Proposed Scheme

The application seeks permission for the single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 3x roof lights and conversion of roof from hop to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off street parking, refuse and recycling storey and alterations to access steps.

It is noted that applicant has applied for two applications simultaneously that are similar

proposal. The main difference between the 2 applications is that 3255/APP/2020/1404 includes a single storey rear extension whilst 3255/APP/2020/1398 is proposing a part 2 storey rear extension.

The proposal has been referred to Committee due to receipt of a valid petition objecting to the proposal containing 32 signatures.

1.3 Relevant Planning History

3255/APP/2020/1398 18 St Edmunds Avenue Ruislip

Part two storey, part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x front dormers, 7 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store including rebuilding of existing garage.

Decision Date:

3255/APP/2020/1402

Appeal:

18 St Edmunds Avenue Ruislip

Single storey rear extension with patio area involving demolition of existing rear extension, conversion of roof space to habitable use to include a rear dormer, 3 front roof lights and conversion of both sides of roof from hip to gable end and alterations to fenestration (Application for a Certificate of Lawful Development for a Proposed Development).

Decision Date: 02-07-2020

Refused

Appeal:

Comment on Planning History

- 3255/APP/2020/1398 - Part two storey part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x front dormers, 1 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store including rebuilding of existing garage.
Under assessment

- 3255/APP/2020/1402 - Single storey rear extension with patio area involving demolition of existing rear extension, conversion of roof space to habitable use to include a rear dormer, 3 x front roof lights and conversion of both sides of roof from hip to gable end with alterations to fenestration (Application for a Certificate of Lawful Development for a Proposed Development).which is currently under assessment.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

8 neighbouring properties were consulted by letter dated on 26/5/20. 5 objections and a valid petition letter were received by the end of the consultation period which raised their concerns as follows:

- Over development
- Impact on the surrounding area

- Impact on neighbours
- Loss of privacy
- Loss of outlook
- Loss of light
- Overshadowing and over looking
- Noise and construction
- Side facing windows

INTERNAL CONSULTEE:

Highways Officer:

Background

The site is located in residential catchment in Ruislip and consists of detached bungalow with a shared driveway and garage. The proposal is to remain in a single tenure with the creation of a habitable area within a redesigned roof-space together with additional building extensions and new on-plot parking provisions.

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.

However these standards are not directly applicable to residential properties which are to be extended with (or without) an increase in the number of habitable rooms on the strict proviso that the address is not converted to multiple housing units and remains in single tenure. Hence there is no specific requirement to provide additional on-plot parking provisions for this proposal.

Notwithstanding the above, the applicant proposes 3 new on-plot parking spaces on the frontage. Currently the address shares a driveway to a garage at the rear of the premises.

The provision of 3 spaces is considered excessive given the limited width of property and the need to retain sufficient amenity space. However there is no 'in principle' objection to the provision of a new single carriageway crossing to serve the 2 centrally positioned on-plot spaces as shown on plan. The new carriageway crossing should be dimensioned accordingly in line with the Council's 'Domestic Vehicle Footway Crossover' Policy standard and therefore should not exceed 2.4m at the back of footway and 5.8m (with taper kerbs) at the edge of kerb. This process would be secured either by-way of a s278 (Highways Act 1980) agreement or suitable alternative arrangement under s184 of the same act with all related processes being financed by the applicant/developer. There are no further observations.

Conclusion

Subject to the reduction from 3 to 2 'centrally positioned' on-plot parking spaces on the frontage, there is no objection to the proposal.

The application has been reviewed by the Highway Authority which is satisfied that 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 and 6.13 of the London Plan

(2016)."

4. **Local Plan 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

DMHB 12 Streets and Public Realm

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP 3.5 (2016) Quality and design of housing developments

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

5. **MAIN PLANNING ISSUES**

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing property, the impact upon the visual amenities of the surrounding area, the impact on the amenity of adjoining occupiers, the provision of acceptable residential amenity space for the application site and car parking provision.

Policy DMHB 11: Design of New Development states that:

A) 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.

There are then other criteria related to various other impacts caused by new development.

Policy DMHD 1: Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area; ii) a satisfactory relationship with adjacent dwellings is achieved; iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height; iv) new extensions respect the design of the original house and be of matching materials; v) there is no unacceptable loss of outlook to neighbouring occupiers; vi) adequate garden space is retained; vii) adequate off-street

parking is retained, as set out in Table 1: Parking Standards in Appendix C; viii) trees, hedges and other landscaping features are retained; and ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

E) Roof Extensions

- i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof. They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line;
- ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable;
- iii) raising of a main roof above the existing ridgeline of a house will generally not be supported;
- iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling;

The property already benefits from a part single storey rear extension which will be demolished as a result of the proposal. The proposed single storey rear extension would have a depth and width of 4 m and 10.73 m respectively. The proposed rear extension would have gabled roof to height of 6.2 m which the ridge height will be equal to that of the main house.

Where a roof can be extended, the Council would recommend small dormers, windows or roof lights. The rear dormer is of a very large scale and considered to be contrary to policy DMHD 1. It is considered that the rear dormer would appear as a dominating feature have an unacceptable impact on the character and appearance of the existing property and that of the wider streetscene.

Although the front hip to gable end extension and front dormers would in isolation be acceptable, it is considered that the cumulative impact of all the changes to the roof of the property would result in a roof form that would cumulatively appear unduly prominent and that the proposed extensions would fail to provide a subordinate addition to the property and would alter the architectural composition of the property such that there would be a harmful impact on the character and appearance of the streetscene.

The proposed roof extensions by reason of their position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

Impact on Neighbouring Amenity

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The proposal would not compromise the 45 degree line of sight from the first floor windows of the adjacent property and given the degree of separation from adjacent neighbour it is not considered that the proposal would harm the residential amenities of the occupiers of the adjoining dwelling from increased overshadowing, loss of sunlight, visual intrusion and over-dominance.

Should the application be considered acceptable, a condition requiring an obscure glazed window the office and kitchen would be required to mitigate against direct overlooking into the neighbouring property.

Private Amenity Space

Paragraph DMHB 18 requires sufficient garden space to be retained as a consequence of an extension. There would be sufficient garden space retained.

Highways

The application has been reviewed by the Highway Authority which is satisfied that 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 and DMT 6 and Policies 6.3 and 6.13 of the London Plan (2016). Should the application be considered acceptable, details requiring an amended plan of the front garden and the dropped kerb arrangement would be required by condition.

Trees and Landscaping

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscaping, trees, biodiversity and natural features of merit.

The application site does not feature any trees of merit and therefore the proposal would have no impact on trees. However the application proposal seeks to pave over the front garden with a vehicular crossing measuring 9.5m in width. Furthermore, there is already a crossover between No.18 and 16 St Edmund Avenue and elongating the dropped kerb would result in a continuous dropped kerb measuring 12.2m which is excessive for one residential property and would detract from the streetscene and result in a poor pedestrian environment.

The front garden measures approximately 70 sq.m and the proposal seeks to provide a small strip of planting which measure 5.8 sq.m (8%). The extent of hard landscaping proposed would have a detrimental impact on the streetscene. It is acknowledged there are examples of similar boundary treatments along St Edmunds Avenue. Nevertheless, the extent of hardstanding and the dropped kerb arrangement is excessive. Should the application be considered acceptable, a landscaping condition is required so the extent of hard landscaping and the excessive dropped kerb arrangement is reduced. However it is considered that these matters could be conditioned if the application was acceptable in other respects.

The application is therefore recommended for refusal for the reasons set out within this report.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed roof extensions by reason of their position, size, scale, bulk, design and massing would result in overly dominant and incongruous additions, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

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

the policies and proposals in the Hillingdon 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 Design of New Development
- DMHB 1 Streets and Public Realm
- DMHB 1 Private Outdoor Amenity Space
- DMHD 1 Alterations and Extensions to Residential Dwellings
- DMT 6 Vehicle Parking
- LPP 3.5 (2016) Quality and design of housing developments
- NPPF- 1 NPPF-12 2018 - Achieving well-designed places

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

Standard Informatives

- 1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

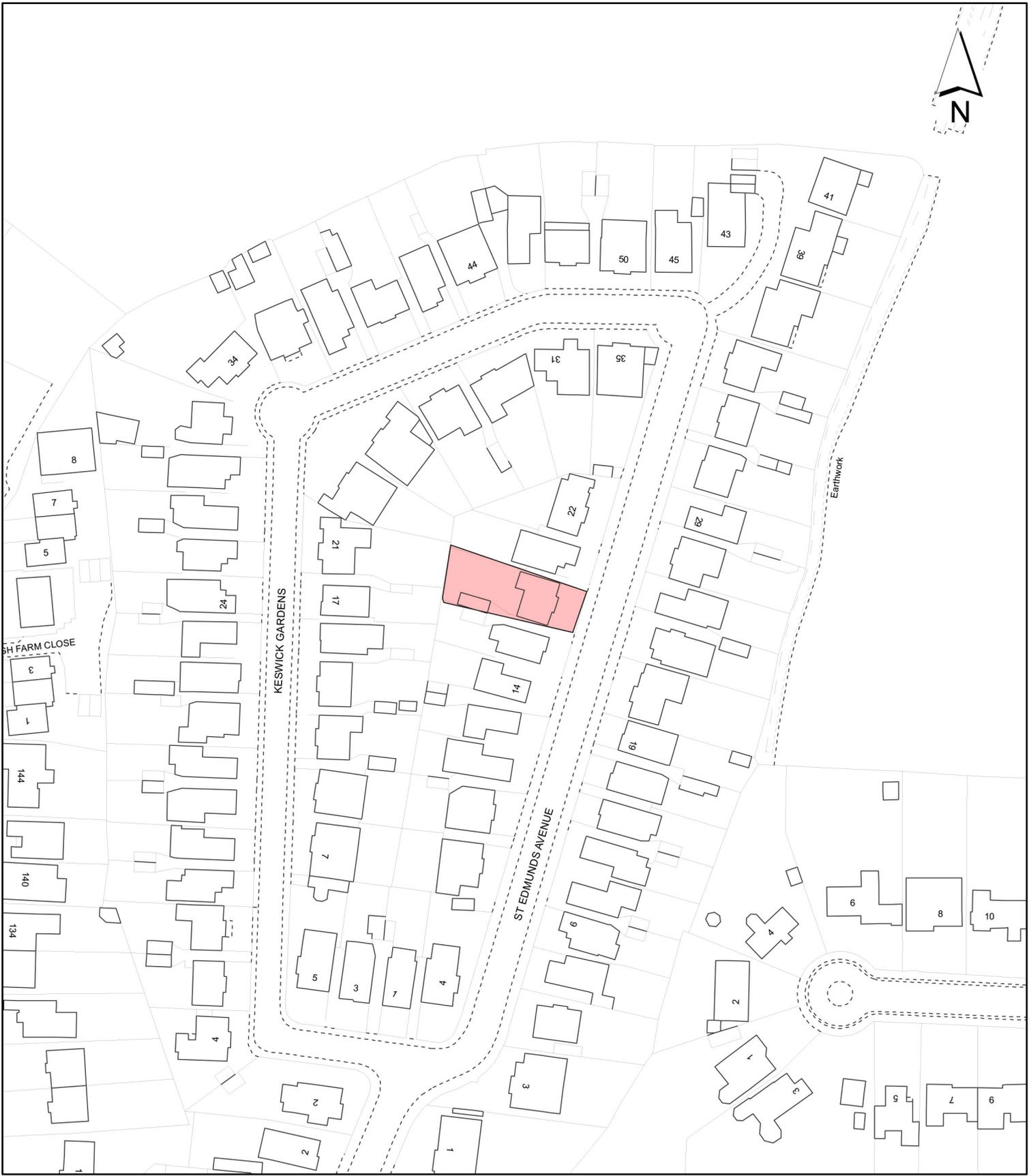
Part 2 Policies:

DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings
DMT 6 Vehicle Parking
LPP 3.5 (2016) Quality and design of housing developments

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

Contact Officer: Cris Lancaster

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**18 St Edmunds Avenue
Ruislip**

Planning Application Ref:

3255/APP/2020/1404

Planning Committee:

North

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 ST JOHNS SCHOOL POTTER STREET HILL NORTHWOOD

Development: Installation of 1 internally illuminated wall mounted LED sign

LBH Ref Nos: 10795/ADV/2020/32

Drawing Nos: 320 Rev. A
321
300 Rev. 09
External Brand Sign Size and Specification
External Brand Sign Illumination
External Brand Sign Proposed Sign Location

Date Plans Received: 06/03/2020 **Date(s) of Amendment(s):**
Date Application Valid: 06/03/2020

1. CONSIDERATIONS

1.1 Site and Locality

St John's School occupies an expansive site in the far north of the borough, extending to approximately 12.4 hectares. It comprises a main area of school buildings and car parking set within a landscaped setting, all weather pitches, playing fields and sizeable areas of woodland and unmanaged scrubland. The school occupies a steeply sloping Hillside and levels change significantly across the site. This application relates to a new sports hall which is currently under construction within the existing school campus.

The school falls within a predominantly residential area, largely characterised by sizeable detached properties with large gardens. Its primary access is via Potter Street Hill. A secondary access is available via Wieland Road, which is a private road.

Almost the entire site falls within the Green Belt and much of the woodland is designated as a Nature Conservation Site. The gatehouse building (off Wieland Road) is locally listed. A number of drainage ditches also traverse the site. Land adjoining to the west falls within an Area of Special Local Character and the school bounds Three Rivers District Council to the north and the London Borough of Harrow to the east.

1.2 Proposed Scheme

The application seeks advertisement consent for a single internally illuminated (600 cd/m²) wall mounted logo sign measuring 2520mm x 2100mm to be located at first floor level on the eastern elevation of the sports hall under construction.

1.3 Relevant Planning History

10795/APP/2018/149 St Johns School Potter Street Hill Northwood

Demolition of the existing sports hall and construction of a replacement sports hall to provide indoor PE and sports facilities.

Decision Date: 12-09-2018 Approved

Appeal:

Comment on Planning History

The sports hall granted planning permission is substantially completed.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

3 neighbouring properties, the Northwood Hills Residents Association and Three Rivers District Council were consulted on 22/1/20 and a site notice was posted on the 20/3/20 giving 21 days for comments. One letter of objection was received, commenting as follows:-

- Sign is not appropriate in terms of its scale, design and location in particular impact upon the Green Belt.
- The degree of illumination would lead to light pollution.
- The sign will lead to other signs being erected within the site.
- The sign has nothing to do with the teaching capacity of the school.
- A tree has been removed from the site.
- Query whether a private school in the Green Belt should have been allowed.

The above will be addressed in the body of the report below. It is noted that comments relating to the overall use of the site or the acceptability of the sports hall are not relevant in this case as they have planning permission and it is only the sign that can be assessed under this current application.

Gadent Gas: No comments received.

4. Local Plan 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 13A Advertisements and Shop Signage

DMT 2 Highways Impacts

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMHB 5 Areas of Special Local Character

5. MAIN PLANNING ISSUES

The application seeks consent to display advertisements and in such cases the Council

can only give due regard to the impact of the advertisement on amenity, the character of the area and public safety.

Policy DMHB 13A of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) advises that in order to improve and maintain the quality of the public realm advertisements will be required to demonstrate that they complement the scale, form, materials and architectural composition of the individual buildings, the visual amenity of the surrounding area, do not have an adverse impact on the public highway and do not lead to visual clutter.

The applications seeks permission for wall mounted signage. It is considered that the signage would be in keeping with the character of the site and the school campus. The proposal would not result in a visual clutter as there are no other signs or adverts within close proximity to the proposed advert location.

It is proposed that the sign would not detract from the design of the proposed new sports hall and would be located a significant distance from the highway and any nearby residents as such it is considered that the degree of illumination proposed is acceptable.

Due to it's nature the proposal would not cause harm to the Green Belt as it does not involve adding any additional built form on the site. Whilst it would be visible from Potter Street Hill, it would be set a significant distance back from this road, located within the main school campus and therefore it is considered that it would not cause harm to the setting of the Area of Special Local Character.

This application is recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 ADVERT1 Standard Condition

All advertisement consents carry the following 5 standard conditions as contained in the Town and Country Planning (Control of Advertisements) Regulations 1992 and unless specified to the contrary the consent expires after 5 years.

i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

ii) No advertisement shall be sited or displayed so as to:-

(a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;

(c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

vi) The consent hereby granted shall expire at the end of a period of five years from the date of this consent.

REASON

These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2 ADV7 Type of Illumination

The illumination of the sign(s) is to be by fixed and constant lights and not by lights which are, or appear to be, intermittent, moving, flashing or vibrating with a degree of illumination as specified on the submitted plans of 600cd/m².

REASON

In order to protect the visual amenity of the area and/or highway safety in accordance with Policy DMHB 13 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

INFORMATIVES

- 1 The decision to GRANT advertisement consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT advertisement consent has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) set out below, 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 13 Advertisements and Shop Signage

DMT 2 Highways Impacts

DMEI 4 Development on the Green Belt or Metropolitan Open Land

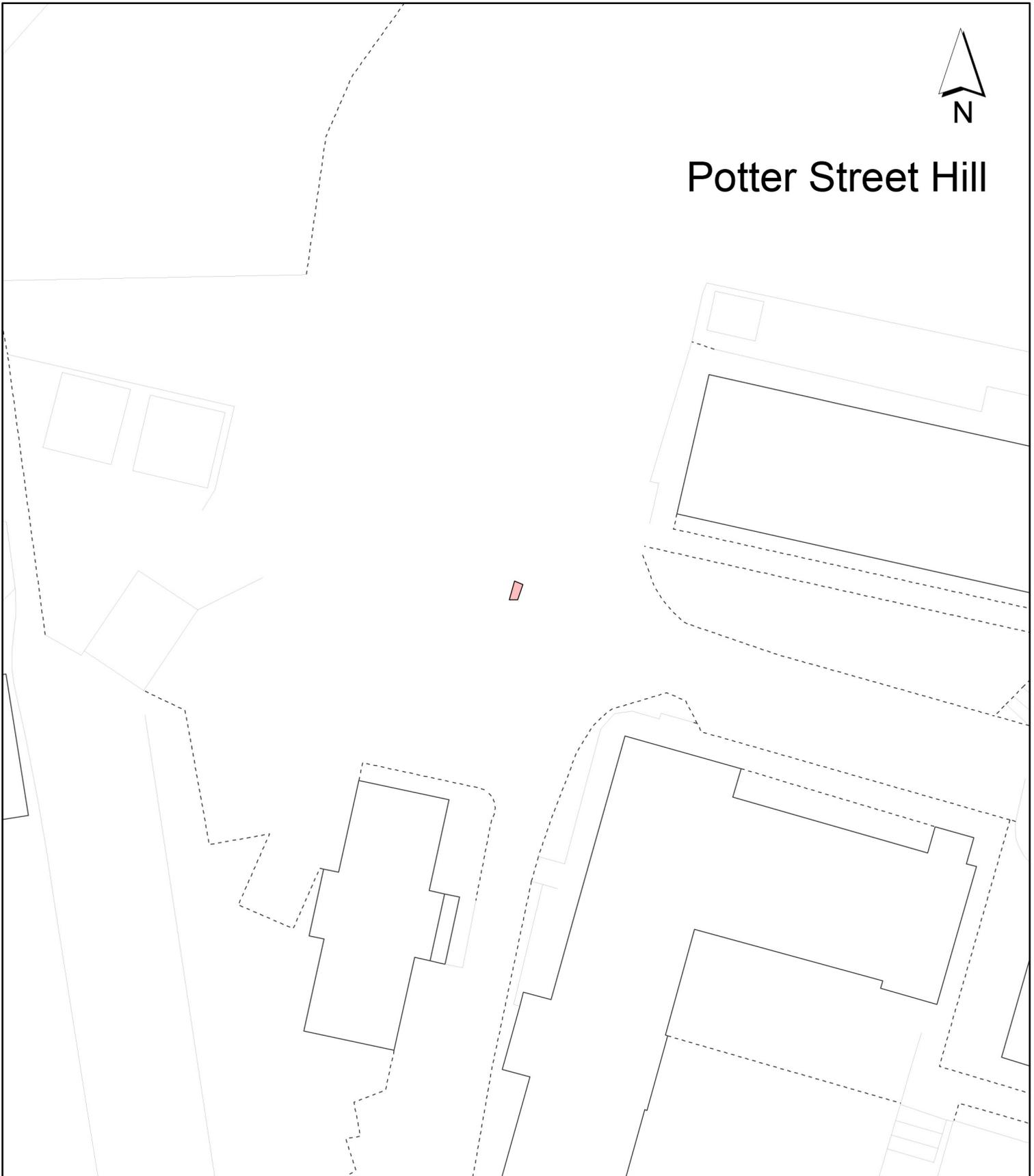
DMHB 5 Areas of Special Local Character

Contact Officer: Kelly Sweeney

Telephone No: 01895 250230



Potter Street Hill



Notes:

 Site boundary

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Site Address:

**St Johns School
Potter Street Hill
Northwood**

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

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

Planning Application Ref:

10795/ADV/2020/32

Scale:

1:400

Planning Committee:

North

Date:

July 2020



HILLINGDON
LONDON

Page 51

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Report of the Head of Planning, Transportation and Regeneration

Address 53-55 THE BROADWAY JOEL STREET NORTHWOOD

Development: Erection of a three storey building to provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover.

LBH Ref Nos: 5564/APP/2020/847

Drawing Nos: Planning, Transport, Design and Access Statement (Dated March 2020)
FLU.653.01 Rev. A Existing Site & Location Plans
FLU.653.04 Rev. U First Floor Plan
FLU.653.03 Rev. W Ground Floor Plan
FLU.653.08 Rev. L Street Scene
FLU.653.04 Rev. R Front Elevation
FLU.653.02 Rev. A3 Proposed Site Layout and Location Plan
FLU.653.08 Rev. M Side Elevation
FLU.653.09 Rev. L Rear and Side Elevation
FLU.653.06 Rev. L Third Floor Plan
FLU.653.05 Rev. V Second Floor Plan
FLU.653.10 Section

Date Plans Received: 09/03/2020 **Date(s) of Amendment(s):** 09/03/2020
Date Application Valid: 18/03/2020 21/05/2020

1. SUMMARY

This application seeks permission for the erection of a three storey building to provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover. In light of the recently dismissed appeal decision for this site (reference APP/R5510/W/19/3240243) and the submission of revised plans, the proposal is considered acceptable in principle and with regard to its design, impact on the street scene, neighbour amenity, local highway network, access, landscaping, ecology, waste, energy, flooding, drainage, noise, air quality and contaminated land.

Subject to conditions and a Section 106 legal agreement securing a financial contribution towards air quality mitigation and preventing future occupiers obtaining parking permits, this application is recommended for approval.

2. RECOMMENDATION

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

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i. Air Quality Mitigation: a financial contribution amounting to £3,904 to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle

emissions and/or reduces human exposure to nitrogen dioxide levels.

ii) Permit free development so residents do not have access to car parking permits on surrounding streets.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

"The applicant has failed to provide contributions towards the delivery of the air quality local action plan which is required by virtue of existing air quality conditions and the impact of the proposed development on such conditions. The scheme therefore conflicts with Policies DMCI 7, DMEI 14, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations, Policy 8.2 of the London Plan (March 2016), Policies E11, T9 and DF1 of the London Plan - Intend to Publish Version (December 2019) and paragraphs 54, 56 and 57 of the NPPF (February 2019)."

E) That if the application is approved, the following conditions be imposed:

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:

FLU.653.01 Rev. A Existing Site & Location Plans;
FLU.653.02 Rev. A3 Site Layout and Location Plan;
FLU.653.03 Rev. W Ground Floor Plan;
FLU.653.04 Rev. U First Floor Plan;
FLU.653.05 Rev. V Second Floor Plan;
FLU.653.06 Rev. L Third Floor Plan;
FLU.653.04 Rev. R Front Elevation;
FLU.653.08 Rev. L Street Scene;
FLU.653.08 Rev. M Side Elevation;
FLU.653.09 Rev. L Rear and Side Elevation;
FLU.653.10 Section;

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 (March 2016).

3 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing no. 22 Ferndown.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

4 RES13 Obscure Glazing

The windows facing no.22 Ferndown shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policies DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

5 NONSC M4(2) Dwelling

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.

6 NONSC Details of Step Free Access

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.

7 RES7 Materials (Submission)

Prior to relevant works, details of all materials and external surfaces, including details of balconies/terraces, shall be 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: Part 2 - Development Management Plan (January 2020).

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

Prior to relevant works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for residents (with capacity for 14 bicycles)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (if relevant)

3. Living Walls and/or Roof
 - 3.a Details of the inclusion of living walls and/or roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies 5.11 and 5.17 of the London Plan (March 2016).

9 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and

approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

10 NONSC Sustainable Water Management

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

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

a) Suds features:

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

b) Minimise water use.

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

c) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

Thereafter the development shall be implemented and retained/maintained in accordance

with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with:

- Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012);
- Policy DME1 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020);
- Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016);
- National Planning Policy Framework (February 2019); and
- Planning Practice Guidance (Flood Risk and Coastal Change) (March 2014).

11 NONSC Contamination

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by

the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

12 NONSC Construction Logistics Plan

Prior to the commencement of works on site, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Construction Logistic Planning Guidance and detail the management of construction traffic, including vehicle types, frequency of visits, expected daily time frames, use of an onsite banksman (if required), on-site loading/unloading arrangements and parking of site operative vehicles.

The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimises emissions, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.14 of the London Plan (March 2016).

13 NONSC Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall detail:

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

This must demonstrate compliance with the Mayor of London's 'The Control of Dust and Emissions from Construction and Demolition' Supplementary Planning Guidance (or any successor document).

The approved details shall be implemented and maintained throughout the duration of the

construction process.

REASON

To protect the amenities of local residents, in compliance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies 7.14 and 7.15 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

14 NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

15 NONSC Internal Sound Insulation

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

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

16 NONSC Noise

No development shall commence until a scheme for protecting the proposed development from noise generation at nearby commercial uses has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

17 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to

consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 7.1 and 7.3 of the London Plan (March 2016).

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.

DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 2.15	(2016) Town Centres
LPP 3.13	(2016) Affordable housing thresholds
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 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling

LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 7	NPPF-7 2018 - Ensuring the vitality of town centres
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

3 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

4 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

5 115 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.

6 12 Encroachment

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

7 147 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.

8 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site measures approximately 0.13 ha and is located to the east of The Broadway, Joel Street, the west side of Ferndown, and immediately north of Northwood Hills Tube Station. The west side of the site comprises a public house unit, retail unit and gym and the east side of the site is used as car parking for the gym.

The Broadway is characterised by mainly three storey terrace properties with commercial/retail at ground floor level. Ferndown to the rear of the site is characterised by suburban residential 2-storey semi detached and terrace residential properties. To the south, the Metropolitan line abuts the site, and beyond there are three and four storey mixed use buildings on Joel Street.

The site is allocated as part of the Northwood Hills Minor Town Centre. The site is identified to be sited within a Critical Drainage Area, as a potentially contaminated area of land and within the Northwood East Air Quality Focus Area. Based on TfL's WebCAT planning tool, the site has a moderate Public Transport Accessibility Level (PTAL) rating of 3.

3.2 Proposed Scheme

This application seeks permission for the erection of a three storey building to provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover. The proposal is summarised as follows:

Ground Floor

- 2 x residential parking bays are proposed within an undercroft (in addition to 3 x residential parking bays and 2 x disabled commercial parking bays proposed within site boundary but outside the proposed undercroft)
- Residential cycle store with capacity for 14 bikes
- Cycle store for commercial units with capacity for 80 bikes
- Bin storage
- Flat 1: 1-bedroom 2 person flat
- Lift access

First Floor

- Flat 2: 1-bedroom 2 person flat with access to rear facing 8.55 square metre terrace
- Flat 3: 2-bedroom 3 person flat with access to rear facing 12.85 square metre terrace
- Flat 4: 2-bedroom 3 person flat with access to front facing 6.83 square metre terrace
- Lift access

Second Floor

- Flat 5: 1-bedroom 2 person flat with access to rear facing 8.55 square metre terrace
- Flat 6: 2-bedroom 3 person flat with access to rear facing 12.85 square metre terrace
- Flat 7: 2-bedroom 3 person flat with access to front facing 6.83 square metre terrace
- Lift access

Third Floor

- Communal roof garden measuring 104 square metres in area

3.3 Relevant Planning History

5564/APP/2016/3908 53-55 The Broadway Joel Street Northwood
Change of use of the 1st and 2nd floors to a 24 hour gym (Class D2).

Decision: 20-06-2017 Refused **Appeal:** 24-11-2017 Allowed

5564/APP/2018/2088 53-55 The Broadway Joel Street Northwood
Erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover

Decision: 16-08-2018 Approved

5564/APP/2018/4100 53-55 The Broadway Joel Street Northwood
Erection of a three storey building incorporating habitable roofspace to provide 1 x studio; 1 x 1 bedroom; 1 x 2 bedroom; and 2 x 3 bedroom units with associated parking and bin and cycle storage, involving alterations to existing crossover

Decision: 23-10-2019 Refused **Appeal:** 18-02-2020 Dismissed

5564/APP/2018/799 53-55 The Broadway Joel Street Northwood
Erection of a 2 storey building with accommodation in the roof to provide 4 residential units (1 x bedroom and 3 x 2 bedroom flats) with associated works including car parking, landscaping and installation of a crossover

Decision: 11-05-2018 Refused

5564/APP/2019/675 53-55 The Broadway Joel Street Northwood
Subdivision and part change of use of existing Drinks Establishment (Use Class A4) to create a Retail Shop (Use Class A1) with retention of existing Public House and associated alterations to shopfront.

Decision: 21-08-2019 Approved

5564/J/86/1725 53 & 55 Joel Street Northwood
Erection of 3-storey bldg. to provide shops on ground floor and offices above.

Decision: 09-01-1987 Approved

5564/S/96/1728 53 Joel Street Northwood
Change of use from Class A1 (Retail) to traditional ale, wine and food house (Class A3)

Decision: 12-01-1998 Approved

Comment on Relevant Planning History

Application reference 5564/J/86/1725 (09/01/87) for the erection of 3-storey building to provide shops on ground floor and offices above consented 46 car parking spaces and servicing and delivery bays to the rear of the premise for the whole of the development.

Application reference 5564/S/96/1728 (12-01-98) relating to the public house use at basement and ground floor levels noted within condition 8 that 'on site car parking spaces at the rear of the premise shall be used only by persons employed at No 53 Joel Street. Customers shall not be allowed to access to the premise from Ferndown'.

PUBLIC HOUSE AND RETAIL UNIT PLANNING HISTORY

Application reference 5564/APP/2019/675 permitted the subdivision and part change of use of existing Drinks Establishment (Use Class A4) to create a Retail Shop (Use Class A1) with retention of existing Public House and associated alterations to shopfront.

GYM PLANNING PERMISSION HISTORY

Application reference 5564/APP/2016/3908 for the change of use of the 1st and 2nd floors to a 24 hour gym (Class D2) was refused but allowed at appeal under reference APP/R5510/W/17/3179261. The appeal decision notice attached a number of conditions including:

- Condition 12: The development shall not be occupied until the 16 parking spaces shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.
- Condition 14: No part of the development hereby permitted shall be commenced until details of covered and secure storage for 60 cycles for users of and visitors to the development have submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists using the facility.

Case Officer Comment:

Based on a site visit, the following two contraventions have been identified:

- Where there should be parking spaces 15 and 16, there is a generator. The gym is currently operational and therefore does not comply with the conditions of appeal reference APP/R5510/W/17/3179261.
- The approved 60 cycle spaces are not in place. Again this contravenes the conditions of appeal reference APP/R5510/W/17/3179261.

The current proposal seeks to incorporate cycle storage and car parking spaces associated with the gymnasium, retail and public house uses which exist within the application site boundary. Notwithstanding these elements of the proposal, the proposal is considered on its own merits and only limited weight is applied to the proposal's correction of matters relating to non-compliance with previous planning permissions.

RESIDENTIAL PLANNING PERMISSION HISTORY

Application reference 5564/APP/2018/2088 permitted the erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover.

Application reference 5564/APP/2018/4100 sought permission for the erection of a three storey building incorporating habitable roofspace to provide 1 x studio; 1 x 1 bedroom; 1 x 2 bedroom; and 2 x 3 bedroom units with associated parking and bin and cycle storage,

involving alterations to existing crossover. This was refused for the following reasons:

1. The proposed building, by reason of its size, scale, bulk, lack of symmetry and design, would be detrimental to the character, appearance and visual amenities of the street scene and area. The proposal is therefore contrary to Policies BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

2. The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the units proposed would result in an over-development of the site detrimental to the residential amenity of future occupiers. The proposal is therefore contrary to the Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006), Policies BE19 and BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy DMHB 18 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policy 3.5 of the London Plan (March 2016) and the NPPF (February 2019).

3. The proposed development fails to provide adequate and maintainable green infrastructure or sufficient potential for landscaping to be detailed and secured via planning condition due to the large footprint of the building and the constrained size of the site. As such, the proposal is not considered to accord with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 3.5 and 5.10 of the London Plan (March 2016).

4. The submitted plans fail to demonstrate an accessible, safe and convenient route from the proposed accessible parking bays to the gym entrance on the West elevation, contrary to Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 1, DMT 5 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 7.2 of the London Plan (March 2016).

This refusal was appealed under reference APP/R5510/W/19/3240243 and dismissed with the following conclusion:

"Although I find no harm to character and appearance or to accessibility, I do find that the proposal would fail to provide acceptable living conditions for future occupiers and a resultant conflict with the development plan. Therefore, I conclude that the appeal should be dismissed."

The inspectors sole concern with the scheme was the external amenity space provided. The inspectors criticisms were that:

With the exception of the ground floor flat, the proposed outdoor amenity space for each flat would be limited in its scope, consisting of narrow balconies which would be in close proximity to the railway line and station which are to the rear of the site. They would fail to meet with the minimum size requirements set out by Policy DMHB 18 of the P2LP.....

The inspector then said that:

'I acknowledge that the outdoor amenity space provided for each flat would

meet the requirements of the Mayor of London's Housing Supplementary Planning Guidance (Housing SPG). Nevertheless, Policy DMHB 18 of the P2LP states that the Council considers that higher standards of private amenity space should be possible in the Borough, exceeding the requirements of the Housing SPG. And, in any event, I have found that the balconies would be of a poor design and positioning. '

He concluded that:

'I therefore conclude that the proposed development would not provide adequate outdoor amenity space and therefore it would not provide acceptable living conditions for future occupants.'

