



HILLINGDON
LONDON



Minor Applications Planning Committee

To Councillors on the Committee

Councillor Henry Higgins (Chairman)
Councillor John Morgan (Vice-Chairman)
Councillor Shehryar Ahmad-Wallana
Councillor Mohinder Birah
Councillor Nicola Brightman
Councillor Allan Kauffman
Councillor John Morse (Opposition Lead)

Date: TUESDAY 2 NOVEMBER
2021

Time: 6.00 PM

Venue: COUNCIL CHAMBER
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

This Agenda is available online at:
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camera and scan the code below:



Published: Monday 25 October 2021

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Putting our residents first

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

Useful information for residents and visitors

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



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

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

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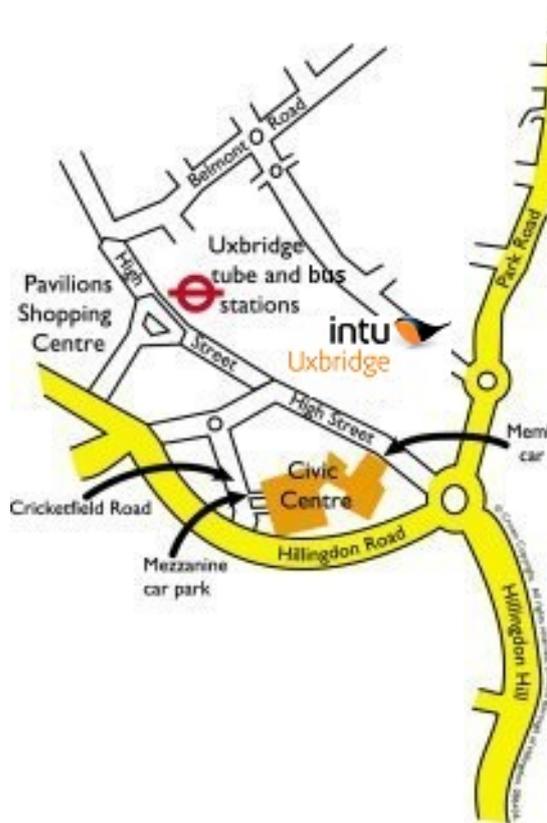
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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live in the Borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes. The Chairman may vary speaking rights if there are multiple petitions

Ward Councillors – There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members – The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the meeting works

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

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

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

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

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee discuss the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

How the Committee makes decisions

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under 'The London Plan' and Hillingdon's own planning policies. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

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

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

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

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 4
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

PART I - Members, Public and the Press

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

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	34 Aspen Grove, Eastcote 76496/APP/2021/2303	Northwood Hills	Single storey rear extension Recommendation: Approval	5 – 18 92 – 103
7	51 Sweetcroft Lane, Hillingdon 33932/APP/2021/1920	Uxbridge North	Erection of 2 x two-storey, 4- bedroom detached dwellings, associated parking and amenity space and installation of vehicular crossovers Recommendation: Approval	19 – 48 104 – 137
8	56 Swan Road, West Drayton 76289/APP/2021/3191	West Drayton	Single storey rear extension and part first floor rear extension Recommendation: Approval	49 – 60 138 – 144

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
9	98 Lansbury Drive, Hayes 35212/APP/2021/590	Barnhill	Change of use from a tyre fitting centre to a mixed-use tyre fitting and MOT test centre (sui generis use) Recommendation: Approval	61 – 76 145 – 152
10	54A Edwards Avenue, Ruislip 34282/APP/2021/1682	South Ruislip	Installation of front brick wall and timber panelling Recommendation: Approval	77 – 90 153 – 156

PART I - Plans for Minor Applications Planning Committee

11 Booklet for Minor Committee - 2 November 2021

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Minutes

MINOR APPLICATIONS PLANNING COMMITTEE

30 September 2021

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Henry Higgins (Chairman) Shehryar Ahmad-Wallana Mohinder Birah Nicola Brightman Allan Kauffman Carol Melvin (In place of John Morgan) John Morse (Opposition Lead)</p> <p>LBH Officers Present: Neil Fraser, Democratic Services Officer Alan Tilly, Transport Planning and Development Manager Kerrie Munro, Legal Advisor Katie Crosbie, Planning Team Leader Roz Johnson, Planning Services Manager</p>
48.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Morgan, with Councillor Melvin present as his substitute.</p>
49.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
50.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 01 September 2021 be approved as a correct record.</p>
51.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
52.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be considered in public.</p>

53. **6 ST LUKES CLOSE, COWLEY - 73927/APP/2021/2500** (*Agenda Item 6*)

Officers introduced the application, which was recommended for refusal for the reasons as set out in the report.

A petitioner objecting to the application addressed the Committee. Key points highlighted included:

- The property appeared to be currently vacant, so changing to an HMO and filling it with multiple new people would be a big change.
- There were concerns over the maintenance of the property, with gardens/fences overgrown and in a state of disrepair. It appeared that steps to rectify this were only taken after submission of the application.
- Parking provision would be insufficient for what was a site with minimal parking space already.
- The flats are too small and would result in poor standard of living for occupants.
- Water pressure in the location is poor already, and the proposed development could exacerbate this problem.
- The number of residents who signed the petition highlighted the depth of feeling towards this proposal; none who were spoken to were in favour.
- It was requested that the application be refused.

The agent for the applicant addressed the Committee. Key points highlighted included:

- Four people were currently living in the property. 1 more occupant/room would have a minimal effect on the area.
- Maintenance at the property had been undertaken prior to submission of the application.
- Existing permission allowed the applicant to convert the property to a licensed HMO, but this proposal reduced the number of occupants for hygiene/safety concerns due to the pandemic.
- 3rd party companies could provide on-street parking surveys but the Council had not requested this.
- It was acknowledged that the flats were under Hillingdon's size requirements, but a review of similar properties in the Borough showed most did not abide by this requirement.
- It was requested that the application be approved.

In response to questions from the Committee, the agent/applicant advised that the application had been submitted prior to being aware of the requirements for room size and numbers within a property. Exits from the property in the event of a fire were sufficient for all rooms via direct external doors and staircases.

Ward Councillor Richard Mills addressed the Committee by way of written statement. Key points highlighted included:

- The ambition to convert a semidetached house into 6 single unit flats was too overbearing for what was a small cul de sac, and was not in keeping with the existing street scene and character of the road.
- The parking provision was inadequate for 6 individual units that would likely result in multiple cars, thus causing further challenges in a road that was unsuitable for a significant development of this size.
- The proposals would create unfit living accommodation for future occupiers given the small size of each unit along with lack of sunlight, ventilation and

amenity space.

- For these reasons the application should be refused.

The Planning Service Manager set out the rules for HMOs, and confirmed that ordinarily, conversion of a dwelling to an HMO for up to six persons would not require planning permission. However, there was an Article 4 restriction on this particular site, which meant that for an HMO for between three to six people, planning permission was required. Therefore, a six person HMO was not a fallback position that the Committee needed to consider.

The Committee supported the officer's recommendation for refusal, for the reasons set out in the report. The recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be refused.

54. **78 HIGH STREET - 32265/APP/2021/1437** (*Agenda Item 7*)

Officers introduced the application which was recommended for refusal for the reasons as set out in the report.

A petitioner objecting to the application addressed the Committee by way of written statement. Key points highlighted included:

- The outlook for the future occupiers was poor and the internal layout was poor;
- The amenity space was on the roof and without a lift, which meant anyone in a wheelchair or with a disability would be unable to get there. The space also allowed overlooking of the adjacent properties.
- Any children would only have the roof space as outdoor play space.
- The site was cramped and the proposed development would result in cramped housing that would not meet the requirements of the Hillingdon Local Plan part 2, which stated that housing developments should have adequate provision of internal space to provide an appropriate living environment.
- The proposed development would not be in line with the uniform character of the High Street which currently contributed to the charm and appeal of the High Street. As per the site map, the property was surrounded by other residential units and as such this development would affect the privacy of homes neighbouring this property.
- For these reasons, the application should be refused.

The Committee supported the officer's recommendation for refusal, for the reasons set out in the report. The recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be refused.

55. **2 GATEHILL ROAD - 10808/APP/2021/2360** (*Agenda Item 8*)

Officers introduced the application. It was confirmed that the concerns raised by the petition in objection, as well as separate representations from residents, primarily related to light pollution. However, the applicant had since withdrawn the proposed lighting from the scheme, which resolved these concerns. In addition, the applicant had since proposed changes to landscaping including resin bound gravel for the car park and light grey coloured porcelain paving top paving slabs for the patio area. The

Council's heritage officer had reviewed these amendments and had concluded that there were no objections.

In relation to representations received which questioned the ownership certificate submitted as part of the original planning application, the Planning Service Manager advised that Officers had sought legal advice on the matter and had contacted the site owner to confirm they had been aware of the planning application. As a result, Officers were satisfied that the planning permission stands and that the Council could proceed to determine the details application being considered.

Following the amendments to the scheme as outlined above, there were no concerns over the proposal and the application was therefore recommended for approval.

The Committee supported the officer's recommendation for approval, for the reasons set out in the report. The recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved.

56. **SAINSBURYS SUPERMARKET, YORK ROAD - 39439/APP/2021/2230** (*Agenda Item 9*)

Officers introduced the application which was recommended for approval for the reasons as set out in the report.

In response to questions from the Committee, officers confirmed that condition 6 set out the requirement that a landscaping plan must be submitted prior to implementation of the scheme, and so the Council would have the opportunity to review this and make comment at that time.

The Committee supported the officer's recommendation for approval, for the reasons set out in the report. The recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved + Sec 106.

The meeting, which commenced at 6.00 pm, closed at 6.38 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250636. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

A

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 34 ASPEN GROVE EASTCOTE

Development: Single storey rear extension

LBH Ref Nos: **76496/APP/2021/2303**

Drawing Nos: Site Location Plan
Author (titled 3D view) (received 09-09-21)
A101 + A201 (received 09-09-21)
A102 + A202 (received 09-09-21)
A103 + A103 (received 09-09-21)
A104 + A204 (received 09-09-21)
A105 + A205 (received 09-09-21)
A106 + A206 (received 09-09-21)
A107 + A207 (received 09-09-21)
A108 + A208 (received 09-09-21)
A109 + A209 (received 09-09-21)

Date Plans Received: 08/06/2021 **Date(s) of Amendment(s):**
Date Application Valid: 16/07/2021

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises a semi-detached two storey dwelling situated on the south-western side of Aspen Grove within a predominantly residential setting. The immediate frontage is soft landscaped. There is a side access path located to the rear of no.30-33 Aspen Grove which has access to the rear garden. The dwelling has not been extended.

The attached property, no.35, is rotated at 45 degrees meaning the rear wall backs onto the side of the host dwelling. This property has a side conservatory and side garden which runs along the side of the host dwelling.

The cul-de-sac of properties are very similar in their form, proportion and appearance. A number of properties are noted to have single storey rear conservatories/extensions. Some properties have parking directly to the front but the host site has allocated parking to the front of no. 35.

The site is within designated Green Belt. Directly to the front of the property is an area of National Nature Reserve (NNR), Nature Conservation Site of Metropolitan or Borough Grade I Importance and a Site of Special Scientific Interest (SSSI). The site is within a critical drainage area.

There are no other relevant heritage and policy constraints.

1.2 Proposed Scheme

The application seeks planning permission for a single storey rear extension.

As part of the originally submitted scheme, it was proposed to have a part single; part two-storey rear extension. However, amendments were secured which removed the first floor rear element (discussed in the following sections).

1.3 Relevant Planning History

Comment on Planning History

76496/APP/2021/2338 - Conversion of roof space to habitable use to include a rear dormer with Juliet balcony, 3 front roof lights and conversion of roof from hip to gable end and front porch (Application for a Certificate of Lawful Development for a Proposed Development) - Certificate Issued 13/08/2021 (Not Implemented)

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

6 neighbouring properties were consulted on 21/07/2021 for the originally submitted scheme for a part single; part two storey rear extension. By the end of the public consultation, 6 objections were received which are summarised as follows:

- Oppose upper level as it will take away beautiful view
- No objection to ground floor element
- Plans do not show works of the approved certificate application - 76496/APP/2021/2338
- Loss of natural light
- Loss of privacy
- Odd and not in keeping
- Ground floor extension would block views to woods and field to rear
- Out of character
- Negative visual impact
- Lift will cause noise

A valid petition containing 22 signatures against the development on the above issues was received. Other concerns raised were as follows:

- Overbearing
- Upper level will overshadow properties
- Cramped and built up
- Send applicant back to drawing board without the 2nd storey on extension

Officer Comment: All material considerations are discussed below.

Amendments were secured on 09/09/2021 to remove the proposed first floor entirely, and the application was re-consulted to the public. This was because the maximum roof height of the proposed single storey extension is increased as it is now pitched. After the consultation period, which expired on 23/09/2021 (14 days public consultation), no further comments were 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
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

- DMHD 1 Alterations and Extensions to Residential Dwellings
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 6 Vehicle Parking
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 9 Management of Flood Risk
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP G2 (2021) London's Green Belt
- LPP D1 (2021) London's form, character and capacity for growth
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D8 (2021) Public realm
- NPPF12 NPPF 2021 - Achieving well-designed places
- NPPF13 NPPF 2021 - Protecting Green Belt Land

5. **MAIN PLANNING ISSUES**

The main considerations are the design and impact on the character of the existing property, the impact upon the streetscene and locality, impact on the green belt, the impact upon the amenities of adjoining occupiers, the reduction in size of the rear garden, impact on trees, landscaping and biodiversity, flood risk impact and car parking provision.

Character and Appearance:

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

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. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

With regards to rear extensions, Policy DMHD 1 states that:

- 1) 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;
- 2) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- 3) 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;
- 4) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- 5) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- 6) 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;
- 7) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- 8) 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
- 9) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

Following amendments, the proposal would construct a single storey rear extension that would be 3m in depth, with a pitched roof that would have a 3.4m maximum height and 2.2m high eaves. The proposed addition would respect the form, proportion and appearance of the dwelling and would ensure the immediate relationship with no.35 is respected.

Given that many properties have single storey rear or side extensions, depending on the orientation of the dwelling, it is considered that the addition would be in character with the prevailing pattern of development. Given the rear siting, this addition would not be a visually intrusive feature within the streetscene.

Materials would be similar to the existing dwelling and should planning permission be

granted, a compliance condition would be attached to ensure this.

Amendments have been secured to remove the first floor rear element which was considered boxy and visually incongruous within the site and area. Furthermore, concerns of direct overlooking to the garden of the occupiers of no.23 were also raised with the first floor element. However, following the amendments the modest single storey rear extension is considered to be in keeping with the architectural integrity of the original dwelling and the character and appearance of the area.

As such, it is considered that the design of the proposal, would comply with the requirements of Policy BE1 of The Hillingdon Local Plan: Part One and Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Impact on Green Belt:

The application site is within a developed residential location, albeit within designated green belt land.

Paragraph 147 of the NPPF (2021) sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 148 continues, stating:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

Paragraph 149 of the NPPF (2021) states that the construction of new buildings are considered to be inappropriate in the Green Belt. Exceptions to this include [the following which is applicable to this site]:

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.

The proposed single storey extension is very modest in scale, and would not result in a disproportionate addition. Given its siting, it would also have no impact on the open character of the green belt which is more evident in the adjacent open spaces.

This assessment approach is also supported by Policy G2 of the London Plan (2021), Policy EM2 of the Hillingdon Local Plan: Part 1 (2012), and Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020). The impact on the designated green belt is therefore considered acceptable.

Neighbouring Amenity Impact:

The host dwelling adjoins no.35 (south) Aspen Grove which has its single storey side conservatory running along the side boundary of the host dwelling. The properties to the north - no. 30, 31, 32 and 33 Aspen Grove are approx. 10m away (building to building). Directly to the rear (east) is no.23 Aspen Grove.

The proposed extension would match the depth of the existing single storey conservatory at no.35, so would not have an adverse impact on the residential amenity of occupants of this dwelling. The extension would be 3m in depth with a maximum height of 3.4m and eaves height of 2.2m. This would comply with Policy DMHD 1 of the Local Plan.

In terms of the properties to the north, which are sited higher up, given the land levels, due to the single storey scale and separation distance from these properties, the proposed extension would not be detrimental to living conditions of occupiers of no. 30, 31, 32 and 33 Aspen Grove.

Similarly, no concerns are raised concerning the potential impacts on occupiers at no.23 given the single storey nature of the extension, and separation distance.

The assessment has revealed that the land levels appear relatively flat within the site itself. No rear patio or hardstanding is proposed. Therefore there would be no adverse impacts from potential overlooking.

Neighbours during the first consultation raised concerns with the internal domestic lift from the ground floor to the first floor. Officers would like to highlight that this is an internal change to a domestic household. Internal matters of this type for the host site are not considered as part of this planning application for a single storey rear extension, and may be carried out without the need for planning permission.

As such, the proposal, following amendments to remove the first floor rear extension, would not be detrimental to the residential amenity of adjacent and surrounding occupiers in terms of overdominance, loss of outlook, sense of enclosure, visual intrusion, loss of daylight/sunlight or loss of privacy. It is considered that the impact on neighbouring properties is acceptable.

Standards of Accommodation:

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light, therefore complying with the requirements of The London Plan (2021).

Policy DMHB 18 of the Local Plan requires dwellings of 2-3 bedrooms to have 60sqm of useable private amenity space. The host dwelling has approx. 58sqm which is slightly below the required amenity space for this 2-3 bedroom dwelling. The proposal would result in an approx. 46sqm area of private and useable amenity space. Whilst this is a reduction, the proposed extension would contribute to the improved living conditions of the applicants. The resulting garden area would also be similar in size to other extended properties in the vicinity, including next door at No. 35. Therefore, on balance this necessary reduction in garden area is considered acceptable.

Highways and Parking:

No concerns would be raised. The proposal does not impact any allocated parking space.

Flood Risk Impact:

The site is within a critical drainage area. An informative will be included with any grant of

planning permission advising how to manage surface water runoff associated with the single storey rear extension.