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan (from 6th April 2020)

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
- PT1.E5 (2012) Town and Local Centres
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix
- DMH 7
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space

- LPP 2.15 (2016) Town Centres
- LPP 3.13 (2016) Affordable housing thresholds
- 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 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.14 (2016) Improving air quality
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.6 (2016) Architecture
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- NPPF- 11 NPPF-11 2018 - Making effective use of land
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 4 NPPF-4 2018 - Decision-making
- NPPF- 5 NPPF-5 2018 - Delivering a sufficient supply of homes
- NPPF- 7 NPPF-7 2018 - Ensuring the vitality of town centres
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

Letters were sent to neighbours and all forms of consultation expired on 03/06/2020.

Five comments have been received from two residents and are summarised as follows:

- The submitted drawings do not detail the palette of materials.

- No objection to the principle of development.
- Object to the excessive use of render when the surrounding area is predominantly brick.
- Object to the excessive use of colour white when this is a large construction on several floors and wide in size located on a highly visible corner. The colour white is noticeable and eye catching and is incongruent to neighbouring residential properties.
- Now that the proposals have changed the roof profile, the contemporary design is a complete departure from the neighbouring designs hence the choice of materials and colour is the only detail remaining that allows a harmonious co-existence between the old and the new.
- The choice of timber has long term patina and maintenance issues and is also out-of-place and misses the opportunity for window spandrels (panels between upper window sill and lower window lintel) to use brick noggins that would be a cue to the period properties nearby.
- Brick Association members/manufacturers such as Ibstcock, Forterra, Wiernerberger, Northcot all provide specialised bricks, multi-tonal colours and advice on projects which help developers continue the rich English Heritage of brick construction that is still relevant for contemporary designs especially in a mixed context such as this.
- The application site is not a transitional area between the lowrise and highrise buildings and the proposed height of the building would be out of proportion with the rest of the street.

Case Officer Comment:

Revised plans were submitted by the applicant during the course of the application to address the design of the proposal. The consideration of the proposed design and impact on the character of the area is addressed within the main body of the report.

Internal Consultees

Initial officer comment on internal consultations:

The application proposals is linked to a wider landholding where a number of piecemeal developments have occurred (gym/pub/Co-op supermarket etc...), a number of consultees refer to impacts from the wider development proposals. This is considered to be the correct approach as there overlaps between the current proposal and adjoining proposals (e.g. Cycle parking). In particular the air quality officer is normally consulted on major development proposals, but in this case the complexity of the overlapping developments was considered to warrant consultation with a wide range of Council specialist officers.

TREES AND LANDSCAPING OFFICER:

Context: It is noted that the Planning Inspector stated as part of appeal decision reference APP/R5510/W/19/3240243 that:

"Whilst the proposal would not be able to incorporate an extensive amount of landscaping, there is potential to provide some landscaping to the frontage of the site. The surrounding area is characterised by the built form and whilst dwellings in the area generally have front gardens, many have been hard surfaced to allow for off-street car parking. The amount of landscaping that could be provided would therefore be appropriate within this context."

The current proposal also includes a communal roof terrace which increases the potential for green infrastructure provision. As such, a reason for refusal based on lack of landscaping is not considered to be defensible at appeal.

Comments: In view of the history and the amended proposal, I agree that it is acceptable, subject to the provision of a well-designed, sustainable intensive green roof.

CONTAMINATED LAND OFFICER:

1 Summary of Comments:

The actual or possible presence of contamination is a material planning consideration. If there is the potential for contamination to affect the site, or the end-use is particularly sensitive, recommendations will be made that certain conditions be imposed upon the development.

The application has not supplied adequate information to demonstrate that any risks of land contamination and pollution posed to surface or groundwater water quality have been suitably identified and/or addressed accordingly.

Therefore, it is recommended that if planning permission is awarded then the following conditions should be imposed:

Proposed conditions for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

Observations (including but not limited to):

There is photographic evidence that the site is covered with hardstanding which appears to be tarmacadam surfacing. It is likely the surface is overlying a mantle of made ground materials which at this stage are of unknown characteristics including depth, and chemical constituents.

It also appears the land has been utilised for vehicle parking; fuels oils and lubricants may have leaked from parked vehicles, to penetrate the surface and enter the ground as hydrocarbon contaminants.

AIR QUALITY OFFICER:

Summary of Comments

The proposed development is outside LBH Air Quality Management Area (AQMA) but within the identified Northwood East Focus Air Quality Focus Area (AQFA), where special focus in reducing elevated levels of air pollution is a priority of the Borough. Focus areas are defined as locations where pollution levels are already high and there is relevant public exposure in a high population density, with current measures not being sufficient to improve air quality. In such circumstances LBH has a requirement to put in place additional actions to improve air quality and therefore the damage cost is calculated on total development emissions.

There is no air quality report submitted to support the planning application.

DAMAGE COST AND MITIGATION MEASURES

Therefore, a section 106 agreement with the LAP of £ £3,904 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, in the absence of substantiated evidence that new residents will not be exposed to hazardous levels of pollution, the development should demonstrate appropriate mitigation measures to ensure the future occupiers are protected in compliance with DME1 14, in particular, Part Bii. This can include, but is not limited to:

- a. where practicable to do so, setback the buildings further from the road source(s),
- b. ensure air intakes are located away from the main source of air pollution;
- c. optimise the building design to ensure adequate dispersion of emissions from discharging stacks and vents, the location of equipment should not result in flues and exhaust vents being in close proximity to recreational areas;
- d. consider the location of outside space including gardens, balconies and roof terraces proposed in areas of particular poor air quality;
- e. consider the use of effective green infrastructure to absorb and screen the development from the pollution source;
- f. consider the use of mechanical ventilation with specific pollution filtration with maintenance regime for the life of the development.

Further information is available in the Mayor of London, Sustainable Design and Construction SPG:

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Sustainable%20Design%20%26%20Construction%20SPG.pdf

Observations

In addition, the following air quality condition is required:

Condition - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

B Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and within an identified Air Quality Focus Area i.e. the Northwood East Air Quality Focus Area. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by: Local Plan Part 2 Policy DME1 14

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

HIGHWAYS OFFICER:

In line with the Local Plan Part 2 (Policy DMT 6), the proposed residential unit mix does not measurably alter the parking level required for the previous application (5564/APP/2018/4100) which proposed 1 studio, 1x1, 1x2 and 2x3 bedrooms. Hence the previous highway comments can be reapplied.

These read as follows:

Site Characteristics & Background

The site is located on Joel Street and is placed within the local district shopping centre in Northwood. The proposed development is positioned to the rear of the site address with vehicular access taken

at the rear from Ferndown which is a local residential road. The address was previously a vacant office block on the 1st and 2nd floors with a 'Drinks establishment' on the ground floor which is designated as an 'asset of community value' but remains vacant.

The vacant offices attained consent for a 24hr Gym D2 use class (5564/APP/2016/3908) utilising the 1st & 2nd floors which was allowed on appeal in late 2017 and is now in place with 16 parking spaces (6 within the under-croft with the remainder allocated to the rear of the site and accessed via Ferndown). The site also benefits from a subsequent consent for 4 two bedroom units (5564/APP/2018/2088) within a new build located to the rear with a provision of 5 on-plot surface level car parking spaces which emerge directly onto Ferndown.

This current scheme provides 2 under-croft parking spaces within the new build together with 3 spaces fronting Ferndown to the proposal which equates to a level of 5 spaces.

The site is in proximity to Northwood Hills LU Station and exhibits a PTAL rating of 3 which is considered as moderate however the PTAL rating is not fully reflective of the good 'real world' public transport connectivity which is exemplified by the proximity of Northwood Hills Station LU station and a plethora of local bus routes. Sustainable travel choice to and from the address is therefore highly likely.

Parking Provision

It is proposed to provide a new 3 storey build containing 1 studio flat and 1x1, 1x2 & 2x3 bedroom residential units on the rear car park.

The maximum parking standard requires 1.5 spaces per unit hence a quantum of up to a total of 7 spaces should be provided on-plot. Within the resubmission, it would appear that 2 under-croft spaces within the new build with 3 fronting Ferndown, totalling 5 spaces, are proposed which marginally falls below the maximum standard and equates to a 1:1 parking ratio. However it is noted that an extant consent on this plot exhibited an approximate parking ratio of 1 parking space per unit. On this premise the provision for this application is considered acceptable but it is noted that the 2 under-croft spaces as depicted are sub-standard in arrangement with particular reference to the bay adjacent to the 'electric shutter' door which would require in excess of a standard '3 point turn' manoeuvre in order to negotiate an exit from the bay. The second bay is better placed and would provide for a more fluid entry and exit to and from the space.

It is also highlighted that the extant 'Gym' D2 use class consent was based on a total of 16 spaces being available for the said D2 use within the neighbouring under-croft car park (14) plus 2 at surface level. As part of the current residential proposal, it is proposed to relocate 2 disabled space provisions out of the 14 under-croft spaces within the confines of the residential proposal. This aspect is further examined within the forthcoming 'Parking Layout & Access' comments.

Additionally and as a consequence of the residential proposal approximately half a dozen informal parking spaces utilised by the Gym users would be lost due to the new footprint however this loss is not considered as a material consideration given the required level of parking provision for the Gym use has already been secured.

In summary and on balance, the proposed parking quantum and layout is considered acceptable. It is recommended that a legal obligation for permit free car parking is secured by way of a Section 106 legal agreement.

Cycling Provision

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the studio, 1 & 2 bedroom flatted units with 2 spaces for each of the 3 bedroom

units. This would total 7 new spaces. The submission has indicated a storage provision for 6 cycles within the ground floor area which should be uplifted by at least 1 space in order to conform with the standard.

Internal storage for 80 cycles linked to and conditioned for the adjacent consented Gym (5564/APP/2016/3908) and A4 (drinking establishment)/A1 retail use (5564/APP/2019/675) are also presented. The quantum conforms to the planning condition 10 related to the latter planning permission related to the subdivision and part change of use to create an A4 and A1 provision.

Parking Layout & Access

An existing access from Ferndown will remain unaltered and would continue to serve the under-croft car park allocated for the 'Gym' use together with this flatted proposal. 2 under-croft parking spaces for the flats would be accessed via this access and although considered sub-standard in arrangement, are still functional and hence are considered sufficiently acceptable to be included within the overall quantum of residential parking spaces provided i.e. 5 spaces.

One out of the five on-plot parking spaces would be accessed via a new carriageway crossing off Ferndown. The principle of the positioning of the car park space (as proposed) and new crossing are considered acceptable in principle as the relevant design standard parameters are met. The construction of the new crossing would need to be undertaken to an appropriate Council standard under S184 or 278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

However a significant issue is raised with regard the 2 disabled parking spaces linked to the extant 'Gym' D2 use class consent which are proposed to be positioned diagonally opposite the 2 aforementioned under-croft residential parking spaces (Plan No.FLU.653.03). They are currently placed within the 'Gym' under-croft car park and are sub-standard in scale albeit accepted on appeal. The applicant has therefore suggested their proposed relocation in an attempt to remedy this anomaly.

The issue with this proposed relocation lies with the placement of these bays which would render them inaccessible for the consented 'Gym' use as they would need to be accessed via the proposed 'gated' (by way of electric shutter) under-croft residential curtilage of the current proposal. As this 'gated' access would preclude their intended 'Gym' related usage, the arrangement is therefore considered unacceptable as it would breach the 2017 'Gym' consent. An objection is raised henceforth.

Vehicular Trip Generation

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

The proposal would be expected to generate up to 1-2 vehicle movements into and out of the site during the critical peak morning and peak hour periods. Such generation is considered marginal as compared to established base-line traffic flows on the local highway and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse/ 'Gym' Servicing Requirements

Refuse collection will be conducted from Ferndown. Given the unsubstantial depth of the site and suitable location of the bin store, there are no issues with regard to achieving satisfactory waste

collection distances. The proposal would not prejudice existing servicing provisions for the 'Gym' and 'Drinks Establishment' use which are located directly off Ferndown to the side of the under-croft car park. Hence there are no further observations related to the new build.

Construction Logistics Plan (CLP)

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

Conclusion

The application has been reviewed by the Highway Authority who are concerned that the proposal, as presented, would prejudice the accessibility and therefore preclude usage of the two disabled compliant parking bays affiliated to the consented 'Gym' D2 use class, contrary to Policy AM15 of the Development Plan (2012) and Policies DMT 1 and DMT 6 of the emerging Local Plan Part 2 Development Management (2015) and Policy 6.13 of the London Plan (2016).

CASE OFFICER COMMENT:

The Highways Officer's objection raised against the proposed accessible parking spaces is considered in detail within the main body of the report (please see section 07.12).

ACCESS OFFICER:

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

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.

FLOOD AND WATER MANAGEMENT OFFICER:

No objection to the proposed development subject to a Surface Water Management condition being placed on the permission. The site lies in a Critical Drainage Area with known issues of surface water flooding further down Ferndown and Briarwood Drive.

CASE OFFICER:

If recommended for approval, the Environmental Protection Unit Officer requested the following conditions on the previously refused application:

1. Internal sound insulation within the envelope(structure) of the residential extension dwelling

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

Reason: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

2 .The separation of noise sensitive rooms within neighbouring flats

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

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

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

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

MIX OF UNITS

Policy 3.8 of the London Plan (March 2016) notes that new development should offer a range of housing choices in terms of housing mix and sizes taking into account different sizes and types.

Policy H10 of the London Plan - Intend to Publish Version (December 2019) also requires a range of unit sizes but notes that decision-makers should have regard to the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units,

particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2, developments should demonstrate how the provision of family housing (>3 bedroom units) has been optimised, to address local needs. The proposed development would provide 3 x 1 bedroom flats and 4 x 2 bedroom flats. Given the location of the site within the Northwood Hills Minor Town Centre and the associated design constraints, it is not considered that a reason for refusal based on unit mix would be robust at appeal.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. Developments will be expected to meet habitable rooms standards.

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

Policy 3.4 of the London Plan (March 2016) defines a suburban location as an area with predominantly low density development such as detached and semi-detached houses, typically of two-three storeys. It defines an urban area as one with dense development such as terraced houses, mansion blocks and mixed uses, typically of two-four storeys, within 800m of a district centre or along main arterial routes.

The application site is suburban in character but is technically located within the Northwood Hills Minor Town Centre and has a moderate PTAL rating of 3. The neighbouring mixed use area to the west is characterised by three storey buildings, which is considered more akin to an urban setting.

If urban density guidelines are applied, Table 5.2 states that the density should be between 200-510 habitable rooms per hectare and 80-170 units per hectares. Based on a developable site area of 0.06 hectares, the site should be providing between 12 and 31 habitable rooms and between 5 and 10 units. As the proposed development would fall within these density parameters, the density of the proposal is considered to be appropriate.

Nevertheless, the proposal should be considered against the other relevant planning policies.

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

Not relevant to the consideration of this application.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

Not relevant to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policies 7.4 and 7.6 of the London Plan (March 2016) require that new development is of the highest architectural quality; is a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm; and comprises details and materials that complement the local architectural character.

Policy BE 1 of the Hillingdon Local Plan: Part 1 - 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 2 - Development Management Policies (January 2020) states that:

A) 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.

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

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

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Appeal decision reference APP/R5510/W/19/3240243 dismissed the proposal for a three storey building comprising 5 flats but it did not uphold the reason for refusal based on the impact of the proposal on the character of the area. The appeal decision states:

"Although the proposal would occupy most of the width of the appeal site, it would be set back into the site and its width would not be visually out of place in the context of the existing area. Whilst the proposed front elevation would not be symmetrically designed, it would nonetheless achieve an appearance that would be appropriate amongst the varied designs of surrounding buildings. Accordingly, the proposed development would not result in harm to the character and appearance of the surrounding area."

Under the current application, the proposed building would be a 3-storey block, measuring

21.5 metres in width, 12.2 metres in depth and 9.3 metres in height, extending up to 10.65 metres in height. When compared to the already approved residential scheme (reference 5564/APP/2018/2088), the proposal represents an increase in width by approximately 5.3 metres and an increase in height by approximately 1 metre. When compared to the dismissed appeal decision, the proposed development would exhibit the same width but would also represent an increase in height by 1 metre.

Ferndown is primarily characterised by semi-detached and terraced residential dwellings of a suburban character. It is, however, noted that the proposed building would sit in between a two-storey dwelling on Ferndown and nos. 53-55 The Broadway, whose rear elevation is, at its highest point, four-stories in height. As a result, a proposal for a three storey building would represent a logical stepdown in height.

The revised proposal would also exhibit a dummy mansard roof form which would complement both the residential character of the area and the character of commercial property nos. 53-55 The Broadway. As the proposed building is only set approximately 1.1 metres away from nos. 53-55 The Broadway, it is considered that the visual relationship between these buildings could be improved by setting them further apart. However, as noted above as part of the appeal decision, the proposed set back into the site and the associated width are considered sufficient so as to not uphold a reason for refusal at appeal.

The original plans submitted under the current application showed a contemporary rendered and cladded block of flats which was square in appearance, utilising a flat roof to accommodate a communal roof terrace. The revised plans show a brick built building with a dummy mansard roof accommodating a communal roof terrace. The revised proposal would therefore appear much more in-keeping with the prevalent character of the area. If recommended for approval, the details of proposed materials would be secured by condition.

Taking into account the recent appeal decision and the revised proposal, the proposed development is not considered contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 7.4 and 7.6 of the London Plan (March 2016).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual

amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Nos. 53 to 55 The Broadway form part of the application site and are located to the north-west side of the proposed building. This property comprises a car park at the undercroft level, a public house unit and retail unit at ground level and a gym at first and second floor levels. By virtue of these uses, the proposed development is not considered to compromise the amenity of such commercial units.

The proposed 3 storey residential block would be located over 21 metres away from no.27 and 29 Ferndown, located to the north-east of the application site. As such, the proposal is not considered to compromise the daylight, sunlight, outlook, or privacy of these properties.

The nearest residential property to proposed development is located to the south-east, no.22 Ferndown. Although the proposed development projects approximately 2.8 metres further than the established rear building line, it is set away from no.22 Ferndown by approximately 6.3 metres and does not breach a 45 degree angle line taken from the midpoint of the neighbouring properties rear facing habitable room window. In this regard, this element of the proposed development is materially similar to the already approved scheme and is not considered to pose a detrimental impact.

The proposed building would have windows at ground, first and second floors which face towards no.22 Ferndown. Specifically, the windows at ground floor would be screened by the existing residential fencing and the windows at the first and second floors are labelled as obscure glazed on the plans. If recommended for approval, this obscure glazing would be secured by condition and would not compromise the privacy of neighbouring residents or future occupiers.

The revised third floor roof plan shows the inclusion of a dummy mansard roof form which contains a roof terrace. The roof form would serve the purpose of separating the amenity space from the sides of the roof by approximately 2 metres, enclosed on by 1.73 metre high sides. This design therefore reduces the potential for overlooking from the communal roof terrace towards the residential garden spaces connected to nos.22 and 28 Ferndown.

Given the above considerations, the proposed development is not considered likely to compromise the daylight, sunlight, outlook, or privacy of neighbouring residents to a detrimental extent. As such, the proposal is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

LIVING CONDITIONS

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that 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:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

The London Plan (March 2016) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for existing and future occupants. Table 3.3 contained within Policy 3.5 of the London Plan (March 2016) requires:

- One storey dwelling with one bedroom, 2 person occupancy to have at least 50 square metres
- One storey dwelling with two bedrooms, 3 person occupancy to have at least 61 square metres

Table 3.1 of London Plan - Intend to Publish Version (December 2019) Policy D4 states the same internal space standards.

The DCLG's Technical Housing Standard (March 2015) guidance also requires that double bedrooms measure at least 11.5 square metres in floor space and single bedrooms measure at least 7.5 square metres in floor space.

The proposed development would provide 3 x 1-bedroom 2 person flats and 4 x 2-bedroom 3 person flats. The unit measurements are summarised as follows:

Ground Floor

- Flat 1: 1-bedroom, 2 person - 62.7 square metres

First Floor

- Flat 2: 1-bedroom, 2 person flat - 54.5 square metres
- Flat 3: 2-bedroom, 3 person flat - 64.6 square metres
- Flat 4: 2-bedroom, 3 person flat - 60.7 square metres

Second Floor

- Flat 5: 1-bedroom 2 person flat - 54.5 square metres
- Flat 6: 2-bedroom 3 person flat - 64.6 square metres
- Flat 7: 2-bedroom 3 person flat - 60.7 square metres

Although proposed Flats 4 and 7 would technically fall slightly short of the 61 square metre requirement, the shortfall would only be 0.3 square metres and is not considered to be a robust reason to refuse. As such, the proposed residential units would provide a satisfactory internal living environment, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 3.5 of the London Plan (March 2016) and the DCLG's Technical Housing Standard (March 2015) guidance.

EXTERNAL AMENITY SPACE

Paragraph 127 of the NPPF (February 2019) requires that planning decisions create places

that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policy 3.5 of the London Plan (March 2016) requires that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces.

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

A) 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 5.3.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.3 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provided a minimum of 30 square metres of amenity space. A proposal for 3 x 1 bedroom and 4 x 2 bedroom flats therefore requires the provision of 160 square metres of private usable amenity space.

Paragraph 5.70 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits."

Paragraph 5.71 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "Roof gardens should only be considered where balconies are not achievable. High quality design should aim to resolve any potential conflicts between creating green roofs, providing renewable energy and supplying amenity space on roofs for residents. Table 5.3 sets out the Council's minimum private amenity space requirements which must be met or exceeded in all development proposals."

Paragraph 5.72 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "Private outdoor amenity space will be required to be well located, well designed and usable for the private enjoyment of the occupier. In assessing the quality of all amenity space in development proposals, whether individual or communal, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight, noise, enclosure and privacy."

Based on the submitted plans, the amenity space proposed is summarised as follows:

Ground Floor

- 39 square metres private garden space for Flat 1 - equating to 19 square metre over-provision

First Floor

- 8.55 square metre rear facing terrace for Flat 2 (measuring 1.5 metre depth x 5.67 metre length) - equating to 11.45 square metre under-provision

- 12.84 square metre rear facing terrace for Flat 3 (measuring 1.5 metres depth x 8.58 metre length) - equating to 12.16 square metre under-provision

- 6.83 square metre front facing terrace for Flat 4 (measuring 2.05 metre depth x 3.33 metre length) - equating to 18.17 square metre under-provision

Second Floor

- 8.55 square metre rear facing terrace for Flat 5 (measuring 1.5 metre depth x 5.67 metre length) - equating to 11.45 square metre under-provision

- 12.84 square metre rear facing terrace for Flat 6 (measuring 1.5 metres depth x 8.58 metre length) - equating to 12.16 square metre under-provision

- 6.83 square metre front facing terrace for Flat 7 (measuring 2.05 metre depth x 3.33 metre length) - equating to 18.17 square metre under-provision

Third Floor

- 104 square metre communal roof terrace (excludes the unusable area to the side of the lift)

Total amount of private amenity space = 95.44 square metres

Total amount of communal amenity space = 104 square metres

Total amount of amenity space = 199.44 square metres

The submitted plans show that the proposed development would provide 95.44 square metres of private amenity space, an under-provision by 64.56 square metres, equating to a 60% provision of the required private amenity space.

The recently dismissed appeal decision for this site (reference APP/R5510/W/19/3240243) stated that the proposal for terraces with linear layouts and poor outlook creates inadequate outdoor amenity space to serve the future occupiers of the flats. Taking this in account, it is observed that proposed Flats 2, 3, 5 and 6 would have access to terraces overlooking the Northwood Hills Station and railway. It is noted that during the course of the application, revised plans were submitted to ensure that the depth of these terraces complied with the 1.5 metre depth requirement stated under Policy DMHB 18.

When compared to the minimum floor space standards required by Policy 3.5 of the London Plan (March 2016), it is noted that Flats 2 and 5 would provide 1.3 square metres more internal floor space than required and Flats 3 and 6 would provide approximately 2 square metres more internal floor space than required. If this space is to be discounted against the required external amenity space standards, Flats 2 and 5 would still provide 10.15 square metres less than required and Flats 3 and 6 would still provide 10.84 square metres less than required. Regarding Flats 4 and 7, both would provide 18.17 square metres less than required.

In order to address this issue, the proposal includes a communal roof terrace measuring 104 square metres in area. This would total 199.44 square metres of amenity space and would exceed the 160 square metres of amenity space requirement. Similar to the other terraces proposed, this terrace would overlook the railway to the south, back of house

commercial properties to the north-west and residential properties to the north and west. The outlook of this space may not be ideal but it would be a more accessible size and shape than the private terraces.

As stated above, the communal provision of private outdoor space is generally not supported unless there are 'strong planning reasons' and the proposed scheme is of 'high quality with clear planning merits'.

In terms of 'strong planning reasons', the context of the site has been reviewed. The proposed area of the site to be developed is located on Ferndown, a residential road with a distinctly different character to the town centre uses located along Joel Street. Technically, the site is designated as part of the Northwood Hills Minor Town Centre which limits the potential for amenity space provision. It is, however, highlighted that there is no exception to the amenity space standards contained within the recently adopted Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

In terms of the proposed scheme being 'high quality with clear planning merits', it is noted above that the revised proposed terraces would accord with the minimum depth requirements stated under Policy DMHB 18. A revised plan for the communal roof terrace has also been submitted, showing that the space will be set into the roof by approximately 2 metres, enclosed by 1.73 metre high sides. This design is considered to mitigate the impact of any adverse noise or wind environments that this space may experience. The revised plans also indicate an intention to utilise urban greening on this floor. If recommended for approval, the detail of this space would need to be secured by condition to ensure the provision of high quality soft landscaping and urban greening.

On balance and subject to conditions, the proposed development is considered to provide sufficient amenity space for future occupiers and accords with DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.10 Traffic impact, car/cycle parking, pedestrian safety

Based on TfL's WebCAT planning tool, the site has a moderate Public Transport Accessibility Level (PTAL) rating of 3.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

The National Planning Policy Framework (NPPF) (February 2019) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy 6.3 of the London Plan (March 2016) requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

VEHICULAR TRIP GENERATION

As stated by the Council's Highways Officer, the vehicle trip movements associated with the proposed development is considered marginal when compared to established base-line traffic flows on the local highway. This trip can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

OPERATION REFUSE / GYM SERVICING REQUIREMENTS

Refuse collection will be conducted from Ferndown. Given the unsubstantial depth of the site and suitable location of the bin store, there are no issues with regard to achieving satisfactory waste collection distances. The proposal would not prejudice existing servicing provisions for the permitted gym, retail and public house uses which are located directly off Ferndown to the side of the under-croft car park.

CAR PARKING

The proposed three storey building would contain 3 x 1-bedroom 2 person flats and 4 x 2-bedroom 3 person flats. As a consequence of the residential proposal, a number of informal parking spaces utilised by the Gym users would be lost due to the new footprint. The parking provision for the gym has been secured within the gym under-croft so this is not deemed to be an issue.

Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires a maximum of 1 to 1.5 car parking spaces for units up to 2 bedrooms and a maximum of 2 car parking spaces for 3-bed units. Based on these standards, the proposed development would require a maximum provision of between 7 and 11 car parking spaces.

The proposal provides 2 under-croft spaces within the new build and 3 spaces fronting Ferndown, totalling 5 spaces. This equates to 0.71 parking spaces per unit which would fall below the maximum standards.

However, it is acknowledged that the site has a moderate PTAL rating of 3 and is located next to the Northwood Hills Underground Station. In accordance with the NPPF (February 2019), development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Given the context of the site, the Council's Highways Officer considers the parking provision proposed as acceptable subject to a legal obligation for permit free car parking secured by a Section 106 legal agreement.

CAR PARKING LAYOUT

The residential undercroft car parking spaces proposed are considered to be sub-standard as the bay next to the electric shutter would require in excess of a standard '3 point turn' in order to exit. This is, however, considered to be sufficiently functional. If recommended for approval, the parking layouts would be secured by condition.

CYCLE PARKING

Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that a maximum of 1 cycle space is provided per studio, 1 or 2 bed unit and that a maximum of 2 cycle spaces are provided per 3 or more bed units. Based on these standards, the proposed development should provide 7 secure and covered cycle parking spaces.

The submitted plans indicate that a cycle store with capacity for 14 bikes is proposed. Internal storage for 80 cycles linked to and conditioned for the adjacent consented Gym (5564/APP/2016/3908) and A4/A1 retail use (5564/APP/2019/675) are presented. The quantum conforms to the requirements of these permissions. If recommended for approval, this provision would be secured by condition.

ACCESS

An existing access from Ferndown will remain unaltered and would continue to serve the under-croft car park allocated for the gym use together with the flatted proposal. One out of the five on-plot parking spaces would be accessed via a new carriageway crossing off Ferndown. The principle of the positioning of the car parking space and new crossing is considered acceptable in principle as the relevant design standard parameters are met. The construction of the new crossing would need to be undertaken to an appropriate Council standard under S184 or 278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

SUMMARY

Based on the considerations noted above, the proposed development is not considered contrary to Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

Given the constraints and sensitivities of the local road network, a full and detailed Construction Logistics Plan is required in order to mitigate potential detriment to the public realm. If recommended for approval, this would be secured by planning condition.

7.11 Urban design, access and security

Please see section 07.07 of the report for urban design considerations.

Please see section 07.12 of the report for accessibility considerations.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

The proposed undercroft car and cycle parking arrangement, including parking for future residents and as well parking for the gym, retail unit and public house unit, seems to present a conflict in uses. If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to compliance with such a condition, the proposed development would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.12 Disabled access

Policy 3.8(c) of the London Plan (March 2016) requires that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'.

Policy 7.2 of the London Plan (March 2016) states that new development should achieve the highest standards of accessible and inclusive design to ensure that:

- a) development can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances and
- b) development is convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment.

The submission of revised plans makes it clear that lift access is provided on all floors of the proposed development. As confirmed by the Council's Access Officer, the proposal does not raise any accessibility concerns, subject to conditions requiring details of step free access via the principal private entrance and compliance with Approved Document M to the Building Regulations (2010) 2015. Subject to such conditions, the proposal would accord with Policies 3.8 and 7.2 of the London Plan (March 2016).

ACCESSIBLE PARKING

Policies DMT 1, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that accessible car parking is conveniently located in accordance with the Council's adopted car parking standards.

The two proposed accessible car parking spaces would be for the purposes of the permitted gym use. The route to the gym would be via the garage electric shutter access, exiting the site, travelling around the perimeter using the public footway, and entering the gym on Joel Street. This would equate to a distance of at least 150 metres which would exceed the 50 metre maximum distance recommended for Blue Badge holders. The

submitted plans therefore fail to demonstrate an acceptable route from the proposed accessible parking bays to the gym entrance on the West elevation.

However, under planning appeal reference APP/R5510/W/19/3240243, the Planning Inspector notes that the proposed disabled parking spaces would be adjacent to the existing spaces and there would not be a material change in the distance between these spaces and the entrance to the gym on Joel Street. The entrance to the gym is also immediately adjacent to Northwood Hills station, bus stops and there is an on-street disabled parking bay in close proximity. These factors combined mean that there is adequate provision to allow for access to the gym by disabled persons.

For the reasons noted above, the proposed development would not cause harm with respect to accessibility and would not be contrary to Policies DMT 1, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.2 of the London Plan (March 2016).

7.13 Provision of affordable & special needs housing

AFFORDABLE HOUSING

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

The proposal is for less than 10 residential units and does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.14 Trees, Landscaping and Ecology

Policy 3.5 of the London Plan (March 2016) requires that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces.

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

- 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.

The proposed development would not impact on any existing trees or landscape features of merit. The proposed development appears to indicate amenity space in the form of a ground floor garden area, six terraces and a communal roof terrace. The ground floor garden area is only accessible through the ground floor residential unit and is not accessible via either the sides of the proposed building. This space is therefore not easily accessible for maintenance purposes.

It is noted that the Planning Inspector stated the following as part of the recent appeal decision (reference APP/R5510/W/19/3240243) for the site:

"Whilst the proposal would not be able to incorporate an extensive amount of landscaping, there is potential to provide some landscaping to the frontage of the site. The surrounding area is characterised by the built form and whilst dwellings in the area generally have front gardens, many have been hard surfaced to allow for off-street car parking. The amount of landscaping that could be provided would therefore be appropriate within this context."

The current proposal is not considered to provide adequate green infrastructure or landscaping. The addition of the flat roof communal roof terrace does, however, increase the potential for green infrastructure provision. A detailed landscaping scheme can be secured by condition. The requirement for an 'intensive' green roof would also be secured by condition in order to ensure that the proposed development enhances green infrastructure in an area and site currently considered be deficient in green infrastructure. Subject to such conditions, the proposed development would not be contrary to Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 3.5 and 5.10 of the London Plan (March 2016).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

If recommended for approval, a landscaping scheme would be secured by condition and would ensure that the proposal includes soft landscaping and improved green infrastructure provision to the benefit of biodiversity. Subject to this condition, the proposed development would not be contrary to Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and the NPPF (February 2019).

7.15 Sustainable waste management

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

facilities for the storage of refuse and recycling.

A bin storage area is located within the building at ground floor and waste would be collected from the front along Ferndown. As such, the proposal is considered to accord with Policy 5.17 of the London Plan (March 2016).

7.16 Renewable energy / Sustainability

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

In conjunction with this local plan policy, Policy 5.2 of the London Plan (March 2016) also states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Specifically, major developments must meet the zero carbon dioxide emissions reduction for both residential and non-residential buildings.

As such, the proposed development is not considered contrary to Policy 5.2 of the London Plan (March 2016), Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk

mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The application site is located within Flood Zone 1 and a Critical Drainage Area. If recommended for approval, a sustainable water management scheme will be secured by condition in order to ensure compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.13 and 5.15 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

NOISE

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

If recommended for approval, a condition would be attached requiring the submission of a scheme to protect the proposed development from noise generation at nearby commercial uses. The noise level in rooms at the development should also meet the internal noise levels specified in BS8233:2014 for internal rooms and external amenity areas. Subject to such conditions, the proposal would accord with the requirements of Policy 7.15 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

AIR QUALITY

Paragraph 181 of the National Planning Policy Framework (February 2019) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is not located within a Air Quality Management Area (AQMA) but is identified as part of the Northwood East Air Quality Focus Area (AQFA). Pollution levels are therefore already high and there is public exposure in a high population density, with current measures not being sufficient to improve air quality. In such circumstances, there is a requirement to improve air quality. If recommended for approval, a Section 106 agreement would secure a financial contribution of £3,904 to Hillingdon in order to deliver its air quality local action plan and/or implement specific measures along the road network affected by the proposal that reduce vehicle emissions and/or reduce human exposure to pollution levels.

In addition to the planning obligation noted above and if recommended for approval, a Construction Management Plan would be secured by condition and should accord with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document). A further condition would also preclude the use of Non-Road Mobile machinery (NRMM) unless it complies with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy.

Subject to such a planning obligation and conditions, the proposal would not be considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and the NPPF (February 2019).

7.19 Comments on Public Consultations

Please see section 06.01 of the report.

7.20 Planning Obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request the following contribution:

i. Air Quality Mitigation: a financial contribution amounting to £3,904 to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and/or reduces human exposure to nitrogen dioxide levels.

ii) Permit free development so residents do not have access to car parking permits on surrounding streets.

COMMUNITY INFRASTRUCTURE LEVY

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

The proposal produces a net increase of 680 square metres.

Hillingdon CIL £91,039.66

London Mayoral CIL £42,852.83

Total CIL £133,892.49

7.21 Expediency of enforcement action

None.

7.22 Other Issues

CONTAMINATED LAND

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and 5.21 of the London Plan (March 2016).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposed three storey building would provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated works, parking, bin and cycle storage. In light of the recently dismissed appeal decision for this site (reference APP/R5510/W/19/3240243) and the submission of revised plans, the proposal is considered acceptable in principle and with regard to its design, impact on the street scene, neighbour amenity, local highway network, access, landscaping, ecology, waste, energy, flooding, drainage, noise, air quality and contaminated land. Subject to conditions and a Section 106 legal agreement securing a financial contribution towards air quality mitigation and preventing future occupiers obtaining parking permits, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
DCLG's Technical Housing Standards - Nationally Described Space Standard (March 2015)
The London Plan (March 2016)
Greater London Authority's Town Centres Supplementary Planning Guidance (July 2014)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



<p>Notes:</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Site Address:</p> <p>53 - 55 The Broadway Northwood Hills</p>		<p>LONDON BOROUGH OF HILLINGDON Residents Services Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>
	<p>Planning Application Ref:</p> <p>5564/APP/2020/847</p>	<p>Scale:</p> <p>1:1,250</p>	
	<p>Planning Committee:</p> <p>North</p>	<p>Date:</p> <p>July 2020</p>	

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Report of the Head of Planning, Transportation and Regeneration

S.106/278 PLANNING AGREEMENTS - QUARTERLY FINANCIAL MONITORING REPORT

SUMMARY

This report provides financial information on s106 and s278 agreements in the North Planning Committee area up to 31 March 2020 where the Council has received and holds funds.

RECOMMENDATION

That Members note the contents of this report.

INFORMATION

1. Paragraph 24 of the Government's Planning Practice Guidance, encourages local planning authorities to make publically available information with regard to what planning obligation contributions are received by the Council and how these contributions are used. This ensures transparency and is therefore considered to be good practice. Details of the financial obligations held by the Council are reported to Cabinet on a quarterly basis through the "Planning Obligations Financial Monitoring Report". The report informs members and the public of the progress being made in the allocation of financial obligations and their implementation.
2. The information contained in this report was reported to Cabinet on 25 June 2020 and updates the information received by Cabinet in March 2020. The attached Appendix 1 provides updated financial information on s106 and s278 agreements in the North Planning Committee area up to 31 March 2020, where the Council has received and holds funds.
3. Appendix 1 shows the movement of income and expenditure taking place during the financial year. The agreements are listed under Cabinet portfolio headings. Text that is highlighted in bold indicates key changes since the previous report of April 2020 to the Planning Committee. Figures shown in bold under the column headed 'Total income as at 31/03/20' indicate new income received. Agreements asterisked under the column headed 'case ref' are those where the Council holds funds but is unable to spend them for a number of reasons. These include cases where the funds are held as a returnable security deposit for works to be undertaken by the developer and those where the expenditure is dependant on other bodies such as transport operators. In cases where schemes have been completed and residual balances refunded, the refund

amount is either the amount listed in the “Balance of Funds” column or where the amount listed in this column is zero the difference between the amounts listed in the columns titled “Total Income as at 31/03/20” and “Total Income as at 31/12/19”.

4. Members should note that in the Appendix, the ‘balances of funds’ held include funds that may already be committed for projects such as affordable housing and school expansion projects. Expenditure must be in accordance with the legal parameters of the individual agreements and must also serve a planning purpose and operate in accordance with legislation and Government guidance in the form of the National Planning Policy Framework (March 2012). The Council has adopted Supplementary Planning Guidance for Planning Obligations that provides the framework in which the Council will operate.
5. Members should also note that the listed “balances of funds”, i.e. the difference between income received and expenditure, is not a surplus. A majority of the funds is linked to projects that are already underway or programmed but have not been drawn down against the relevant s106 (or s.278) cost centre. The column labelled “balance spendable not allocated” shows the residual balance of funds after taking into account funds that the Council is unable to spend and those that it has committed to projects.

Financial implications

6. This report provides information on the financial status on s106 and s278 agreements up to 31 March 2020. The recommendation to note has no financial implications.

CORPORATE CONSULTATIONS CARRIED OUT

Legal

It is a requirement of the District Audit report into planning obligations and the Monitoring Officers report that regular financial statements are prepared.

EXTERNAL CONSULTATIONS CARRIED OUT

There are no external consultations required on the contents of this report.

BACKGROUND DOCUMENTS

District Auditor’s “The Management of Planning Obligations” Action Plan May 1999
Monitoring Officers Report January 2001
Planning Obligations Supplementary Planning Document Adopted July 2008 and revised 2014.
Cabinet Report June 2020.

Contact Officer: Nikki Wyatt

Telephone No: 01895 - 2508145

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
SECTION 278										
PORTFOLIO: PLANNING TRANSPORTATION AND RECYCLING										
PT278/46/135 *32	Northwood	10A Sandy Lodge Way, Northwood 54671/APP/2002/54	7,458.07	7,458.07	2,458.00	2,458.00	0.00	5,000.07	0.00	Improvement of visibility for junction of Sandy Lodge Way & Woodridge Way. ECU fees have been claimed and £5,000 security remains. Works substantially complete 12 month maintenance period, ended 16 September 2006. Final certificate has been prepared. Security held to part offset outstanding education contribution which is being sought via legal proceedings.
PT278/63/175A *49	South Ruislip	BFPO, R.A.F Northolt 189/APP/2006/2091	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	0.00	£5k received as the security deposit for the due and proper implementation of junction works at the White House Gate entrance to the development. Signals complete and in operation. Currently within 12 month maintenance period. Date of final completion to be confirmed.
PT/278/64/173	Eastcote & East Ruislip	R.A.F. Eastcote 10189/APP/2004/1781	19,200.00	19,200.00	12,201.13	12,201.13	0.00	6,998.87	0.00	Engineers fees paid prior to the execution of an agreement to secure access works associated with this application. Waiting restriction in Lime Grove undertaken. Elm Ave/Lime Grove junction improvement pending. Elm Ave Pedestrian crossing technical approval pending (£5,500) design fees received plus further £6,700 for temporary footpath works carried out by LBH. £7,500 engineering fees claimed. Funds spent towards temporary footpath works. Further £5,000 security deposit for proper execution of highway works.
PT/278/72/231A	West Ruislip	R.A.F West Ruislip (Ickenham Park) Design check on S278 Designs 38402/APP/2007/1072	53,986.57	53,986.57	45,486.57	45,486.57	0.00	8,500.00	0.00	Fees received for design checks. Pelican crossing and signals on Long Lane. S278 agreement and technical approval pending. Further £18,000 returnable deposit received to ensure reinstatement of temporary crossover on Alysham Drive. Further fees received towards inspection fees and traffic orders. Spend towards fees & inspection. Works completed, deposit returned.
PT/278/73	South Ruislip	R.A.F Northolt., South Ruislip/Main Gate 189/APP/2007/1321	2,000.00	2,000.00	0.00	0.00	0.00	2,000.00	0.00	Fees received for design checks. Junction improvements at West End Road/ Bridgewater Road. S278 agreement and technical approval pending.
PT/278/77/197 *62	Ruislip Manor	Windmill Hill Public House, Pembroke Road, Ruislip 11924/APP/2632	24,000.00	24,000.00	1,000.00	1,000.00	0.00	23,000.00	0.00	Fees received for design checks (£1,000). £23,000 received as a security deposit to ensure works are carried out to a satisfactory standard. £1,000 engineering fees claimed.
PT/278/78/238G *76	West Ruislip	Fmr Mill Works, Bury Street, Ruislip 6157/APP/2009/2069	19,782.00	19,782.00	14,782.00	14,782.00	0.00	5,000.00	0.00	Fees received for design checks and monitoring & supervision. £5,000 received as a security deposit to ensure highway works are carried out to a satisfactory standard. Fees claimed for design checks & monitoring (£14,752).
PT/278/86/237E	Eastcote & East Ruislip	Bishop Ramsey School (lower site), Eastcote Road, Ruislip - High Grove access 19731/APP/2006/1442	14,146.46	14,146.46	10,729.21	10,729.21	0.00	3,417.25	0.00	Funds received for the completion of remedial highway works and fees associated with the 278 agreements. £7,993.58 claimed towards remedial works & fees 13/14. Further £307.63 claimed.
PT/278/105/350C *122	South Ruislip	Fmr Arla Dairy Site, Victoria Rd, Ruislip. 66819/APP/2014/1600	951,810.00	951,810.00	950,361.76	950,361.76	0.00	1,448.24	0.00	£5,000 received as a returnable deposit and £871,000 received as a bond deposit for the completion of highway works. Funds to be returned with interest on satisfactory completion of the works. Further £73,310 received and claimed by ECU for fees and checks. £2,500 to be used for payment of traffic orders. £2,500 spend towards required traffic orders for highway works. £654,301.76 (75% of bond) returned on satisfactory completion of works. Final Certificate issued. £5,000 security and remaining 25% of the bond returned Q3 2018/19.
PT/278/110/413 *149	South Ruislip	Imperial House, Stonefield Way, South Ruislip (Lidl) 5039/APP/2015/4365	977,935.80	977,935.80	83,000.00	83,000.00	42,000.00	894,935.80	0.00	£750,233.62 received as the highways deposit sum to ensure satisfactory completion of the works. Any unspent funds to be returned to the developer on completion. Further £144,702.18 received as a returnable cash deposit for highway works. £82,000 received and claimed to cover fees associated with the works. £1,000 fees received and claimed Q3 2019.
SECTION 278 SUB - TOTAL			2,075,318.90	2,075,318.90	1,120,018.67	1,120,018.67	42,000.00	955,300.23	0.00	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
SECTION 106										
PORTFOLIO: PLANNING TRANSPORTATION AND RECYCLING										
PT/25/56 *24	South Ruislip	J Sainsbury, 11 Long Drive, Ruislip 33667/T/97/0684	37,425.09	37,425.09	2,975.00	0.00	2,975.00	34,450.09	0.00	Highway improvements adjacent to the site. Legal advice stated that because of time that has elapsed, it would not be reasonable to proceed without Sainsbury's agreement. Officers investigating the potential to utilise these funds for traffic congestion mitigation at that junction to complement current works that have been commissioned for that location. A portion of land owned by Sainsbury's would need to be dedicated as public highway for the scheme to be feasible. Traffic congestion mitigation scheme is fully funded. Agreement obtained from the owner of the site to allow the Council to retain £30k towards public realm improvements in South Ruislip. Balance to be returned. £30k allocated to improve the pedestrian environment under the railway bridge at South Ruislip (Cabinet Member Decision 06/12/2019)
PT/76/119	Northwood	Land at 64 Ducks Hill Road Northwood/ 26900L/99/1077	35,253.56	35,253.56	28,119.15	28,119.15	0.00	7,134.41	0.00	To provide a speed camera, anti-skid surface and associated road markings in Ducks Hill Road. Speed camera cannot be installed in this location, as the accident rate in this location is below the threshold established by TfL. Deed of variation not required, site included in vehicle activated sign (VAS) forward programme. Officers looking into feasibility of 'Driver Feedback Sign'. Implementation due Spring 2007, subject to feasibility. Quotes being sought with the view to possible purchase of signs. Interest accrued. No time constraints. Utilities works completed Nov 08. Scheme programmed for implementation April/May 2010. Spend towards the provision of anti skid and electrical work. VAS signs installed, scheme complete, awaiting invoices.
PT/148/327 *105	Northwood Hills	Northwood School (University Technical College), Potter Street, Northwood. 12850/APP/2013/1810	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00	Contribution received as the travel plan bond to ensure compliance by the owner to its monitoring and reporting obligations. Funds to be returned at the end of the monitoring period (2024).
PT/154/350A	South Ruislip	Fmr Arla Dairy Site, Victoria Rd, Ruislip. 66819/APP/2014/1600	135,000.00	135,000.00	135,000.00	121,710.99	13,289.01	0.00	0.00	Contribution towards the provision of public transport infrastructure improvements and related initiatives in the authority's area including: bus priority measures, improvements to bus services, public transport interchanges and cycle provision (see legal agreement for details). Funds to be spent within 7 years of receipt (Sept 2022). Funds allocated towards a scheme to improve the public transport interchange in vicinity of South Ruislip Station (Cabinet Member Decision 07/11/2017). Scheme substantially completed March 2018. Minor works to railway bridge now complete. Final invoices paid.
PT/181/395 *139	Northwood	Land at Northwood School, Potter Street, Northwood. 12850/APP/2014/4492	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00	Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/183/350E *140	South Ruislip	Fmr Arla Dairy Site, Victoria Rd, Ruislip. 66819/APP/2014/1600	40,000.00	40,000.00	0.00	0.00	0.00	40,000.00	0.00	Funds received as the Travel Plan bond to ensure compliance with the travel plans required under schedules 2 & 3 of the agreement. Unspent funds to be returned at the end of the monitoring period (10 years).
PT/205/421A	Ickenham	234- 236 Swakeleys Road, Ickenham 72634/APP/2017/769	3,000.00	3,000.00	0.00	0.00	0.00	3,000.00	0.00	Funds received towards the cost of the highway works identified in the agreement. No time limits for spend.
PT/213/428A	West Ruislip	Fanuc House, 1 Station Approach, Ruislip 26134/APP/2016/1987	52,281.93	52,281.93	0.00	0.00	0.00	52,281.93	52,281.93	Contribution received towards town centre and highway improvements in the immediate vicinity of the site. No time limit for spend.
PT/224/436A	Eastcote	Canada House, 272 Field End Road, Eastcote 3894/APP/2018/498	37,315.23	37,315.23	37,315.23	0.00	37,315.23	0.00	0.00	Funds received to be used towards the provision of public realm works between Eastcote Underground Station and Woodlands Avenue. Funds to be spent within 7 years of receipt (April 2026). Funds allocated and spent towards Eastcote Town Centre Improvements (Cabinet Member Decision 18/03/2020).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
PT/225/437A	Eastcote	Audit House, 260 Field End Road, Eastcote 19365/APP/2017/3088	37,315.23	37,315.23	13,868.94	0.00	13,868.94	23,446.29	5,815.23	Funds received to be used towards public realm enhancements along the eastern side of Field End Road between Eastcote Underground Station and Woodlands Avenue. Funds to be spent within 10 years of receipt (April 2029). £31,500 allocated towards street lighting improvements (Cabinet Member Decision 29/11/2019).
		PLANNING TRANSPORTATION & RECYCLING SUB - TOTAL	417,591.04	417,591.04	217,278.32	149,830.14	67,448.18	200,312.72	58,097.16	
		PLANNING TRANSPORTATION & RECYCLING TOTAL	2,492,909.94	2,492,909.94	1,337,296.99	1,269,848.81	109,448.18	1,155,612.95	58,097.16	
PORTFOLIO: EDUCATION AND CHILDREN'S SERVICES										
EYL/250/431	West Ruislip	Land at 1 St Catherine's Road, Ruislip 33892/APP/2013/1337	12,796.00	12,796.00	12,796.00	0.00	12,796.00	0.00	0.00	Funds received towards providing educational improvements or facilities in the Authority's area to included new school facilities, improvements to existing school facilities to accommodate extra children, improvement and expansion to playground and external leisure spaces (see agreement for details). No time limits. Funds allocated and spent towards expansion at Ruislip High School (Cabinet Member Decision 18/03/2020).
EYL/251/444A	Cavendish	138 Linden Avenue, Ruislip 1112/APP/2012/1922	13,658.12	0.00	0.00	0.00	0.00	13,658.12	13,658.12	Funds received towards providing educational improvements or facilities in the Authority's area to included new school facilities, improvements to existing school facilities to accommodate extra children, improvement and expansion to playground and external leisure spaces (see agreement for details). No time limits.
		EDUCATION, YOUTH AND LEISURE SUB - TOTAL	26,454.12	12,796.00	12,796.00	0.00	12,796.00	13,658.12	13,658.12	
PORTFOLIO: COMMUNITY, COMMERCE AND REGENERATION										
PPR/77/282D	West Ruislip	Lyon Court, 28-30 Pembroke Road, Ruislip 66985/APP/2011/3049	25,330.03	25,330.03	17,744.00	17,744.00	0.00	7,586.03	0.00	Contribution received towards the provision of CCTV, lighting, safety improvements to public transport facilities and car parks or safer town centres (see agreement for details). Funds to be spent within 5 years of completion of the development (Feb 2019). Funds allocated towards lighting improvements in Pembroke Road, Ruislip (Cabinet Member Decision 04/10/2018). Scheme completed January 2019. Remaining balance can be retained towards another eligible scheme.
PPR/82/301B	Northwood	37-45 Ducks Hill Rd, Northwood 59214/APP/2010/1766	21,294.30	21,294.30	21,294.30	21,294.30	0.00	0.00	0.00	Contribution received towards public realm improvements in the vicinity of the development including, CCTV, footpath safety, safer town centres, public transport interchange facilities in the locality of the site (see agreement for details). No time limit (5 year spend period removed by later agreement). Funds allocated towards road safety improvements on Copsewood Way (Cabinet Member Decision 22/06/2018). Scheme completed Dec 2018. Diminimus balance £898.33 transferred to PT/44.
PPR/90/331B	Cavendish	216 Field End Road, Eastcote. 6331/APP/2010/2411	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	5,000.00	Contribution received towards the costs of providing construction training schemes within the London Borough of Hillingdon. No time limit for spend.
PPR/91/331C	Cavendish	216 Field End Road, Eastcote. 6331/APP/2010/2411	10,000.00	10,000.00	0.00	0.00	0.00	10,000.00	10,000.00	Contribution to be used by the Council towards community facilities in the Authority's area. No time limit for spend.
PPR/114/380A	Ickenham	211-213 Swakeleys Rd, Ickenham. 70701/APP/2015/3026	9,600.00	9,600.00	0.00	0.00	0.00	9,600.00	9,600.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/115/381	South Ruislip	555 Stonefield Way, Ruislip	14,600.00	14,600.00	0.00	0.00	0.00	14,600.00	14,600.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
PPR/119/385A	Northwood Hills	Frank Welch Court, High Meadow Close, Pinner. 196/APP/2013/2958	26,307.20	26,307.20	0.00	0.00	0.00	26,307.20	26,307.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limits for spend.
PPR/120/350D	South Ruislip	Former Arla Dairy site, Victoria Road, Ruislip. 6619/APP/2014/1600	9,600.00	9,600.00	0.00	0.00	0.00	9,600.00	9,600.00	Funds to be used by the Council towards a work place co-ordinator payable per phase (phase1 payment received). Funds to be spent within 7 years of receipt (September 2023).
PPR/134/411A	Ickenham	Harefield Place, The Drive, Ickenham 1257/APP/2015/3649	37,100.00	37,100.00	0.00	0.00	0.00	37,100.00	37,100.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/143	Northwood	36-40 Rickmansworth Road, Northwood. 69978/APP/2016/2564	20,117.50	20,117.50	0.00	0.00	0.00	20,117.50	20,117.50	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. No time limit for spend.
PPR/147/428B	West Ruislip	Fanuc House, 1 Station Approach, Ruislip 26134/APP/2016/1987	3,600.00	3,600.00	0.00	0.00	0.00	3,600.00	3,600.00	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. No time limit for spend.
PPR/153/439A	Northwood	St Helens College, Eastbury Road, Northwood. (7402/APP/2018/3445)	3,600.00	3,600.00	0.00	0.00	0.00	3,600.00	3,600.00	Funds received towards the provision of a construction workplace co-ordinator. No time limit for spend.
PPR/155/445A	Northwood Hills	St Johns School, Potter Street Hill, Northwood 10795/APP/2018/149	19,551.58	0.00	0.00	0.00	0.00	19,551.58	19,551.58	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. Funds to be spent within 7 years of receipt (December 2026)
PPR/157/443A	South Ruislip	Stonefield Close, Production Facility, Stonefield Close & Stonefield Way 1660/APP/2019/1018	40,259.52	0.00	0.00	0.00	0.00	40,259.52	40,259.52	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. Funds to be spent within 7 years of receipt (March 2027)
		COMMUNITY, COMMERCE & REGENERATION TOTAL	245,960.13	186,149.03	39,038.30	39,038.30	0.00	206,921.83	199,335.60	
PORTFOLIO: CENTRAL SERVICES, CULTURE & HERITAGE										
CSL/6/189A	Ruislip	30 Kings End, Ruislip. 46299/APP/2006/2165	7,674.48	7,674.48	0.00	0.00	0.00	7,674.48	0.00	Towards the provision of community facilities in the immediate vicinity of the land. No time limits. Earmarked towards Manor Farm Library. Subject to formal allocation of funding.
CSL/9/199A	Ruislip	41, Kingsend, Ruislip. 2792/APP/2006/3451	9,338.43	9,338.43	32.50	32.50	0.00	9,305.93	0.00	Funds received towards the provision of community facilities in the Borough. No time constraints. Earmarked towards Manor Farm Library. £782 from this contribution has been allocated towards new equipment at Manor Farm Library (Cabinet Member decision 29/03/2016)
CSL/10/200B	Manor	Former Ruislip Manor Library, Victoria Road, Ruislip. 14539/APP/2008/2102	5,200.00	5,200.00	0.00	0.00	0.00	5,200.00	0.00	Funds received towards improvements to nearby by community facilities. Earmarked towards Ruislip Manor Library and Community Resources Centre. Subject to formal allocation of funding.
CSL/12/215A	Ruislip	5 - 11, Reservoir Road, Ruislip 61134/APP/2006/260	13,338.00	13,338.00	13,338.00	0.00	13,338.00	0.00	0.00	Contribution received towards the provision of community facilities in the locality. No time limits on spend. Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
		CENTRAL SERVICES, CULTURE & HERITAGE - TOTAL	35,550.91	35,550.91	13,370.50	32.50	13,338.00	22,180.41	0.00	
PORTFOLIO: FINANCE PROPERTY & BUSINESS SERVICES										

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
E/47/177B	Manor	41-55, Windmill Hill, Ruislip planning ref.48283/APP/2006/2353	38,258.39	38,258.39	32,124.97	32,124.97	0.00	6,133.42	0.00	Funds received towards open green space and recreational open space within a 3 mile radius of the land. This sum includes approximately £8k for bins and benches and £30k for children's play space. Funds not spent within 5 years of receipt (24 December 2012) are to be refunded. Officers currently drawing up a programme of works for Warrender Park. Funds allocated towards a scheme of improvements at Warrender Park (Cabinet Member Decision 3/9/2010). Works complete Dec 12. Accounting adjustment made, scheme to be closed.
E/62/231E	Ruislip	Former RAF Ruislip (Ickenham park), High Road, Ickenham. 38402/APP/2007/1072	146,879.75	146,879.75	44,059.48	44,059.48	0.00	102,820.27	0.00	Funds received as a commuted sum towards the maintenance of the playing fields as part of the scheme for a period of 10 years. Spend subject to conditions as stipulated in the legal agreement. £44,063 allocated towards the annual cost of maintaining the playing fields provided at Ickenham Park development (Cabinet Member Decision 7/11/2012). £15,191.56 Spend towards maintenance costs 2012/13. Maintenance costs claimed 2014/15. Maintenance costs claimed 2015/16.
E/66/239D	Eastcote	Highgrove House, Eascote Road, Ruislip. 10622/APP/2006/2294 & 10622/APP/2009/2504	10,000.00	10,000.00	9,614.17	9,614.17	0.00	385.83	0.00	Contribution received towards the cost of enhancement and/or nature conservation works at Highgrove Woods. No time limits. Funds allocated towards conservation works at Highgrove Woods Nature Reserve (Cabinet Member Decision 16/3/12). Works on going.
E/71/250	South Ruislip	Land adjacent to Downe Barns Farm, West End Road, West End Road, Northolt. 2292/APP/2006/2475	50,000.00	50,000.00	35,000.00	30,000.00	5,000.00	15,000.00	0.00	Funds received as maintenance instalments to assist with the management of Ten Acres Wood Nature Reserve. Funds to be spent within 11 years of receipt (August 2021). £15,000 allocated towards ongoing management works at the reserve (Cabinet Member Decision 7/11/2012). Spend towards stock fencing and ditch restoration. £5,000 spent towards access improvements. Further £15,000 allocated towards the management of Ten Acre Woods (Cabinet Member Decision 22/07/2016). £5,000 spent towards essential tree works 2016/17. £5,000 spent towards ditch restoration 2017/18. £20,000 received as final payment. Funds to be spent by May 2029. £5,000 spent towards riverbank reinstatement 2018/19. Remaining balance (£20k) allocated towards further 4 year programme of works (Cabinet Member Decision 18/10/2019). £5k spent towards maintenance works 2019/20.
E/86/305B	Northwood	London School of Theology, Green Lane, Northwood 10112/APP/2012/2057	30,609.90	30,609.90	23,854.00	23,854.00	1,102.05	6,755.90	0.00	Contribution received towards the provision of tennis courts within Northwood Recreation Ground. No time limits. Funds allocated towards the refurbishment of a single tennis court at Northwood Recreation Ground (Cabinet Member Decision 19/10/2018). Tennis Court refurbished March 2019. Awaiting fitting of new locking system.
E/99/350B	West Ruislip	Fmr Arla Dairy Site, Victoria Rd, Ruislip. 66819/APP/2014/1600	50,000.00	50,000.00	34,400.00	34,400.00	34,400.00	15,600.00	15,600.00	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (Sept 2022). £34,400 allocated and spent towards maintaining the Borough's air quality monitoring network (Cabinet Member Decision 15/11/2019). Remaining balance £15,600 allocated towards Ruislip Air Quality Focus Area (Cabinet Member Decision 20/03/2020).
E/108/380B	Ickenham	211-213 Swakeleys Rd, Ickenham 70701/APP/2015/3026	12,500.00	12,500.00	0.00	0.00	0.00	12,500.00	12,500.00	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
E/111/385C	Northwood Hills	Frank Welch Court, High Meadow, Pinner. 196/APP/2013/2958	31,369.64	31,369.64	0.00	5,000.00	0.00	31,369.64	0.00	Contribution received to improve the ecological facilities at Pinn meadows including; access for river dipping, creation of an Ox- bow pond, creation of wildflower meadow (see agreement for details). No time limit for spend. Funds allocated towards ecological improvements at Long Meadow and Kings College Playing fields (Cabinet Member Decision 20/06/2019). £5,000 spend coded to this scheme in error (Q3). Corrected this quarter.
E/122/406	South Ruislip	23 Stonefield Way, South Ruislip 25508/APP/2014/3570	15,355.00	15,355.00	0.00	0.00	0.00	15,355.00	15,355.00	Funds received as the air quality contribution to be used towards air quality improvements in the Borough. No time limits for spend.
E/124/411B	Ickenham	Harefield Place, The Drive, Ickenham 1257/APP/2015/3649	18,310.23	18,310.23	0.00	0.00	0.00	18,310.23	18,310.23	Funds received to be used by the Council towards off site carbon reduction measures, schemes and initiatives to mitigate the development. No time limits for spend.
E/128/416	Ickenham	Vyners School, Warren Rd, Ickenham 4514/APP/2017/1771	70,000.00	70,000.00	0.00	0.00	0.00	70,000.00	70,000.00	Contribution received as the drainage improvement contribution to be used to improve drainage in the Authority's area, including improvements to two pitches at Hillingdon House Farm. No time limits for spend.
E/144/447A	South Ruislip	Acol Early Learning Centre, Ruislip 67607/APP/2017/4627	42,624.00	0.00	0.00	0.00	0.00	42,624.00	42,624.00	Funds received towards off site carbon reduction measures in order to mitigate the development. No time limits for spend.
E/145/443B	South Ruislip	Stonefield Close, Production Facility, Stonefield Close & Stonefield Way 1660/APP/2019/1018	10,247.42	0.00	0.00	0.00	0.00	10,247.42	10,247.42	Funds received as the "Yeading Brook Infrastructure Contribution" to deliver green infrastructure within the Yeading Brook catchment area. Funds to be spent within 7 years of receipt (March 2027).
		FINANCE PROPERTY & BUSINESS SERVICES SUB -TOTAL	526,154.33	473,282.91	179,052.62	179,052.62	40,502.05	347,101.71	184,636.65	
PORTFOLIO: SOCIAL SERVICES, HOUSING, HEALTH & WELLBEING										
H/11/195B *57	Ruislip	Highgrove House, Eascote Road, Ruislip. 10622/APP/2006/2494	3,156.00	3,156.00	0.00	0.00	0.00	3,156.00	0.00	Funds received towards the provision of local health care facilities in the vicinity of the site. No time limits.
H/22/239E *74	Eastcote	Highgrove House, Eascote Road, Ruislip. 10622/APP/2006/2494 & 10622/APP/2009/2504	7,363.00	7,363.00	0.00	0.00	0.00	7,363.00	0.00	Funds received towards the cost of providing health facilities in the Borough (see legal agreement for further details). No time limits.
H/28/263D *81	South Ruislip	Former South Ruislip Library, Victoria Road, Ruislip (plot A). 67080/APP/2010/1419	3,353.86	3,353.86	0.00	0.00	0.00	3,353.86	0.00	Funds received towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities, new health premises or services (see legal agreement for details). No time limit for spend.
H/36/299D *94	Cavendish	161 Elliot Ave (fmr Southbourne Day Centre), Ruislip. 66033/APP/2009/1060	9,001.79	9,001.79	0.00	0.00	0.00	9,001.79	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
H/43/319C	Northwood Hills	117 Pinner Road, Northwood 12055/APP/2006/2510	221,357.83	221,357.83	0.00	0.00	0.00	221,357.83	221,357.83	Contribution to be used towards the cost of providing affordable housing in the Authority's area. No time limits for spend.
H/44/319D *103	Northwood Hills	117 Pinner Road, Northwood 12055/APP/2006/2510	24,312.54	24,312.54	0.00	0.00	0.00	24,312.54	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits
H/45/323F	Cavendish	150 Field End Road (Initial House), Eastcote, Pinner 25760/APP/2013/3632	86,000.00	86,000.00	0.00	0.00	0.00	86,000.00	86,000.00	Contribution received towards subsidised housing available through a Registered Provider to persons who cannot afford to rent or buy houses generally available on the open market. No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
H/46/323G *104	Cavendish	150 Field End Road (Initial House), Eastcote, Pinner 25760/APP/2013/3632	14,126.88	14,126.88	0.00	0.00	0.00	14,126.88	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits
H/48/331E *107	Cavendish	216 Field End Road, Eastcote 6331/APP/2010/2411	4,320.40	4,320.40	0.00	0.00	0.00	4,320.40	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits.
H/51/231H *110	Ruislip	Fmr RAF West Ruislip (Ickenham Park), High Road, Ickenham 38402/APP/2013/2685 & 38402/APP/2012/1033	17,374.27	17,374.27	0.00	0.00	0.00	17,374.27	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits
H/52/205G	Eastcote	Former RAF Eastcote (Pembroke Park), Lime Grove, Ruislip 10189/APP/2014/3354 & 3359/3358 & 3360	298,998.00	298,998.00	0.00	0.00	0.00	298,998.00	298,998.00	Funds received as the affordable housing contribution to be used by the Council to provide subsidized housing through a registered social landlord to persons who can't afford to rent or buy houses generally available on the open market. No time limit for spend.
H/54/343D *112	Harefield	Royal Quay, Coppermill Lock, Harefield 43159/APP/20131094	17,600.54	17,600.54	0.00	0.00	0.00	17,600.54	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits. Second instalment (£8,901.77) received towards the same purpose.
H/53/346D *113	Northwood	42-46 Ducks Hill Road, Northwood 49987/APP/2013/1451	8,434.88	8,434.88	0.00	0.00	0.00	8,434.88	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits
H/57/351D *116	Northwood	103, 105 & 107 Ducks Hill Road, Northwood. 64345/APP/2014/1044	6,212.88	6,212.88	0.00	0.00	0.00	6,212.88	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits
H/63/385D *130	Northwood Hills	Frank Welch Court, High Meadow Close, Pinner. 186/APP/2013/2958	10,195.29	10,195.29	0.00	0.00	0.00	10,195.29	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
H/72/411C	Ickenham	Harefield Place, The Drive, Ickenham 1257/APP/2015/3649	254,308.70	254,308.70	0.00	0.00	0.00	254,308.70	254,308.70	Contribution received towards the provision of off site affordable housing available through a registered provider to persons who cannot afford to rent or buy housing generally available on the open market. No time limit for spend.
H/76/426B	Northwood	36-40 Rickmansworth Road, Northwood 69978/APP/2018/417	25,000.00	25,000.00	0.00	0.00	0.00	25,000.00	25,000.00	Funds received as the affordable housing commuted sum to be spent towards the off-site provision of affordable housing in the Authority's area. No time limit for spend.
		SOCIAL SERVICES HEALTH & HOUSING SUB-TOTAL	1,011,116.86	1,011,116.86	0.00	0.00	0.00	1,011,116.86	885,664.53	
		GRAND TOTAL ALL SCHEMES	4,338,146.29	4,211,805.65	1,581,554.41	1,487,972.23	176,084.23	2,756,591.88	1,341,392.06	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2019 / 2020 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at May 2020)
			AS AT 31/03/20	AS AT 31/12/19	AS AT 31/03/20	AS AT 31/12/19	To 31/03/20	AS AT 31/03/20	AS AT 31/03/20	
The balance of funds remaining must be spent on works as set out in each individual agreement.										
Bold and strike-through text indicates key changes since the Cabinet report for the previous quarter's figures.										
Bold figures indicate changes in income and expenditure										
Income figures for schemes within shaded cells indicate where funds are held in interest bearing accounts.										
* Denotes funds the Council is unable to spend currently totals £1,142,261.53										
*24: PT/25			£7,425.09		reasonable period for expenditure has lapsed. Balance to be returned					
*32: PT278/46			£5,000.07		is to be held as a returnable security deposit for the highway works (to be later refunded).					
*49:PT278/63			£5,000.00		is to be held as a returnable security deposit for the highway works (to be later refunded).					
*57:H11/195B			£3,156.00		funds have been received to provide health care services in the borough.					
*62:PT/278/77/197			£23,000.00		held as security for the due and proper execution of the works.					
*74 H22/239E			£7,363.00		funds have been received to provide Health Care services in the borough.					
*81:H/28/263D			£3,353.86		funds have been received to provide Health Care services in the borough.					
*94:H/36/299D			£9,001.79		funds received to provide health care facilities in the borough.					
*103: H/44/319D			£24,312.54		funds received to provide health care facilities in the borough.					
*104: H/46/323G			£14,126.88		funds received to provide health care facilities in the borough.					
*105: PT/148/327			£20,000.00		funds to be held as a returnable deposit for the implementation of the travel plan (later to be refunded)					
*107: H/48/331E			£4,320.40		funds received to provide health care facilities in the borough.					
*110: H/51/231H			£17,374.27		funds received to provide health care facilities in the borough.					
*112:H/54/343D			£17,600.54		funds received to provide health care facilities in the borough.					
*113: H/53/346D			£8,434.88		funds received to provide health care facilities in the borough.					
*116: H/57/351D			£6,212.88		funds received to provide health care facilities in the borough.					
*122: PT/278/105/350C			£1,448.24		is to be held as a returnable security deposit for the highway works (to be later refunded).					
*130: H/63/385D			£10,195.29		funds received to provide health care facilities in the borough.					
*139: PT/181/395			£20,000.00		funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded)					
*140: PT/183/350E			£40,000.00		funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded)					
*149: PT/278/110			£894,935.80		is to be held as a returnable security deposit for the highway works (to be later refunded).					
			£1,142,261.53							

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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 12

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Agenda Item 13

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Agenda Item 14

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of the Local Government Act 1972 (as amended).