Trees, Landscaping and Biodiversity:

No concerns are raised in this respect. The proposal would not materially affect any landscaping on the site and given the modest scale and siting of the development, it is not considered that it would result in any significant effect on the adjacent Nature Conservation Site of Metropolitan or Borough Grade I Importance, NNR or SSSI.

Conclusion:

The proposal is considered acceptable subject to the conditions as set out in this recommendation.

6. **RECOMMENDATION**

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Nos. Author, A101+A201, A102+A202, A103+A103, A104+A204, A105+A205, A106+A206, A107+A207, A108+A208, A109+A209 received 09/09/2021.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3 HO4 Materials

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

REASON

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

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall

be constructed in the walls of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

- 1 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 (2021). 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.
- 2 The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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

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

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

- 3 The site lies in a Critical Drainage Area (CDA) as identified in the Surface Water Management Plan (SWMP) for Hillingdon. A CDA is the catchment area from which surface water drains and contributes to drainage problems. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore the applicant should minimise the water from your site entering the sewers. No drainage to support the extension should be connected to any existing surface water sewer, other than as an overflow. Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.
- 4 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

Standard Informatives

- 1 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

- DMHD 1 Alterations and Extensions to Residential Dwellings
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 6 Vehicle Parking
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 9 Management of Flood Risk
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP G2 (2021) London's Green Belt
- LPP D1 (2021) London's form, character and capacity for growth
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards

LPP D8	(2021) Public realm
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application 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 that is considered to cause harm to local amenity.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the

adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

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

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

- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does

not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02,

prior Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

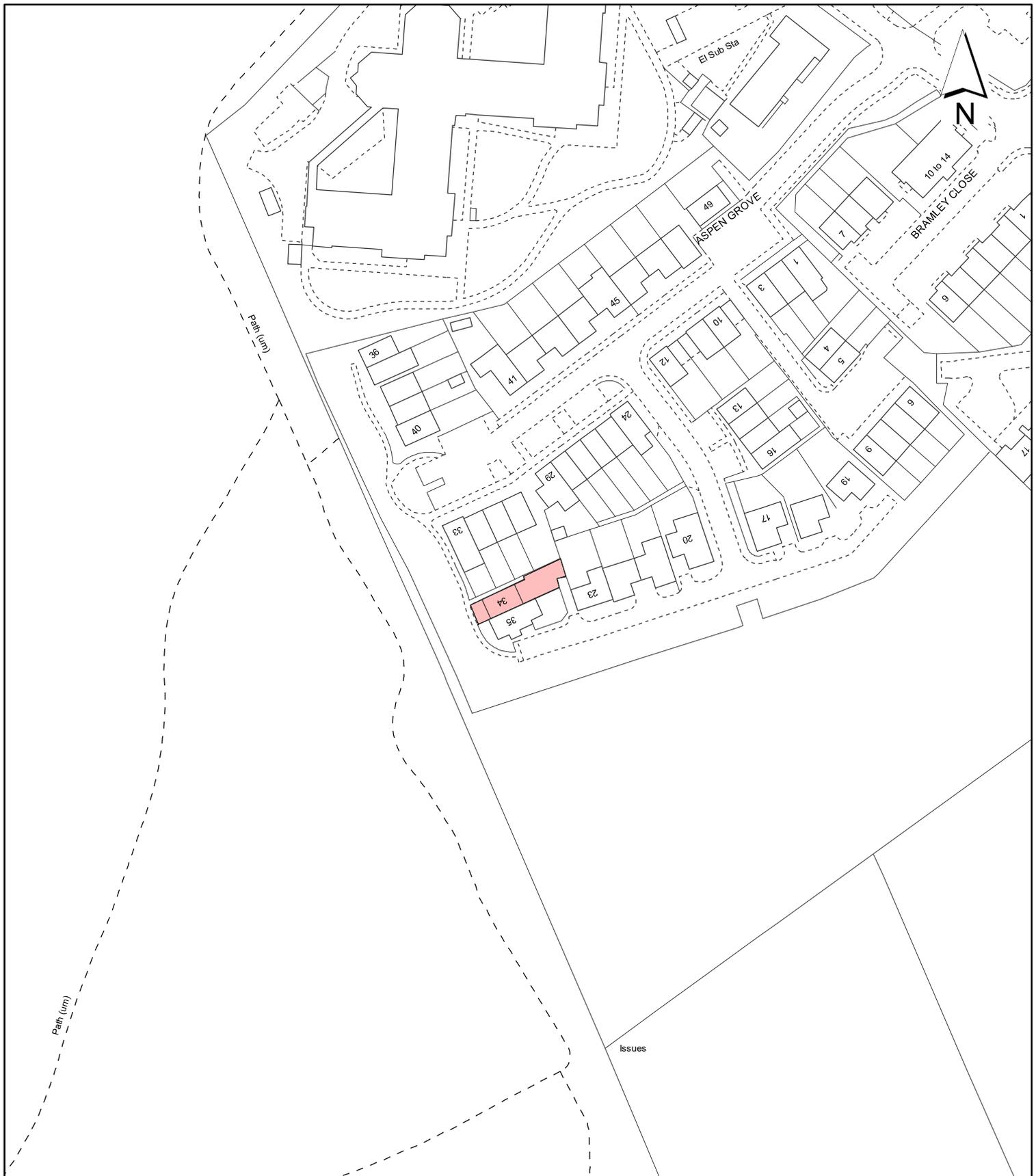
11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made

good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Jimill Patel

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

34 Aspen Grove

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:
76496/APP/2021/2303

Scale:
1:1,250

Planning Committee:
Minors Page 17

Date:
November 2021



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Item No. Report of the Head of Planning, Transportation and Regeneration

Address 51 SWEETCROFT LANE HILLINGDON

Development: Erection of 2 x two-storey, 4-bedroom detached dwellings with associated parking and amenity space and installation of vehicular crossovers

LBH Ref Nos: 33932/APP/2021/1920

Drawing Nos: Design and Access Statement
20-036-E00
Location Plan
20-036-P11
Arboricultural Impact Assessment and Method statement
20-036-E01
20-036-E02
20-036-E03
20-036-E04
20-036-E05
20-036-E06
20-036-E07
20-036-E08
20-036-E09
20-036-E10
20-036-E11
20-036-E12
20-036-E13
20-036-P01A
20-036-P02A
20-036-P03A
20-036-P04B
20-036-P05A
20-036-P06A
20-036-P07B
20-036-P08A
20-036-P09A
20-036-P10A
20-036-P11A
20-036-P12A
20-036-P13A
20-036-P14A
20-036-P15A
20-036-P16A
20-036-P17

Date Plans Recieved:	12/05/2021	Date(s) of Amendment(s):	15/10/2021
Date Application Valid:	12/05/2021		13/05/2021
			12/05/2021

1. SUMMARY

Planning Permission is sought for 2 x two storey, 4 bed detached dwellings with

associated parking and amenity space and installation of vehicular crossovers. The proposal would include the demolition of the existing dwelling house and closure of the access via Sweetcroft Lane, with the new means of access created in the form of an extension of the existing road at the end of Portman Gardens.

The site has been subject to two previous applications which were refused and subsequently dismissed at appeal on the basis of the impact the design of the proposals would have on the character and appearance of the street scene and Hillingdon Court Park Area of Special Local Character (ASLC). Both of the previous applications featured a different design in terms of the number of units proposed and/or where they were to be located within the application site. The objection to the proposal on conservation grounds is considered to be addressed through the revised submission by locating the two new dwellings either side of Portman Gardens which effectively creates a continuation of the established development pattern within the street scene.

The proposal would not result in unacceptable harm to the ASLC, the street scene which forms part of it, neighbour amenity or the highway network. The new access which would see the existing highway extended to adopt a similar design to the existing properties relationship with the public highway is considered acceptable and the closure of the existing narrow and long access way to No.51 is welcomed. Moreover, the design of the dwellings clearly adopts the design features of the properties within the local context and offers substantially more internal and external living space than the minimum required by local and regional policy.

Taking these points into consideration Officers recommend that the application should be approved.

2. **RECOMMENDATION**

Not applicable

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 20-036-P17, 20-036-P11, 20-036-P15A, 20-036-P02A, 20-036-P16A, 20-036-P13A, 20-036-P12A, 20-036-P11A, 20-036-P10A, 20-036-P09A, 20-036-P08A, 20-036-P07B, 20-036-P06A, 20-036-P05A, 20-036-P04B, 20-036-P03A, 20-036-P01A and 20-036-P14A.

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 (2021).

3 RES5 General compliance with supporting documentation

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

Arboricultural Impact Assessment and Method statement by Elizabeth Greenwood, dated March 2021.

Thereafter the development shall be retained/maintained in accordance with these details 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 (2021).

4 RES7 Materials

Prior to the commencement of development, product details including manufacturer information of all external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON:

To conserve the character and appearance of the Area of Special Local Character, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMHB 1 and DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), and Policy HC1 of the London Plan (2021).

5 NONSC Windows and doors

Prior to the commencement of development, product details including manufacturer information of all external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON:

To conserve the character and appearance of the Area of Special Local Character, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMHB 1 and DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), and Policy HC1 of the London Plan (2021).

6 RES9 Landscape Scheme

Prior to commencement of above ground 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 (including demonstration that the trees removed will be replaced with trees of equivalent quality and additional tree planting will be provided)
 - 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 (including demonstration that secure and covered storage for 2 no. bicycles is provided per dwelling),
 - 2.c Means of enclosure/boundary treatments including the proposed treatment to close the existing access from Sweetcroft Lane,
 - 2.d Car Parking Layouts (including demonstration that at least 1 no. car parking space is served by an active electric vehicle charging point and that all remaining car parking

spaces are served by passive electric vehicle charging infrastructure per dwelling),
2.e Hard Surfacing Materials,
2.f External Lighting.

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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 14 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

7 RES10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved without the grant of further specific permission from the Local Planning Authority.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9 RES14 Outbuildings, extensions and roof alterations

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

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

10 OM19 Construction Management Plan

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

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

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

REASON

To ensure that the construction of the development does not result in significant impacts upon the local highway network in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and T4 of the London Plan (2021).

11 NONSC Accessibility

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 buildings.

REASON

To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, in accordance with Policies D5 and D7 of the London Plan (2021).

12 NONSC Step Free Access

Prior to superstructure works commencing, details of step free access via the principal private entrance of each dwelling shall be submitted to, and approved in writing, by the Local Planning Authority. 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 provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, in accordance with Policies D5 and D7 of the London Plan (2021).

13 RES15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy SI 13 of the London Plan (2021) and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater; and
- v. provide details of how rain and grey water will be recycled and reused in the development.

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 the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policy SI 13 of the London Plan (2021).

14 NONSC Non Standard Condition

Prior to commencement of the development (including demolition and site clearance), the developer shall enter into a section 278 agreement or 184 (of the Highways Act 1980) with the Highway Authority in order to secure the following works, carried out to adoptable standards at the developers expense:

- a) Reinstatement of the footway on Sweetcroft Lane following the closure of the private access way to 51 Sweetcroft Lane
- b) Road and footway extension of Portman Gardens, including the installation of two dropped kerbs
- c) Repair of any damage to the existing highway during demolition and construction

These highway works shall be completed prior to first occupation of the dwellings, hereby

approved.

REASON

To ensure that the construction of the development does not result in significant impacts upon the local highway and to accord with the terms of the planning permission in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies T4, T5 and T6 of the London Plan (2021).

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 (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 10	Water Management, Efficiency and Quality
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 5	Areas of Special Local Character
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
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature

LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a large two storey detached dwelling situated centrally on a substantially sized rectangular shaped plot on the South side of Sweetcroft Lane. The site is accessed via a narrow single track accessway stretching south from Sweetcroft Lane, leading to a spacious frontage enclosed by high trees and dense vegetation. The rear garden is of an equal size and similarly enclosed by tall trees and vegetation.

To the West are a row of two storey detached dwellings situated on either side of Portman Gardens, and to the East are a row of two storey detached dwellings with extensive rear gardens. These properties are set to the rear/south of properties fronting Sweetcroft Lane.

The site lies within the Hillingdon Court Park Area of Special Local Character and is predominantly made up of two storey detached dwellings consisting of a mixture of sizes and designs.

3.2 Proposed Scheme

Planning permission is sought for the construction of 2 x two storey, 4 bed detached dwellings with associated parking and amenity space.

The new means of access would be via an extension to Portman Gardens, leading to two new properties East of Nos. 21 and 26 Portman Gardens.

3.3 Relevant Planning History

33932/APP/2018/3224 51 Sweetcroft Lane Hillingdon

4 x two storey, 4-bed, detached dwellings with habitable roofspace, associated parking and amenity space and installation of vehicular crossovers

Decision: 02-05-2019 Refused

Appeal: 10-03-2020 Dismissed

33932/APP/2019/2015 51 Sweetcroft Lane Hillingdon

2 x two storey, 4-bed, detached dwellings with habitable roof space, associated parking and amenity space and installation of vehicle crossovers

Decision: 03-09-2019 Refused

Appeal: 29-12-2020 Dismissed

Comment on Relevant Planning History

33932/APP/2018/3224: 4 x two storey, 4-bed, detached dwellings with habitable roofspace, associated parking and amenity space and installation of vehicular crossovers. Refused for the following reasons:

1. The proposed development, by reason of its siting and layout would result in a development of the site, which would fail to harmonise with the existing local and historic context of the surrounding area. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area would have a detrimental impact on the character and appearance of the area as a whole. The proposal is therefore detrimental to the visual amenity and character of the surrounding area and contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5, 7.1 and 7.4 of the London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the NPPF.

2. The proposed development by reason of its size, design, proximity to the side boundaries and extensive coverage by buildings would result in a cramped and incongruous form of development which would fail to harmonise with the established local context of the surrounding area to the detriment of the visual amenity of the street scene and the character and appearance of the wider Hillingdon Court Park Area of Special Local Character. Therefore the proposal is contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

An appeal against the refusal of planning permission was dismissed.

33932/APP/2019/2015 - 2 x two storey, 4-bed, detached dwellings with habitable roof space, associated parking and amenity space and installation of vehicle crossovers. Refused for the following reasons:

1. The proposed development, by reason of its siting and layout would result in a development of the site, which would fail to harmonise with the existing local and historic context of the surrounding area. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area would have a detrimental impact on the character and appearance of the area as a whole. The proposal is therefore detrimental to the visual amenity and character of the surrounding area and contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMH6 and DMHB5 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5, 7.1 and 7.4 of the London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the NPPF.

2. The proposed development by reason of its size, design, proximity to the side boundaries and extensive coverage by buildings would result in a cramped and incongruous form of development which would fail to harmonise with the established local context of the surrounding area to the detriment of the visual amenity of the street scene and the character and appearance of the wider Hillingdon Court Park Area of Special Local Character. Therefore the proposal is contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMHB11 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

Appeal decision:

"I consider that the proposed development would fail to maintain and would not be sympathetic to the prevailing character of the area by reason of the cramped nature of the houses and the stark contrast with the existing layout. The proposed development would not be sympathetic to the character or appearance of the area and would not safeguard the non-designated heritage asset. The harm which I have identified outweighs any benefits which might arise from the creation of two houses. As a result, the proposed development conflicts with Policies BE1 of the LP1SP and DMHB 11 of the LP2DMP."

Officer's Comment: The current proposed application differs from the refused applications

in fundamental ways, principally being that the numbers of homes proposed has been reduced and/or the layout of the dwellings on the site has been redesigned. The changes to the scheme and why these are considered to address previous concerns are discussed throughout this report.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

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

Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy
DMEI 4 Development on the Green Belt or Metropolitan Open Land
DMEI 7 Biodiversity Protection and Enhancement
DMEI 9 Management of Flood Risk
DMEI 12 Development of Land Affected by Contamination
DMEI 14 Air Quality
DMEI 10 Water Management, Efficiency and Quality
DMH 2 Housing Mix
DMH 6 Garden and Backland Development

DMHB 5	Areas of Special Local Character
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
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP S11	(2021) Improving air quality
LPP S12	(2021) Flood risk management
LPP S13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - 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

A total of 28 adjoining and neighbouring properties were consulted via letter dated 20-05-21 and a site notice was displayed within Portman Gardens. At the end of the consultation period a total of 32 individual objections (16 separate addresses) had been received in addition to the petition against the development which contained 44 signatures.

The issues raised within the petition and the letters of objection are summarised below.

- i. The proposal would conflict with the local character of the area,
- ii. Lead to the loss of amenity due to the proposed removal of the trees,
- iii. Lack of a vehicle turning circle on proposed plans leading to an unsafe and dangerous situation,
- iv. Insufficient parking spaces for proposed dwellings,
- v. Object to new access via Portman Gardens,
- vi. Result in excess traffic generation caused by the construction,
- vii. All trees in Portman Gardens are subject to Tree Preservation Orders, and would object to tree at end of road being removed,
- viii. Any new development should use the existing access from Sweetcroft Lane,
- ix. The application is a ploy to construct the previously refused application in 2 phases,
- x. Loss of amenity / privacy to neighbouring properties.

In addition to the above, representations received from one address support the proposal, commenting that the existing dwelling and access road are an eyesore.

Officer Comment: All representations relating to character and appearance of street scene, impact upon the residential amenities of the adjoining neighbours, traffic/parking, TPO's would constitute material planning considerations and will be addressed within the main body of the report.

Internal Consultees

Urban Design / Conservation Officer:

1. Summary of comments: recommend amendments - If approved conditions required
2. Historic Environment Designation (s)
 - Hillingdon Court Park Area of Special Local Character (ASLC) - non-designated heritage asset
3. Assessment - Background and significance
 - 3.1. This property is situated in the Hillingdon Court Park Area of Special Local Character (ASLC), on the fringes of Hillingdon Court Park itself. The existing dwelling is built on land which originally formed part of the historic Hillingdon Court estate. The Grade II* Listed house is located to the south-west of the site.
 - 3.2. This ASLC is verdant in character, with individually designed properties having shared design features. Historically properties are large with spacious gardens. The later decades of the 20th century saw a number of denser developments by the replacement of larger properties, eroding the original character and layout of the area. Portman Gardens is an example of this.
 - 3.3. The existing property is a detached, inter-war property. It appears to have been extended and the site includes a detached garage structure. The two-storey building is simply detailed with

rendered elevations and a plain clay tiled pitched roof form. The site appears to be unoccupied and would benefit from some enhancement.