Agenda Item 15

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Plans for North Applications Planning Committee

Tuesday 14th July 2020



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 32 MIDCROFT RUISLIP
Development: Two storey side/rear extension.
LBH Ref Nos: 2574/APP/2019/3940

Date Plans Received: 05/12/2019 **Date(s) of Amendment(s):** 05/12/2019
Date Application Valid: 05/12/2019

Location Plan of 32 midcroft



This Plan includes the following Licensed Data: OS MasterMap Colour PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. 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. © Crown copyright and database rights, 2019. Ordnance Survey 0100031673

Scale: 1:1250, paper size: A4



FRONT & SIDE SINGLE STOREY EXTENSION
BUILT IN 2016/2017
REF: 27043/APP/2016/3044

SIDE TWO STOREY EXTENSION
BUILT IN 1979
REF: 27043/79/1239

REAR CONSERVATORY
BUILT IN 2002
REF: 27043/APP/2002/598

30 MIDCROFT

3M FROM NORTH FACADE

45° Line from first floor
window of 30 Midcroft

Soil Pipe

Manhole

PROPOSED FOOTPRINT

2M LINE FROM GARDEN FENCE
AND BOUNDARY LINE - MAINTAINING
BUILDING LINE OF ADJACENT PROPERTY

SUBSTATION

3M LINE FROM EAST FACADE
(less than half of the width of facade)

(NORTH DRIVE SIDE)

GARAGE

SHED

Site Plan & Constraints Diagram



Date Revisions

**EIGHTEEN
TWENTY EIGHT**
308 Great Sutton St. London EC1V 0DU
T: xxxxxxx3851 e: xxxxxx@me.com

PROJECT:
32 Midcroft HA4 8ES

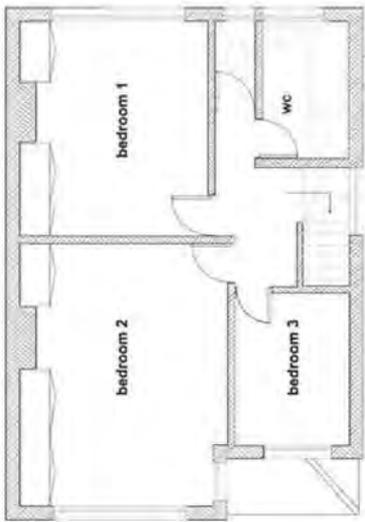
DRAWING:
Site Plan / Constraints Dia

DRAWN	DATE	SCALE
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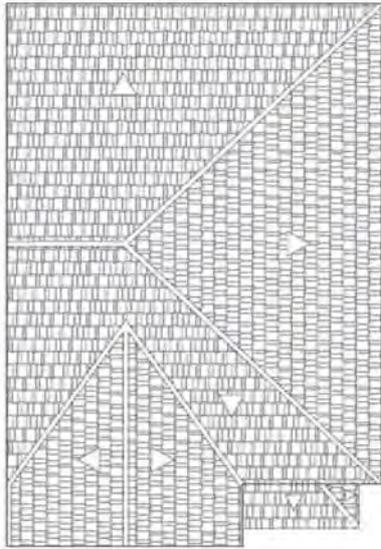
JOB NO	DRAWING NO	REV
2002	A.00.01	B



BB - FIRST FLOOR



CC - ROOF PLAN



DD / A.10.02

CC / A.10.02

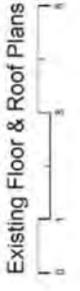
AA - GROUND FLOOR



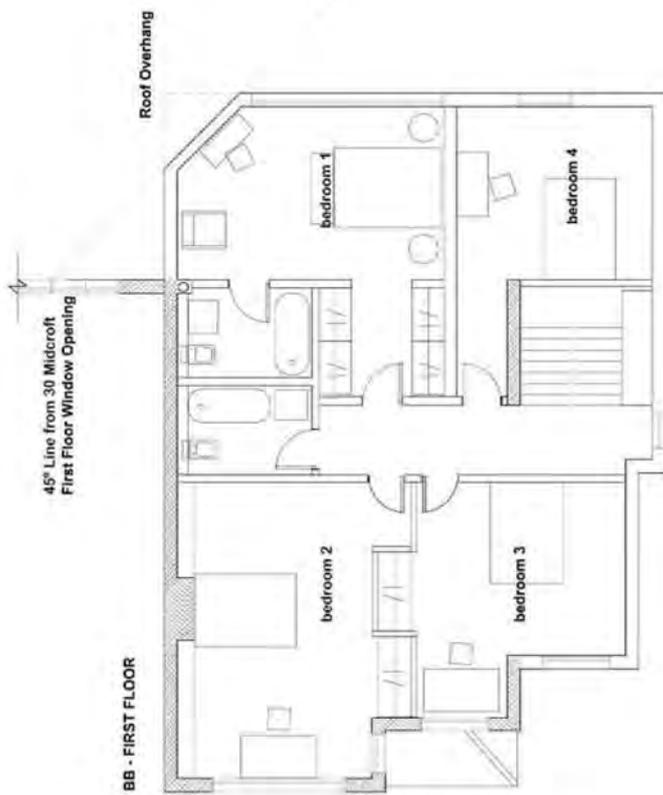
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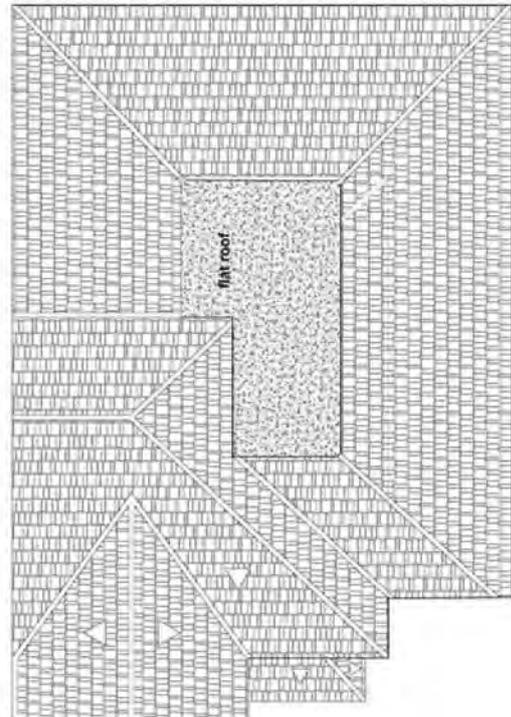
EIGHTEEN TWENTY EIGHT	
308 Great Sutton St, London EC1V 0DU t. +44(0)20381 41000 e. xxxxxxx@me.com	
PROJECT:	32 Midcroft HA4 8ES
DRAWING:	Existing Plans
DRAWN jst	DATE 2020/04/20
JOB NO -3002	SCALE 1:100
DRAWING NO A.10.01	REV -



BB - FIRST FLOOR

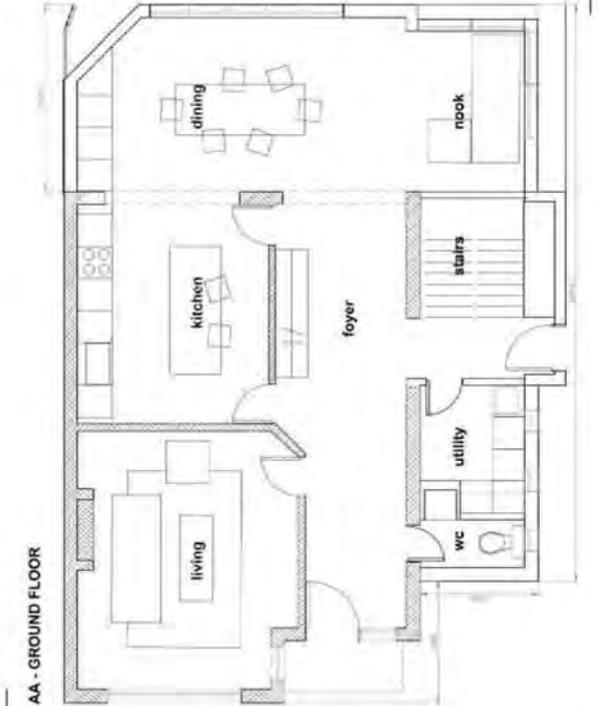


CC - ROOF PLAN



DD / A / 11.02

CC / A / 11.02



AA / A / 11.02

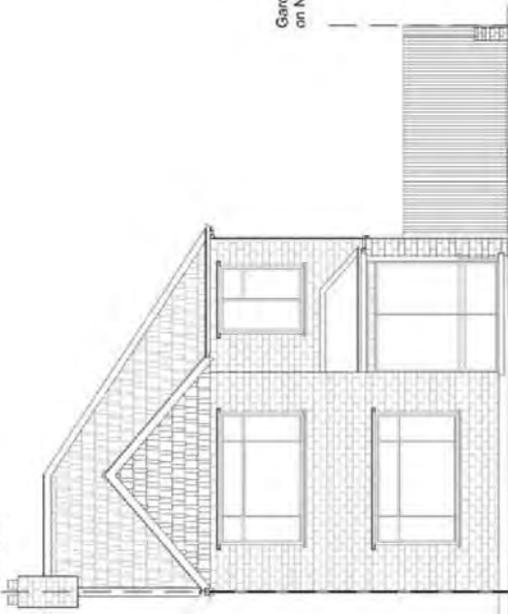
BB / A / 11.02

EIGHTEEN TWENTY EIGHT	
JOB: Great Sutton St, London EC1V 0DU t: xxxxxxxxxx e: xxxxxxxxxx@me.com	
PROJECT:	32 Midcroft HA4 8ES
DRAWING:	Proposed Plans
DRAWN jt	DATE 2020/04/20
JOB NO. -302	DRAWING NO. A.11.01
SCALE 1:100	REV B

Proposed Floor & Roof Plans

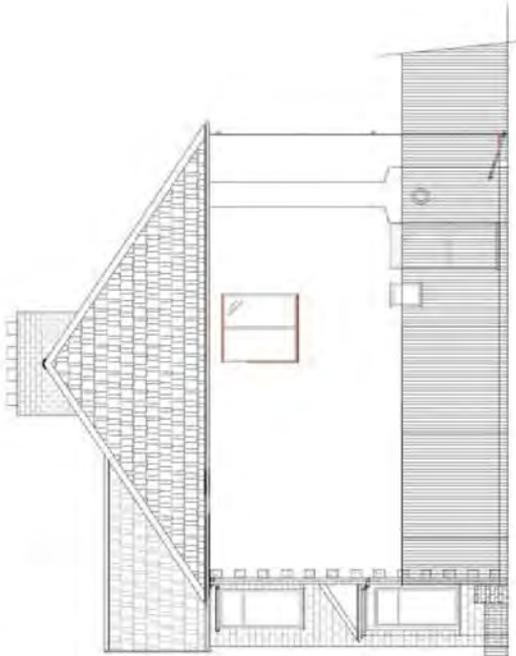
AA - SOUTH FRONT ELEVATION

30 Midcroft 32 Midcroft

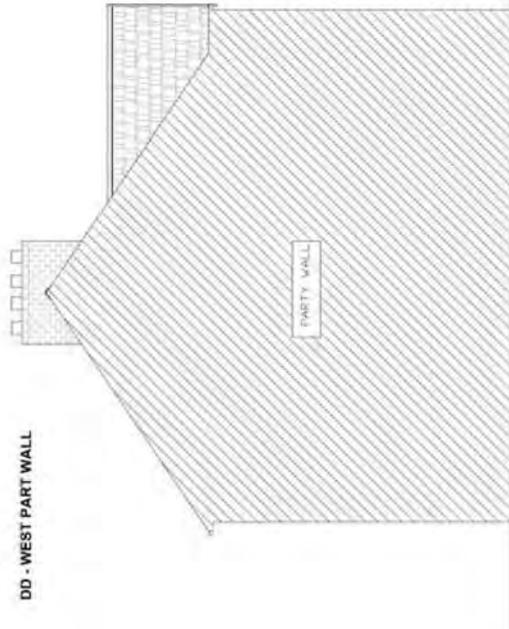


Garden Fence Line on North Drive

BB - EAST SIDE ELEVATION



DD - WEST PART WALL



CC - NORTH REAR ELEVATION



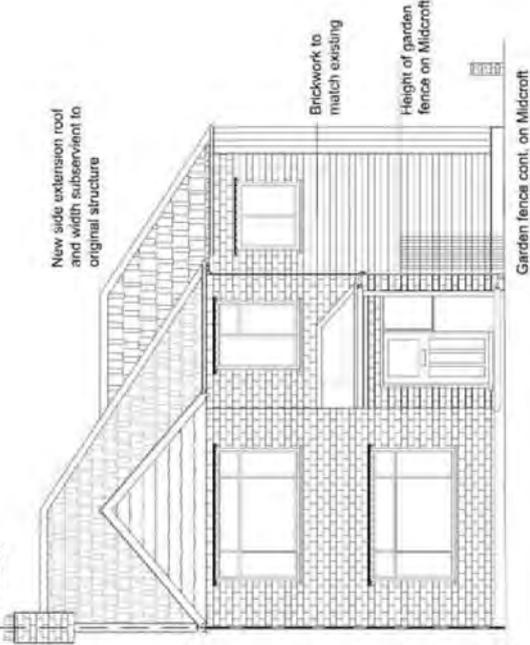
Existing Elevations



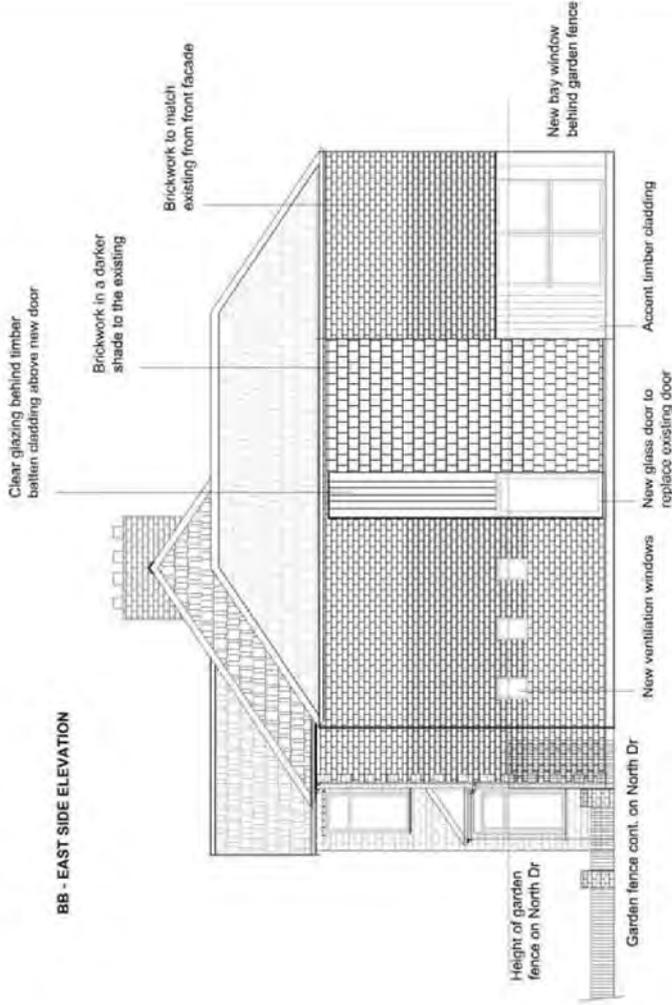
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JOB: Great Suburb St, London EC1V 0DU t: xxxxxx0801 e: xxxxxx@me.com	
PROJECT:	32 Midcroft HA4 8ES
DRAWING:	Existing Elevation
DRAWN JH	DATE 2020/04/20
JOB NO -2002	SCALE 1:100
DRAWING NO A.10.02	REV #

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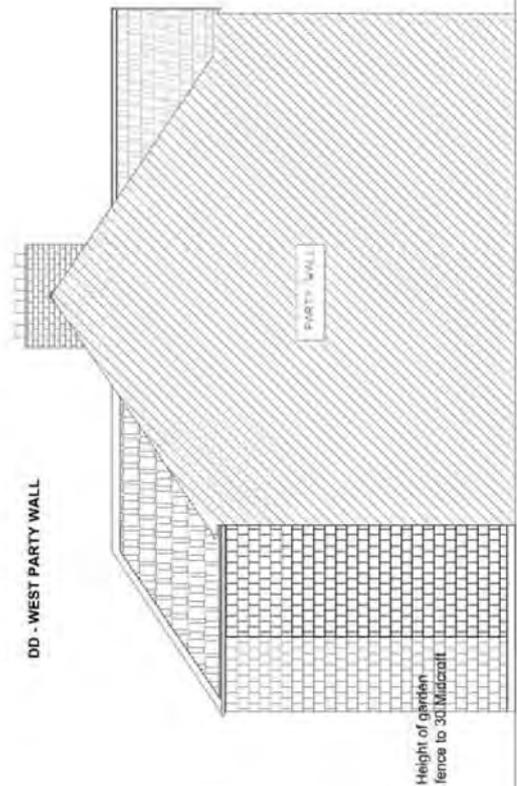
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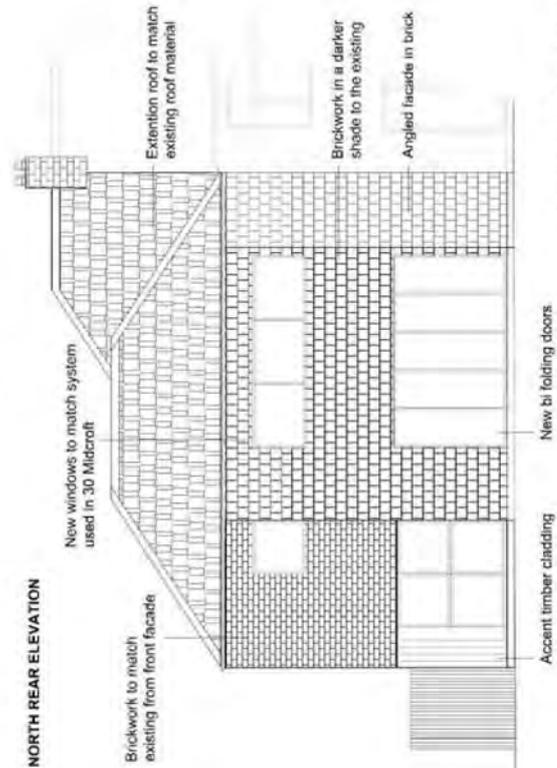
BB - EAST SIDE ELEVATION



DD - WEST PARTY WALL



CC - NORTH REAR ELEVATION



Proposed Elevations



EIGHTEEN TWENTY EIGHT

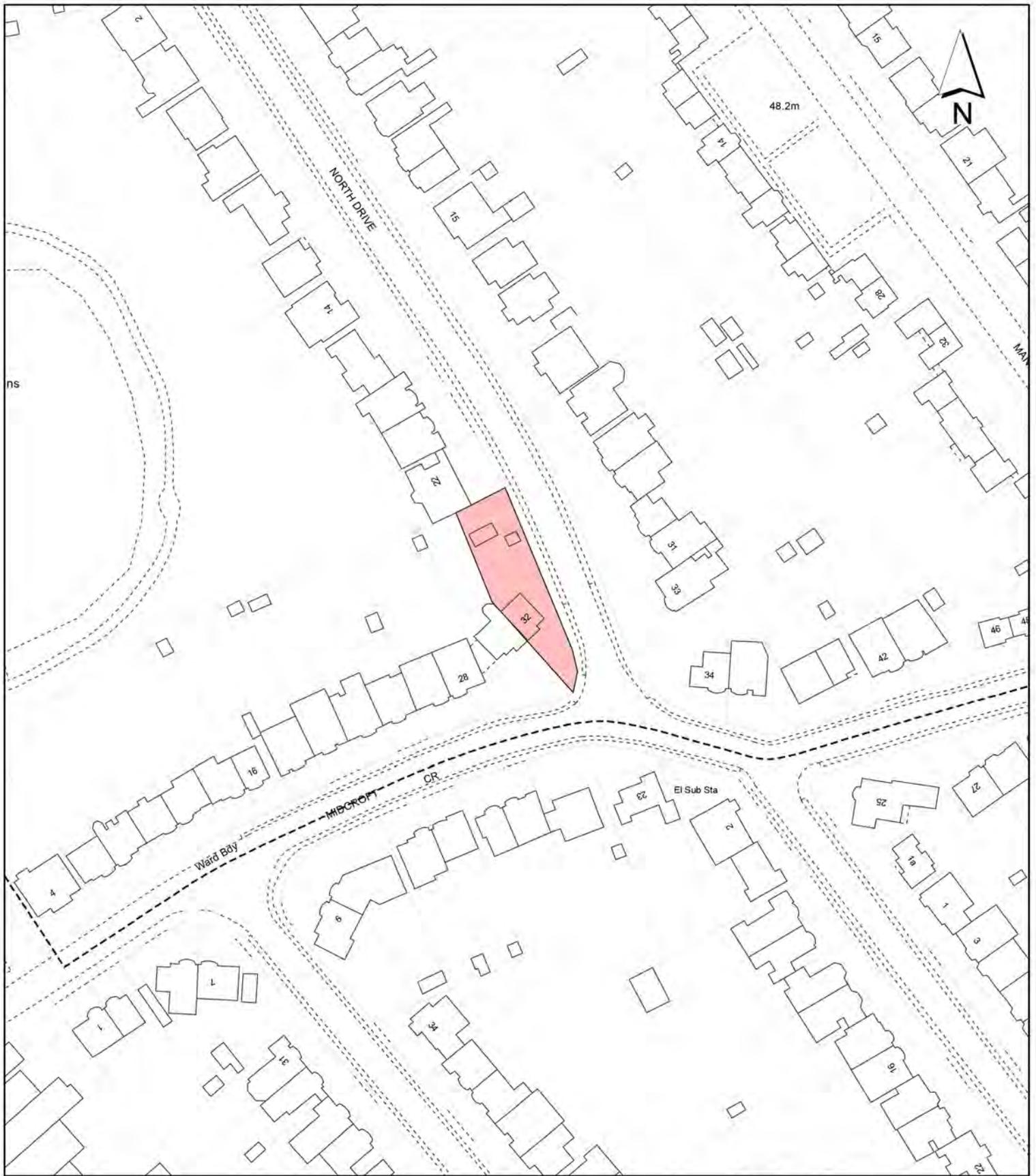
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t: xxxxxxxxxx e: xxxxxxxxxx.com

PROJECT:
32 Midcroft HA4 BES

DRAWING:
Proposed Elevations

DRAWN	DATE	SCALE
jt	2020/04/20	1:100

JOB NO	DRAWING NO	REV
-2002	A.11.02	1



Notes:

 Site boundary

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Site Address:

**32 Midcroft
 Ruislip**

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

Planning Application Ref:
2574/APP/2019/3940

Scale:
1:1,250

Planning Committee:
North

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address 18 ST EDMUNDS AVENUE RUISLIP

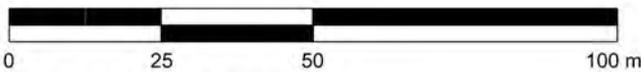
Development: Part two storey, part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x front dormers, 1 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store including rebuilding of existing garage.

LBH Ref Nos: 3255/APP/2020/1398

Date Plans Received: 01/05/2020

Date(s) of Amendment(s):

Date Application Valid: 21/05/2020



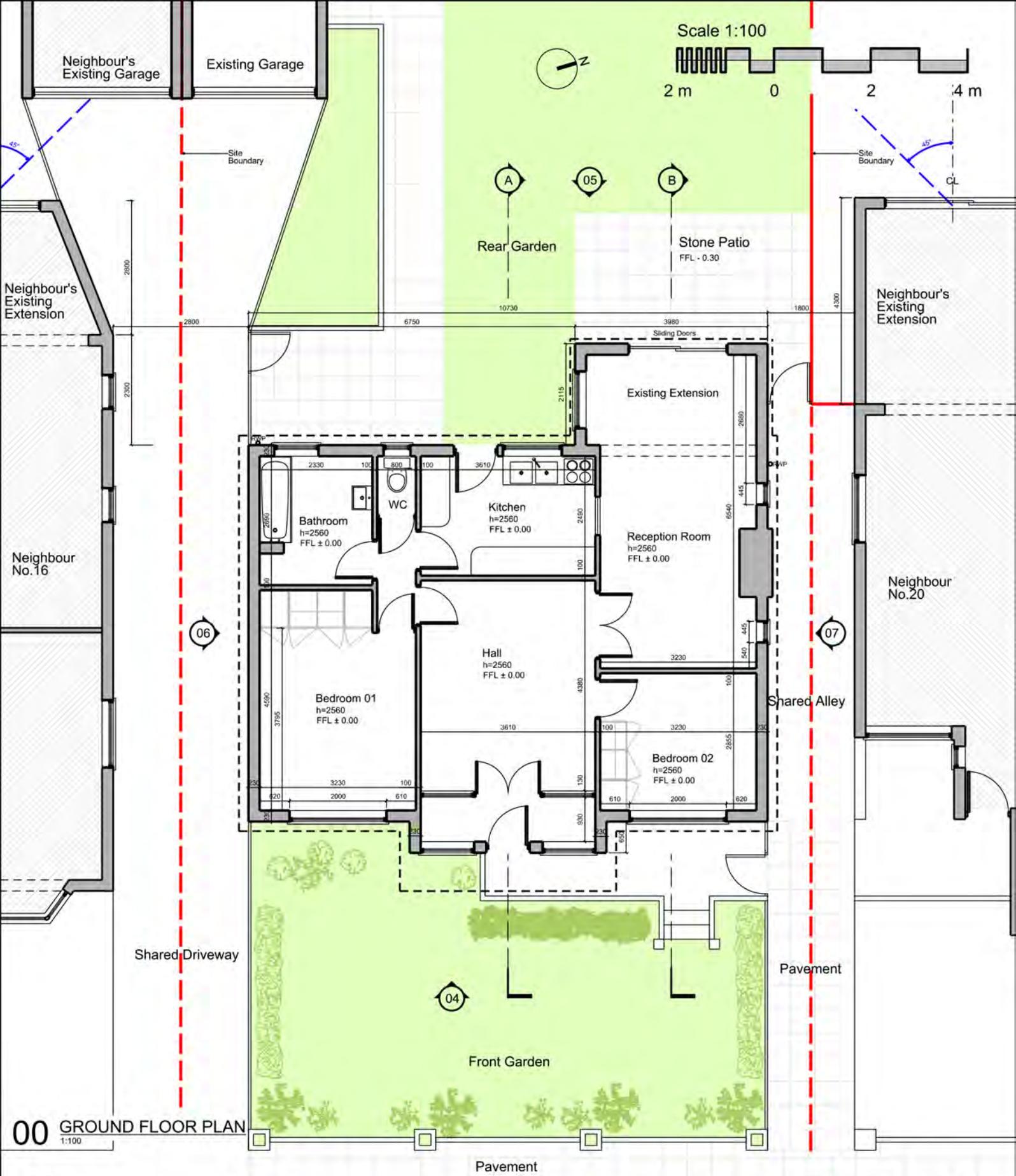
SCALE BAR 1:1250 @ A4



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<p>Notes: All dimensions in millimeters.</p>
<p>KEY:</p> <p>SITE BOUNDARY —</p>

<table border="1"> <thead> <tr> <th>Rev.</th> <th>Notes</th> <th>Date</th> <th>Dwn:</th> <th>Iss:</th> <th>Author</th> </tr> </thead> <tbody> <tr> <td>00</td> <td>Planning Submission</td> <td>01.05.2020</td> <td>MG</td> <td>MG</td> <td> Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952 </td> </tr> </tbody> </table>	Rev.	Notes	Date	Dwn:	Iss:	Author	00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952	<p>Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW</p>	 <p> Maria Golasowska Design Consultancy MGDC LTD </p> <p> 246 Watson Heights Chesham, Bucks HP8 4AP United Kingdom T +44 (0) 20 3715 7751 E info@mgdc.co.uk </p>
Rev.	Notes	Date	Dwn:	Iss:	Author									
00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952									

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW			
Drawing Title: SITE LOCATION PLAN			
<table border="1"> <tr> <td>Drawn By: MG</td> <td>Issued By: MG</td> <td>Date of First Issue: 01.05.2020</td> </tr> </table>	Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020	
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Drawing No: A-HA-018A-SL-001	Revision: 00		



00 GROUND FLOOR PLAN
1:100

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00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952

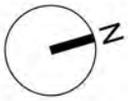
Client:
Mr Sam & Mrs Rachel Blake
18 St Edmunds Avenue
Ruislip
Hillingdon
Middlesex
HA4 7XW

MG LTD
[Architecture] [Interior Design]

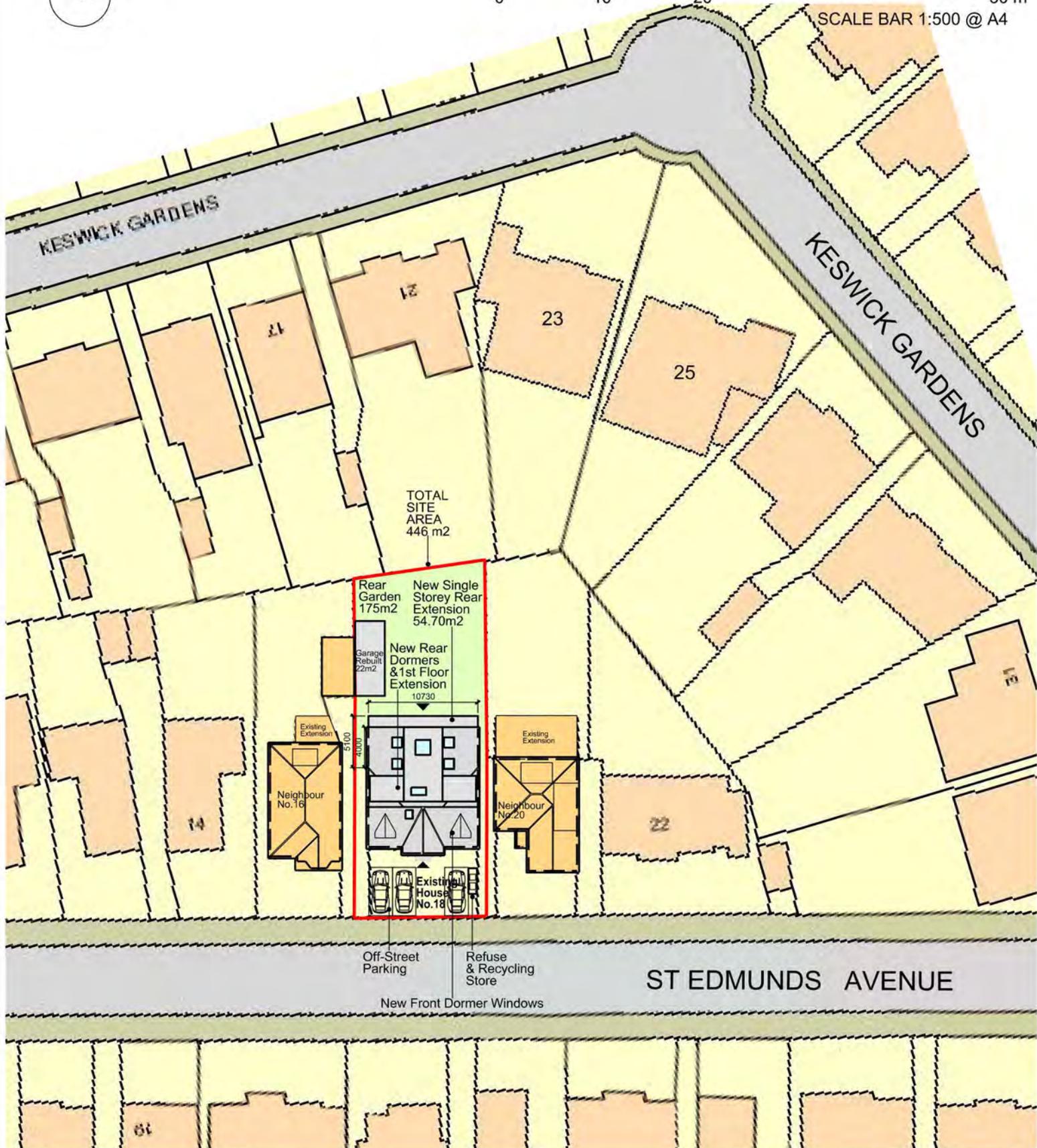
Maria Golasowska
Design
Consultancy
MGDC LTD

348 Wilton Road
Chiswick Uxbridge
Middlesex
T: +44 (0) 20 3716 7751 E: info@mgdc.co.uk

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Ground Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-100	Revision: 00	



SCALE BAR 1:500 @ A4



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KEY:

SITE BOUNDARY

ACCESS POINTS

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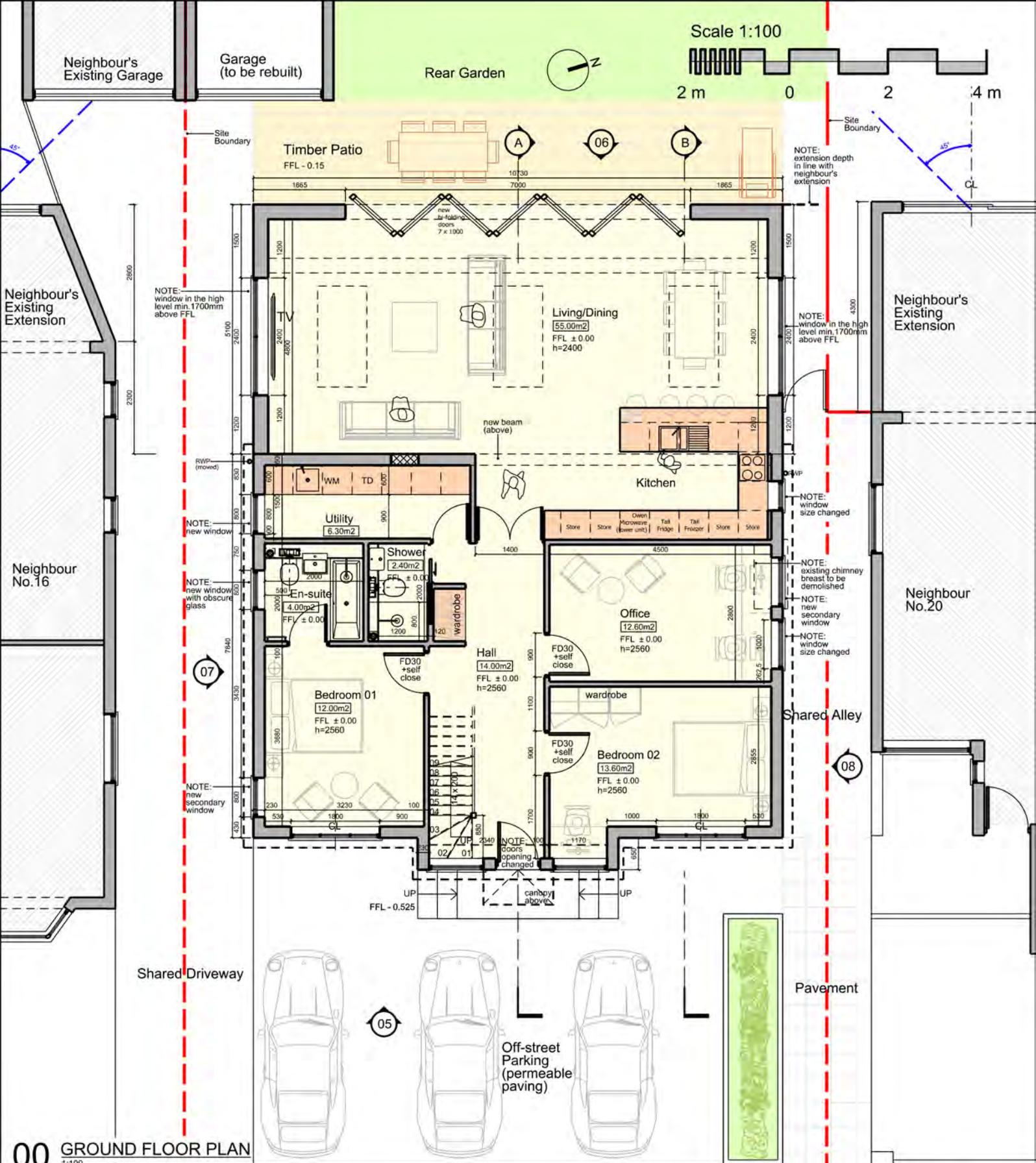
Client:
Mr Sam & Mrs Rachel Blake
18 St Edmunds Avenue
Ruislip
Hillingdon
Middlesex
HA4 7XW

Author:
Maria Golasowska
M Eng, Dip Arch, BA (Hons)
ARB no. 077808G
Director, MGDC Ltd.
M: 077 3138 7952

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United Kingdom
T +44 (0) 20 3715 7751 E office@mgdc.info

Maria Golasowska
Design
Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SITE PLAN (BLOCK PLAN)		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:500	
Drawing No: A-HA-018A-BP-002		Revision: 00



00 GROUND FLOOR PLAN
1:100

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Client:
Mr Sam & Mrs Rachel Blake
18 St Edmunds Avenue
Ruislip
Hillingdon
Middlesex
UB8 3XW

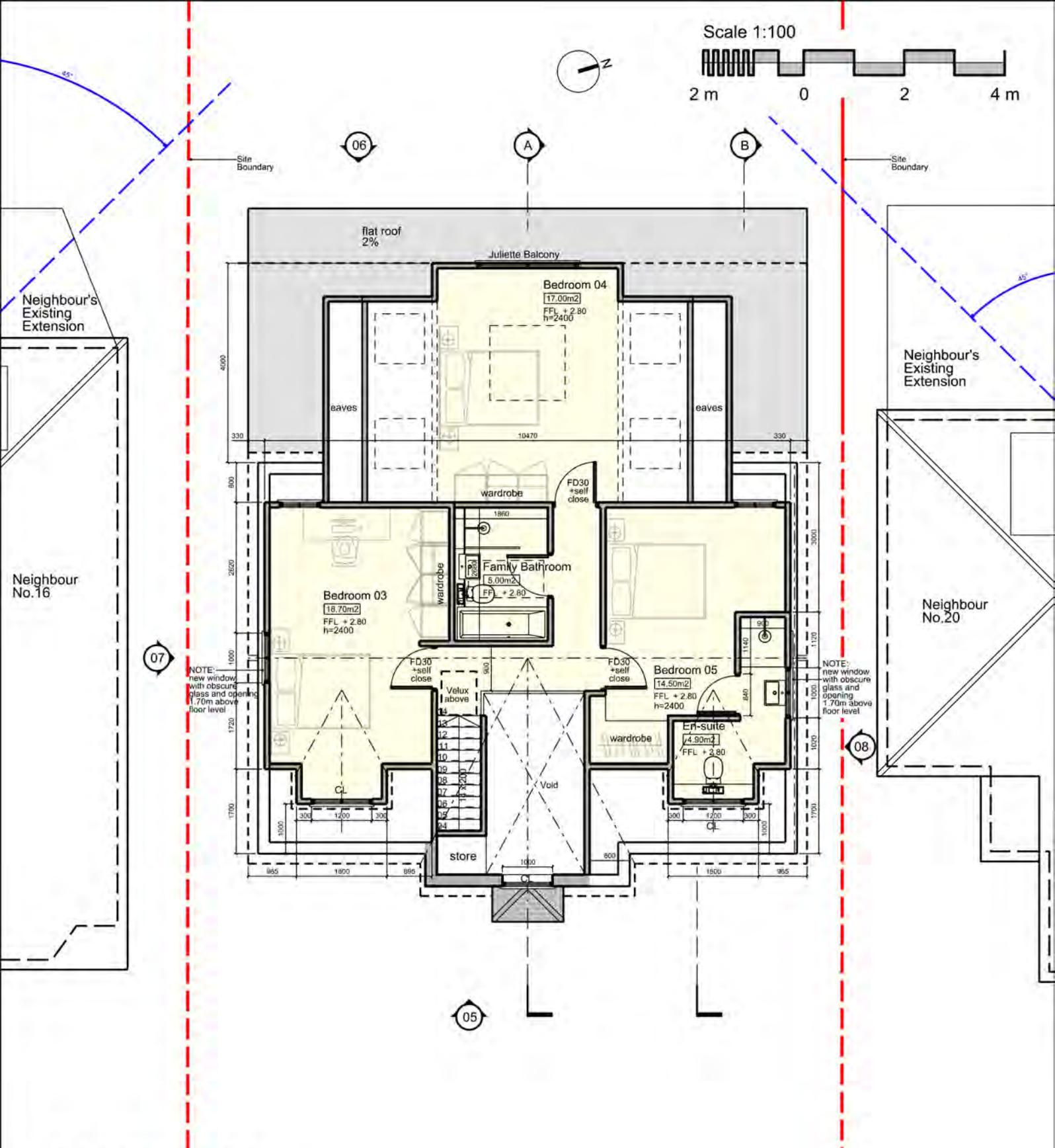
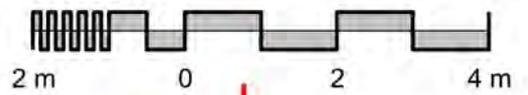
MG LTD
[Architecture] [Interior Design]

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Chislehurst CM1 1AP
United Kingdom
T: +44 (0) 20 9716 7751 E: info@mgdc.co.uk

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Ground Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-110	Revision: 00	

Scale 1:100



01 FIRST FLOOR PLAN
1:100

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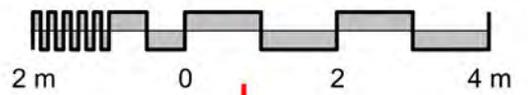
Notes:
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KEY:
SITE BOUNDARY ———

Rev.	Notes	Date	Drawn	Issued	Author
00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client:			 Maria Golasowska Design Consultancy MGDC LTD 2nd Floor, 100 Broad Street, London, W1P 3JF T: +44 (0) 20 4716 8181		
Client:			Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN First Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-111	Page 169	Revision: 00

Scale 1:100



Site Boundary

Site Boundary

05

A

B

Neighbour's Existing Extension

Neighbour's Existing Extension

flat roof

Neighbour No.16

Neighbour No.20

06

07

04

01 ROOF PLAN

1:100

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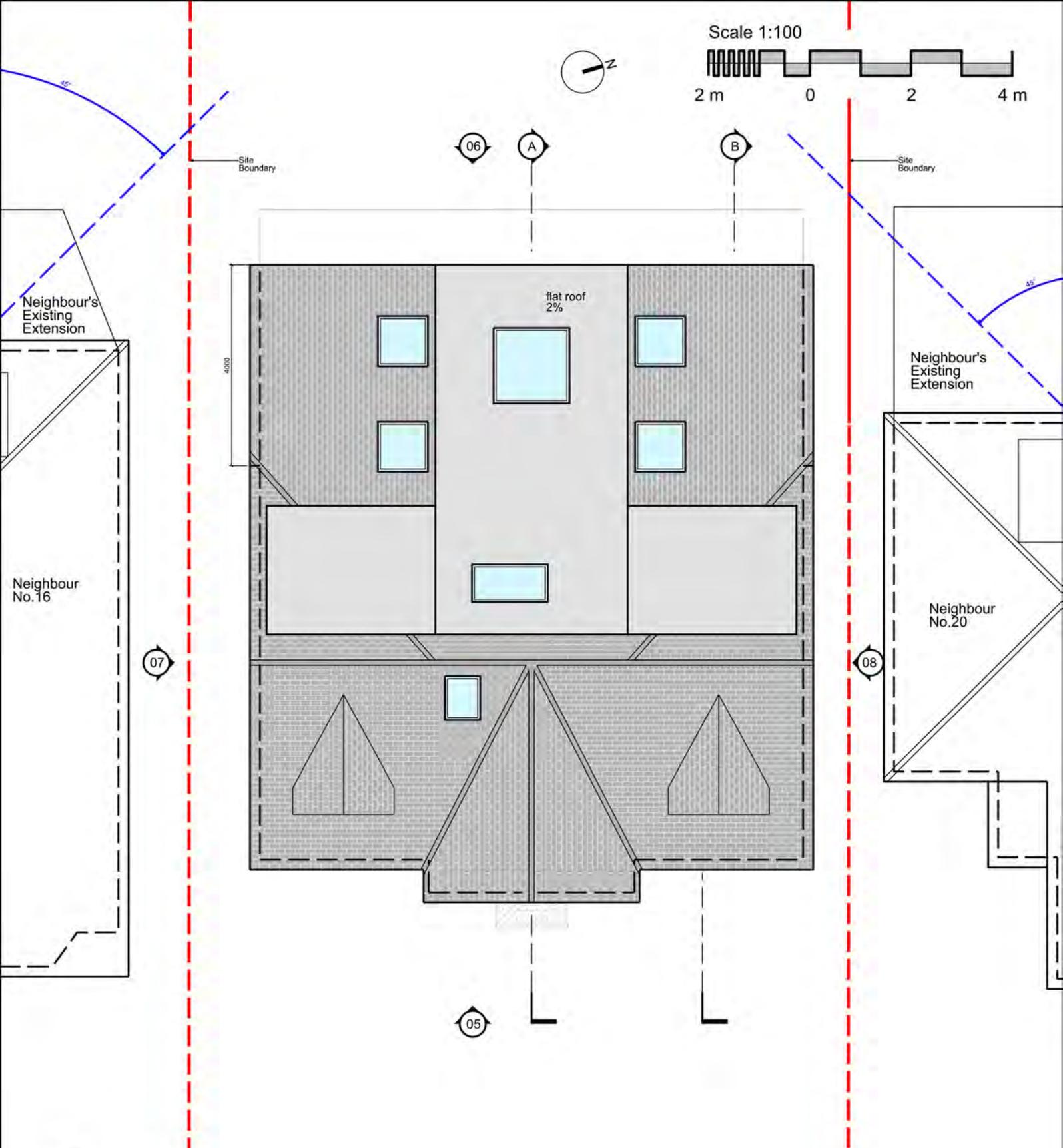
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Rev: 00	Notes: Planning Submission	Date: 01.05.2020	Dwn: MG	Iss: MG	Author: Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex 170xw			 Maria Golasowska Design Consultancy MGDC LTD [Architecture] [Interior Design] 248 Wilton Heights Chislehurst CM1 1AP United Kingdom T: +44 (0) 20 3716 7751 E: m@mgdc.info		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Roof Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-101	Revision: 00	



02 ROOF PLAN

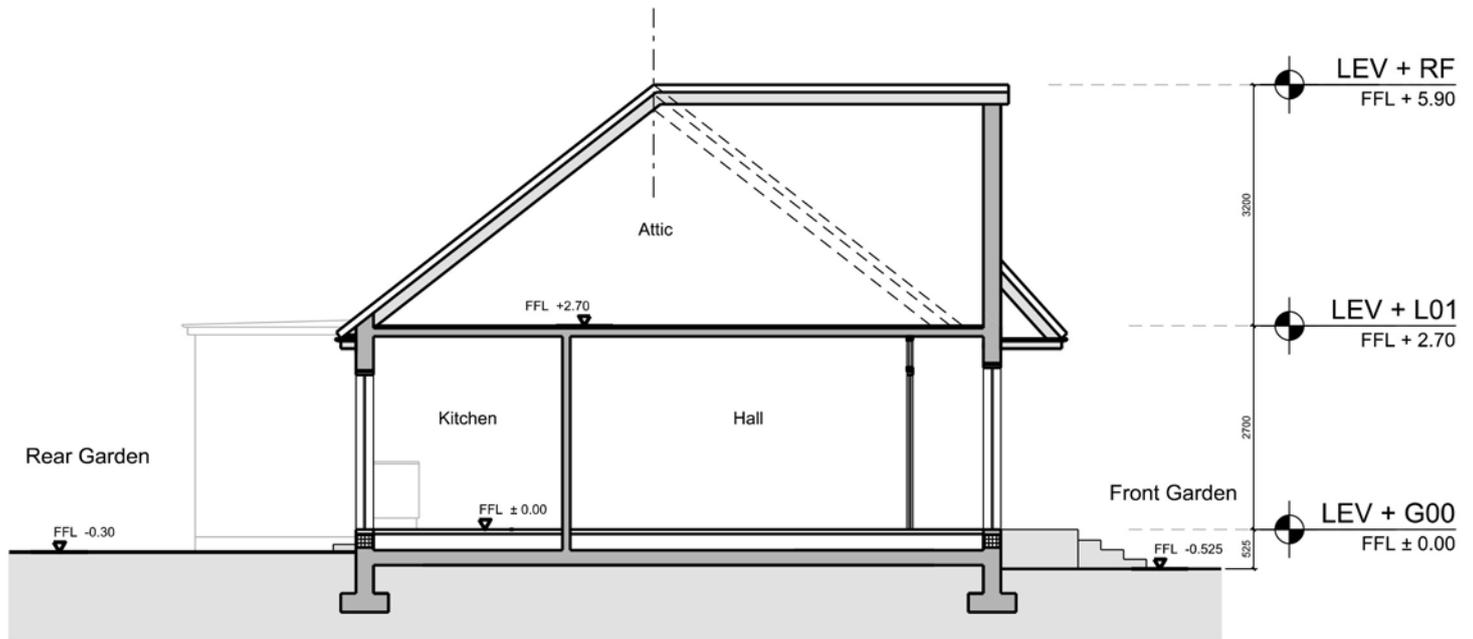
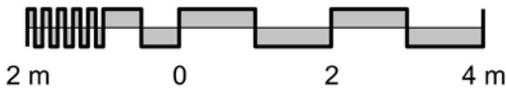
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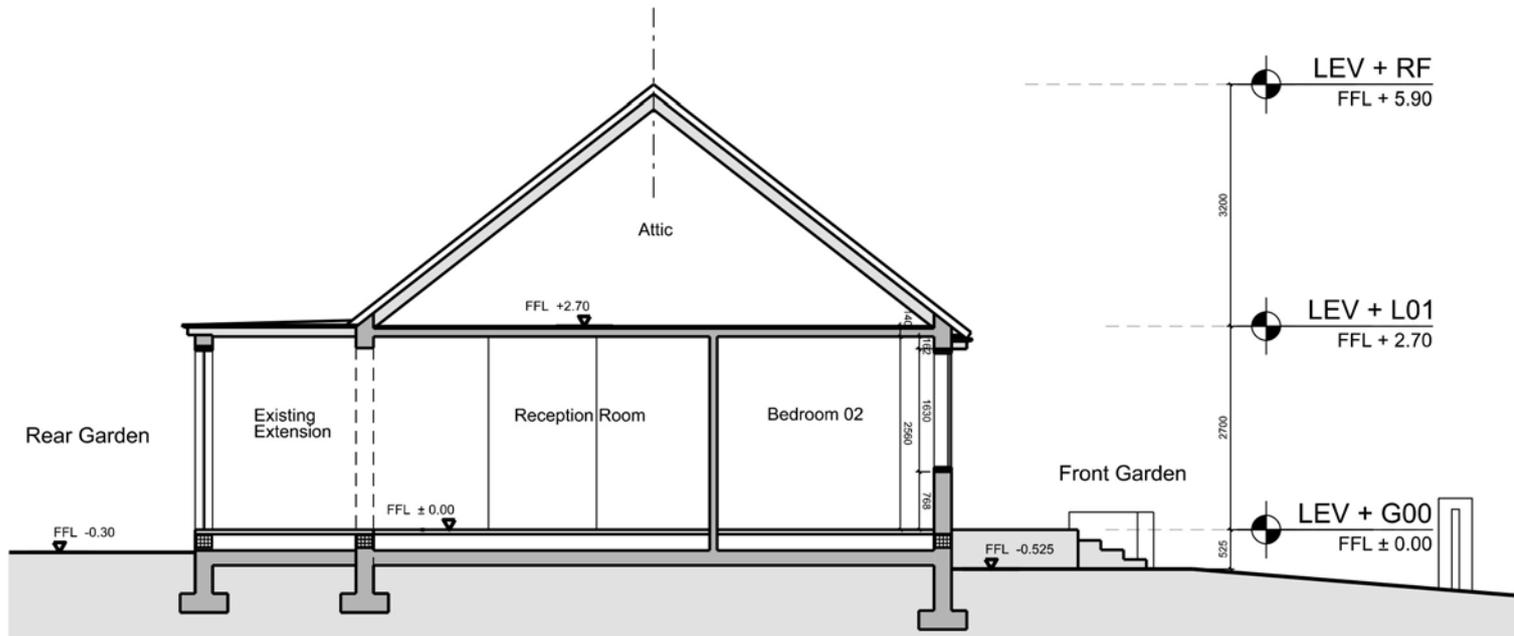
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<p>Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW</p>		
<p>Drawing Title: PROPOSED DESIGN Roof Plan</p>		
<p>Drawn By: MG</p>	<p>Issued By: MG</p>	<p>Date of First Issue: 01.05.2020</p>
<p>Project No: EX-HA-A-018A</p>	<p>Scale @ A4: 1:100</p>	
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Scale 1:100



02 SECTION A-A
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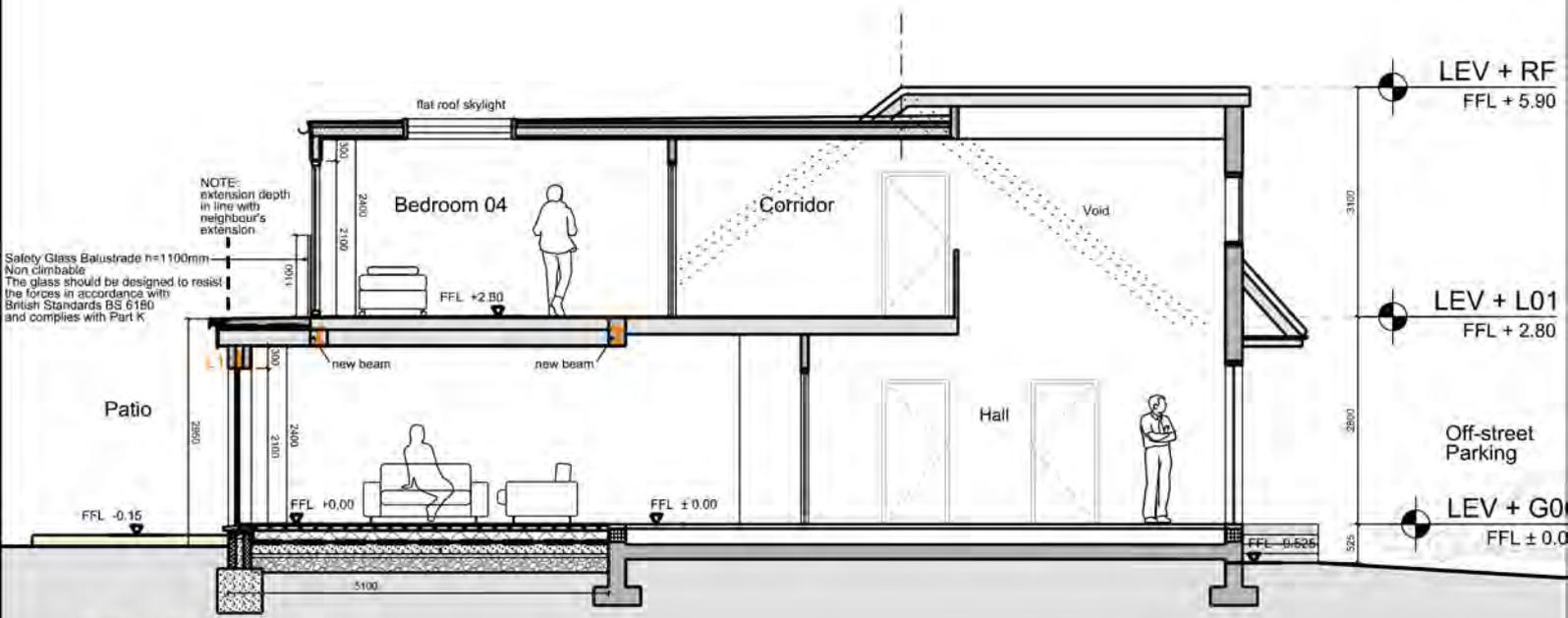
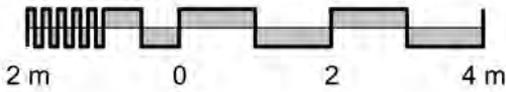
03 SECTION B-B
1:100

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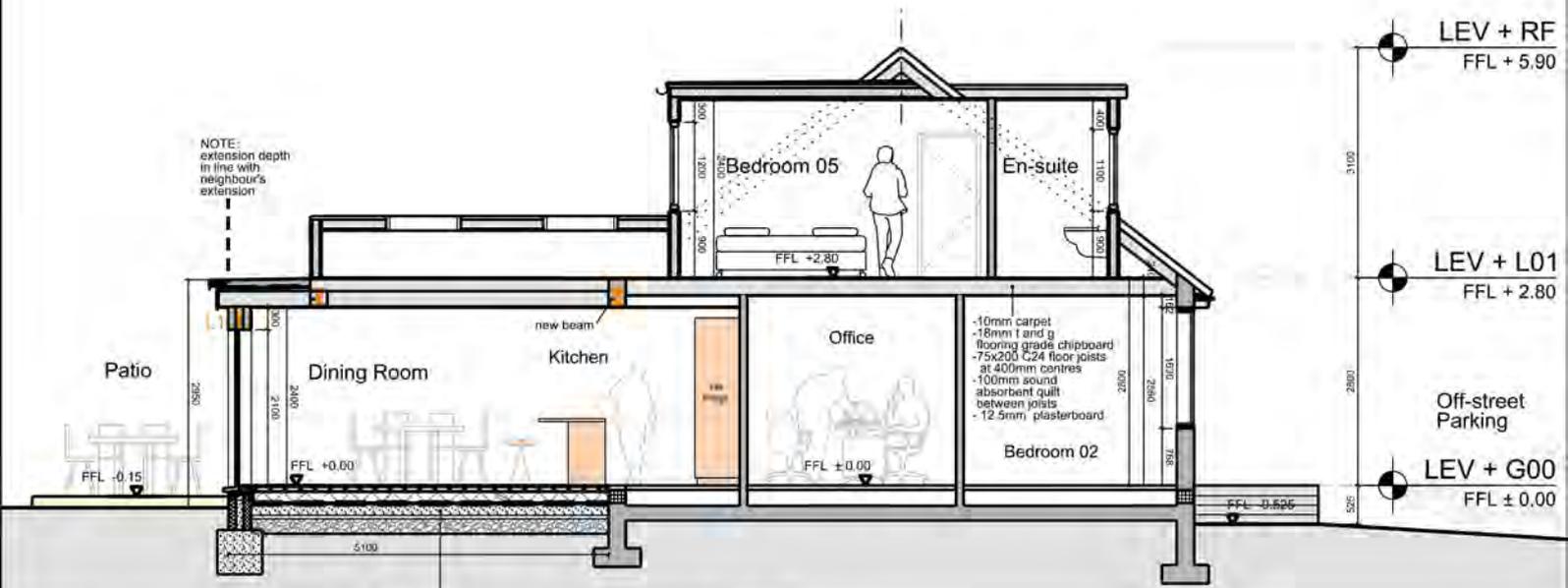
Rev: 00	Notes: Planning Submission	Date: 01.05.2020	Dwn: MG	Iss: MG	Author: Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW			 [Architecture] [Interior Design] 246 Watson Heights Chelmsford CM1 1AP United Kingdom T +44 (0) 20 3715 7751 E office@mgdc.info		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Sections A-A & B-B		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-S-200	Revision: 00	

Scale 1:100



03 SECTION A-A
1:100



04 SECTION B-B
1:100

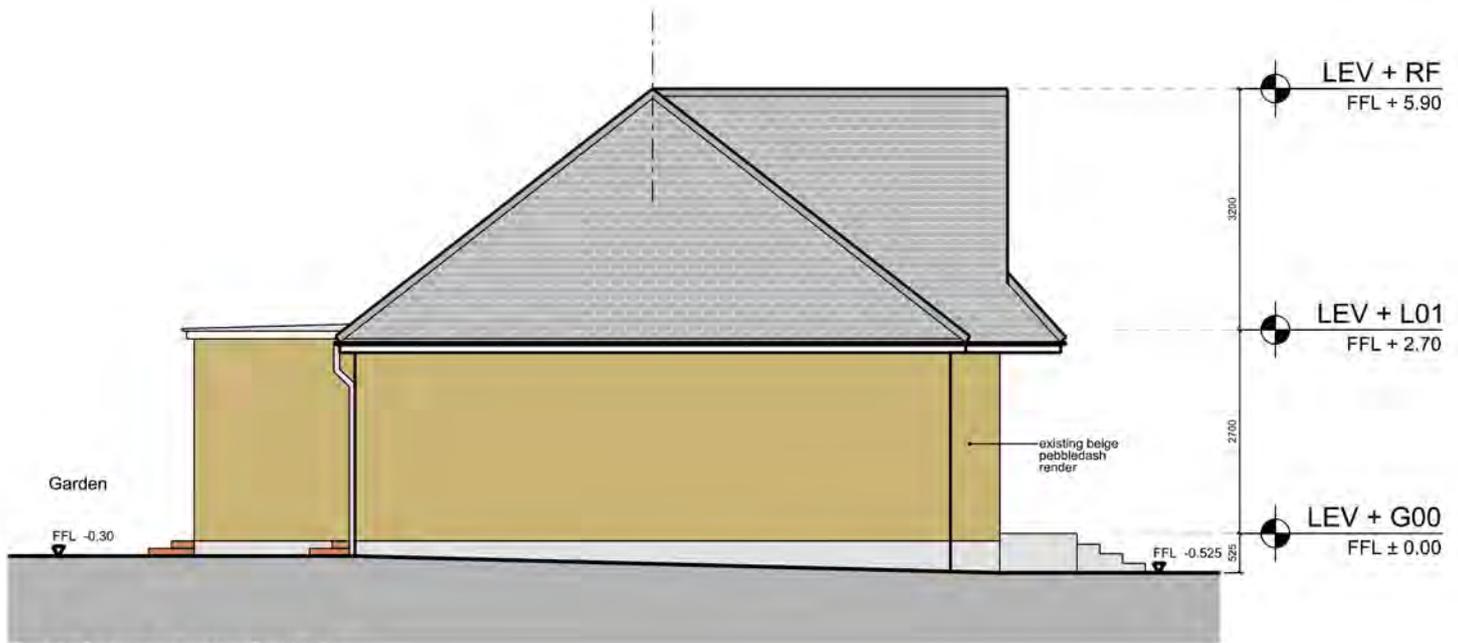
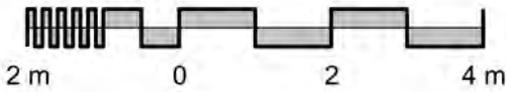
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 - Underfloor Heating System (if required)
 - screeded concrete
 - 75mm CELOTEX
 - 1200 gauge polythene membrane (DPM)
 - 100mm in-situ concrete
 - sand blinding
 - 150mm well-compacted hardcore
- Mass concrete (1:3:6) strip foundation

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<p>Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW</p>		
<p>Drawing Title: PROPOSED DESIGN Sections A-A & B-B</p>		
<p>Drawn By: MG</p>	<p>Issued By: MG</p>	<p>Date of First Issue: 01.05.2020</p>
<p>Project No: EX-HA-A-018A</p>	<p>Scale @ A4: 1:100</p>	<p>Revision: 00</p>

Scale 1:100



06 SIDE ELEVATION 01
1:100



07 SIDE ELEVATION 02
1:100

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Client:
Mr Sam & Mrs Rachel Blake
18 St Edmunds Avenue
Ruislip
Hillingdon
Middlesex
Uxbridge

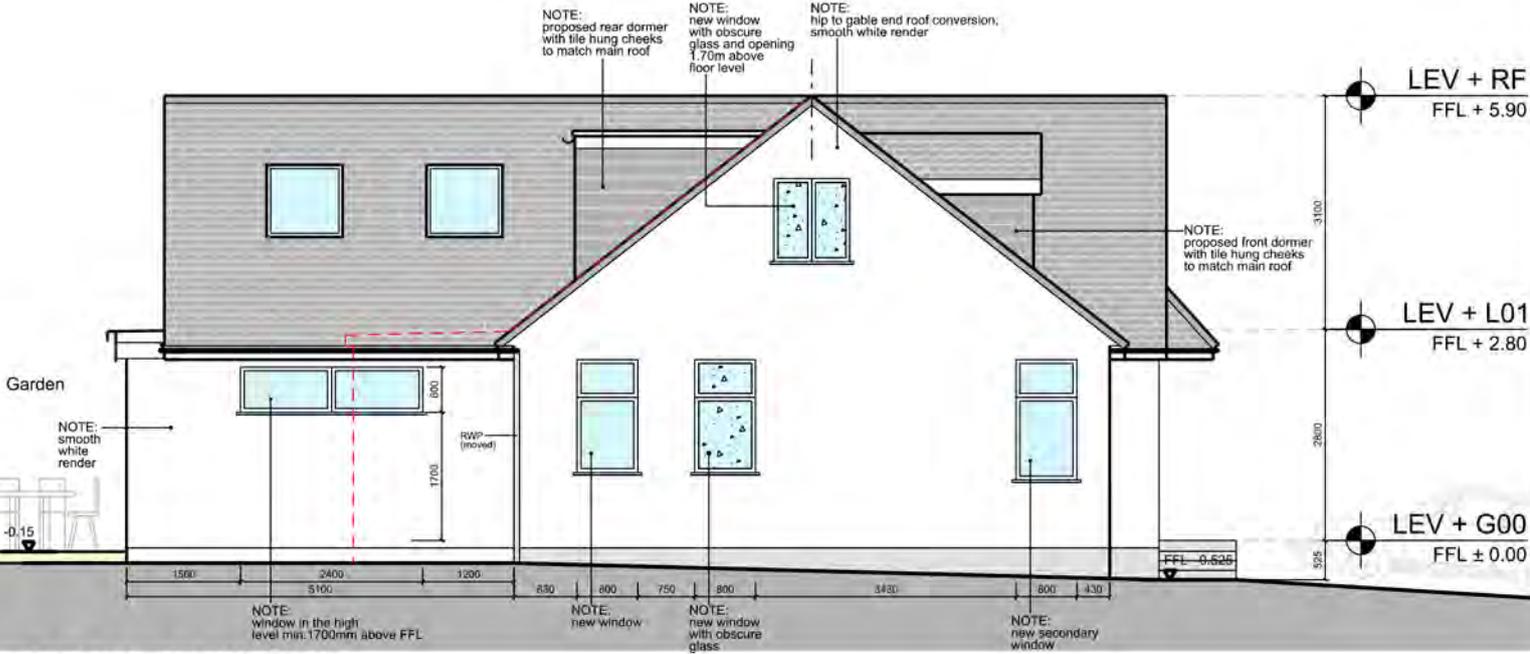
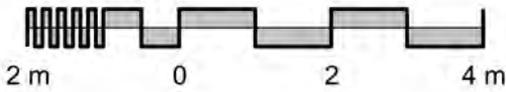
Author:
Maria Golasowska
M Eng, Dip Arch, BA (Hons)
ARB no. 077808G
Director, MGDC Ltd.
M: 077 3138 7952

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Chislehurst, CM1 3JF,
Greater London
T: +44 (0) 20 8716 7151

Maria Golasowska
Design
Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Side Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-301		Revision: 00

Scale 1:100



07 SIDE ELEVATION 01
1:100



08 SIDE ELEVATION 02
1:100

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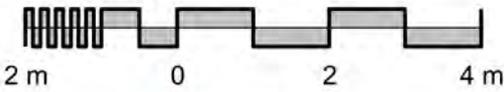
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Rev.	Notes	Date	Drawn	Issued	Author
00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952

Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW	 [Architecture] [Interior Design] 245 Wilton Road, Chislehurst CM1 3JG, Greater London T: +44 (0) 20 47 16 731	Maria Golasowska Design Consultancy MGDC LTD
--	--	---

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Side Elevation		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-311	Page 175	Revision: 00

Scale 1:100



04 FRONT ELEVATION
1:100



05 REAR ELEVATION
1:100

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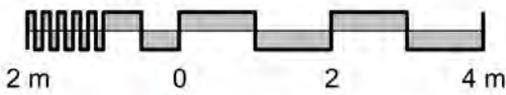
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SITE BOUNDARY ———