3.4. The building is set centrally within its spacious plot. The site's spacious appearance appropriately relates to the ASLC's parkland setting, to the south of the site. Access to the property is off Sweetcroft Lane, via a narrow track between Nos 49 and 53, a characteristic feature of the area.

3.5. Whilst the building does not have a direct impact on the Sweetcroft Lane street scene, it represents how the former historic estate had originally been developed.

4. Assessment - Impact and harm

4.1. The proposed demolition of the existing property and subdivision of the site for two-dwellings would continue the erosion of the ASLC's original planned layout. The intensification of the site would be an extension of Portman Gardens, establishing the unwelcome precedent of other sites being developed in the same manner.

4.2. In comparison to the previously refused schemes, the proposal has reduced the number of dwellings, which is commendable. The arrangement of the development would to some degree maintain some of the spacious qualities of the site.

4.3. The design and appearance of the proposed properties would aim to be in keeping with those along Portman Gardens. The inclusion of brick detailing would add some interest to the elevations however the proposed roof finish, with grey slate tiles, would not relate to the surrounding area and Portman Garden's street scene.

4.4. In light of the fact this is a new build, the inclusion of a crown roof element is entirely disappointing. Ideally the roof should be fully hipped.

4.5. Terraces are not a well-established or characteristic feature found within the ASLC, and the proposed inclusion of them along the rear elevations of the proposed houses would be unacceptable.

4.6. In this instance the proposed subdivision of the existing plot would result in some harm to the ASLC. However, it is recognised that the design of the proposed houses would to some degree relate to Portman Gardens' street scene. Paragraph 197 within the National Planning Policy Framework (NPPF, 2019) would be relevant in this instance.

5. Conclusion: recommend amendments - If approved conditions required

External materials and finishes

Prior to the commencement of development, product details including manufacturer information of all external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance to the approved details.

Reason: To conserve the character and appearance of the Area of Special Local Character, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMHB 1 and DMHB 5 of the Hillingdon's Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.8 of the London Plan (March 2016) and Policy HC1 of the Publication London Plan (December 2020)

Windows and doors

Prior to the commencement of development, product details including manufacturer information of all external windows and doors shall be submitted to and approved in writing by the Local Planning

Authority. The development shall be carried out in accordance to the approved details.
Reason: To conserve the character and appearance of the Area of Special Local Character, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMHB 1 and DMHB 5 of the Hillingdon's Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.8 of the London Plan (March 2016) and Policy HC1 of the Publication London Plan (December 2020)

ADDITIONAL HERITAGE OFFICER COMMENTS following amendments to remove the terraces, omit the grey slate tiles and to replace the crown roofs with hipped roofs:

The amended proposal would address previous design concerns. However, it would not address the harm to the ASLC by the subdivision of the plot. If approved conditions recommended.

Highway Engineer:

Site Characteristics & Background

The address is located within a residential catchment in Uxbridge and consists of a single substantive detached property positioned in tandem behind No.53 Sweetcroft Lane and therefore does not front this roadway directly. Pedestrian and vehicular access to no.51 occurs from Sweetcroft Lane via a private access road which runs alongside the flank of No.53. No.51's site curtilage sits adjacent to Portman Gardens (a cul-de-sac) but there is no physical vehicular or pedestrian access from that road at present.

The proposal is for No.51 to be demolished and replaced by two 4-bedroom units with an opposing juxtaposition both facing a private roadway which is essentially a continuation of the 'turning head' end of neighbouring Portman Gardens. This will facilitate pedestrian and vehicular access to the site.

Sweetcroft Lane is covered extensively by waiting restrictions which include double yellow lines and single yellows operational from 11am to 12 noon - Monday to Friday whilst Portman Gardens is devoid of parking controls. Due to the relatively isolated nature of this location from public transport facilities, the site exhibits a very poor public transport accessibility level (PTAL) rating of 1b and therefore raises dependency on the ownership and use of private motor transport.

Most recently, planning permission for a comparable scheme was refused in 2019 for several reasons but not on highway/transport related grounds (33932/APP/2019/2015). The decision was challenged and dismissed upon appeal.

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.

In order to comply with the maximum parking standard there is a requirement for up to 2 on-plot spaces per unit to be provided. This quantum is proposed laid out in an appropriate manner and is welcomed as the location exhibits a very poor PTAL level which encourages a provision at the maximum end of the standard.

Electric Vehicle Charging Points (EVCP's)

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions which, in this case, would equate to 1 'active' and 1 'passive' space per unit. 2 'active' spaces are indicated (1 per dwelling) but there is no reference to the 'passive' element which can be secured by planning condition.

Cycle Parking Provision

In terms of cycle parking there would be a requirement to provide 2 secure and accessible spaces for each dwelling to accord with the Council's adopted cycle parking standard. 2 cycle spaces are indicated to the side of each new build which is considered acceptable in terms of quantum and positioning.

Site Access and Internal Parking Layout

The internal layout and arrangement of the new access road and parking layout within the site envelope broadly conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts.

An existing access driveway that serves No. 51 is anticipated to be extinguished with a new private access road is to be created via a new opening from Portman Gardens (adopted highway and situated on the western flank of the site) to serve the new builds.

As referred to above, the principle of new access and closure of old is considered acceptable in the site circumstance and it should be noted that the new access juncture from the publicly adopted highway (Portman Gardens) merging into the new access road would need to be constructed to an appropriate Council standard under a S278 or 184 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense. The same mechanism would apply to the closure of the redundant access from Sweetcroft Lane which should be reinstated as footway.

Vehicular Trip Generation

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

Clearly the proposal would raise the level of vehicular activity to and from the site as compared to this dormant corner of Portman Gardens. However peak period traffic movement into and out of the site would not be expected to exceed 2-3 additional vehicle movements during the most sensitive and therefore crucial peak morning and evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse collection would be facilitated via the new access road from Portman Gardens. As the new access road is relatively short in length, there are no specific issues related to refuse collection from each of new dwellings. In terms of bin storage positioning, waste collection distances should not exceed 10m from the point of collection on the public highway. Refuse storage is proposed to the side of the new builds which exceeds this distance parameter. However, it is considered that for this scale of development it is in the best interest of the occupier to place their refuse within the 10m distance parameter if they wish for their refuse to be collected. Such an informal arrangement is therefore highly likely to occur and is therefore considered acceptable in this particular case. There are no further observations.

Construction Logistics Plan (CLP)

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

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Tree / Landscape Officer:

This site is occupied by a two-storey detached house and spacious garden which is set back from the road to the south of Sweetcroft Lane. The plot is accessed via a long track and is surrounded by other residential properties on all sides except the south which backs on to Hillingdon Court Park. The Portman Gardens residential cul de sac terminates on the west boundary of the plot. This area is enriched by the quality of tree cover and the site lies within the area covered by TPO 32A.

This submission follows two previous applications ref. 33932/APP/2018/3224 and 2019/2015, both of which were refused. The submission is supported by a full tree report (including survey, arboricultural impact assessment and method statement) by Elizabeth Greenwood, dated March 2021 (updated from the June 2018 version). The original survey identified and assessed 25 individual trees and three groups on, or close to, the site. There were no 'A' grade trees. 12 individual trees and one group have been graded 'B'. The remaining trees are 'C' grade, with four of them classified as 'U'. Since 2018 4 'B' grade trees have been removed; T1, T6, T7 and T11. Other lower quality trees (C or U grade) which have been removed include; T3, T17, T18 and T19. A number of the trees are protected by TPO32A: T3 crack and T19 walnut (category U) - which have now been removed - and T23, T24 and T25 oaks (all category B2).

The report recommends removing deadwood from the off-site oaks, in the interests of safety (and sound management). There is no objection to this proposal and this essential maintenance is exempt from requiring a tree work application (for work to TPO'd trees). The report provides full details of recommended tree surgery and removal and the method statement specifies the tree protection and other measures required to safeguard the trees to be retained. At 5.3.5 the report specifies that the site foreman will be responsible for supervising the tree protection measures. There is no objection to the conclusions and recommendations contained in the tree report. If the application is to be approved landscape conditions will be required to ensure that replacement tree planting is secured as part of a high quality landscape scheme.

RECOMMENDATIONS No objection subject to conditions RES9 (Parts 1,2,5 and 6) and RES10. Robert Reeves Principal Landscape Architect.

Access Officer

Further to my memo dated 27/05/2021, these latest drawings no. 20-036-P03 Rev A, 20-036-P04 Rev B, 20-036-P06 Rev A and 20-036-P07 Rev B, overcome the previous accessibility objection. However, the following conditions should be attached to any approval:

(i) 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 the 2021 London Plan policy D7 is achieved and maintained.

(ii) The dwelling(s) hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with

policy D7 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (2021) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the NPPF 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.

The Housing Policies of the London Plan (2021) seek to ensure that London's housing needs are met.

At local level 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.

The proposal is to demolish an existing dwelling and redevelop the site/garden to provide two new dwellings with gardens. These would be situated behind frontage development on Sweetcroft Lane. As such, it is considered that the principle of development will only be acceptable if the proposal meets the relevant backland development policies.

In relation to this, Policy BE1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) seeks to ensure development does not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.

In addition, Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

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

In each of the applications submitted and subsequently refused by the Council and dismissed at appeal, the principle of an intensification of use on the existing residential site was considered to be acceptable. The revised proposal is considered to address the Council's concerns regarding over development and the design of the scheme is considered to be a continuation of the development pattern within the street scene and wider Area of Special Local Character. As such the principle of development is considered to be acceptable and design and character considerations, along with other relevant matters are discussed further below.

7.02 Density of the proposed development

Hillingdon Local Plan Part 2 Policy DMHB 17: Residential Density, requires that all new residential development should take account of the Residential Density Matrix contained in Table 5.3.

The PTAL score for the site is 1a which identifies the area as having a low level of public transport accessibility. Table 5.2 which supports policy DMHB 17 provides a list of residential settings alongside the PTAL ratings and the optimal density range. Table 5.2 indicates that sites within areas of 0-2 PTAL rating are to be out of town centre locations and should provide 35-50 u/ha and 105-150 hr/ha if the type of housing proposed is detached or semi-detached dwellings.

The proposed development would provide 2 x 4 bedroom properties which would be consistent with the underlying need within Hillingdon. The proposal would result in a density of 10 u/ha and 72.5 hr/ha. Whilst this is less than the optimal density within the guidance stated in the above policy, the development must respect the historic character and appearance of the ASLC. As such the density is considered to be acceptable.

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

Policy BE1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) seeks to achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.

Policy HE1 of the same plan seeks to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes locally recognised historic features, such as Areas of Special Local Character.

Policy DMHB 5 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that within areas of special local character, new development should harmonise with the materials, design features, architectural style and building heights predominant in the area.

The buildings in the locality are characteristically set back from the road and feature mature front gardens and driveways positively contributing to the character of the Hillingdon Court Park Area of Special Local Character.

The new dwellinghouses would be constructed at the end of Portman Gardens following the construction of the road/access way extension. The proposed properties are two storey height and are characterised by half hipped roofs with two storey front and rear gable projections. The dwellings are proposed to be constructed from brick with part render finish.

The Conservation Officer has stated that the omission of the crown roof element, the replacement of the first floor terraces with 2 dormer windows and the omission of the grey slate tiles are all positive changes which address several of the concerns raised but the harm upon the ASCL resulting from the subdivision of the plots remains a concern.

The site plan demonstrates that the proposed dwellings which are now located to the north and south of Portman Gardens and would benefit from a frontage that provides at least 2 parking spaces per dwelling, a soft and hard landscaped garden with the properties set back a reasonable distance from the main highway. The properties would also benefit from a reasonably large rear garden measuring in excess of 300 sqm and would feature a landscaped buffer around the side elevations to create a pleasant separation distance between the new and existing dwellings.

Overall, the proposed development presents a continuation of the established development pattern within Portman Gardens and the revised design of the properties clearly adopts the design features of the immediate and wider context within the ASLC. As such, whilst the subdivision of the two plots is not ideal, the proposal would integrate well with its surroundings and therefore the impact on the character and appearance of the ASLC is on balance, considered acceptable.

Therefore, the proposal complies with Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The application site is not within the Metropolitan Green Belt but adjoins Hillingdon Court Park, which is within the Green Belt.

In an appeal decision for a similar proposal at land to rear of 18-22 Parkway (Ref: 60093/APP/2005/3379) the Inspector stated:

'Hillingdon Court Park forms part of the Metropolitan Green Belt although it is totally surrounded by development and so as far I could see has no physical or visual links to other open land or the countryside. Whilst the proposals do not encroach upon Green Belt land, UDP Policy OL5 reflects advice in paragraph 3.15 of the PPG2 that development adjacent to or conspicuous from the Green Belt will only be permitted if it would not injure visual amenities of the Green Belt by reason of siting, materials and design. The park is used for formal and informal recreation and contains many mature trees.....Whilst the perimeter is largely de-marked by trees and hedges, built development is apparent in most vistas, with some being particularly conspicuous and visually intrusive due to a combination of factors such as proximity to the park edge, lack of landscape screening, unsatisfactory boundary treatments and inappropriate design/materials. In the case of the appeal schemes, the houses would be set at distances ranging from 10.5 m to 18.6 m from the Green Belt boundary, which is further than what has been permitted by the Council elsewhere, including the adjacent development at Holm Grove. Both proposal specify 1.8 m high close boarded fencing as the means of enclosure, I regard this as totally inappropriate along the Park edge as it detracts from the visual quality of the park and Green Belt. However I am satisfied that I can address these matters by imposition of conditions relating to means of enclosure and landscaping.'

With regard to the proposed development, the two new dwellings would be sited on the North and South of the extended access. The dwelling to the South would be the closest to the Green Belt boundary and would be sited approximately 15 metres away which is a similar distance to the existing properties on the south side of Portman Gardens. As such it is considered that the proposed development would not give rise to additional impacts upon the openness of the Green Belt. Notwithstanding this point it is necessary to secure details of the rear boundary treatment to ensure that the visual quality of the Green Belt and park is retained. This shall be secured by way of an appropriately worded landscaping condition.

Subject to the condition mentioned above the proposal complies with green belt policies DME1 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), G2 of the London Plan (2021) and the NPPF (2021).

7.07 Impact on the character & appearance of the area

The buildings in the area are characteristically set back from the road and feature mature

front gardens and driveways positively contributing to the character of the Hillingdon Court Park Area of Special Local Character.

In terms of the previous planning refusals and appeal decisions which have been detailed above, those schemes resulted in the formation of much narrower plots than now proposed and which featured smaller quantum of landscaping leaving little separation between the new and existing properties. Application 33932/APP/2018/3224 proposed 4 dwellings on the site and subsequent application 33932/APP/2019/2015 proposed 2 dwellings, however these were both proposed to be located in the northern portion of the site, rather than to the north and south of Portman Gardens as now proposed. It is considered that the proposed site plan demonstrates how the revised scheme has positively responded to the comments within the inspectors report and demonstrates how the proposed two properties would be set back from the front boundary similar to the existing properties in Portman Gardens. The arrangement of the development would to some degree maintain some of the spacious qualities of the site and the design and appearance of the proposed properties would be considered to be in keeping with those along Portman Gardens.

The proposed development at two storeys would reflect the height and appearance of the existing dwellings and its set back from the adjacent highway would maintain the existing building line by incorporating spacious front gardens and driveway. The revised proposal incorporates additional garden space/ set backs to the sides of the properties which further demonstrates that the proposal would result in a continuation of the existing development pattern which characterises Portman Gardens and would integrate with the wider ASLC.

It is therefore considered that the revised proposal satisfactorily addresses the concerns raised by the Council and the appeal inspectors following the refusal of previous applications and as such complies with Policy DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan - Part Two - Development Management Policies (2021).

7.08 Impact on neighbours

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

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

Specifically, 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." Furthermore, paragraph A1.23 states that where a neighbouring property benefits from a patio the separation distance should be increased to 24 metres.

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy [Policy DMHB 11], 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."

The proposed dwellings would be situated so as to reflect the existing pattern of development within Portman Gardens. House A which is located on the northern side of the road would marginally protrude beyond part of the existing rear elevation of No.21. To the east of house A is No.47 Sweetcroft Lane which is set back slightly behind the proposed front elevation however given the separation distances between the new and existing properties the proposal would not give rise to potential impacts upon the visual amenities of these properties.

With regards to House B which is located to the south of Portman Gardens, the adjacent property No.26 benefits from a front elevation which would sit almost in line with the location of the proposed front facade and also features a garage to the front which would further protect the property from the potential loss of privacy.

Whilst a plan demonstrating the 45 degree line of sight drawn from the nearest neighbouring habitable room window has not been provided, it is clear from the proposed site plan that neither dwelling would interfere with the 45 degree line of sight due to the location of the dwellings within each of the plots.

In respect to privacy concerns, there are no first floor side elevation windows proposed for either house, so there are not any concerns with undue overlooking onto neighbouring properties. It is noted that there are side elevation windows proposed for the ground floors of the houses. However, as these are at ground floor and the ground levels of the site are not materially higher than the adjoining sites, these would not result in harmful overlooking onto neighbouring properties.

Having regard to the points raised above, the proposed development would not result in any concerns relating to the loss of privacy, daylight or sunlight for the properties which bound the site. As such the proposed development would comply with Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020).

7.09 Living conditions for future occupiers

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 above policy requires a two storey four bedroom property to provide a minimum of 124 sqm of internal floor space. The proposed floor plans demonstrate that each dwelling would provide approximately 330 sqm of internal floor space thus far exceeding the minimum requirements.

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 5.2.
- 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. However, for new developments in Conservation Areas, Areas of Special

Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

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 5.2 states that 4 bedroom properties should have access to at least 100 sqm of private and well located amenity space.

The site plan illustrates that each property would benefit from approximately 300 sqm of private amenity space thus far exceeding the minimum requirements.

Policy DMHB 11 sets out specific design principles in order to ensure that the amenities of neighbouring properties are protected and this is assessed within the "impact on neighbours" section of this report. Part of this policy and DMHB 16 also is relevant to ensure that the distance between the two new dwellings is adequate to ensure that the privacy of these properties is protected and more specifically the views offered into the habitable rooms to the front of the dwellings. The front facades are located in excess of 24 metres away from each other thus exceeding the minimum separation distance requirement of 21 metres.

Taking the above points into consideration the proposed development would provide good living conditions for future occupants and therefore complies with policies DMHB 16, DMHB 18 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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.

The proposal is for No.51 to be demolished and replaced by two 4-bedroom houses with an opposing juxtaposition both facing a private roadway which is essentially a continuation of the 'turning head' end of neighbouring Portman Gardens. This will facilitate pedestrian and vehicular access to the site.

The submission refers to the existing narrow private access way which serves No.51, which is to be closed with a new access road created via dropped kerbs from an extension of/from Portman Gardens. The principle of closing the existing access is acceptable and given that the proposed new access into the site from Portman Gardens would require works to be undertaken to publicly adopted highway, a s278 or 184 agreement will be required. The continuation of the road and footway would be expected to be constructed to an adoptable standard and this would be at the applicants expense. In addition, the closure of the existing vehicle access into the site from Sweetcroft Lane would require the footway to be reinstated and this should be included within the aforementioned highway works agreement. A condition has been included in this report, requiring the legal agreement to be completed and the works carried out prior to first occupation of the dwellings.

In terms of car parking, the site is located within an area of very poor PTAL meaning that there is very poor access to alternative modes of transport to and from the site other than the motor vehicle. As such the maximum car parking standards would apply and this would require the provision of at least 2 on-plot car parking spaces to be provided for each of the dwellings. The proposal illustrates a parking area to the front of each dwelling

and within the boundary of each plot, which would permit the parking of at least two vehicles thus complying with the requirements of Policy DMT 6.

Refuse collection would be facilitated via the new access road from Portman Gardens. As the new access road is relatively short in length, there are no specific issues related to refuse collection from each of new dwellings. Although the bin store shown on the proposed plans is located 10m from the road, Hillingdon operates a kerbside collection policy which requires residents to place their refuse and recycling as close to the kerbside as possible ready for collection. As such it is practical to assume that the occupiers would carry the waste/recycling to the kerbside either the night before or morning of collection.

In terms of cycle parking, the proposed site plan illustrates this would be located next to the bin store and provides space for 2 bicycles which meets the Councils cycle parking standards.

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provision which, in this case, would equate to 1 'active' and 1 'passive' space per unit. 2 'active' spaces are indicated (1 per dwelling).

Taking the above points into consideration the proposed development would not result in potential harm to the local highway network in terms of congestion or pedestrian safety concerns. Subject to the recommended conditions, the proposal meets the necessary vehicle and cycle parking standards. As such the application complies with Local Plan: Part 2 Development Management Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

These matters are addressed in other sections of this report.

7.12 Disabled access

Policy D7 of the London Plan (2021) sets out the requirements for inclusive design within all residential developments.

The application has been assessed by the Councils Accessibility Officer who has raised no objection subject to the imposition of conditions pertaining to each unit conforming to M4 accessible standards and benefiting from step free access.

7.13 Provision of affordable & special needs housing

The application is of a minor scale and therefore no affordable housing provision is required.

7.14 Trees, landscaping and Ecology

Policy D5 of the London Plan (2021) 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.C) Where

space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible. D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

A Tree Survey, Arboricultural Impact Assessment and Method Statement was submitted where the Council's Landscape and Tree Officer stated that the report provides full details of recommended tree surgery and removal and the method statement specifies the tree protection and other measures required to safeguard the trees to be retained and that there is no objection to the conclusions and recommendations contained in the tree report. This position is consistent with that taken upon determining the previously refused applications also. The application is considered to conform with the policies set out above subject to conditions to ensure that replacement tree planting is secured as part of a high quality landscape scheme.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part One (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

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

The proposed site plan illustrates individual bin stores are to be located at the side of each of the new units. Hillingdon operates a kerb side collection for both refuse and recycling therefore bins would need to be taken out of the bin cupboards and carried to the front of the site for collection by each of the occupants. This is common practice so there is no objection raised to the proposed waste storage and collection details.

7.16 Renewable energy / Sustainability

There are no specific energy requirements for a minor scale form of development. The development would, however, incorporate energy efficiency measures including insulation.

7.17 Flooding or Drainage Issues

Policy SI 13 of the London Plan (2021) requires that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

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.

The application site is not located within an area which is identified as being at risk of surface water or fluvial flooding, therefore a Flood Risk Assessment is not required to be

submitted. Notwithstanding this point, the site does lie within a 'critical drainage area' and all sites proposing new residential development should demonstrate how water generated by the development will be dealt with, within the boundary of the site. No specific details demonstrating how water will be dealt with, within the boundary of the site have been provided, as such an appropriately worded condition pertaining to the submission of sustainable urban drainage details shall be attached to any grant of approval.

7.18 Noise or Air Quality Issues

NOISE

The proposed development would continue to utilise the application site for residential purposes. As such, noise is not considered to be a significant issue with the proposed development. A construction management condition has been recommended to address construction impacts.

AIR QUALITY

The application site is not located within an Air Quality Focus Area but does form part of the Hillingdon Air Quality Management Area. Given the small scale nature of the proposal, the development is not considered to be an issue with regard to air quality.

7.19 Comments on Public Consultations

See external consultation section of this report.

7.20 Planning obligations

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 476 square metres gross internal floorspace. If the application is approved, it would be liable to the following.

Hillingdon CIL £63,536.96

London Mayoral CIL £28,819.64

Total CIL £92,356.60

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (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 application site is not located within an area identified as being at risk of contamination. As such the applicant is not required to submit a contaminated land assessment and no conditions relating to contaminated land are required.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application.

Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The application site has been subject to two previous refusals of planning permission which have been dismissed at appeal. The appeal schemes are considered to be significantly different to the scheme now proposed and the current proposal addresses the Councils previous reasons for refusal and comments within the appeal inspectors decisions.

The revised design is considered to present a continuation of the established development pattern within the street scene and would integrate with the immediate and wider context of the ASLC. As such the proposal is recommended for approval subject to the aforementioned conditions within this report and a legal agreement.

11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

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: Christopher Brady

Telephone No: 01895 250230

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Item No. Report of the Head of Planning, Transportation and Regeneration

Address 56 SWAN ROAD WEST DRAYTON

Development: Single storey rear extension and part first floor rear extension

LBH Ref Nos: 76289/APP/2021/3191

Drawing Nos: ART/2021/FE56SR/EL Rev A
ART/2021/FE56SR/EE Rev A
ART/2021/FE56SR/PL Rev B
ART/2021/FE/56SR/SPLP Rev A
ART/2021/FE/56SR/PE Rev A

Date Plans Received: 19/08/2021

Date(s) of Amendment(s):

Date Application Valid: 19/08/2021

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the west side of Swan Road. It is occupied by a semi-detached two storey dwellinghouse. The application property is set back from the adjacent highway with front garden laid in hardstanding and vehicular access off Swan Road. To the rear is an enclosed garden area. The loft has been converted to habitable accommodation as permitted development including a rear dormer, 2 front rooflights and conversion of roof from hip to gable end. The single storey rear projection has recently been demolished.

The street scene is residential in character and appearance, with two storey semi-detached houses of varied sizes and design. The application site is not within a conservation area and no listed buildings are in the immediate surroundings.

1.2 Proposed Scheme

The application seeks planning permission for the erection of a single storey rear extension and part first floor rear extension.

It is also noted that the existing double doors on the front elevation would be replaced with a single door and glazing to provide the main entrance to the house. This would be more in keeping with the typical appearance of a dwelling, and could be carried out as permitted development.

1.3 Relevant Planning History

76289/APP/2021/1136 56 Swan Road West Drayton

Conversion of roof space to habitable use to include a rear dormer, 2 front rooflights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 12-05-2021 Approved **Appeal:**
76289/APP/2021/1143 56 Swan Road West Drayton
Single storey rear extension

Decision Date: 04-08-2021 Approved **Appeal:**

Comment on Planning History

Planning permission was recently granted under application reference 76289/APP/2021/1143 for the erection of a single storey rear extension. It is noted that the property has also carried out a loft conversion involving a rear dormer, 2 front rooflights and the conversion of roof from hip to gable end under application reference 76289/APP/2021/1136.

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

4 neighbouring properties were consulted by letter dated 15.9.21.

A petition of objection with 25 valid signatories has been received raising concerns about:

1. Inaccuracy of plans
2. Previous disregard to planning rules
3. Concerns about HMO use and parking
4. Part retrospective nature of development
5. Loss of light / amenity impact on 54 Swan Road

Two letters of objection have been received raising concerns about the size of the enlarged dwelling being out of keeping with the area.

Officer's response:

In response to point 1 (above), officers consider the submitted drawings adequately explain the proposal.

In relation to points 2 and 4 (above), any planning enforcement matters are separate to the determination of this application.

For clarity, in relation to point 3 (above), this application pertains only to the proposed part single, part two-storey rear extension, which is clearly shown in the submitted plans. It is not proposed to convert the property into a House in Multiple Occupation for seven or more unrelated people, which would require planning permission. A condition preventing subdivision or use in multiple occupation without planning permission which was applied to planning permission 76289/APP/2021/1143 (relating to a single storey rear extension as mentioned above) is similarly recommended for this application (condition 6).

Other matters raised above are discussed in section 5 of this report.

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 7 Archaeological Priority Areas and archaeological Priority Zones

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

LPP D4 (2021) Delivering good design

LPP D6 (2021) Housing quality and standards

LPP D8 (2021) Public realm

NPPF4 NPPF 2021 - Decision-Making

NPPF12 NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main considerations are the design and impact on the character of the existing property, the impact upon the streetscene and locality, the impact upon the amenities of adjoining occupiers, the reduction in size of the rear garden and car parking provision.

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

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. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

With regard to rear extensions Policy DMHD1 requires:

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.

The proposed ground floor extension would be 3.6m deep. The single storey element of the extensions would have a flat roof (with slight slope) to a height of approximately 3m that would adjoin the boundary with No. 54 Swan Road. It is noted that planning permission was recently granted at the site for a single storey rear extension that would be 3.6m deep with a height of 2.975m (ref. 76289/APP/2021/1143). The proposed two storey element would be sited 3.275m from the boundary with Number 54 Swan Road and would also be 3.6m in depth with a hipped roof which would be set down 1.68m from the main ridge.

The proposed extension would appear subservient and would not, on balance, represent a disproportionate addition to the host dwelling, being fully compliant with the prescribed design depth for semi-detached houses. It is acknowledged that the cumulative bulk to the dwelling would have an impact upon its architectural integrity, given that the roof has been previously extended under Permitted Development. However the rear extensions would not be prominent from public views and the harm caused by the addition of the rear extension to the character and appearance of the area is not considered sufficient to justify a refusal of planning permission. It is also noted that there is an existing similar development at No. 60 Swan Road in proximity to the site. On balance, the proposed extensions would be in keeping with the character and appearance of the surrounding site context.

Impact on Residential Amenity

Policy DMHD 1 section A requires that extensions and alterations to dwellings ensure ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

The application property sits alongside and is attached to the property at No.54 Swan

Road, to the north side of the application site. The adjacent property at No.54 has not been extended to the rear on the ground floor.

As stated above, the single storey element would adjoin the shared boundary with No.54 for a depth of 3.6m and a flat roofed height of approximately 3m. No.54 has a window serving a habitable room within the ground floor rear elevation close to the common boundary. However, given the moderate and policy compliant scale, there would not be any undue impact on the residential amenity of occupants at No. 54 Swan Road. As previously noted, a single storey rear extension to the application property, of similar dimensions and location to the ground floor element of the extensions now being proposed, has previously been found to be acceptable under planning approval reference 76289/APP/2021/1143.

Turning to the proposed two-storey element, the submitted plans confirm that the 45 degree angle would not be breached from the rear facing first floor window at number 54. While not annotated on the plans, this would also be the case for No. 58 Swan Road. It is considered reasonable to impose a condition to prevent the insertion of side facing windows to ensure that there is no undue loss of privacy. Given the degree of separation between the proposed extension and adjacent Numbers 54 and 58 Swan Road, the application is not considered to give rise to an undue loss of light, outlook or privacy or be overbearing.

Properties to the rear would not be adversely affected by the proposals given the significant separation distance (approximately 70m).

The proposal would therefore not cause any undue harm to neighbouring residential amenity in accordance with Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan - Part Two (2020).

Quality of Accommodation

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light.

Garden Space

Policy DMHD 1 section A (vi) states that sufficient garden space is to be retained as a consequence of an extension. The property benefits from a good sized rear garden and sufficient private amenity space will be retained in accordance with the above policy.

Parking

The existing parking would not be affected by the proposed development, As such, it would comply with Policy DMT 6 of the Adopted Local Plan.

Other Matters

The site lies within an Archaeological Priority Zone, however, this is not considered to represent a constraint to a development of this scale/nature having regard to published guidance from the Greater London Archaeological Advisory Service (GLAAS).

Conclusion

The proposed part single, part two-storey rear extension would not detract from the existing character of the area, would be a proportionate addition to the dwelling, would not result in harm to neighbouring amenity, would retain good levels of internal living conditions and garden space, and would not impact upon the existing parking arrangements. The application is therefore recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers ART/2021/FE/56SR/PE Rev A and ART/2021/FE56SR/PL Rev B.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3 HO4 Materials

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

REASON

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

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the side walls or roof slopes (facing 54 Swan Road or 58 Swan Road) of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5 HO7 No roof gardens

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

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6 NONSC Non Standard Condition

The property to which the development hereby approved relates shall not be sub-divided to form additional dwelling units or used in multiple occupation without a further express permission from the Local Planning Authority.

REASON

To ensure that the premises remains as a single dwelling until such time as the Local Planning Authority may be satisfied that conversion would be in accordance with Policies DMH 4, DMH 5 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

- 1** 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.

- 2** The applicant is strongly encouraged to manage site deliveries/construction works to avoid undue disturbance to the operations of the nearby funeral directors, in particular through inconsiderate vehicle parking or materials storage.
- 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 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.

Standard Informatives

- 1 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHD 1 Alterations and Extensions to Residential Dwellings
DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
LPP D4 (2021) Delivering good design
LPP D6 (2021) Housing quality and standards
LPP D8 (2021) Public realm
NPPF4 NPPF 2021 - Decision-Making
NPPF12 NPPF 2021 - Achieving well-designed places

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application 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 that is considered to cause harm to local amenity.

- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.
- Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning Services Civic Centre, Uxbridge, UB8 1UW.
- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
- 9 Nuisance from demolition and construction works is subject to control under The

Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

- of
- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays Bank and Public Holidays.
 - B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
 - C) The elimination of the release of dust or odours that could create a public health nuisance.
 - D) No bonfires that create dark smoke or nuisance to local residents.

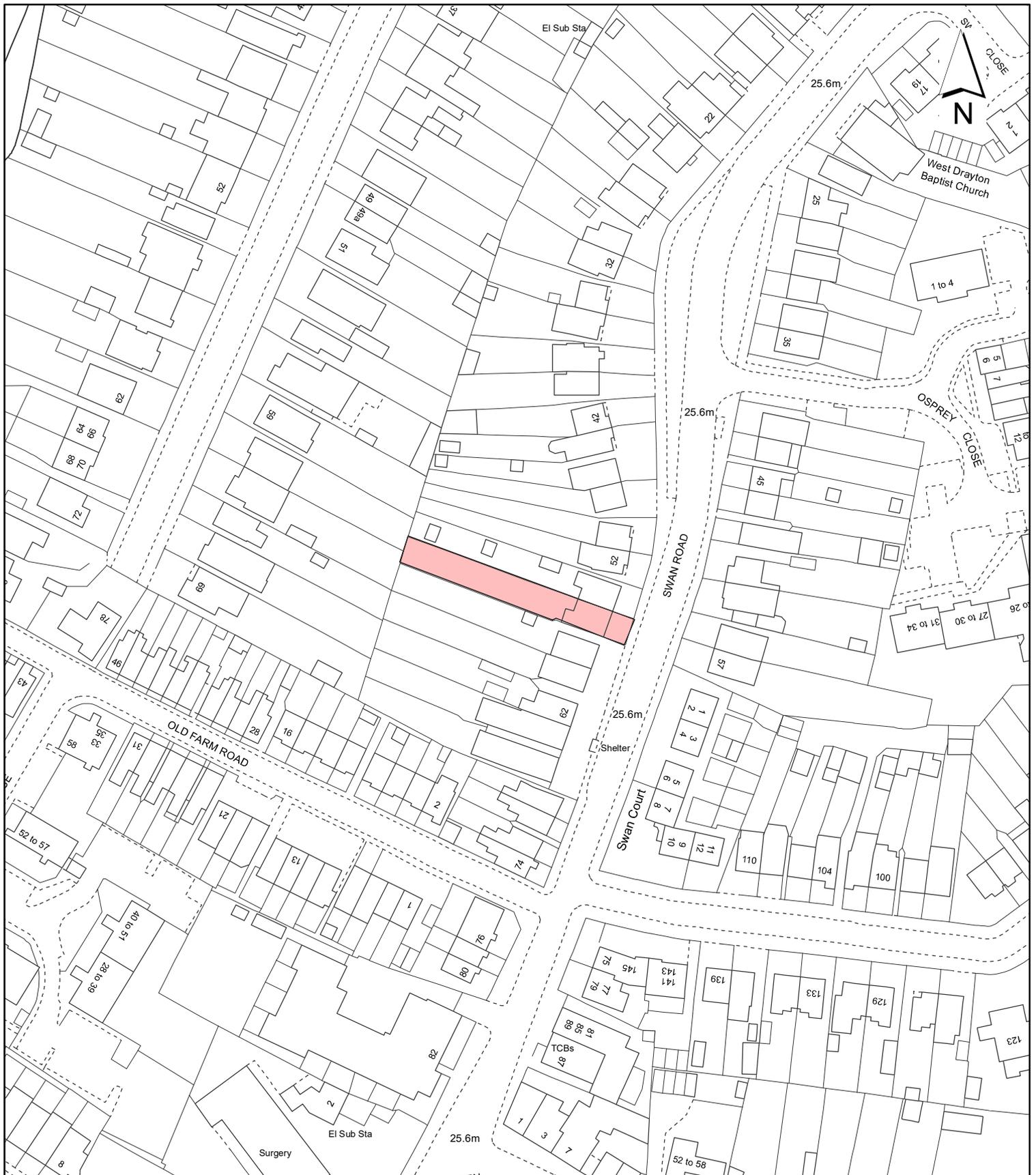
prior

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

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

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**56 Swan Road
 West Drayton**

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

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

Planning Application Ref:

76289/APP/2021/3191

Scale:

1:1,250

Planning Committee:

Minors Page 60

Date:

November 2021



HILLINGDON
 LONDON

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 98 LANSBURY DRIVE HAYES

Development: Change of use from a tyre fitting centre to a mixed-use tyre fitting and MOT test centre (sui generis use)

LBH Ref Nos: 35212/APP/2021/590

Drawing Nos: 1186-P-004B
 1186-P-006B
 1186-P-005A
 1186-P-001
 Noise Impact Assessment
 1186-P-002
 1186-P-003
 Design & Access Statement
 Transport Statement

Date Plans Recieved: 14/02/2021 **Date(s) of Amendment(s):** 14/02/2021

Date Application Valid: 14/02/2021

1. SUMMARY

Planning permission is sought for a change of use from a tyre fitting centre to a mixed-use tyre fitting and MOT test centre (sui generis use). The proposed change of use and associated physical alterations would support the operation and expansion of the existing business and would have an acceptable impact on the character and visual appearance of the area. Mitigation measures proposed are considered to address previous reasons for refusal relating to noise and highway safety/parking. As such, the proposal is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1186-P-004B, 1186-P-005A; 1186-P-006B and the Noise Impact Assessment prepared by Nova Acoustics and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provision of Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3 NONSC Non Standard Condition

Prior to the first use of the application site as an MOT test centre, the noise mitigation measures set out in 3.1.1 Recommendations & Mitigation of the Noise Assessment prepared by Nova Acoustics (13.11.2020), shall be implemented and thereafter retained/maintained as such for the lifetime of the development.