Rev: 00	Notes: Planning Submission	Date: 01.05.2020	Dwn: MG	Iss: MG	Author: Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW			 Maria Golasowska Design Consultancy MGDC LTD [Architecture] [Interior Design] 348 Wilton Road, Chislehurst, CM1 3AP, Greater London, T: +44 (0) 20 3716 7751 E: info@mgdc.co.uk		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Front and Rear Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-300	Revision: 00	

Scale 1:100



05 FRONT ELEVATION
1:100

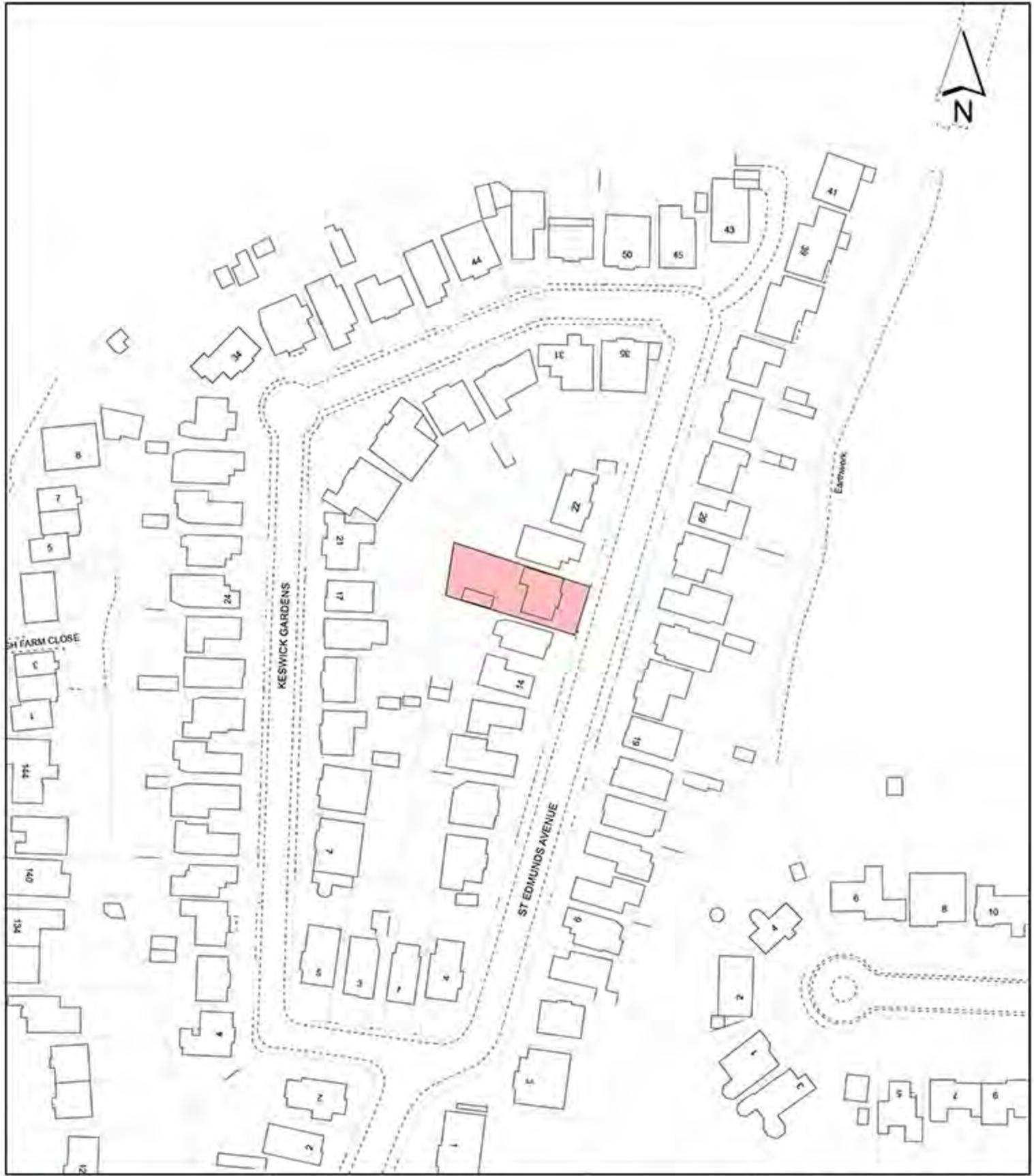


06 REAR ELEVATION
1:100

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Rev.	Notes	Date	Drawn	Issued	Author									
00	Planning Submission	01.05.2020	MG	MG	<p>Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952</p>									

<p>Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW</p>		
<p>Drawing Title: PROPOSED DESIGN Front and Rear Elevations</p>		
<p>Drawn By: MG</p>	<p>Issued By: MG</p>	<p>Date of First Issue: 01.05.2020</p>
<p>Project No: EX-HA-A-018A</p>	<p>Scale @ A4: 1:100</p>	<p>Revision: 00</p>



Notes:

 Site boundary

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Site Address:

**18 St Edmunds Avenue
Ruislip**

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

Planning Application Ref:
3255/APP/2020/1398

Scale:
1:1,250

Planning Committee:
North

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address 18 ST EDMUNDS AVENUE RUISLIP

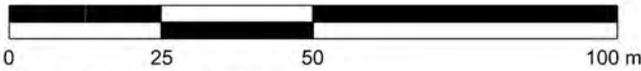
Development: Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 3 x roof lights and conversion of roof from hip to gable end with alterations to fenestration, rebuilding of existing garage, new hard-standing to provide off-street parking, refuse and recycling store and alterations to access steps.

LBH Ref Nos: 3255/APP/2020/1404

Date Plans Received: 01/05/2020

Date(s) of Amendment(s):

Date Application Valid: 21/05/2020



SCALE BAR 1:1250 @ A4



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Rev.	Notes	Date	Dwn	Iss	Author
00	Planning Submission	01.05.2020	MG	MG	

Client
Mr Sam & Mrs Rachel Blake
 18 St Edmunds Avenue
 Ruislip
 Hillingdon
 Middlesex
 HA4 7XW

Author
Maria Golasowska
 M Eng, Dip Arch, BA (Hons)
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 Director, MGDC Ltd.
 M: 077 3138 7952

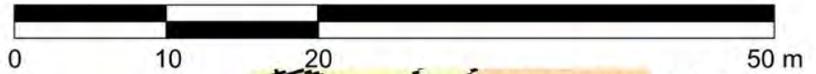
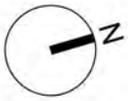


246 Watton Heath
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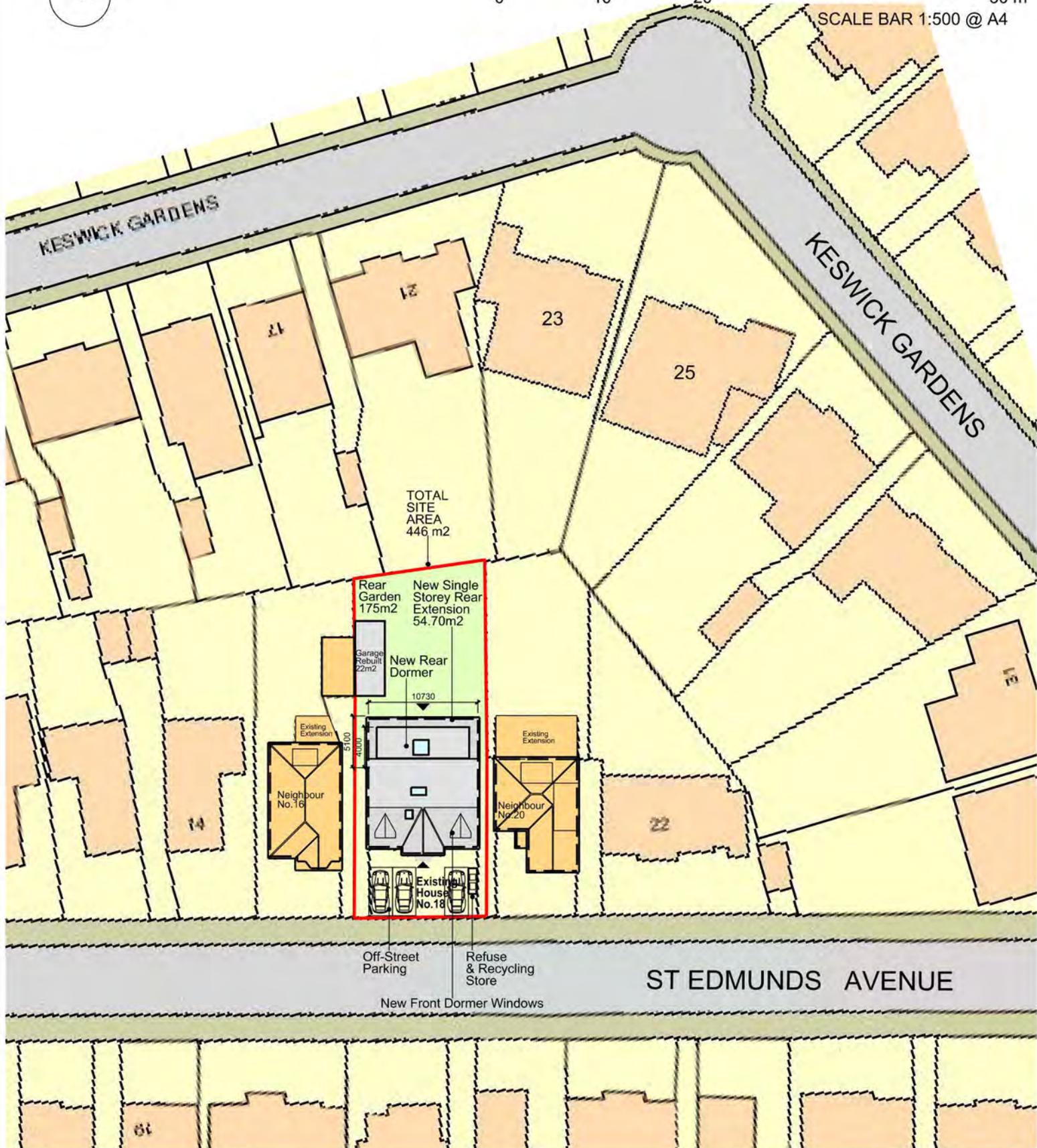
Maria Golasowska Design Consultancy
MGDC LTD

[Architecture] [Interior Design]

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SITE LOCATION PLAN		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:1250	
Drawing No: A-HA-018B-SL-001	Revision: 00	



SCALE BAR 1:500 @ A4



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KEY:

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ACCESS POINTS

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00	Planning Submission	01.05.2020	MG	MG	Maria Golasowska

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Middlesex
HA4 7XW

Author:
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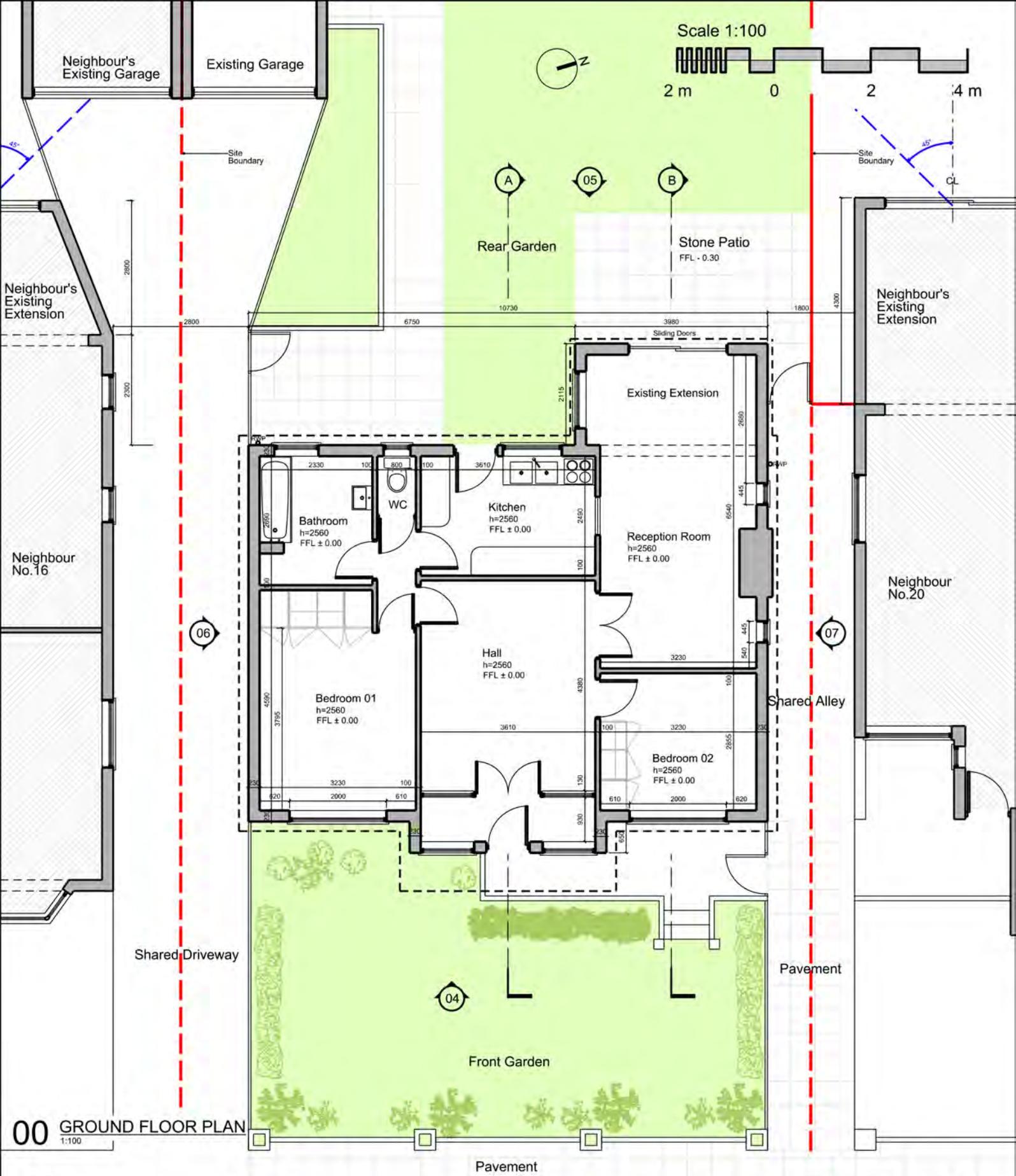


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Drawing Title: SITE PLAN (BLOCK PLAN)		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:500	Revision: 00



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Hillingdon
Middlesex
Uxbridge

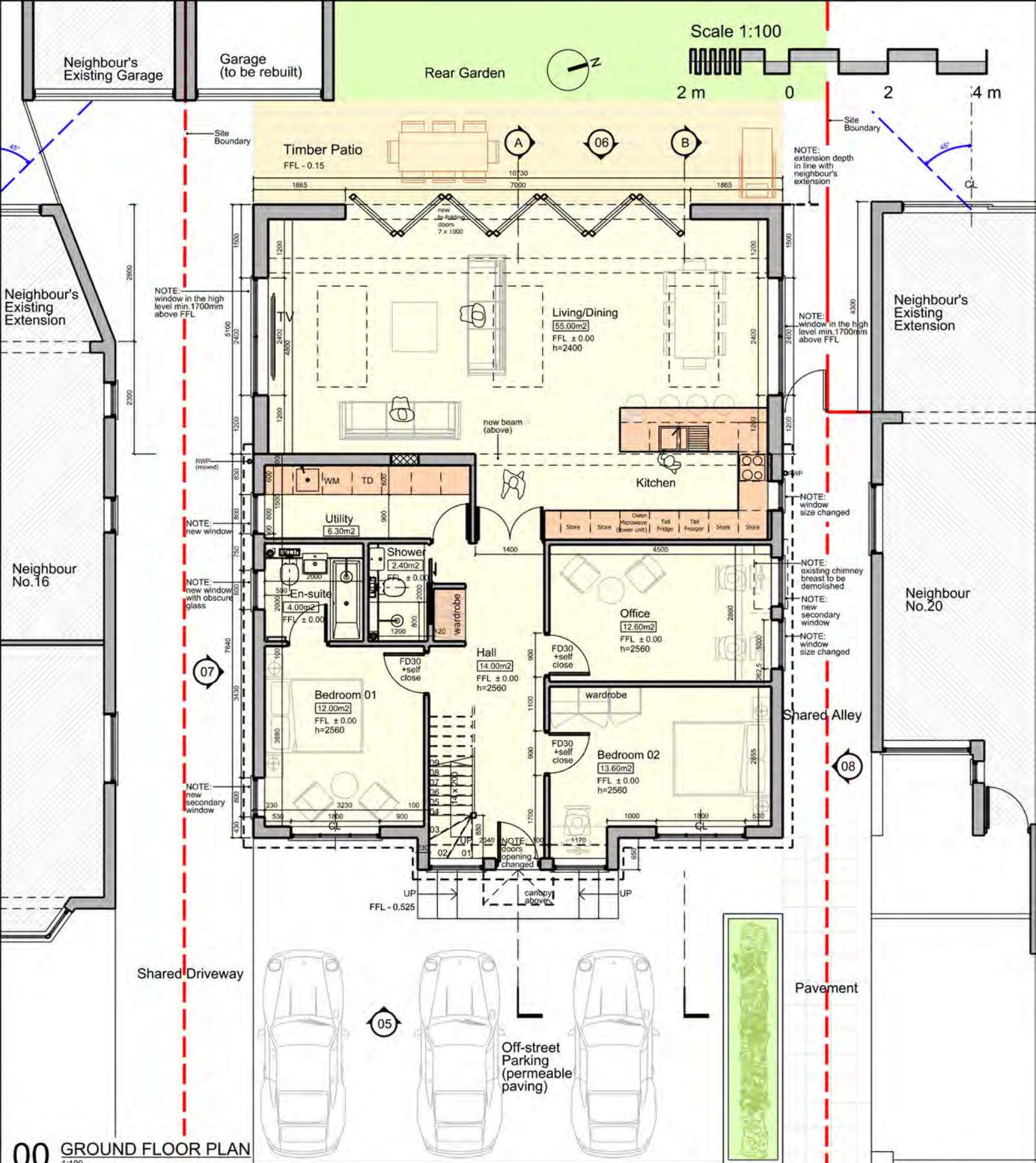
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Ground Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-PL-100	Revision: 00	



00 GROUND FLOOR PLAN
1:100

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Middlesex
HA4 7XW

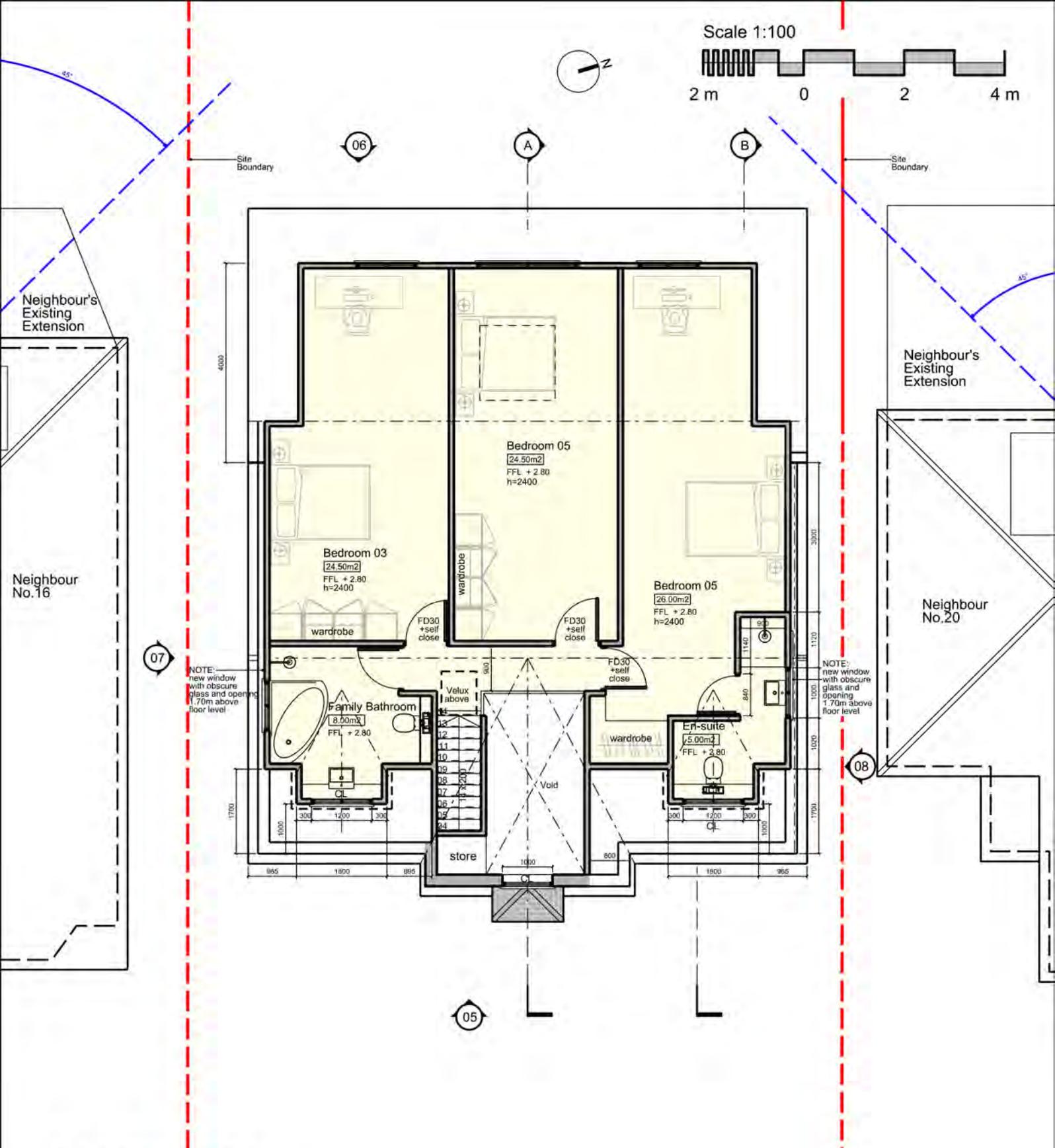
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Ground Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No.: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No.: A-HA-018B-PL-110		Revision: 00



01 FIRST FLOOR PLAN
1:100

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Client:
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Ruislip
Hillingdon
Middlesex
UB7 7XW

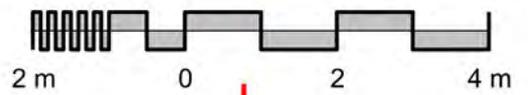
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Uxbridge, Middlesex
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN First Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-PL-111	Revision: 00	

Scale 1:100



Site Boundary

Site Boundary

05

A

B

Neighbour's Existing Extension

Neighbour's Existing Extension

flat roof

Neighbour No.16

Neighbour No.20

06

07

04

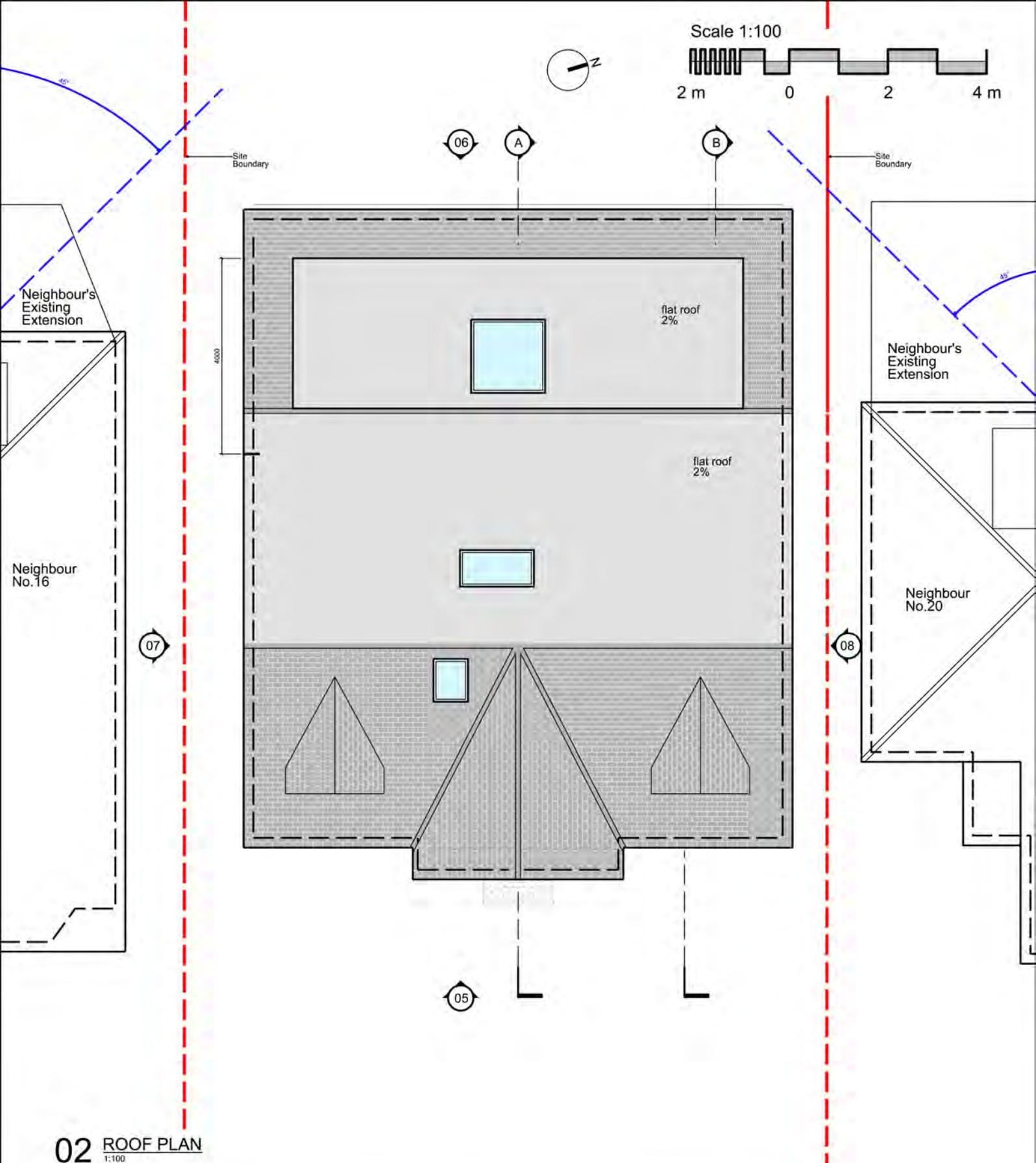
01 ROOF PLAN

1:100

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Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW			 Maria Golasowska Design Consultancy MGDC LTD [Architecture] [Interior Design] 248 Wilton Heights Chislehurst CM1 1AP United Kingdom T: +44 (0) 20 3715 7751 E: m@mgdc.info		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Roof Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-PL-101		Revision: 00



02 ROOF PLAN

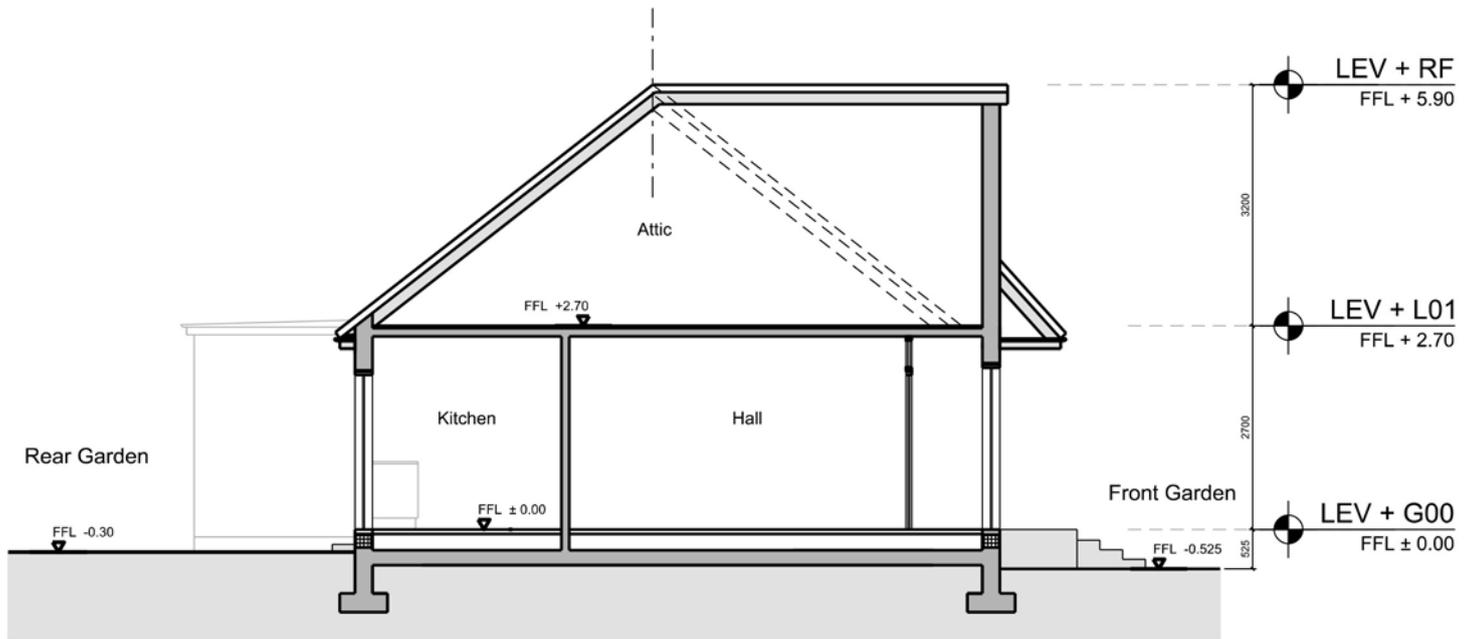
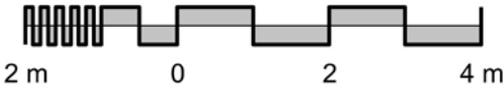
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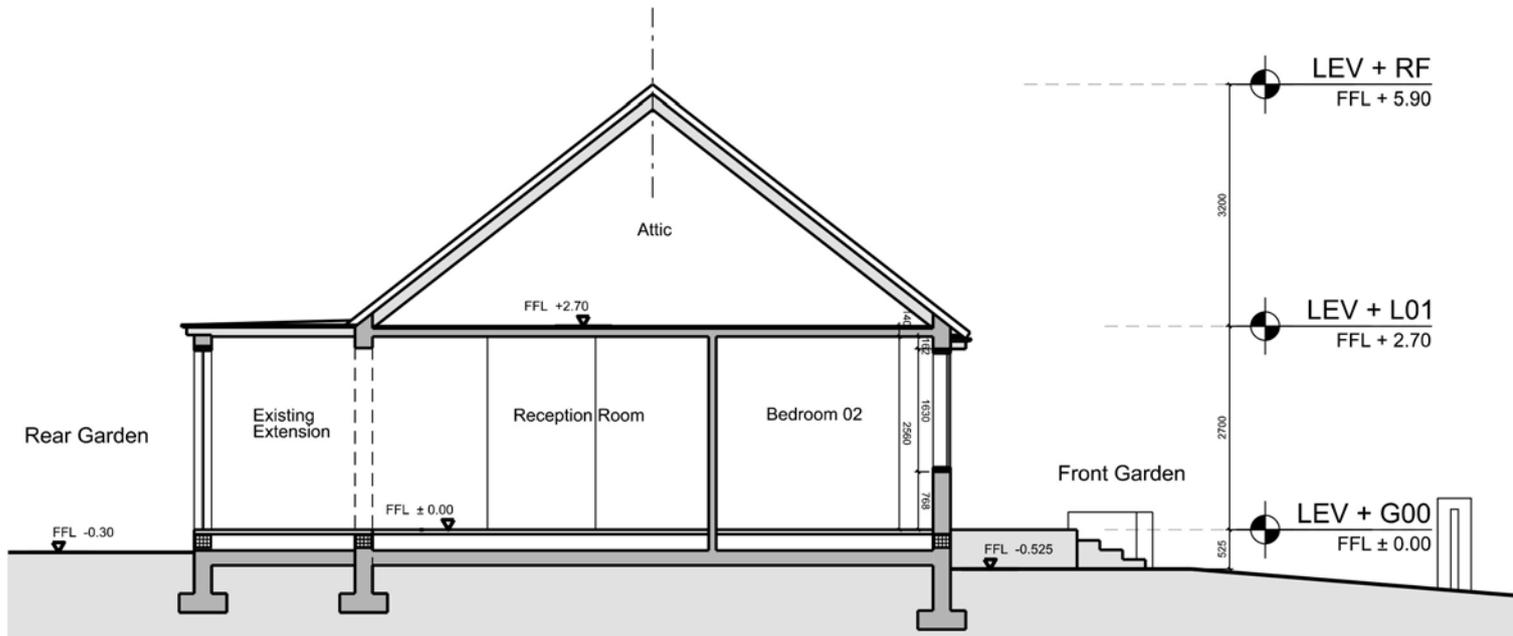
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<p>Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW</p>			
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Scale 1:100



02 SECTION A-A
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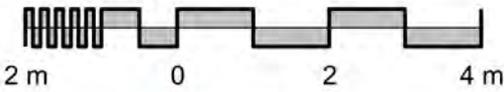
03 SECTION B-B
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Rev: 00	Notes: Planning Submission	Date: 01.05.2020	Dwn: MG	Iss: MG	Author: Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW			 [Architecture] [Interior Design] 246 Watson Heights Chelmsford CM1 1AP United Kingdom T +44 (0) 20 3715 7751 E office@mgdc.info		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Sections A-A & B-B		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-S-200		Revision: 00

Scale 1:100



04 FRONT ELEVATION
1:100



05 REAR ELEVATION
1:100

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Client:	Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW				