REASON

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

4 COM22 Operating Hours

The premises shall not be used except between:-

09:00 and 19:00 Mondays - Fridays

09:00 to 19:00 Saturdays

The premises shall not be used on Sundays or bank holidays.

REASON

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

5 NONSC Non Standard Condition

Prior to the first use of the application site as an MOT test centre, the parking provision and railings detailed on the approved drawings shall be laid out/constructed and thereafter shall be permanently retained/maintained for the lifetime of the development.

REASON

In the interests of highway and pedestrian safety and to accord with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

6 NONSC Non Standard Condition

The premises shall only be used as a tyre fitting centre and MOT test centre and for no other use.

REASON

For the avoidance of doubt, as the application has been assessed on this basis and the impact of any further changes of use would need to be considered against planning policy.

7 NONSC Non Standard Condition

Prior to the first use of the application site as an MOT test centre, an operational management plan shall be submitted to the Local Planning Authority for approval in writing. The plan shall set out the measures that will be taken to minimise noise and disturbance impacts to neighbouring residents.

Thereafter the site/premises shall only be operated in strict accordance with the approved operational management plan.

REASON

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

INFORMATIVES

1 Compulsory Informative (1)

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

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 14	Air Quality
DMTC 4	Amenity and Town Centre Uses
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF12	NPPF 2021 - Achieving well-designed places

3

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

4

The applicant is advised that any external plant which may be required for a ventilation system is likely to require separate planning permission. This planning permission does not infer that consent will necessarily be forthcoming.

5 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

3. CONSIDERATIONS

3.1 Site and Locality

The application property is a part two storey part single storey building located on the corner of Lansbury Drive and Balmoral Drive. The site currently operates as a tyre fitting centre with associated sales of vehicle parts and occupies the ground floor of the building. A flat (98a Lansbury Drive) is located at first floor. The site is located in a predominantly residential area in Hayes.

The site lies within a designated air quality management area. There are no other relevant designations/planning constraints affecting the site.

3.2 Proposed Scheme

The planning application seeks a change of use from tyre fitting centre to mixed-use tyre fitting and MOT test centre (sui generis use). The proposed change of use would be facilitated by an internal reorganisation of space to create an MOT testing bay and customer viewing area, alongside retention of 2 general workshop bays, tyre storage area and ancillary office.

Externally, a new pedestrian access door is proposed to be inserted into the existing shopfront to provide customer access to the building and an existing pedestrian door is to be fitted with a roller shutter. Three roller shutters enclosing the vehicle bays are to be altered to include acoustic curtains, plus the addition of pedestrian doors and windows to two of the shutters.

An existing roof over the vehicle workshop is to be replaced with insulated roofing panels (height of the roof to remain as existing).

In the forecourt area, it is proposed to mark out two additional vehicle parking bays/customer waiting bays, creating a total of 4. Additional railings would also be installed along the north west and north east site boundaries to match existing railings which are located along parts of these boundaries.

Revised plans were received during the course of this application to propose noise mitigation measures which have been described above and to include additional railings.

3.3 Relevant Planning History

35212/84/1419 98 Lansbury Drive Hayes
Mixed dev. on 0.0000 hectares (full)(P)

Decision: 03-10-1984 Approved

35212/APP/2003/2471 98 Lansbury Drive Hayes
ERECTION OF A SINGLE STOREY SIDE EXTENSION FOR CLASS A1 (RETAIL) USE AND A FIRST FLOOR REAR EXTENSION COMPRISING A ONE-BEDROOM SELF-CONTAINED FLAT

Decision: 10-12-2003 Refused

35212/APP/2004/2871 98 Lansbury Drive Hayes
ERECTION OF SINGLE STOREY REAR EXTENSION FOR USE AS A WORKSHOP (INVOLVING DEMOLITION OF EXISTING WORKSHOP)(RETROSPECTIVE APPLICATION)

Decision: 23-12-2004 Approved

35212/APP/2004/948 98 Lansbury Drive Hayes
ERECTION OF SINGLE STOREY SIDE EXTENSION TO SHOP.

Decision: 01-09-2004 Refused **Appeal:** 22-04-2005 Dismissed

35212/APP/2005/3467 98 Lansbury Drive Hayes
ERECTION OF A SINGLE STOREY REAR EXTENSION FOR OFFICE USE AND SINGLE STOREY SIDE EXTENSION COMPRISING TWO ROLLER SHUTTERS (INVOLVING DEMOLITION OF EXISTING STAIRCASE), ALTERATION TO FRONT ELEVATION AT GROUND FLOOR LEVEL BY INSTALLING ADDITIONAL ENTRANCE AND INSTALLATION OF A NEW EXTERNAL STAIRCASE

Decision: 09-03-2006 Withdrawn

35212/APP/2006/2148 98 Lansbury Drive Hayes
ERECTION OF SINGLE STOREY REAR EXTENSION FOR OFFICE USE AND SINGLE STOREY SIDE EXTENSION (INVOLVING DEMOLITION OF EXISTING EXTERNAL STAIRCASE) AND INSTALLATION OF NEW DOOR WITHIN THE SHOPFRONT, WITH NEW ACCESS TO UPPER FLOOR.

Decision: 13-10-2006 Approved

35212/APP/2007/2487 98 Lansbury Drive Hayes
ERECTION OF A SINGLE STOREY REAR EXTENSION FOR OFFICE/STORAGE USE (RETROSPECTIVE APPLICATION)

Decision: 08-10-2008 Approved

35212/APP/2014/2704 98 Lansbury Drive Hayes
Change of use from light industrial (Use Class B1c) to general industrial (Use Class B2)

Decision: 15-10-2014 Refused

35212/APP/2015/595 Auto Spares & Tyres 98 Lansbury Drive Hayes
Change of use from light industrial (Use Class B1c) to general industrial (Use Class B2)

Decision: 19-05-2015 Refused

35212/C/98/1466 98 Lansbury Drive Hayes
Change of use to car showroom

Decision: 15-10-1998 Refused **Appeal:** 22-04-1999 Dismissed

35212/D/98/2430 98 Lansbury Drive Hayes
Change of use to a shop for the sale of motor vehicles including valeting, minor servicing, paint spraying and as a customer reception and office (Appeal against Enforcement Notice; Application for planning permission deemed to have been made pursuant to Section 174 of the Town and Country Planning Act 1990)

Decision: 20-04-1999 Refused

35212/E/99/0735 98 Lansbury Drive Hayes
Change of use to Class A3 (Food and Drink)

Decision: 12-07-1999 Refused

Comment on Relevant Planning History

There is extensive planning history related to the site as detailed above. Of particular relevance to this proposal are applications 35212/APP/2014/2704 and 35212/APP/2015/595 which similarly sought a change of use from tyre fitting centre to tyre fitting and MOT test centre and were refused permission.

Application 35212/APP/2014/2704 was refused on 15th October 2014 for the following reason:

1. In the absence of a detailed noise survey and/or appropriate noise mitigation measures the proposed use would result in unacceptable noise and disturbance to the surrounding residential occupiers. The proposal would therefore be harmful to the amenities of the surrounding occupiers and contrary to Policy OE1 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Application 35212/APP/2015/595 was refused on 19th May 2015 for the following two reasons:

1. In the absence of a robust noise survey and appropriate noise mitigation measures the proposed use would result in unacceptable noise and disturbance to the surrounding residential occupiers. The proposal would therefore be harmful to the amenities of the surrounding occupiers and contrary to Policy OE1 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

2. The proposal has not satisfactorily demonstrated that sufficient off street parking, manoeuvring and access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Council's approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Local Plan (Saved UDP Policies) and to the Hillingdon's Adopted Parking Standards.

The current application has sought to overcome the previous concerns through the submission of a Noise Impact Assessment, submission of a Transport Assessment, the inclusion of noise mitigation measures, changes to parking arrangements and additional railings to the site boundaries.

4. Planning Policies and Standards

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)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

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 13 Shopfronts
DMHB 14 Trees and Landscaping
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 6 Vehicle Parking
DMEI 14 Air Quality
DMTC 4 Amenity and Town Centre Uses
LPP D4 (2021) Delivering good design
LPP D8 (2021) Public realm
LPP D13 (2021) Agent of change
LPP D14 (2021) Noise
LPP T4 (2021) Assessing and mitigating transport impacts
LPP T6 (2021) Car parking
NPPF2 NPPF 2021 - Achieving sustainable development
NPPF4 NPPF 2021 - Decision-Making
NPPF6 NPPF 2021 - Building a strong, competitive economy
NPPF12 NPPF 2021 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

10 neighbouring properties were consulted by letter on 19th February 2021. No public comments have been received.

Internal Consultees

Access Officer:

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

Planning Officer Comment:

The recommended informative has been included in the recommendation.

Highway Officer:

The building is currently a tyre fitting centre, the proposal is to allow for a reorganisation of the existing building with some minor internal works to include a MOT test centre with ancillary support spaces. The applicant has submitted a Design and Access as well as a Transport Statement (TS) dated Jan 2021 in support of their application.

This application is a resubmission of a previous app ref no.35212/APP/2015/595, which was refused, one of the reasons was on highways which stated: "The proposal has not satisfactorily demonstrated that sufficient off-street parking, manoeuvring and access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Council's approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Local Plan (Saved UDP Policies) and to the Hillingdon's Adopted Parking Standards."

The Hillingdon Local Plan: Part 2 Development Management Policies was adopted in Jan 2020, and Policy DMT 6 requires that development proposals must comply with the relevant parking standards outlined in Appendix C Table 1(b). The general industrial (use class E) to MOT centres (sui generis) in Policy DMT6 are all listed under 'All other B class uses', however, the proposed use is sui generis and therefore other aspects are taken into consideration. The HA does not accept that a tyre fitting bay that now includes MOT testing bays will not result in an increase in the number of customers or parking demand, there is an additional service being provided which would mean customers arriving solely (not linked trips) for MOT or tyre servicing whereas before that was not the case.

To address the concerns of the previous highway concern that the existing parking arrangements on the site were congested and that the proposals should provide a more formalised parking layout, swept path track drawings have been submitted to support the formalised proposed parking layout and arrangement of 4 car parking spaces.

The swept paths show the site remains very constrained and tracks are adjacent if not overhanging the site's boundary and potentially onto the footway which is not acceptable. This may be existing however the planning process provides an opportunity by which it seeks to improve standards and safety for all road users, and under the proposal there is likely to be an intensification of cars being serviced, so more secure and safer self-enforcing measures are required, similar to the fencing at the corner to ensure vehicles do not overhang or drive along the unfenced section of the site. This would ensure that there is no infringement onto the public highway and ensure that the site can only service those vehicles that can be stored and operated within its site's boundary.

Recommendation: Subject to the installation and continuation of the existing fencing along the back of the Balmoral Drive footway to the site's dropped kerb, there are no objections.

Highway Officer revised/additional comment (30/07/2021):

Thank you for taking my team call just now to clarify the HA's formal comments and why the recommendation remains no objection subject to the condition placed.

Planning Officer Comment:

The amended drawings show railings along the boundaries with Balmoral Drive and Lansbury Drive and are considered to accord with the Highway Officer's recommendation. A planning condition is recommended to ensure the railings are installed and thereafter retained/maintained.

Noise Officer:

I object to the proposed development on the basis of the noise impacts on sensitive nearby receptors. The applicant has identified that as presented the scheme would result in significant adverse effects on a sensitive noise receptor.

'The assessment above indicates that the rating level is above the background sound level at the noise sensitive receptor by 25 dB. This indicates the potential for Significant Adverse Impact Dependant on Context impact on the surrounding residential Noise Sensitive Receptors. This indicated that further mitigation measures are required to ensure the development causes a low impact on the NSR.'

This is an increase that is unacceptable. The report then identifies possibilities for mitigation and sets these out at 3.1.1. It is not clear where these recommendations have been identified on the plans. One of the recommendations includes changes to the roof structure as well as the external appearance of the existing buildings. Presumably these would require planning permission. However, some of the mitigation is about operational methods that are difficult to manage or secure. Real case studies of the mitigation measures should have been made available to demonstrate how operations can be carried out to limit fugitive noise emissions. For example as vehicles move in and out of the workshop area. The noise levels are such that any fugitive emissions are likely to cause an unacceptable noise nuisance.

The mitigation proposed also only makes assumptions on noise reductions and there is no detailed specifications or produce details to support the assumptions being stated. If the applicant presents a scheme that properly incorporates the mitigation, can demonstrate that reliance will not be put on operational measures that are difficult to control and that result in safe operations (i.e. appropriate ventilation for the health and safety of workforce) and can demonstrate that the residential units will achieve the required noise standards then the concerns maybe alleviated. However, as presented the risk of noise exposure to the neighbouring sensitive receptors remains a concern.

Planning Officer Comment:

Additional information and revised plans detailing noise mitigation measures have been submitted in response to the noise officer's comments. It is considered that the issue of noise has now been satisfactorily addressed and this is discussed at section 7.18 of this report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal would support the operation and enable the expansion of services provided by the existing business operating from the site. The NPPF (2021) advises that: 'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81)' Having regard to this, the principle of the proposed development is considered to be supported, subject to compliance with relevant local plan policies and material considerations as discussed in this report.

7.02 Density of the proposed development

Not applicable to this proposal.

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

No heritage assets would be affected by the proposal.

7.04 Airport safeguarding

Not applicable to this proposal.

7.05 Impact on the green belt

Not applicable to this proposal.

7.07 Impact on the character & appearance of the area

The NPPF (2021) states that: 'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities (paragraph 126).'

Related to this, the London Plan (2021) states at Policy D3 that development should: 'enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions'.

At the local level, Policy BE1 (Built Environment) of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) seeks to achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including [amongst other things]: i) harmonising with the local context, and ii) ensuring the use of high quality building materials and finishes.'

Policy DMHB 13 (Shop Fronts) of the same plan is also relevant to the proposal and includes that: A) 'New shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene'; and E) 'Blinds, canopies and shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting. External security grilles will not normally be permitted, unless they are of good quality design.'

The proposed physical alterations to the site would be considered to have an acceptable impact on the character and appearance of the area. The proposed changes to the shop front - insertion of door and roller shutter to existing door - are considered acceptable in the context of the site and surroundings. The insertion of the new door would not significantly affect the appearance of the shop front and the addition of the roller shutter to the existing door would be acceptable in this instance, as it would provide noise mitigation and would not appear out of keeping given the existing vehicle bay shutters at the site. The proposed changes to the vehicle bay shutters and replaced roof over the workshop would not be considered to adversely affect the appearance of the site or street scene.

The addition of further railings to match those already found at the site would be considered to have an acceptable impact on the character and appearance of the area. There are a number of similar railings in situ in the immediate locality and therefore the new railings would not appear unduly prominent or out of character.

Having regard to the considerations above, the proposal would have an acceptable impact on the character and visual amenity of the area and would comply with the aforementioned policies.

7.08 Impact on neighbours

Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that proposals should not adversely impact on the amenity of adjacent properties. The physical alterations proposed to the building/site would not be considered to adversely affect neighbouring amenity due to their nature and location, however the impact of the change of use in relation to noise and disturbance must be carefully considered. This is discussed at section 7.18 of this report.

7.09 Living conditions for future occupiers

Not relevant to this proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2 (2020): Highways Impacts states:
Development proposals must ensure that:

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

Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020): Vehicle Parking states:

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

The Council may agree to vary these requirements when:

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

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

As previously stated, planning application 35212/APP/2015/595 for a similar proposal at this site was refused as the application had failed to demonstrate that the proposal made provision for satisfactory/sufficient off-street parking, manoeuvring and access arrangements. This current application is supported by a Transport Assessment (Highway Planning Ltd. January 2021). This document includes swept path drawings demonstrating how the proposed parking layout would function.

The Council's Highway Officer has reviewed the submission and advises that: 'The swept paths show the site remains very constrained and tracks are adjacent if not over hanging the sites boundary and potentially onto the footway which is not acceptable. This may be existing however the planning process provides an opportunity by which it seeks to improve standards and safety for all road users, and under the proposal there is likely to be an intensification of cars being serviced, so more secure and safer self-enforcing measures are required, similar to the fencing at the corner to ensure vehicles do not overhang or drive along the unfenced section of the site. This would ensure that there is no infringement onto the public highway and ensure that the site can only service those vehicles that can be stored and operated within its site's boundary.'

The revised drawings submitted for the application include additional railings along Balmoral Drive and Lansbury Drive and are considered to satisfactorily address the Highway Officer's recommendation. A planning condition is proposed to ensure the parking spaces are laid out and the railings installed and thereafter retained/maintained.

Subject to the aforementioned condition, the proposal is considered acceptable in relation to its highway and parking impacts and to comply with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

7.11 Urban design, access and security

Refer to section 7.07 of this report.

7.12 Disabled access

The Council's Access Officer has reviewed the application and raises no concerns in relation to access, however recommends an informative on the subject be included in any planning permission granted. This informative has been included in the recommendation.

7.13 Provision of affordable & special needs housing

Not applicable to this proposal.

7.14 Trees, landscaping and Ecology

No trees or soft landscaping would be affected by the proposal and given that the forecourt is laid to hardstanding, the proposal is unlikely to impact on any ecological features or wildlife. The visual impact of the addition of further railings has been considered in section 7.07 of this report.

7.15 Sustainable waste management

No significant issues are considered to be raised in respect of sustainable waste management. The site operator will continue to be responsible for ensuring waste is managed and collected effectively.

7.16 Renewable energy / Sustainability

No significant issues are considered to be raised.

7.17 Flooding or Drainage Issues

The site does not lie within an area at particular risk of flooding (albeit it is noted that the adjacent highways are prone to surface water flooding, according to the Council's GIS records). No additional hard surfacing or built floor areas are proposed, therefore the proposal is not considered to raise drainage or flooding concerns.

7.18 Noise or Air Quality Issues

Noise:

As noted, Policy DMHB 11 of the Local Plan Part 2 (2020) seeks to protect the amenity of neighbouring residents. In addition, Policy DMTC 4 (Amenity and Town Centre Uses) of the same plan deals with the impact of certain uses in town centre locations. Whilst the proposed use is not a cited use, the aim of the policy to prevent unacceptable disturbance to neighbouring properties by reason of noise, odour, emissions, safety and security, refuse, parking or traffic congestion is considered relevant to the proposal.

In relation to noise, London Plan (2021) Policy D13 (Agent of Change) and Policy D14 (Noise) are relevant. Policy D13 advises that: 'New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.' It continues that: 'Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.'

As detailed previously, planning permission has twice been refused for this proposal on the grounds of noise impacts. This application is accompanied by a Noise Impact Assessment (Nova Acoustics, November 2020). This identifies that the proposal has the potential to result in a significant adverse noise impact without mitigation. A series of mitigation measures are therefore recommended in order to ensure noise levels are reduced to an acceptable level. The Council's Noise Officer has reviewed the submitted noise report (comments detailed at section 6 of this report) and raised concerns that the mitigation measures may not be included in the drawings, that insufficient detail had been provided and regarding a reliance on operational measures.

In response, revised plans have been received detailing mitigation measures including:

- Acoustic curtains to be fitted to the vehicle bay roller shutters;
- Replacement roof with insulated material over vehicle workshop; and
- Roller shutter to pedestrian door.

Further information has also been provided by the applicant including to confirm that vehicles will be booked in for an MOT. Therefore the applicant considers there will be no unnecessary traffic or vehicle movement on the site. They state that this is an improvement from the pre-covid set up which allowed vehicles to come and go to replace tyres.

Having regard to the existing established use of the site for tyre fitting with no obvious noise mitigation measures and that the proposal now includes noise mitigation measures in line with the submitted noise assessment report, it is considered that the application has addressed the previous concerns and subject to conditions to ensure the mitigation measures are implemented and maintained, the proposal is considered acceptable with respect to potential noise impacts and to comply with London Plan Policies D13 and D14 and Hillingdon Local Plan Part 2 Policies DMHB 11 and DMTC 4 in this respect.

Air Quality:

The site lies within a designated air quality management area. However, whilst the proposal is likely to generate some additional traffic, this would be limited given that the footprint of the building is not being enlarged. As such, it is not considered that the proposal would have a significant impact on local air quality.

The Council's Noise Officer raised the issue of ventilation within the building and the applicant has confirmed that if planning permission is granted, the applicant will appoint a specialist to design the ventilation system to ensure that the workshop is well ventilated. It is the applicant's responsibility to provide a safe working environment and an informative is recommended to advise the applicant that external plant (if necessary in connection with the ventilation system) is likely to require separate planning permission.

7.19 Comments on Public Consultations

No public comments have been received.

7.20 Planning obligations

No planning obligations are considered necessary in relation to the proposal. Required noise and highway safety mitigation measures can be adequately secured by planning conditions.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No other significant issues are raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposed change of use and associated physical alterations would support the operation of the existing business and would have an acceptable impact on the character and visual appearance of the area. Highway safety and noise mitigation measures proposed are considered to address previous concerns and can be satisfactorily secured through planning conditions. As such, the proposal is considered to accord with the relevant policies of the development plan and is recommended for approval subject to conditions.

11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

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)

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

98 Lansbury Drive

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

35212/APP/2021/590

Scale:

1:1,250

Planning Committee:

Minor Page 76

Date:

November 2021



HILLINGDON
 LONDON

A

Item No. Report of the Head of Planning, Transportation and Regeneration

Address 54A EDWARDS AVENUE RUISLIP

Development: Installation of front brick wall and timber panelling

LBH Ref Nos: 34282/APP/2021/1682

Drawing Nos: PA-01 Rev. C

Date Plans Received: 27/04/2021

Date(s) of Amendment(s):

Date Application Valid: 27/04/2021

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the south-eastern side of Edwards Avenue and comprises a detached chalet-style bungalow. The property is characterised by its side gable roof profile, front dormer extension and white rendered walls. It has recently been extended by a single storey side/rear extension and conversion of its garage to habitable accommodation (application ref: 34282/APP/2020/3838).

The surrounding area is residential in nature and is defined by properties of various architectural styles and sizes. The properties on Edwards Avenue are generally set-back from the highway by areas of soft and hard landscaping with low level boundary treatment. However, it is observed that the adjacent neighbouring property at number 56 Edwards Avenue contains high level boundary treatment along its street frontage.

The application site is not designated within a Conservation Area, nor an Area of Special Local Character. The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land, although it is noted that there is a tree to the front of the property. The site lies in Flood Zone 1.

1.2 Proposed Scheme

Planning permission is sought for the installation of a front brick wall with timber panelling.

It was confirmed by the agent that the original drawing accompanied with this application showed the proposed boundary treatment in the incorrect position. Following an Officer site visit, a revised drawing was submitted showing the correct position and dimensions of the proposed boundary treatment. The wording of the proposal description was also updated to reflect the development shown on the revised drawing. Neighbouring residents were re-consulted on the revised drawing and proposal description.

1.3 Relevant Planning History

34282/84/0121

54a Edwards Avenue Ruislip

Residential development-1 units (Full) (P)

Decision Date: 27-03-1984 **Approved** **Appeal:**

34282/A/87/0825 54a Edwards Avenue Ruislip

Det of landscaping in comp with cond 8 of P/Pref 34282/84/121 dated 27/3/84

Decision Date: 10-06-1987 **Approved** **Appeal:**

34282/APP/2016/1738 54a Edwards Avenue Ruislip

Conversion of integral garage into habitable space involving alteration to front elevation

Decision Date: 28-06-2016 **Approved** **Appeal:**

34282/APP/2020/3838 54a Edwards Avenue Ruislip

Single storey side/rear extension and conversion of garage to habitable use involving alterations to elevations

Decision Date: 04-02-2021 **Approved** **Appeal:**

Comment on Planning History

The relevant planning history attached to this site is referenced above.

There is an on-going enforcement investigation in relation to the installation of an air conditioning unit and changes to the fencing/means of enclosure (Ref: ENF/175/21). The Council's Enforcement Department has advised that the action taken in respect to the changes to the fencing/means of enclosure would be dependent on the outcome of this subject planning application. The air conditioning unit does not form part of this application and would need to be dealt with separately.

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

EXTERNAL CONSULTEES:

12 neighbouring properties were consulted on 5th May 2021. The consultation period expired on 26th May 2021. Four representations from separate addresses were received and their comments are summarised as follows:

- The potential use of the application property as flats or an HMO
- The position of the fence would result in the subdivision of the garden into two plots
- The subdivision of the garden would result in a loss of privacy and overlooking for neighbouring occupiers
- The fencing would provide independent access into the rear garden of the site
- Discrepancies between the proposal description on the application form and the Council's website
- The submitted plan does not show the correct boundary lines of neighbouring properties
- An existing and proposed site plan has not been submitted

- The design encourages a secondary dropped kerb
- Extensive development is being carried out to increase the living accommodation within the property
- There are trees located on site, but the application form states there are none
- There is a 10% threshold limit for the redevelopment of properties which has been exceeded on Edwards Avenue

South Ruislip Residents Association: No comments received.

Planning Officer Response: As previously mentioned, the original drawing showed the proposed boundary treatment in the incorrect position. The agent has rectified this issue and the correct position of the boundary treatment is now shown on the revised plan. The revised position of the proposed boundary treatment would not result in the sub-division of the garden. Also, it was confirmed during the Officer site visit that the application property has not been subdivided into flats or converted into an HMO.

INTERNAL CONSULTTEES

Tree and Landscape Officer: The prominent tree in the front garden is not shown on plan, however, according to the response to the planning questionnaire (Q.9), there are no trees on the site close to the development. On the other hand the response also indicates that no trees will be removed. The plans are less clear than they could be and fail to show the existing tree. It is not known whether this will be retained as part of the proposal?

The proposed development of the front boundary also lacks clarity. On plan it is variously described as a 1.2metre brick wall + 800mm timber panel (= 2.0metres height overall) and on the site plan as a 1.8metre x 1.2metre pressure treated double slatted fence panel? While the proposed front boundary treatment is higher than typical for this area, it is restricted to the front of the side garden which provides the main area of private amenity space. The existing 1metre high brick wall will be retained in front of the house.

Recommendation: The overall height should be restricted to 1.8metre which is more than adequate to prevent overlooking from the street - typical eye level is normally assumed to be 1.5metres. The precise description of the fence type is ambiguous. If you are minded to approve the application, a construction detail should be conditioned, using RES9 (part 1and 5).

Planning Officer Comment: The revised drawing submitted clearly identifies the height of the proposed boundary treatment and the retention of the tree referred to above. These matters are discussed further in section 5 of the report.

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 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP G7	(2021) Trees and woodlands
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF12	NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main considerations are the design and impact on the character of the existing property, the impact upon the street scene and locality, the impact on the health of trees at the site, the impact upon the amenities of neighbouring occupiers, car parking provision and highway safety.

CHARACTER AND APPEARANCE:

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

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

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that alterations to dwellings should not have an adverse cumulative impact on the character and appearance of the street scene.

The proposed brick wall and timber panelling would run along the site frontage for a length of 10.3 metres, at which point it would run along the return building line of the property for a length of 4.7 metres. The brick wall would have a height of 1.2 metres and the timber panelling and columns would have a height of 0.8 metres. This equates to a maximum height of 2 metres.

Google Street view images dating back from 2008 show that timber panelling measuring approximately 1.8 metres high used to be erected along the front boundary adjoining the

side garden of the application site. As such, the principle of high boundary treatment along this section of the site has already been established and this should be taken into account as a material consideration. It is acknowledged that this timber panelling has recently been replaced by temporary fencing and an access gate. However, the agent has advised that this was in order to facilitate the construction of the extensions that were approved by the Council under application ref: 34282/APP/2020/3838. If planning permission were to be granted, the proposed brick wall and timber panelling would replace the temporary fencing currently at the site.

It is considered that the proposed brick wall and timber panelling would be in keeping with its immediate context, when viewed against the high-level brick wall and railings at number 56 Edwards Avenue. The use of the proposed timber panelling would help to soften the appearance of the proposed boundary treatment and add a degree of visual interest when viewed from the street scene. The existing low level brick wall to the front of the application property would be retained as part of the development, thus ensuring that a degree a visual openness is maintained. It is therefore considered that the proposal would harmonise with the surrounding street scape and would respect the suburban character of the area.

In light of the above, it is considered that the proposal would not cause harm to the character and appearance of the host property or the surrounding area. The proposal, therefore, accords with the objectives of Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policies DMHD 1, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies, in this respect.

IMPACT ON THE HEALTH OF TREES:

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. It also states that proposals that would affect existing trees will be required to provide an accurate tree survey.

A tree survey report was not submitted with this application. However, it is noted that there is an unprotected tree in the front garden of the site which contributes positively to the visual amenity of the street scene, and would be in close proximity to the proposed boundary treatment. If planning permission were to be granted, a pre-commencement condition would be secured requiring the submission of an Arboricultural Method Statement and Tree Protection Plan. Subject to such a condition, it is considered that the proposal would not cause harm to the health of the tree at the site in accordance with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

NEIGHBOURING RESIDENTIAL AMENITY:

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that: a satisfactory relationship with adjacent dwellings is achieved; and that there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management

Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Neighbour representations raising concern about subdivision of the site/property are noted, however the subject planning application is a householder planning application proposing a new boundary treatment and should be considered on this basis. As stated previously, it was confirmed during the Officer's site visit that the property has not been subdivided into flats, nor is it in use as a House in Multiple Occupation (HMO).

Number 56 Edwards Avenue has a brick wall and railing up to a height of 2.1 metres running along its site frontage. Numbers 41 and 43 Edwards Avenue would be separated from the proposed boundary treatment by approximately 18 metres. There would be a separation distance of approximately 15.5 metres between the proposed boundary treatment and number 54 Edwards Avenue. Taking these factors into account, coupled with the height of the proposed boundary treatment, it is considered that the development would not unduly impact on the living conditions of neighbouring occupiers, in terms of outlook, light, sense of enclosure, privacy or otherwise.

The representations received from neighbouring residents have been duly noted. However, having regard to the above, it is considered that the proposed development would not adversely impact on the residential amenities of neighbouring occupiers, in accordance with the objectives of Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

PARKING AND HIGHWAY SAFETY:

Policy DMHD 1 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that adequate off-street parking is retained. This is reinforced by Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) which states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

There is an existing area of hardstanding to the front of the property which is of a sufficient size to accommodate two off-street car parking spaces, in accordance with the Council's car parking standards set out in Appendix C, Table 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). The proposal does not seek to alter the on-site car parking provision, nor the dimensions of the existing vehicle crossover serving the site. Due to the separation distance, the proposed boundary treatment would not prejudice the existing vehicular crossover's visibility splays.

On this basis, it is considered that the proposal would not exacerbate the demand for street parking or prejudice highway safety, in accordance with Policies DMHD 1 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

CONCLUSION:

The main body of the report demonstrates that the revised proposal complies with the relevant policy objectives set out in Hillingdon Local Plan: Part One - Strategic Policies (2012) and Part Two - Development Management Policies (2020). It is therefore

considered, taking all matters into account including all representations received, that planning permission should be granted subject to conditions.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PA-01 Rev. C (received on 21.10.2021).

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3 RES7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4 RES8 Tree Protection

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

a) A method statement outlining the sequence of development on the site and tree protection measures; and

b) The specification and position of fencing and or any other measures to be taken to protect the tree detailed on drawing number PA-01 Rev. C (received on 21.10.2021) from damage before or during the course of development.

The development shall be undertaken in accordance with the approved details.

REASON

To ensure that trees and other vegetation can and will be retained on site and not be damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

5 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

- 1** 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 (2021). 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.
- 2** The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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

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

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads

during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

- 3 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.