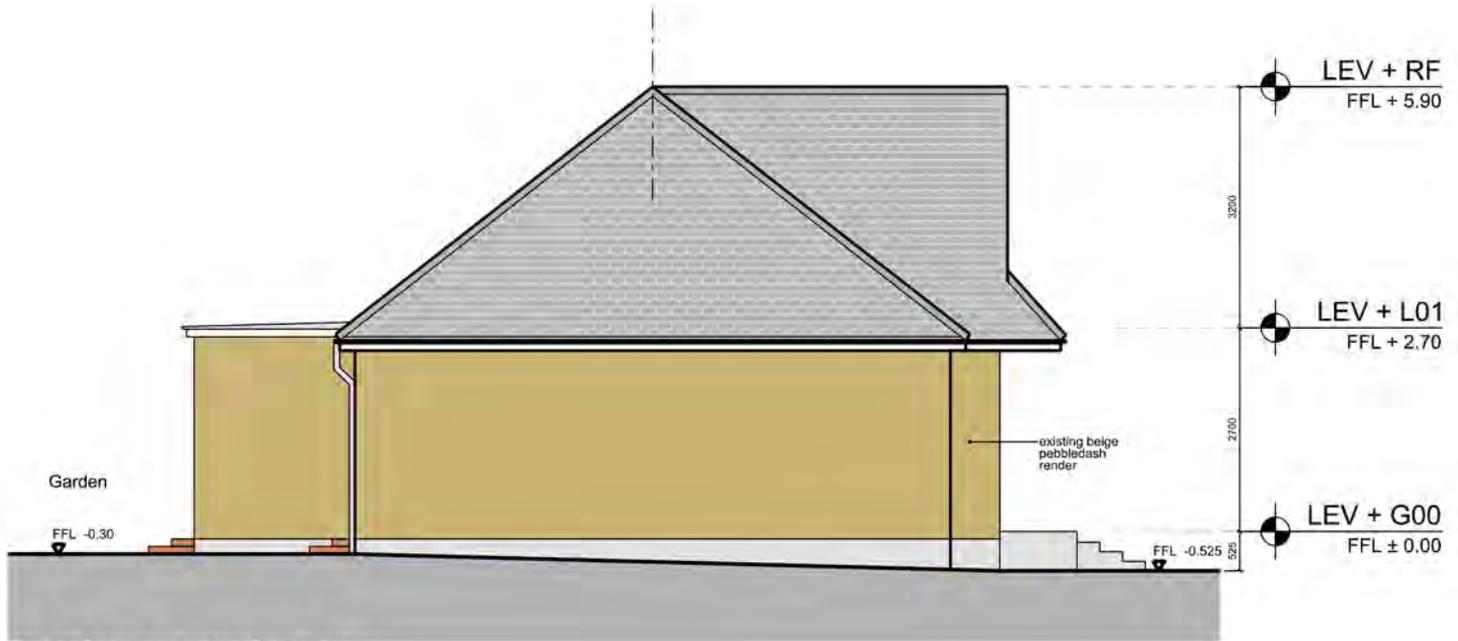
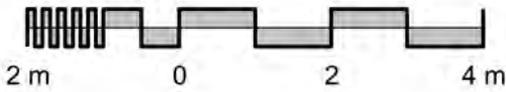
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Front and Rear Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-EL-300	Revision: 00	

Scale 1:100



06 SIDE ELEVATION 01
1:100



07 SIDE ELEVATION 02
1:100

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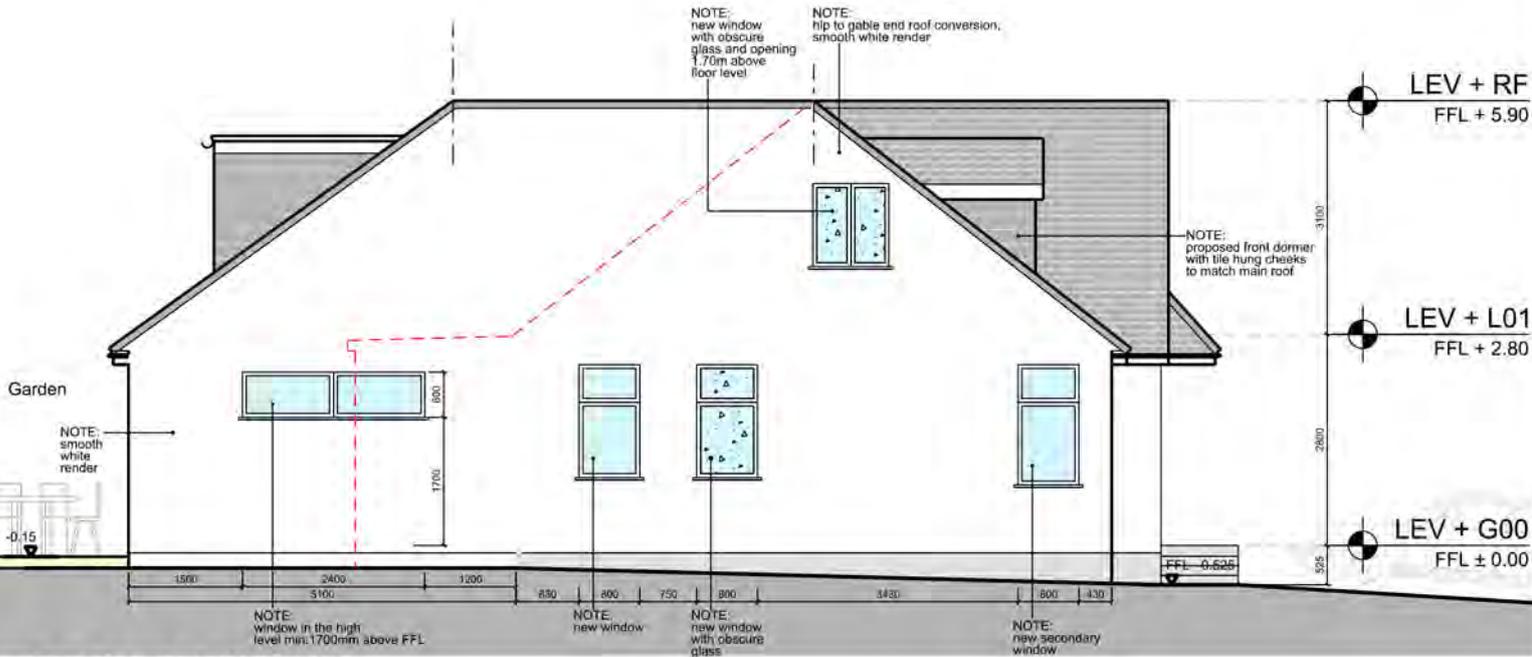
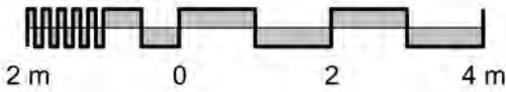
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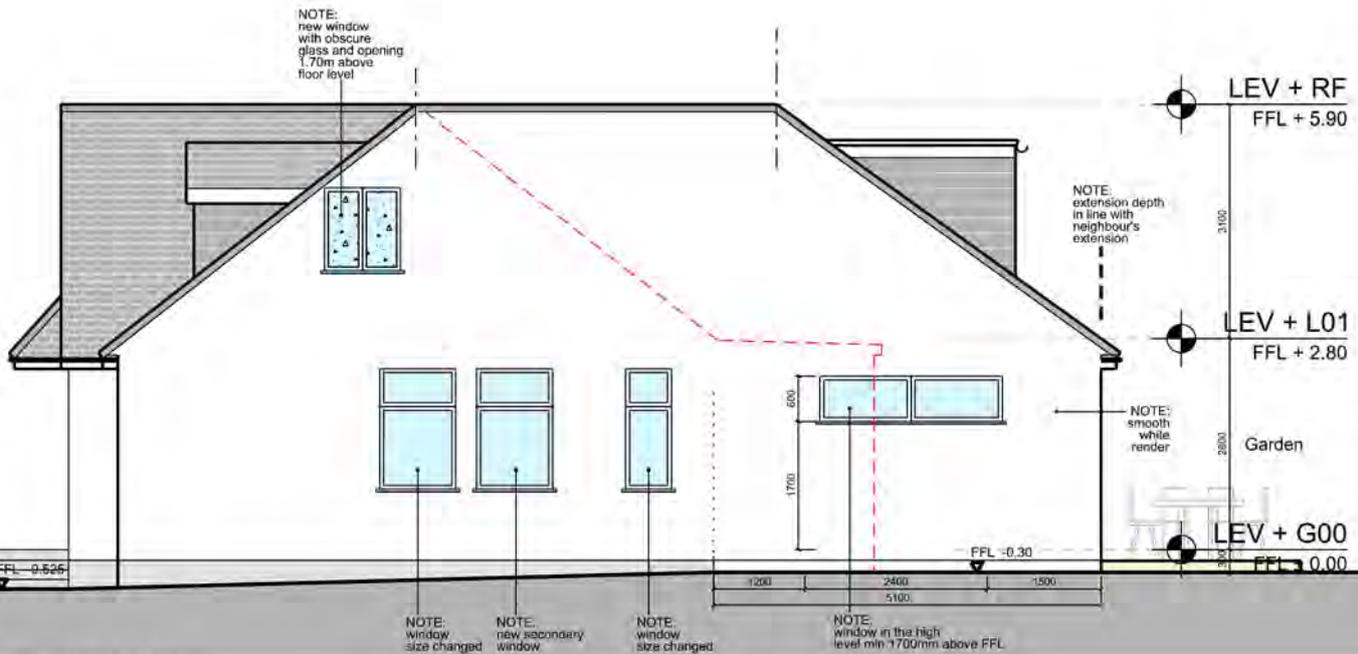
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Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW					

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Side Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-EL-301		Revision: 00

Scale 1:100



07 SIDE ELEVATION 01
1:100



08 SIDE ELEVATION 02
1:100

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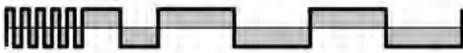
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[Architecture] [Interior Design]
240 Wilton Road, Old Oak Common, Uxbridge, Middlesex, Ux8 3JH
T: +44 (0) 20 8716 8181

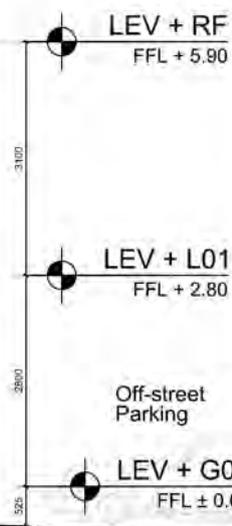
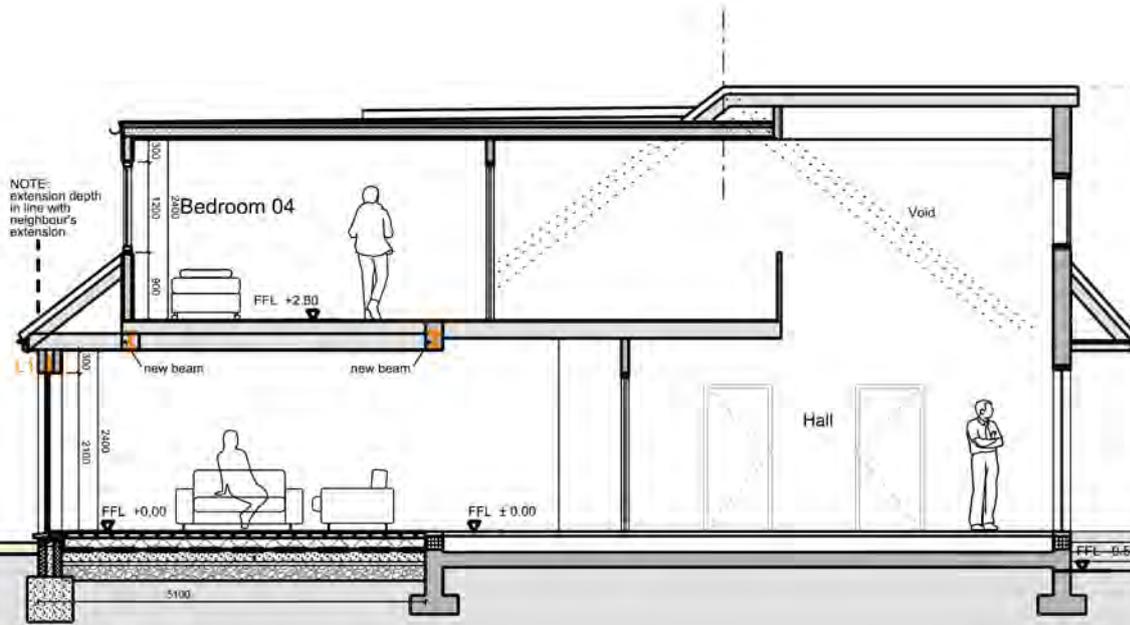
Maria Golasowska Design Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Side Elevation		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	Revision: 00
Drawing No: A-HA-018B-EL-311		

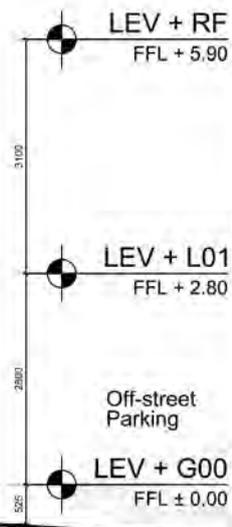
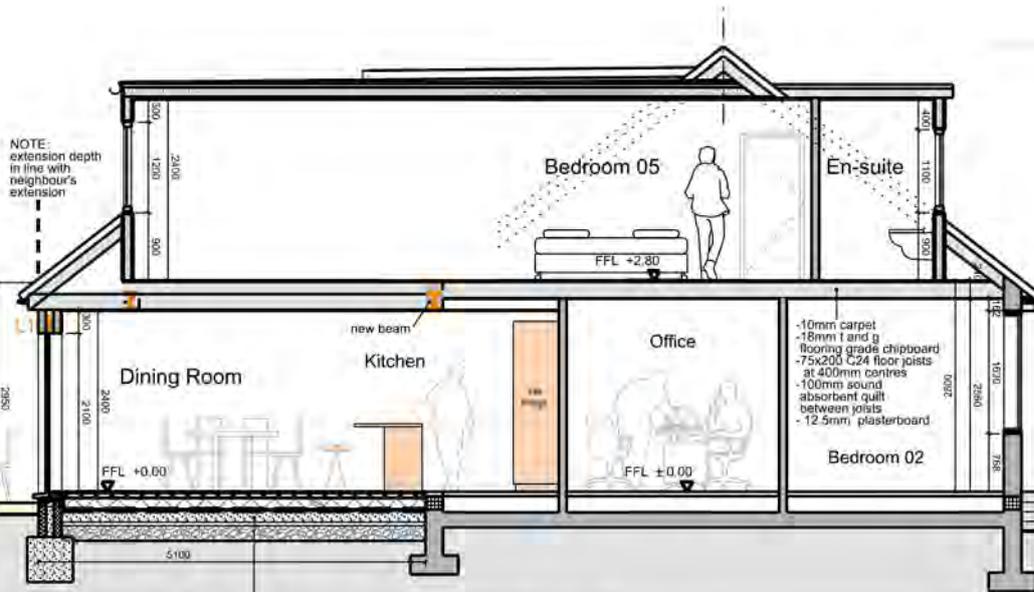
Scale 1:100



2 m 0 2 4 m



03 SECTION A-A
1:100



04 SECTION B-B
1:100

- Floor Layers:**
- engineered oak chevron parquet -16mm or wood effect tiles
 - Underfloor Heating System (if required)
 - screeded concrete
 - 75mm CELOTEX
 - 1200 gauge polythene membrane (DPM)
 - 100mm in-situ concrete
 - sand blinding
 - 150mm well-compacted hardcore
- Mass concrete (1:3:6) strip foundation

Disclaimer: Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.
Notes: All dimensions in millimetres.
KEY:

Rev.	Notes	Date	Drawn	Issd	Author
00	Planning Submission	01.05.2020	MG	MG	

Client:
Mr Sam & Mrs Rachel Blake
18 St Edmunds Avenue
Ruislip
Hillingdon
Middlesex
HA4 7XW

Author:
Maria Golasowska
M Eng, Dip Arch, BA (Hons)
ARB no. 077808G
Director, MGDC Ltd.
M: 077 3138 7952

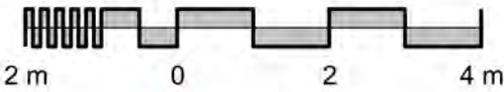


Maria Golasowska Design Consultancy
MGDC LTD

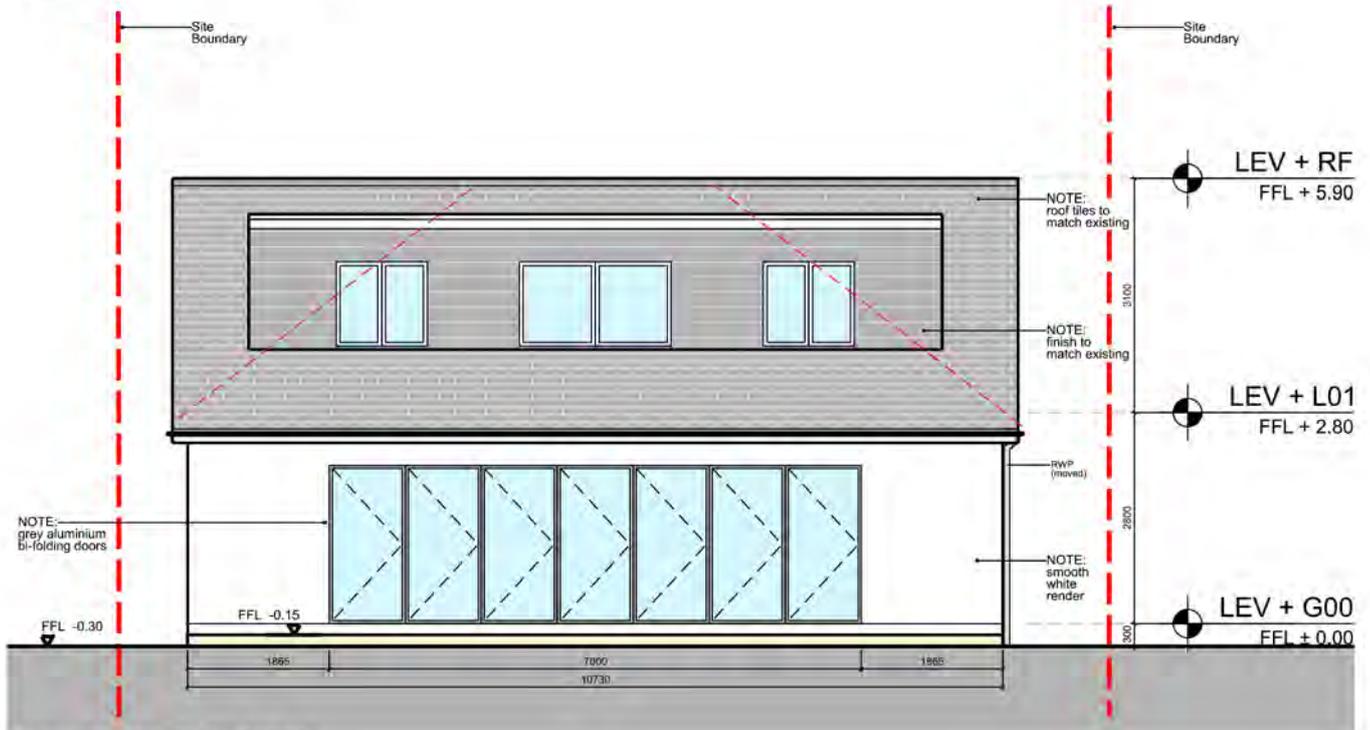
2/50 Wilton Road, Chislehurst, CM1 1PL, Essex, UK
T: +44 (0) 20 47 19 795

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Sections A-A & B-B		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-S-210	Revision: 00	

Scale 1:100



05 FRONT ELEVATION
1:100



06 REAR ELEVATION
1:100

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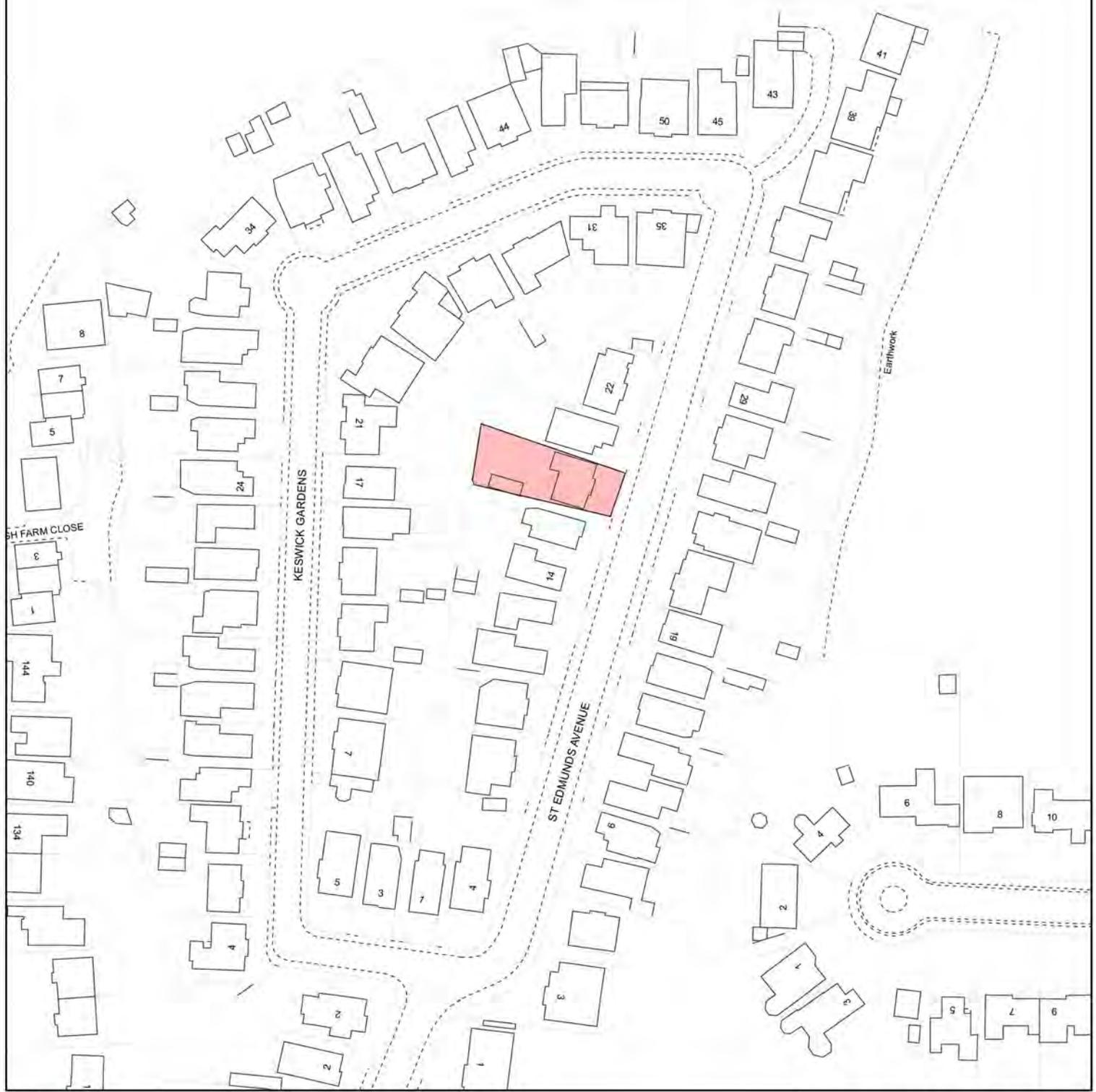
Notes:
All dimensions in millimeters.

KEY:

SITE BOUNDARY —

Rev: 00	Notes: Planning Submission	Date: 01.05.2020	Dwn: MG	Iss: MG	Author: Maria Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex UB7 7XW			 Maria Golasowska Design Consultancy MGDC LTD 248 Wilton Road, Chislehurst, CM1 3JG, Essex, UK T: +44 (0) 20 4716 1151		

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Front and Rear Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018B	Scale @ A4: 1:100	
Drawing No: A-HA-018B-EL-310	Revision: 00	



Notes:

 Site boundary

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Site Address:
**18 St Edmunds Avenue
Ruislip**

Planning Application Ref:
3255/APP/2020/1404

Scale:
1:1,250

Planning Committee:
North

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 ST JOHNS SCHOOL POTTER STREET HILL NORTHWOOD

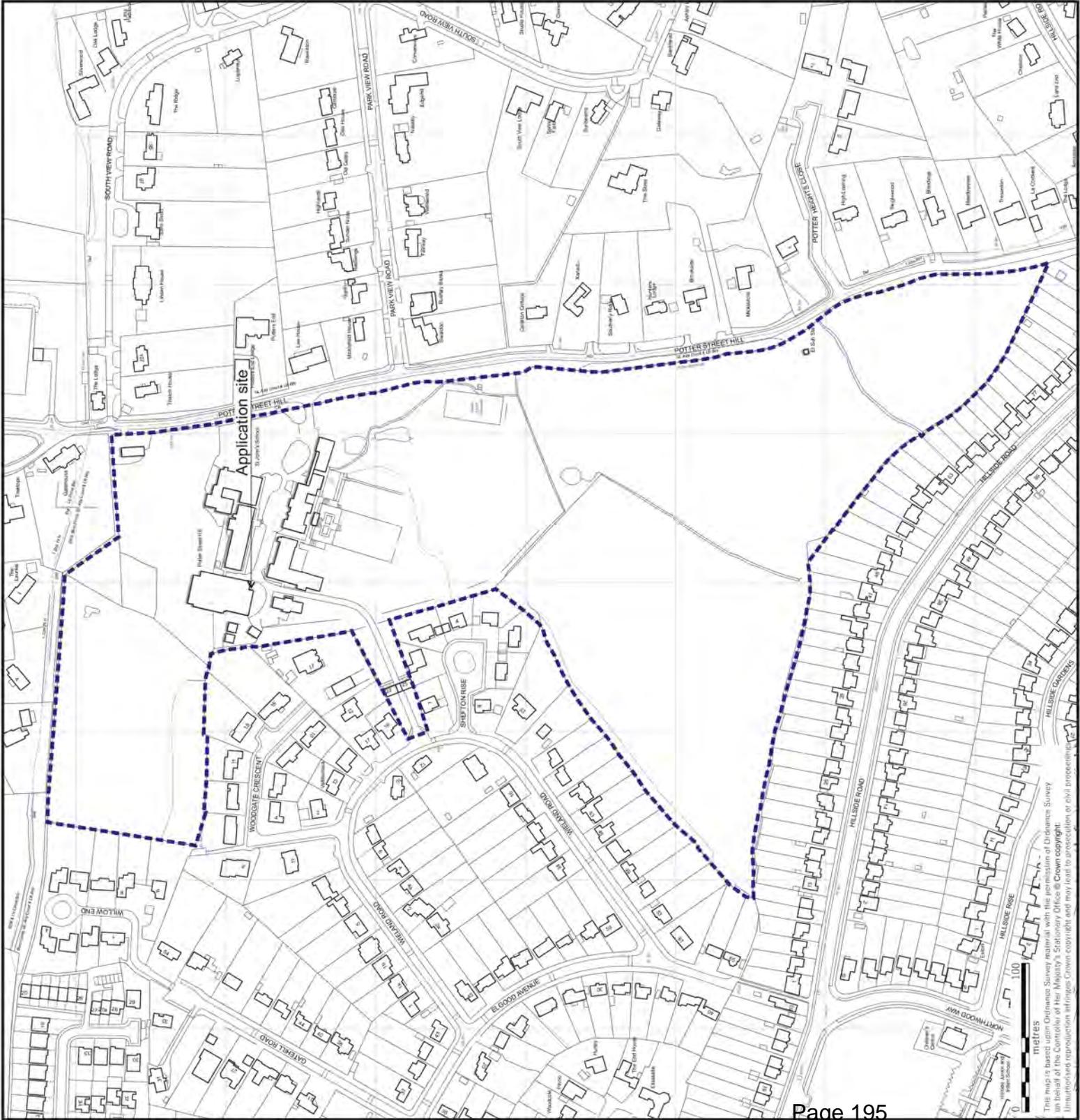
Development: Installation of 1 internally illuminated wall mounted LED sign

LBH Ref Nos: 10795/ADV/2020/32

Date Plans Received: 06/03/2020

Date(s) of Amendment(s):

Date Application Valid: 06/03/2020



APPLICATION SITE

OTHER LAND IN APPLICANT'S OWNERSHIP

**ST JOHN'S SCHOOL, NORTHWOOD
MIDDLESEX**

Sports Hall advertisement:
Application site

PROJECT NO	DRAWING NO	REV
4779	320	A
DRAWN	DATE	SCALE
HP	FEBRUARY 2020	1:2500

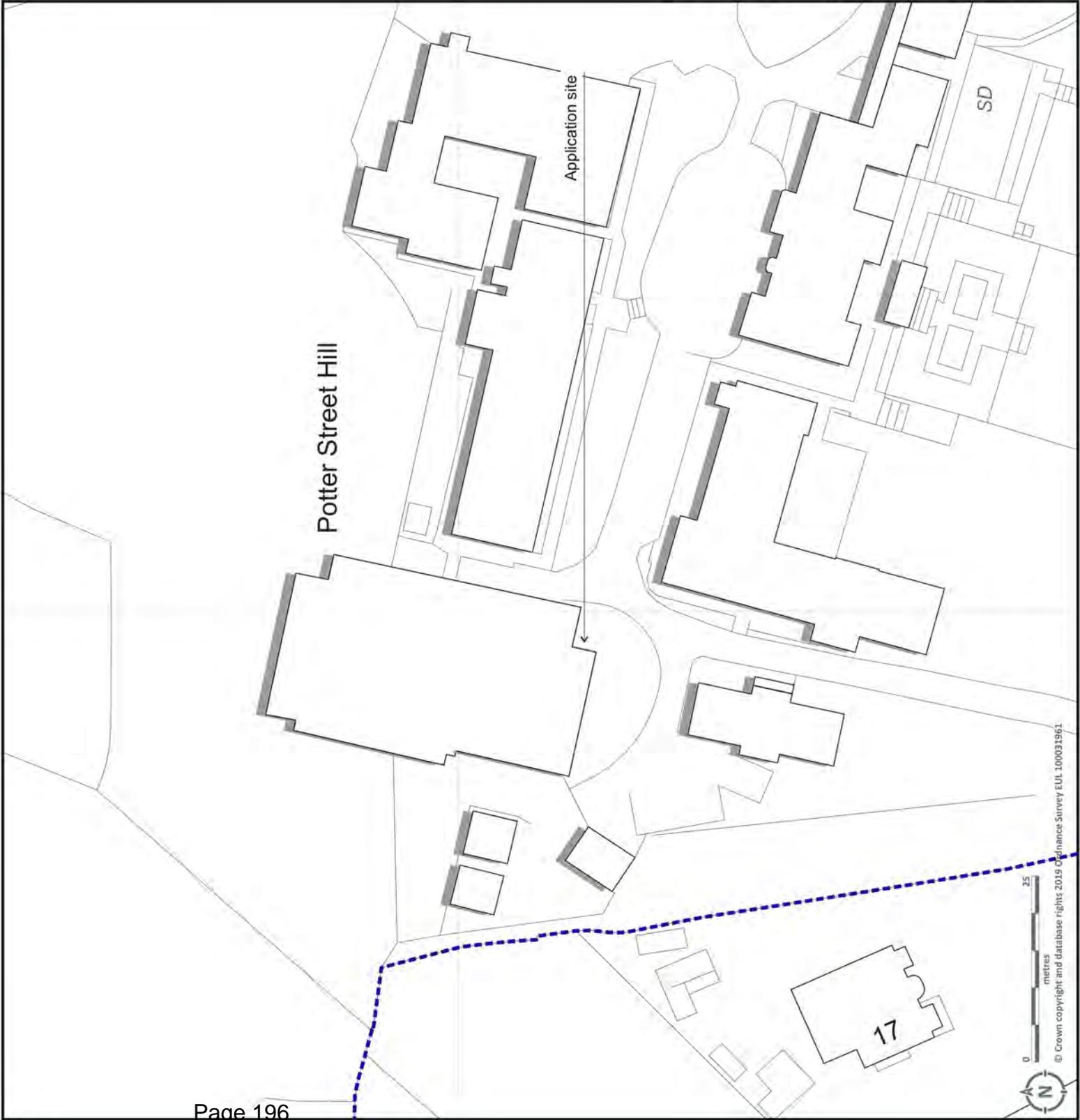
T: +44 (0) 1438 316 331
 planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
 Vincent and Gorbing Limited, Stening Court
 Norton Road, Stevenage, Hertfordshire SG1 2JY
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APPLICATION SITE

OTHER LAND IN APPLICANT'S OWNERSHIP

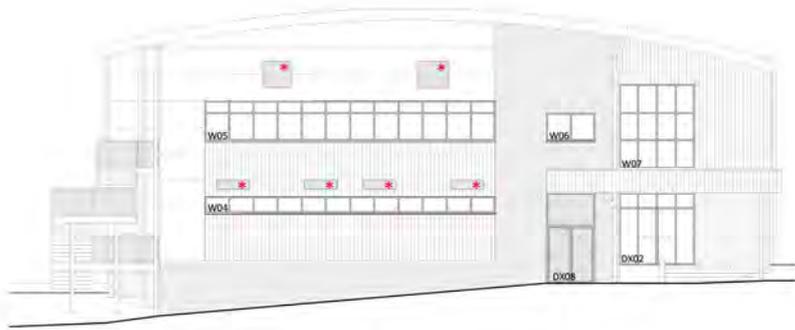


**ST JOHN'S SCHOOL, NORTHWOOD
MIDDLESEX**

Sports Hall advertisement:
Block plan

PROJECT NO	DRAWING NO	REV
4779	321	
DRAWN	DATE	SCALE
HP	FEBRUARY 2020	1:500

T: +44 (0) 1438 316 331
 planners@vincent-gorbing.co.uk
 vincent-gorbing.co.uk
 Vincent and Gorbing Limited, Sterling Court
 Norton Road, Stevenage, Hertfordshire SG1 2JY
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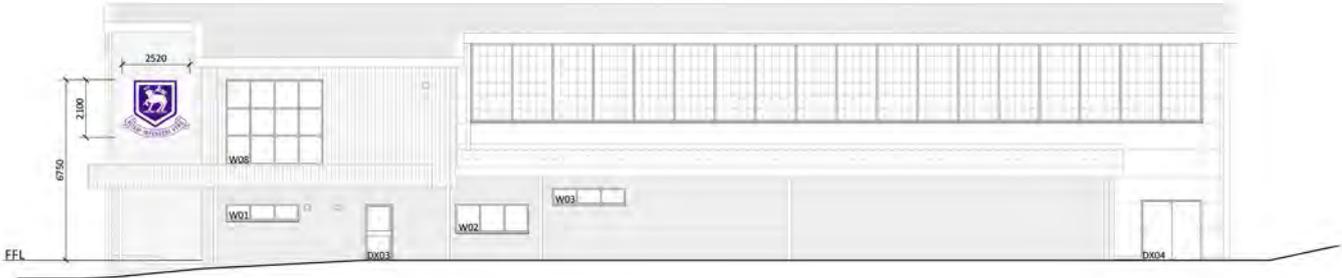


SOUTH ELEVATION

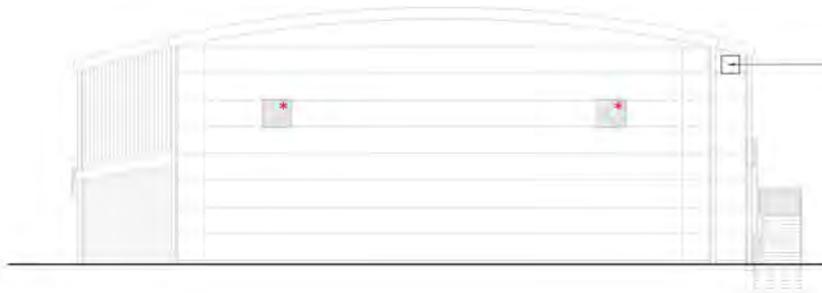
KEY:

-  MICHELMARSH FRESHFIELD LANE FIRST QUALITY MULTI BRICKWORK (F10/110, 111, 112)
-  KINGSPAN KS1000 MR - MICRO RIB INSULATED WALL PANELS (H43/121, 122)
-  VERTICAL CEDAR BOARDING (H21/117)
-  KALWALL TRANSLUCENT WALL PANELS (H10/110)
-  EUROCLAD PROFILED METAL DECK ROOF.
-  SEDUM ROOF (J41/111, Q37/131)

PLEASE NOTE:
* FINAL LOUVRE LOCATION TO BE CONFIRMED BY AMBIVENT.