Standard Informatives

- 1 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHD 1	Alterations and Extensions to Residential Dwellings
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP G7	(2021) Trees and woodlands
NPPF2	NPPF 2021 - Achieving sustainable development

NPPF4 NPPF 2021 - Decision-Making
NPPF12 NPPF 2021 - Achieving well-designed places

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application 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 that is considered to cause harm to local amenity.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air

Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

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

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

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

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

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

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

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

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

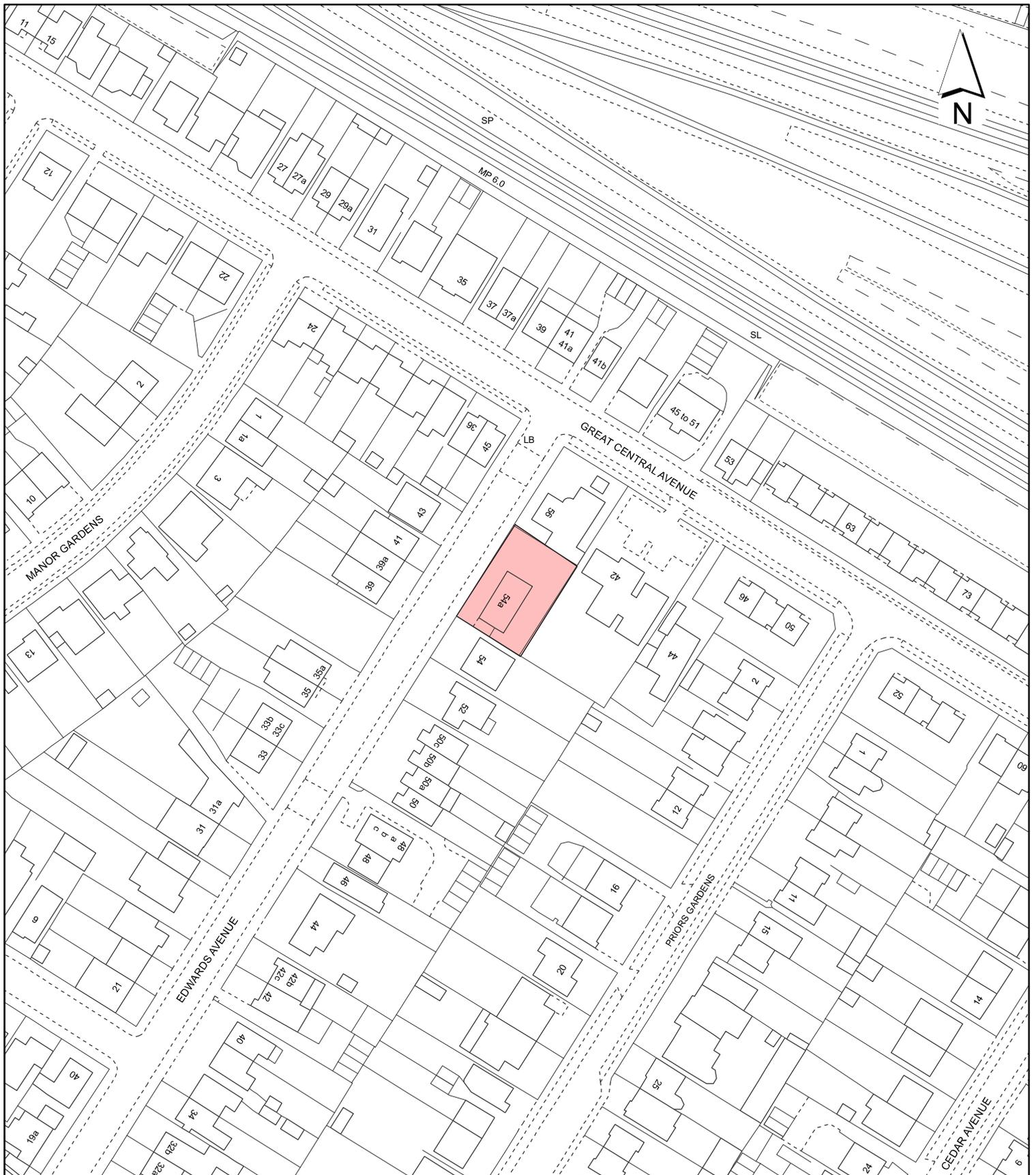
You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior

approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

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

Contact Officer: Nesha Burnham

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

54A Edwards Avenue

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

34282/APP/2021/1682

Scale:

1:1,250

Planning Committee:

Minors Page 89

Date:

November 2021



HILLINGDON
 LONDON

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Plans for Minor Applications Planning Committee

Tuesday 2nd November 2021



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Planning, Transportation and Regeneration

Address 34 ASPEN GROVE EASTCOTE
Development: Single storey rear extension (revised description omitting first floor).
LBH Ref Nos: 76496/APP/2021/2303

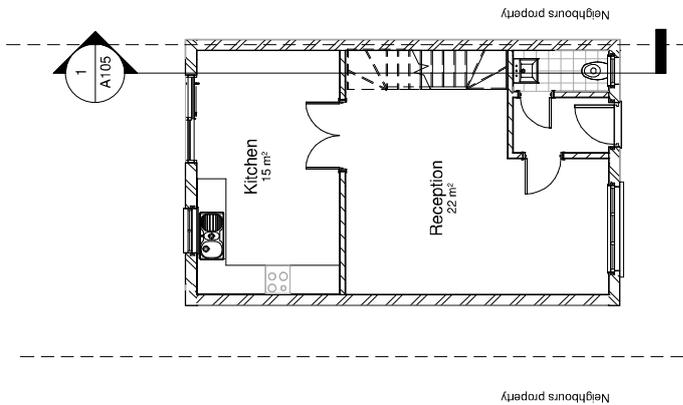
34, Aspen Grove, Eastcote, Hillingdon, HA5 2NL



Site Plan shows area bounded by: 509445.72, 189453.77 509587.14, 189595.2 (at a scale of 1:1250), OSGridRef: TQ 9518952. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

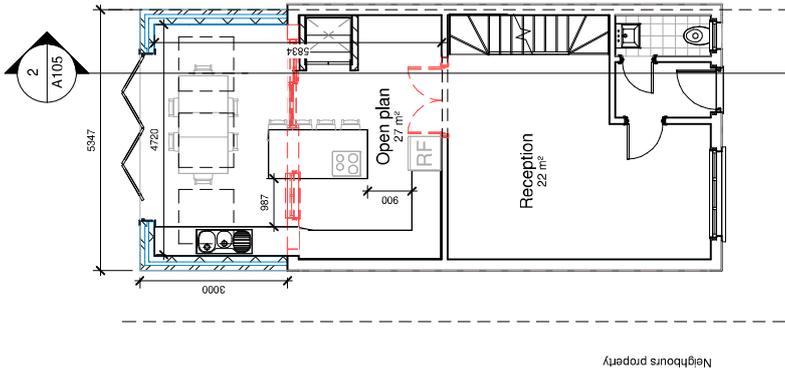
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00-Ground floor - Existing

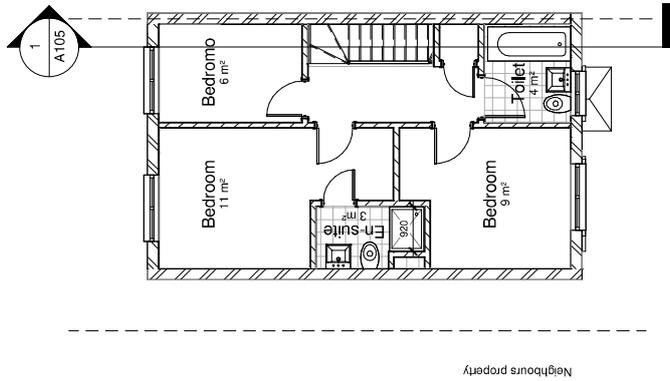
1 1 : 100



00-Ground floor - Proposed

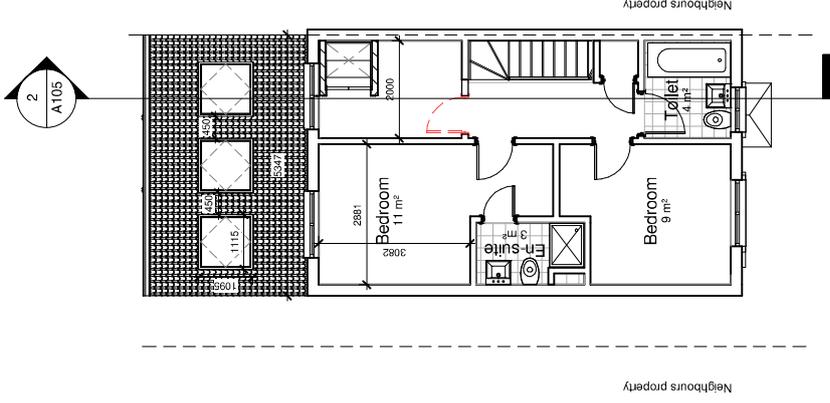
2 1 : 100





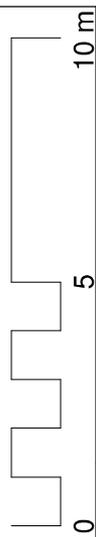
01-First floor - Existing

1 1 : 100

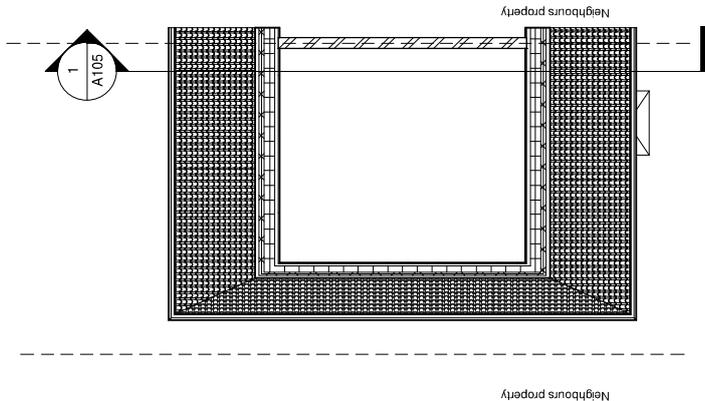
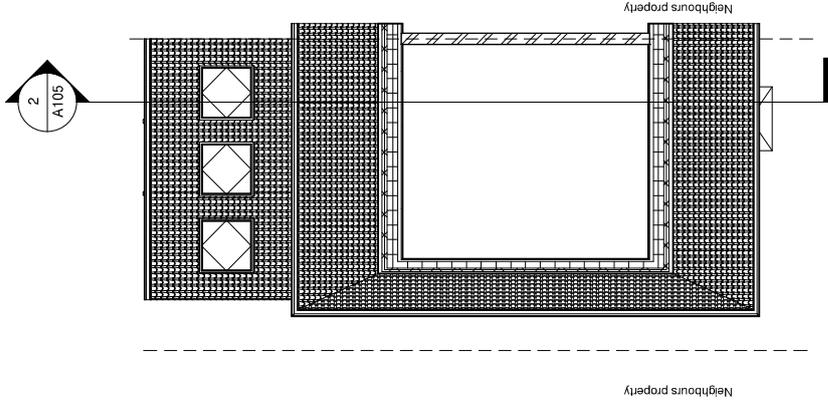


01-First floor - Proposed

2 1 : 100



	<p>329 High Street Harrogate, Wetherby, West Yorkshire, LS18 5DU +44 (0)1937 5432269 www.themarketdesignandbuild.com info@themarketdesignandbuild.com</p>	<p>RIBA </p> <p>Chartered Practice</p>	<p>Demolish </p> <p>Proposed </p> <p>Existing </p>	<p>COPYRIGHT This drawing has been produced by The Market Design & Build, Chartered Architect and shall remain the property of the Architect or other party for any purpose. It is to be used only for the specific project for which it was produced and no other building work is to be carried out. Any discrepancies to be reported to architect.</p>	<p>ISSUE: Tender Issue</p>	<p>PROJECT: 34 Aspen Grove, Pinner, HA5 2NL</p>	<p>Scale (@ A1) 1 : 100</p>	<p>DATE: Aug 2021</p>	<p>DWG NO: A102 + A202</p>	<p>By: Daanq</p>	<p>Checked By: Stefan</p>
					<p>TITLE: First floor</p>	<p>Scale (@ A1) 1 : 100</p>	<p>DATE: Aug 2021</p>	<p>DWG NO: A102 + A202</p>	<p>By: Daanq</p>	<p>Checked By: Stefan</p>	



02 - Loft - Proposed

1

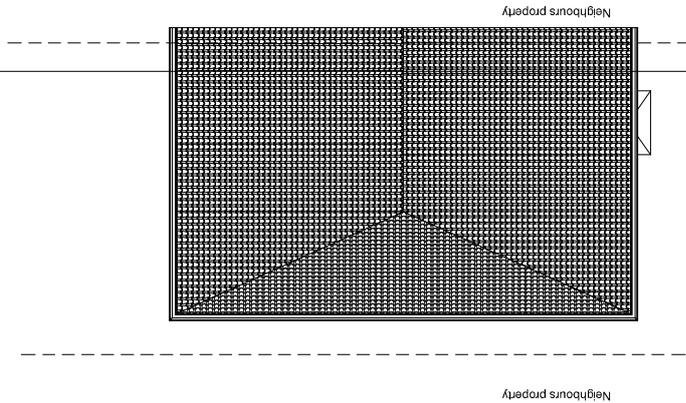
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02 - Loft - Existing

2

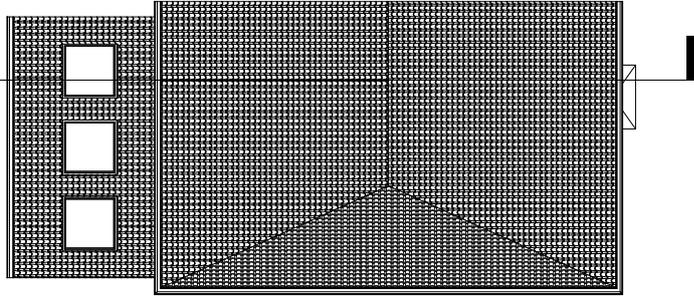
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				<p>Demolish Proposed Existing</p> <p>All measurements to be checked prior to construction. Any changes to be reported back to this office. Contractor responsible for calling out building control officer as required at stages requested by council.</p> <p><small>COPYRIGHT This drawing has been produced by The Market Design & Build, Chartered Architect and shall remain the property of the Architect or other party for any purpose. No reliance to be placed on this drawing before any building work is carried out. Any discrepancies to be reported to architect.</small></p>		<p>ISSUE: Tender Issue</p> <p>PROJECT: 34 Aspen Grove, Pinner, HA5 2NL</p>		<p>TITLE: Loft</p> <p>Scale (@ A1): 1 : 100</p> <p>Date: Aug 2021</p>		<p>DWG NO: A103 + A103</p> <p>By: Daanq</p> <p>Checked By: Stefan</p>			
								<p>0</p>		<p>5</p>		<p>10 m</p>	



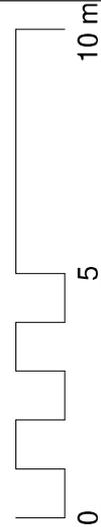
1 Site - Existing

1 : 100



2 Site - Proposed

1 : 100



359 High Street
Harrogate, Wetherby,
West Yorkshire,
LS18 5DU
+44 (0)1937 546269
www.themarketdesignandbuild.com
info@themarketdesignandbuild.com



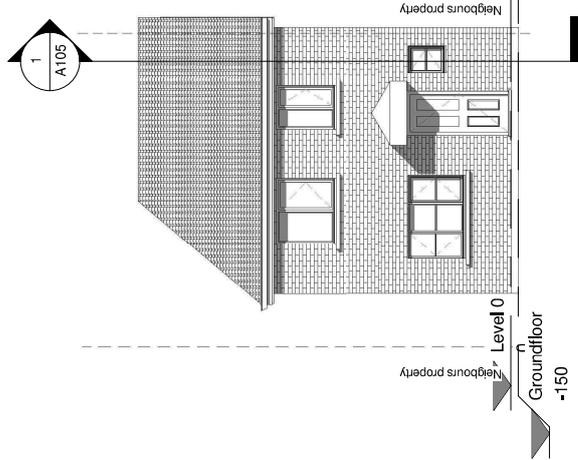
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Demolish
Proposed
Existing

All measurements to be checked prior to construction. Any changes to be reported back to this office.
Contractor responsible for calling out building control officer as required at stages requested by council.

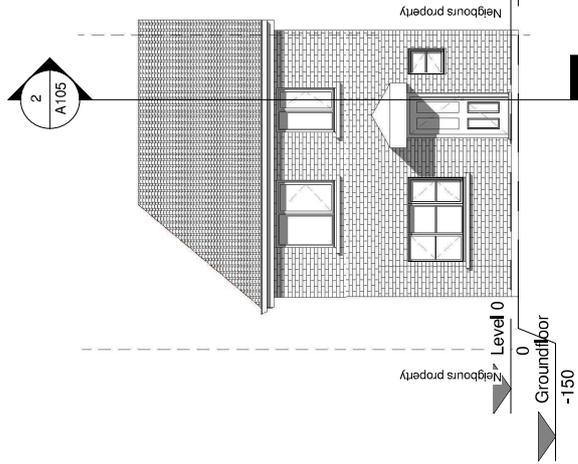
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PROJECT	34 Aspen Grove, Pinner, HA5 2NL	Scale (@ A1)	1 : 100
		Date	Aug 2021

DWG NO:	A104 + A204
By:	Daarq
Checked By:	Stefan



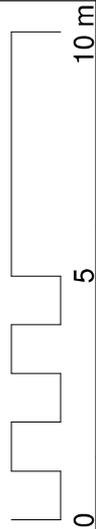
1 Front elevation - Existing

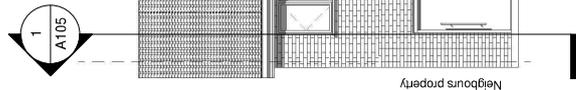
1 : 100



2 Front elevation - Proposed

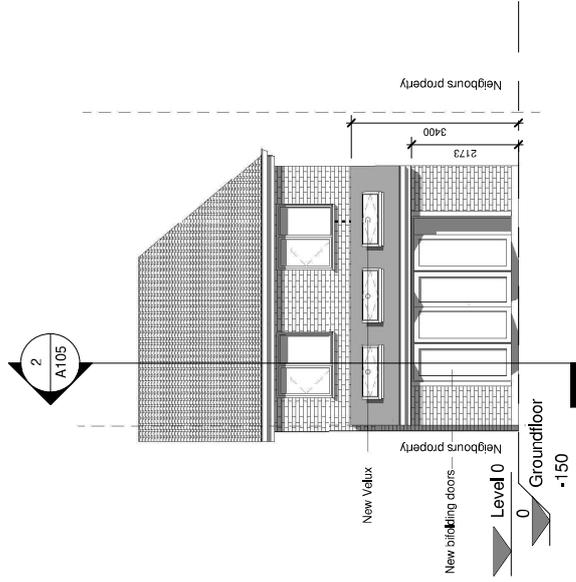
1 : 100





Rear elevation - Existing

1 1 : 100



Rear elevation - Proposed

2 1 : 100

0		5		10 m	
TITLE		Rear elevation		DWG NO: A106 + A206	
PROJECT		34 Aspen Grove, Pinner, HA5 2NL		By: Daanq	
ISSUE:		Tender Issue		Checked By: Stefan	
Scale (@ A3)		1 : 100		Date	
				Aug 2021	



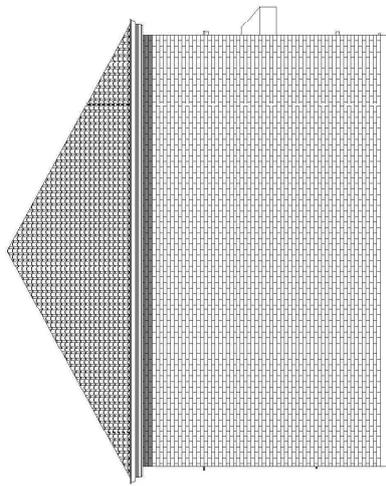
329 High Street
Harpenden, Herts
MK45 5DU
+44 (0)1494 432 269
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info@themarketdesignandbuild.com



Demolish
Proposed
Existing

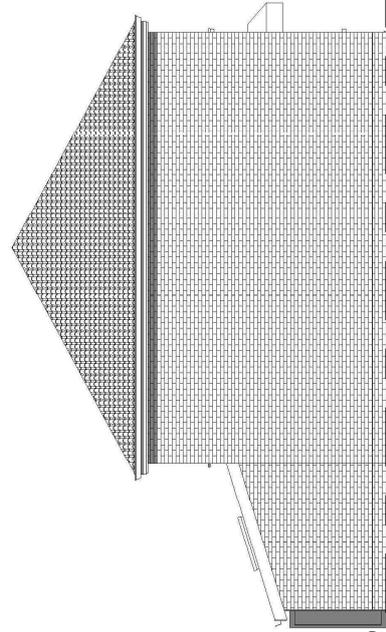
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Contractor responsible for calling out building control officer as required at stages requested by council.