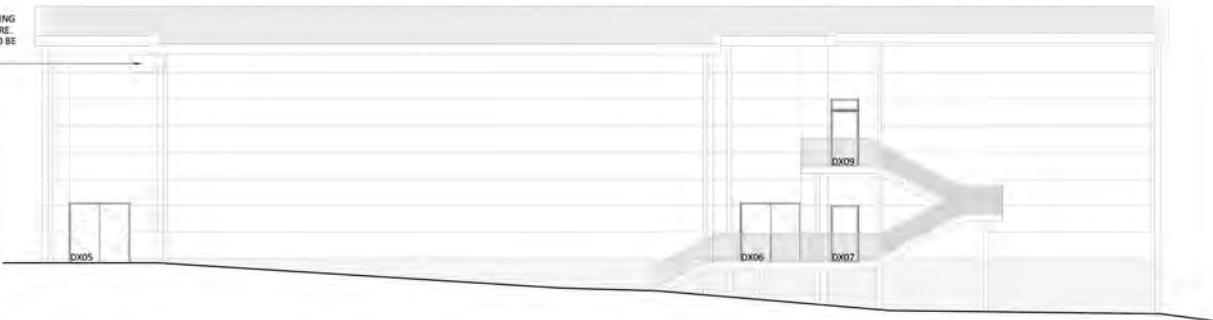


EAST ELEVATION

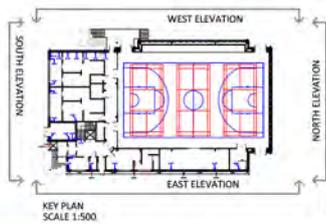


NORTH ELEVATION

SPORTS HALL HEATING FAN AND ENCLOSURE. FINAL LOCATION TO BE CONFIRMED BY AMBIVENT.



WEST ELEVATION



KEY PLAN SCALE 1:500

Rev 09	Signage location and size added.	By SO	Checked CM	17.02.2020
Rev 08	Rainwater pipes amended. As clouded.	By CM	Checked SO	04.12.2019
Rev 07	Louvers relocated from East and West elevations to South and North elevations. Note for louvre location coordination added. Vent removed from East elevation. Heating fan and enclosure added. New rainwater pipes added. As clouded.	By CM	Checked SO	10.10.2019
Rev 06	Signage and louvers added. As clouded.	By CM	Checked SO	24.09.2019
Rev 05	Updated to coordinate with Structural Issue. Rainwater pipes location amended. Window W04 relocated. As clouded.	By CM	Checked SO	30.08.2019
Rev 04	Construction Issue.	By CM	Checked SO	29.07.2019
Rev 03	External staircase updated. As clouded.	By CM	Checked SO	05.07.2019
Rev 02	Canopy column size amended to follow Structural Engineer's details. Canopy drainage added. Kalwall coordinated with NBS spec.	By CM	Checked SO	24.06.2019
Rev 01	Location of window W02 amended as clouded. External staircase amended to steel construction. Entrance column added. Rainwater pipes added.	By CM	Checked SO	03.05.2019

Drawn By:	CM	Client:	BORRAS CONSTRUCTION LTD.
Chkd By:	SO	Project:	PROPOSED NEW SPORTS HALL FOR ST JOHN'S SCHOOL POTTER ST. HILL, NORTHWOOD, HA6 3QV
Scale @ A1:	1:500	Title:	ELEVATIONS
Date:	28.02.2019	Status:	CONSTRUCTION
Project No.:	10709W	Revision:	09

Northampton
Lodge Farm, Kettlewell, Northampton, NN4 6YU

Manchester
The Place, 41 King Street, Manchester, M2 4WQ

Milton Keynes
Suite 20, Bedford House, Bedford Road, Luton, Bedfordshire, LU1 3JL

E: info@wearchitecture.co.uk
W: www.wearchitecture.co.uk
T: 01908 889109

- Architects
- Project Management
- Principal Designers
- Employers Agent
- Interior Designers



External Brand Sign Size & Specification

Page 198

Built up aluminium logo with rim and return detail to the face. Constructed to crest shape and additional scroll detail with face inlaid with opal lucite to all areas requiring face illumination. All aluminium is to be coated to a high grade automotive finish on all visible surfaces.

Colour: Brand Purple (Reference TBC)

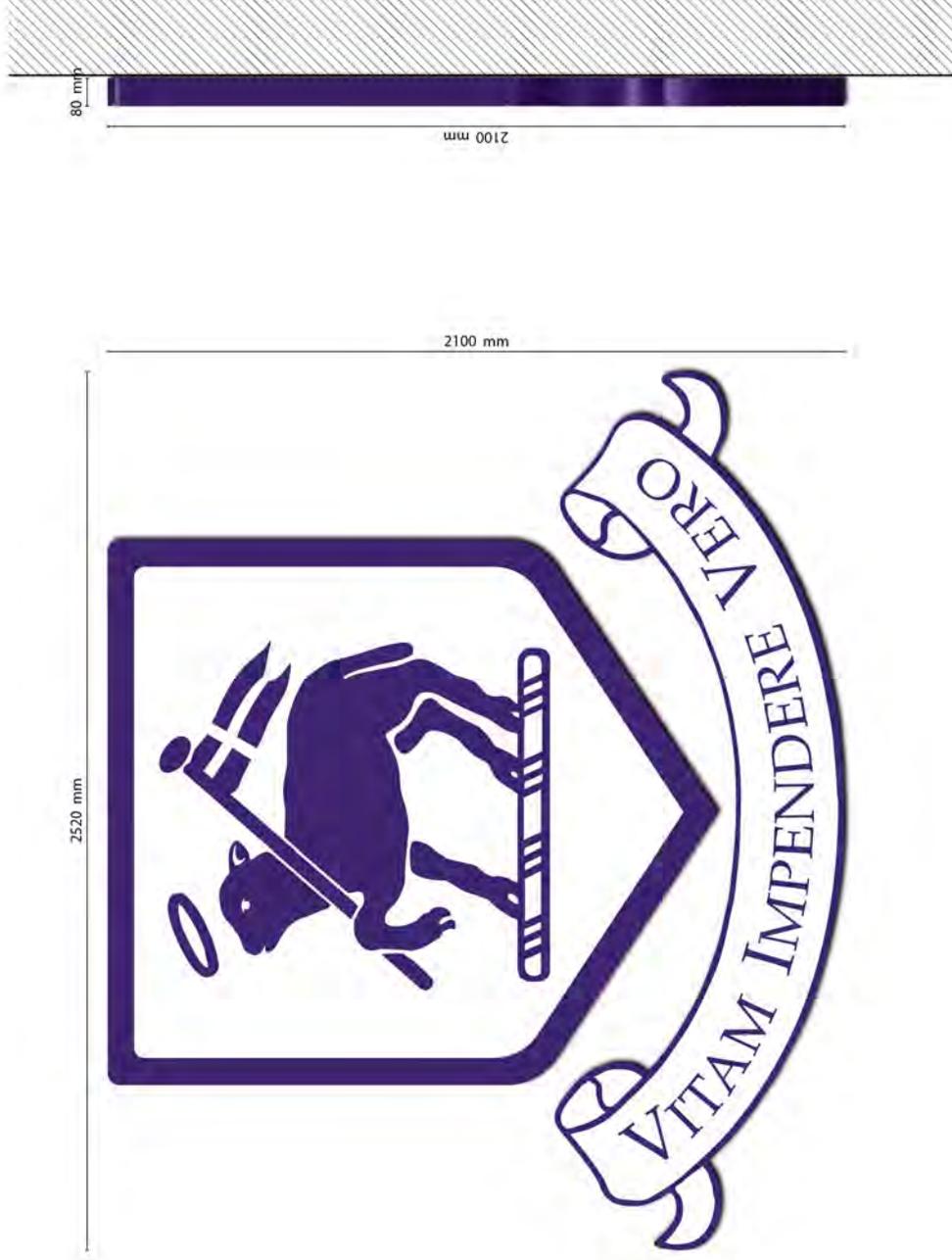
LED modules are inset to the internal structure and spaced equally to ensure no spotting when illuminated through opal lucite diffusers. Optimum spacing and depth to ensure further evenness to illumination.

Illumination Type: Face
Illumination Colour: Cold White

Mounted flush to the wall with suitable mechanical fasteners with all wiring too be sealed into the wall behind letter sections and fed through to internal areas.

Power Requirements: 5amp F used Spur

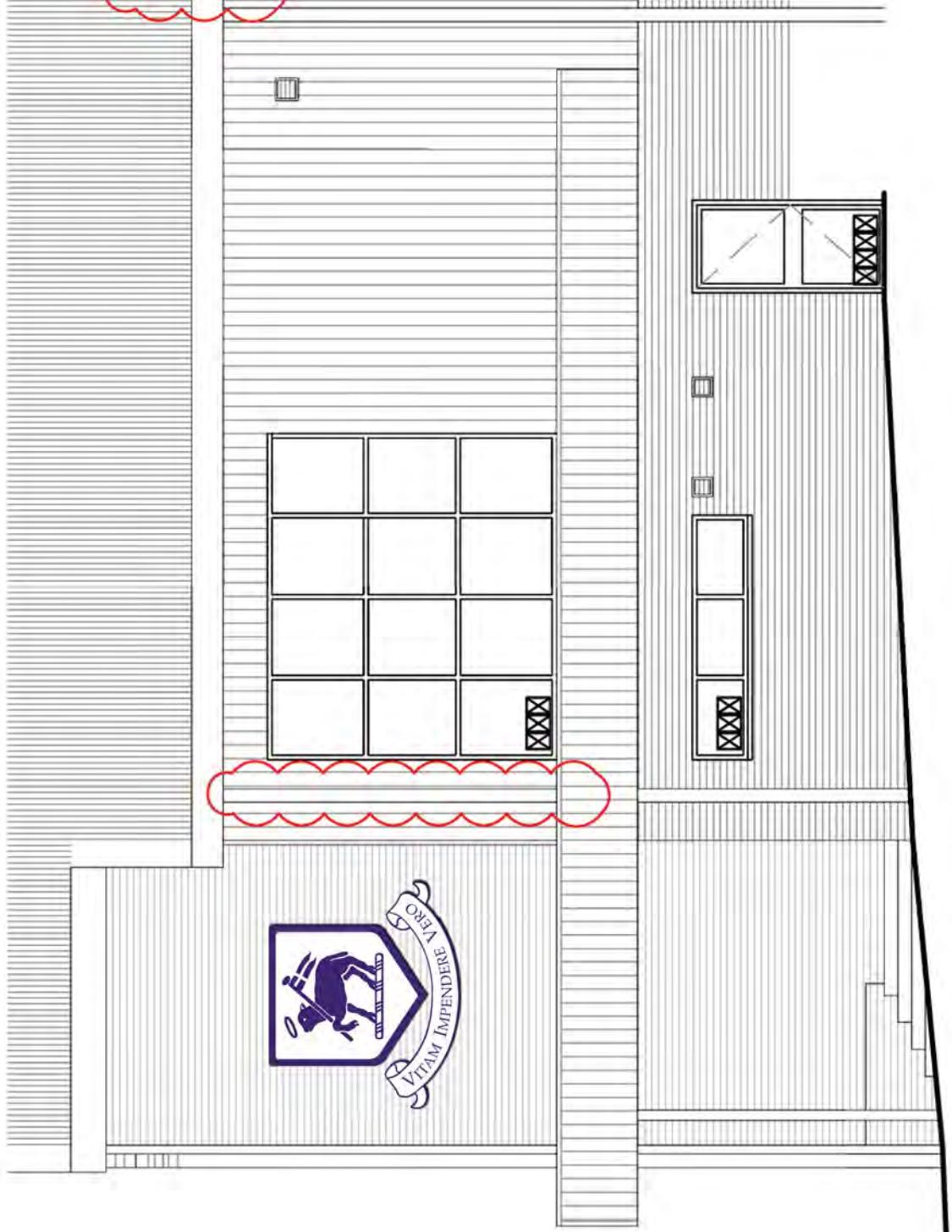
Mains supply and final connection to be provided by others.



External Brand Sign Proposed Sign Location

Proposed for the brand logo to be positioned on the entrance facade on the East Elevation.

Centrally positioned on the horizontal axis of the wall and aligned with the top of the window frame for consistency with the building architecture.



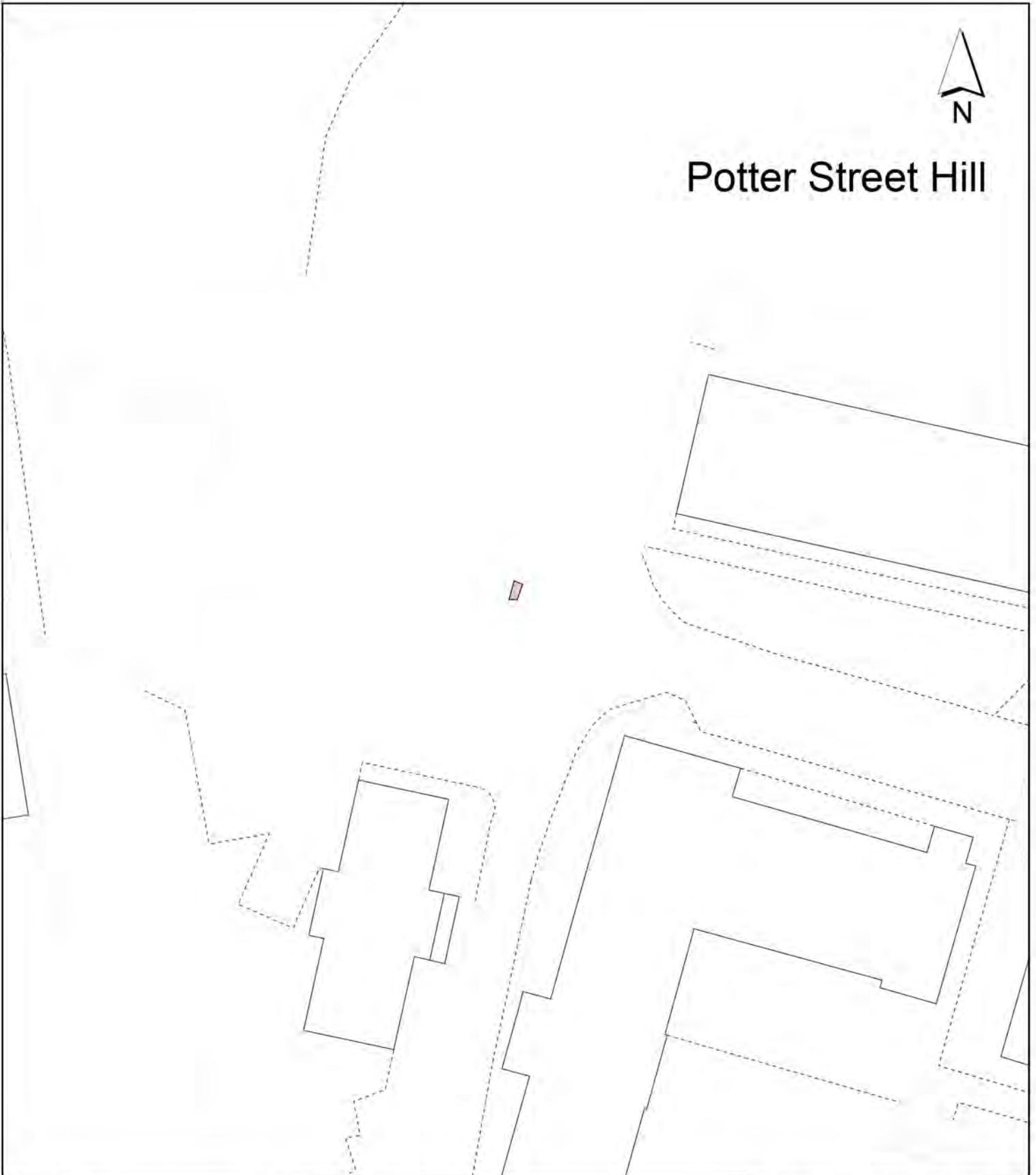
External Brand Sign

Illumination





Potter Street Hill



Notes:

 Site boundary

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Site Address:

**St John's School
Potter Street Hill
Northwood**

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

10795/ADV/2020/32

Scale:

1:400

Planning Committee:

North

Date:

July 2020



HILLINGDON
LONDON
Page 201

Report of the Head of Planning, Transportation and Regeneration

Address 53-55 THE BROADWAY JOEL STREET NORTHWOOD

Development: Erection of a three storey building to provide 3 x 1 bedroom and 4 x 2 bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover.

LBH Ref Nos: 5564/APP/2020/847

Date Plans Received: 09/03/2020

Date(s) of Amendment(s): 09/03/2020

Date Application Valid: 18/03/2020

21/05/2020



Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES

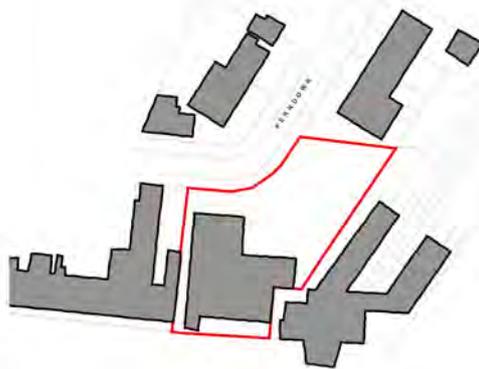
FLUENT
ARCHITECTURAL DESIGN SERVICES
221 CLARK ROAD, STAINED
MIDDLEBURY, VT 05751
TEL: 802.243.8555
E-MAIL: INFO@FLUENTADDS.COM
WEB: FLUENTADDS.COM

Joel Street
Northwood

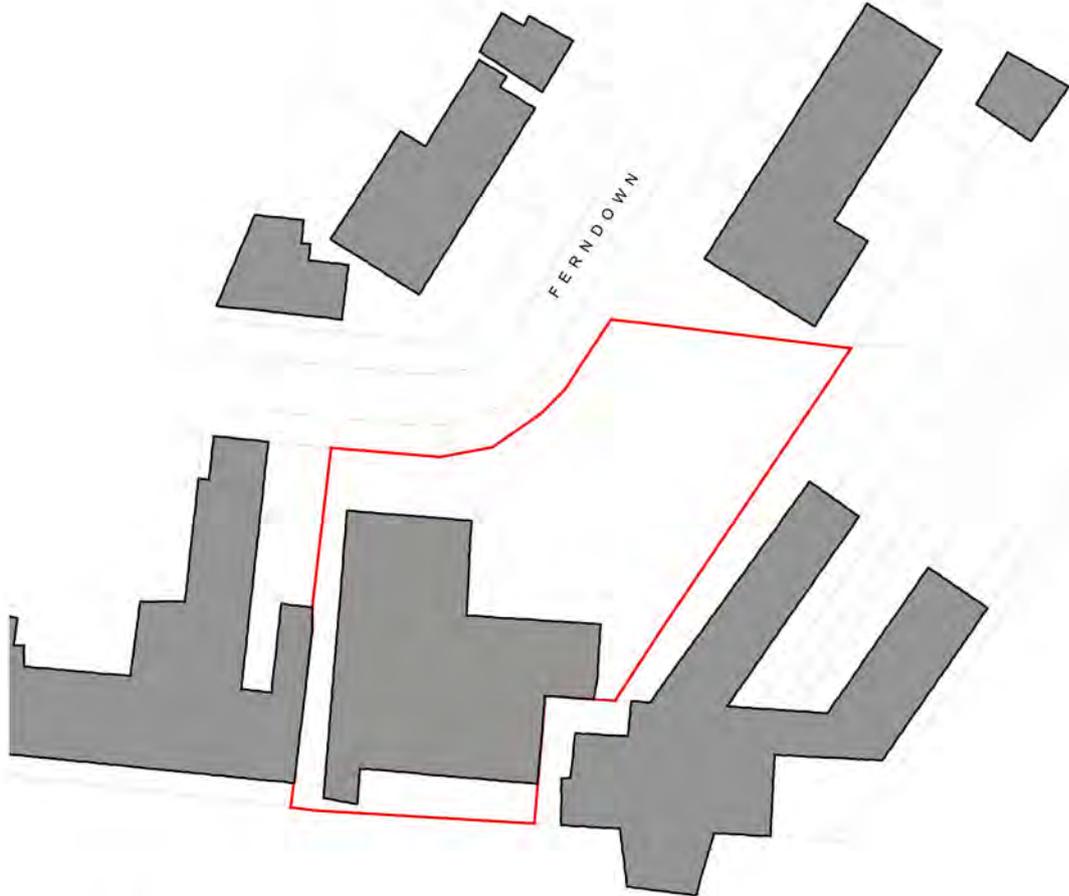
Existing Site & Location Plans



Scale	1:500 @ A3	Dwg No.	FLU.653.01
Date	05.01.18	Rev	
Drawn	N.Millin		A



Location Plan Scale 1:1250





Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES

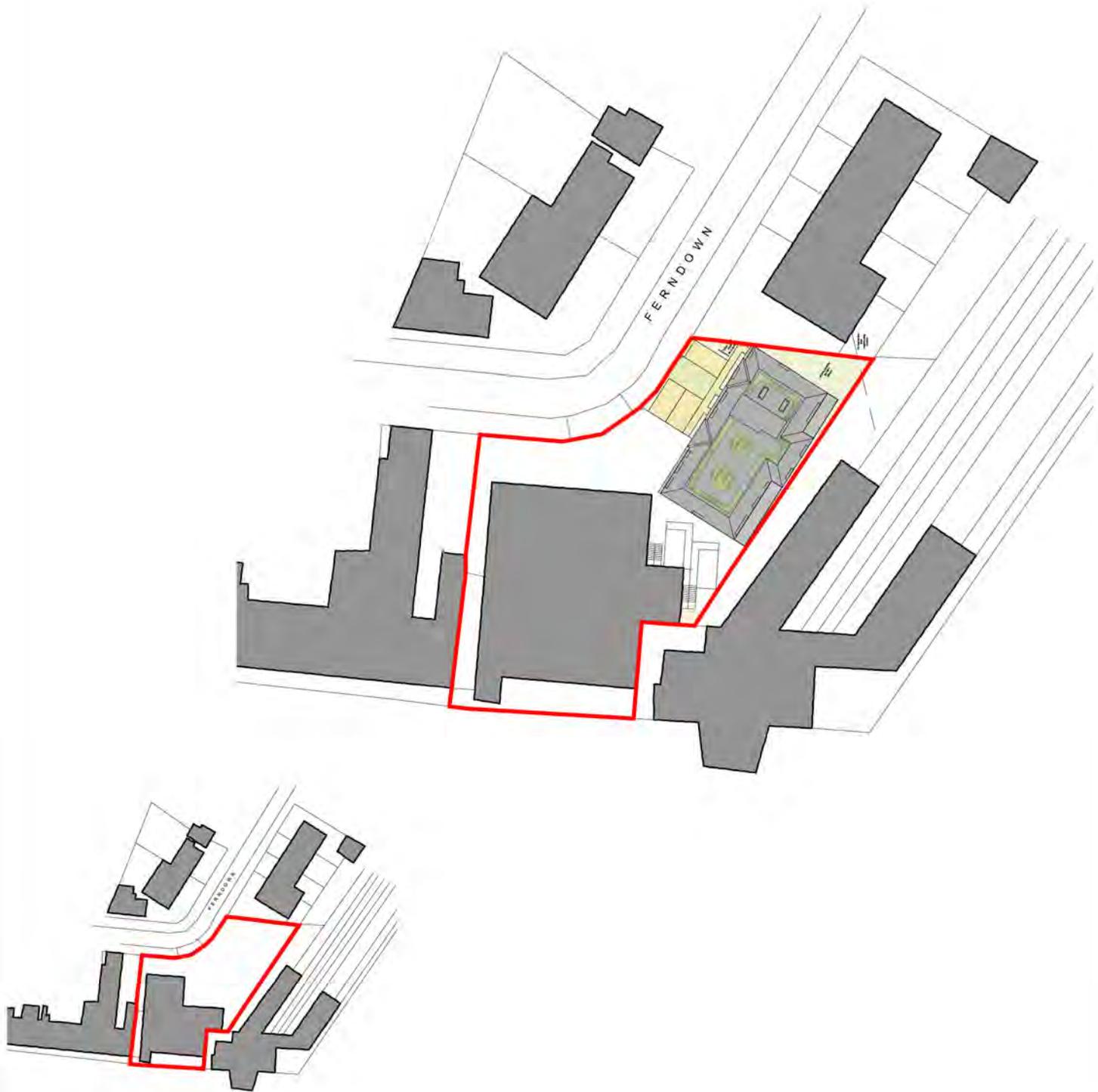
FLUENT
ARCHITECTURAL DESIGN SERVICES
221 CLARK ROAD, STAINES
MIDDLESEX, TW19 7EP
TEL: 01895 838519
EMAIL: SALES@FLUENTAD.COM
WEB: FLUENTAD.COM

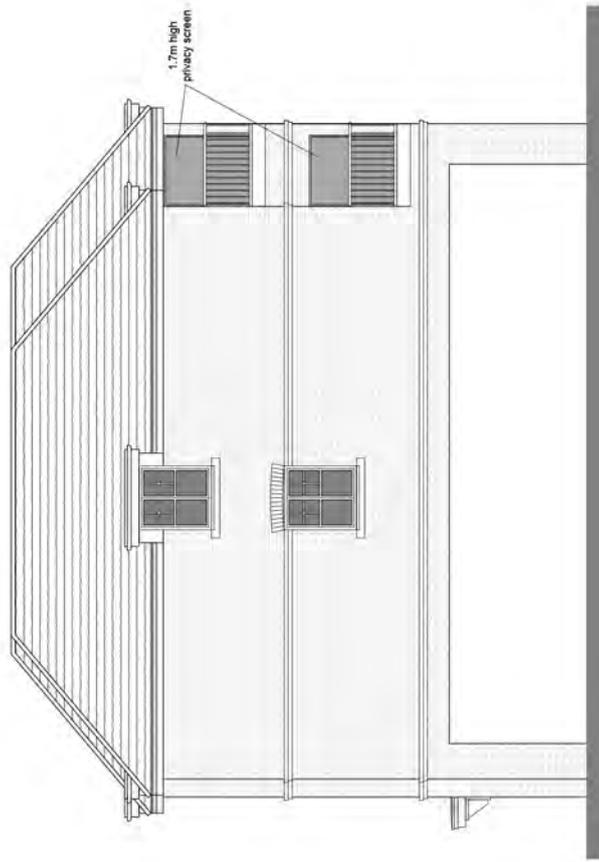
Joel Street
Northwood

Site Layout & Location Plan



Scale	1:500 @ A3		Dwg No.	FLU.653.02	
Date	05.01.18		Rev		
Drawn	N.Millin		A3		





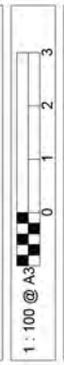
Rev	Date	Description


Fluent
 ARCHITECTURAL DESIGN SERVICES

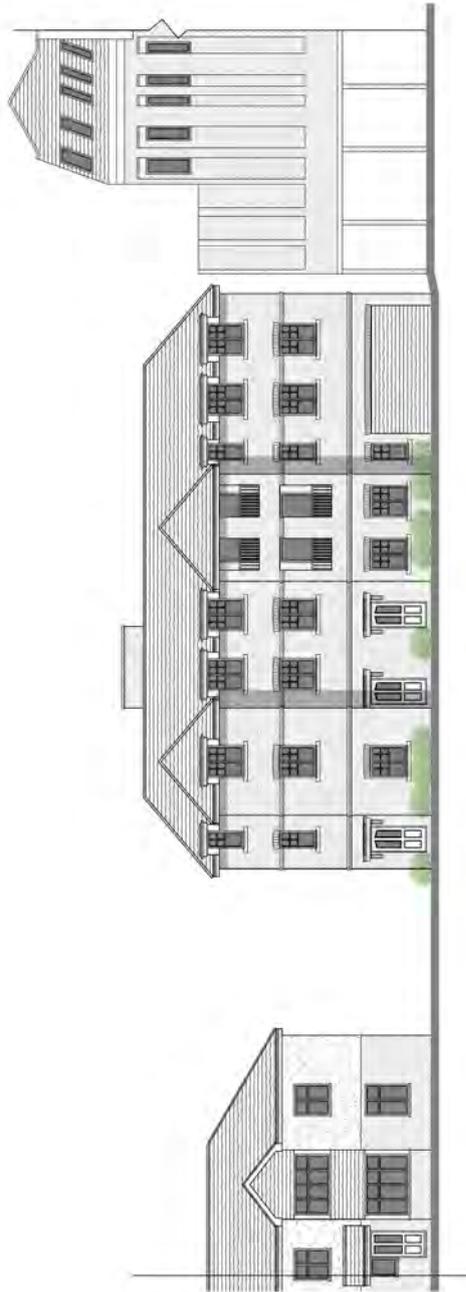
FLUENT
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 221 CLARK ROAD, STAINES
 MIDDLESEX, TW19 7EP
 TEL: 01895 838519
 E: MAIL: INFO@FLUENTAD.COM
 WEB: FLUENTAD.COM

Joel Street
Northwood

Side Elevation



Scale	1:100 @ A3		Dwg No.	FLU.653.08	
Date	05.01.18	Rev			
Drawn	N.Millin		M		



Rev	Date	Description

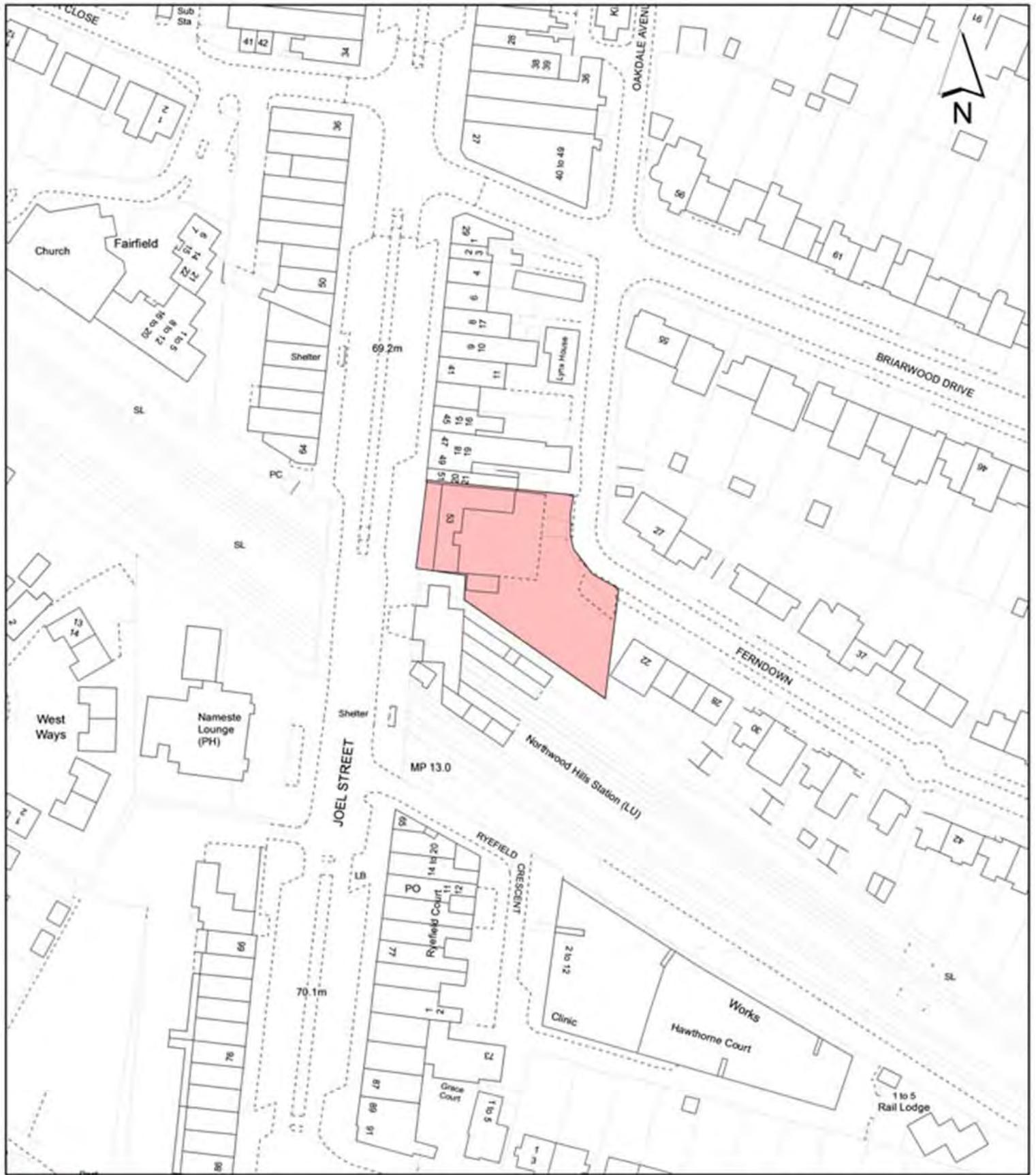

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 ARCHITECTURAL DESIGN SERVICES
 221 CLARK ROAD, STAINED
 MIDDLEBURY, VT 05751
 TEL: 802.243.8525
 E-MAIL: INFO@FLUENTADDS.COM
 WEB: FLUENTADDS.COM

Joel Street
Northwood

Street Scene

Scale	1:200 @ A3	Dwg No.	FLU.653.08
Date	05.01.18	Rev	
Drawn	N.Millin		L



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Site Address:

**53 - 55 The Broadway
 Northwood Hills**

Planning Application Ref:

5564/APP/2020/847

Planning Committee:

North

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