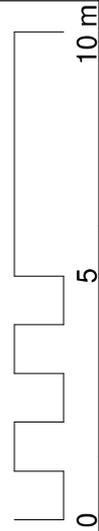
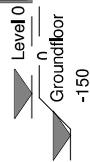
1
West elevation - Existing

1 : 100



2
West elevation - Proposed

1 : 100



DWG NO: A109 + A209 By: Daanq Checked By: Stefan	
TITLE: West elevation	Date: Aug 2021
Scale (@ A3): 1 : 100	

ISSUE: Tender Issue	PROJECT: 34 Aspen Grove, Pinner, HA5 2NL
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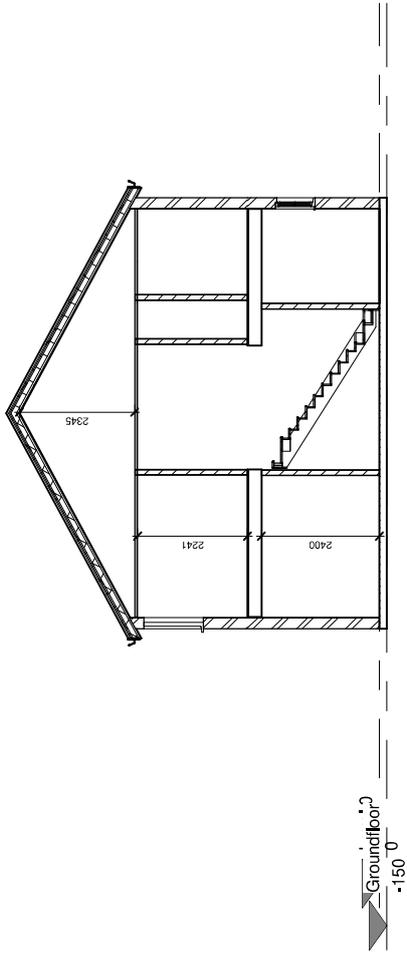
All measurements to be checked prior to construction. Any changes to be reported back to this office.
 Contractor responsible for calling out building control officer as required at stages requested by council.

Demolish
Proposed
Existing

RIBA
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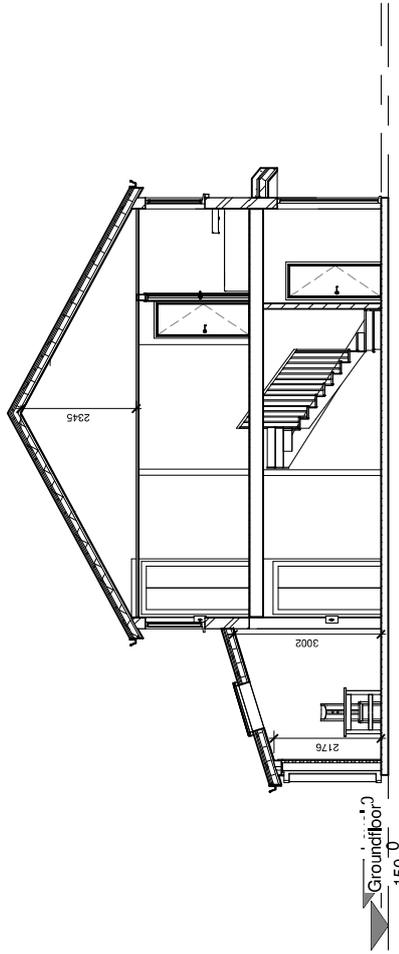
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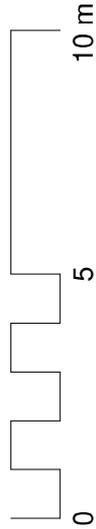
Existing Section

1
1 : 100

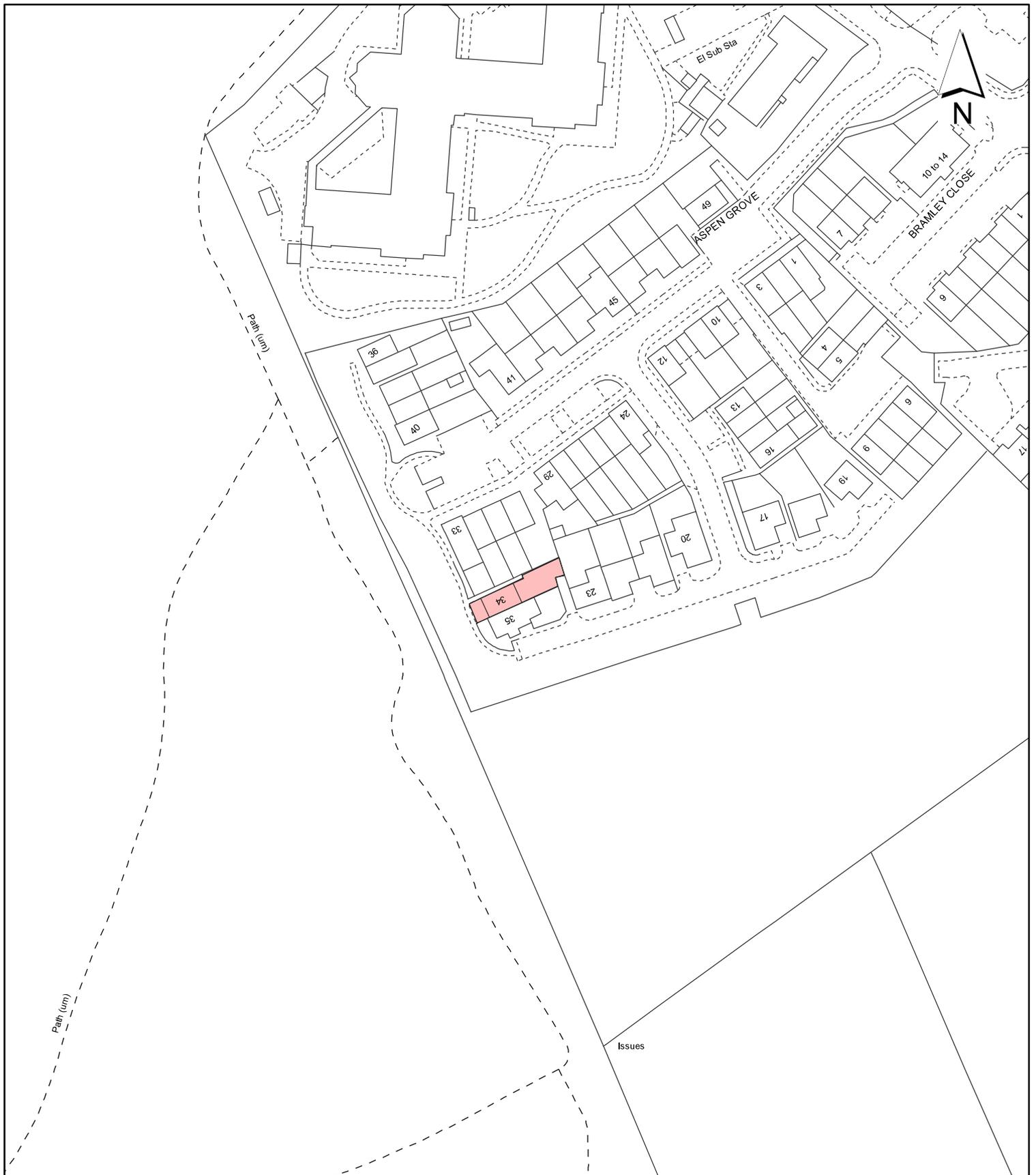


Proposed Section

2
1 : 100



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						<p>PROJECT: 34 Aspen Grove, Pinner, HA5 2NL</p>
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Site Address:

34 Aspen Grove

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:
76496/APP/2021/2303

Scale:
1:1,250

Planning Committee:
Minors Page 103

Date:
November 2021



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 51 SWEETCROFT LANE HILLINGDON

Development: Erection of 2 x two-storey, 4-bedroom detached dwellings with habitable roofspace, associated parking and amenity space and installation of vehicular crossovers

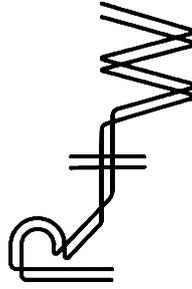
LBH Ref Nos: 33932/APP/2021/1920

Notes

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All dimensions are in mm unless otherwise stated. All levels are finished floor levels unless otherwise stated.
Any discrepancies between drawings, schedules or specifications are to be reported to the Contract Administrator or Architect at once.
Do not scale - all dimensions to be checked on site.
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Rev	Date	Revision

Application Site



1 Mills Court, Shoreditch, London EC2A 3BF
studio@redandwhite.design.co.uk
www.redandwhite.design.co.uk
+44 (0)7769 907331

Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title

Existing Site Plan

Drawn By

EL

Scale

1:500 @ A3

Project No

20-036

Drawing Status

Planning

Date

May 2021

Drawing No

20-036-E02

Revision

-

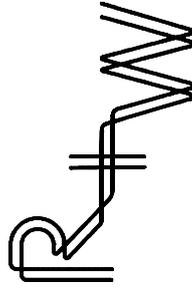
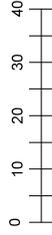


HILLINGDON COURT PARK

Notes
 To be read in conjunction with all relevant. Considerations information, drawings and specifications.
 All dimensions are in mm unless otherwise stated. All levels are finished floor levels unless otherwise stated.
 Any discrepancies between drawings, schedules or specifications are to be reported to the Contract Administrator or Architect at once.
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Rev	Date	Revision

Application Site



1 Mills Court, Shoreditch, London EC2A 3BF
 studio@redandwhite.design.co.uk
 www.redandwhite.design.co.uk
 +44 (0)7769 907331

Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Existing OS Plan

Drawn By
 EL

Scale
 1:1000 @ A3

Project No
 20-036

Drawing Status
 Planning

Date
 May 2021

Drawing No
 20-036-E01

Revision
 -



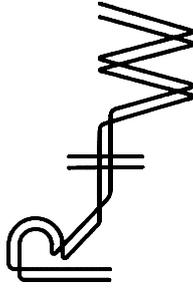
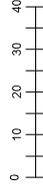
Notes

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Rev	Date	Revision



Application Site



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www.redandwhitedesign.co.uk
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Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title

Existing Location Plan

Drawn By

EL

Scale

1:1250 @ A3

Project No

20-036

Drawing Status

Planning

Date

May 2021

Drawing No

20-036-E00

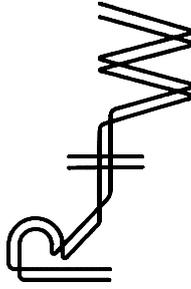
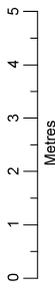
Revision

-

Notes

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Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title	Drawn By
Existing Ground Floor Plan	EL

Scale	Project No
1:100 @ A3	20-036

Drawing Status	Date
Planning	May 2021

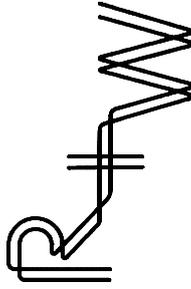
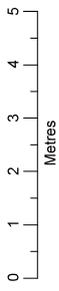
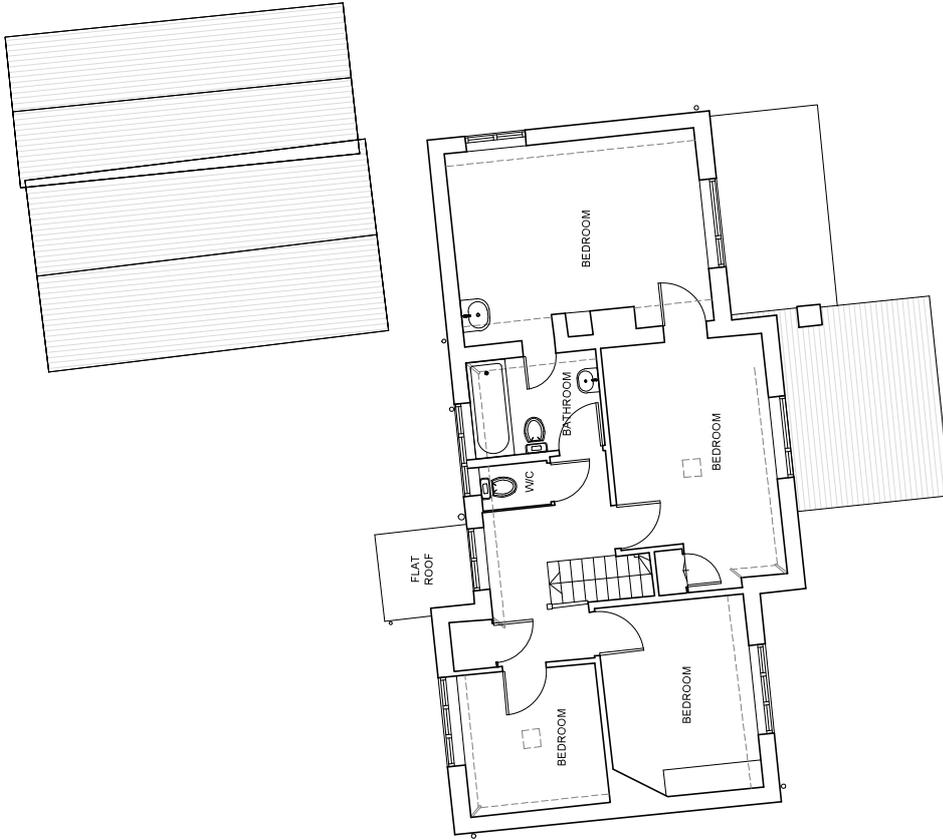
Drawing No	Revision
20-036-EO3	-



Notes

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Rev	Date	Revision



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title	Drawn By
Existing First Floor Plan	EL

Scale	Project No
1:100 @ A3	20-036

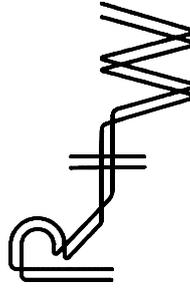
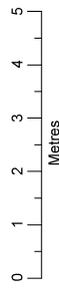
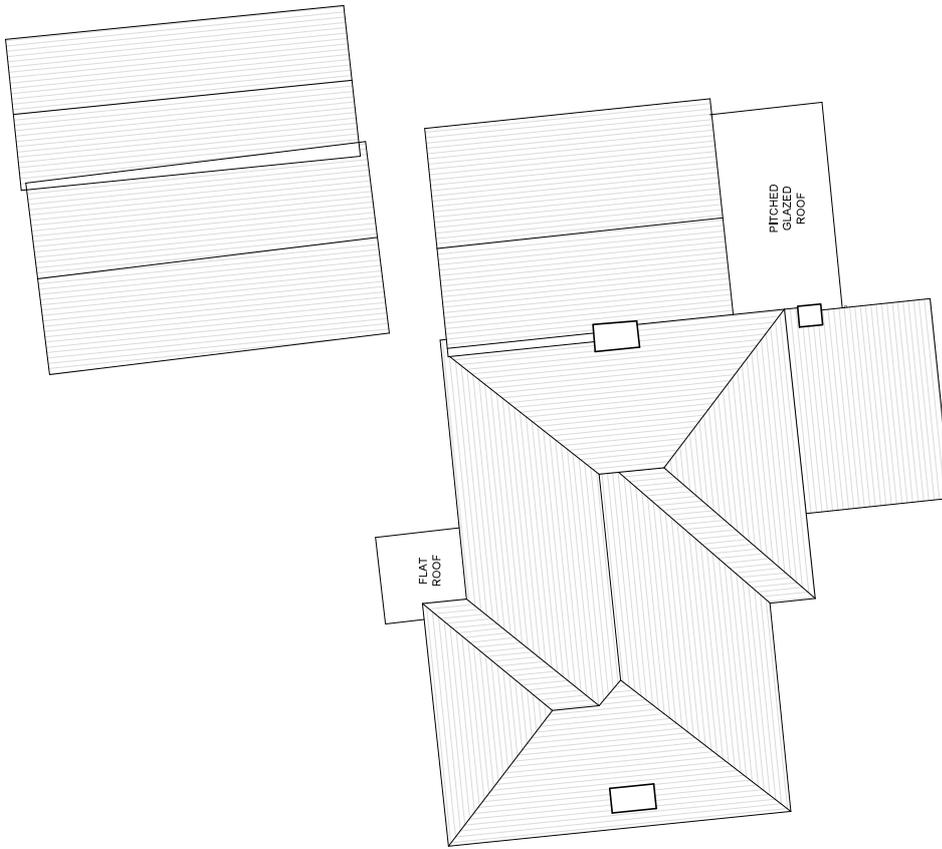
Drawing Status	Date
Planning	May 2021

Drawing No	Revision
20-036-EO4	-

Notes

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Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title Existing Roof Plan
Drawn By EL

Scale 1:100 @ A3
Project No 20-036

Drawing Status Planning
Date May 2021

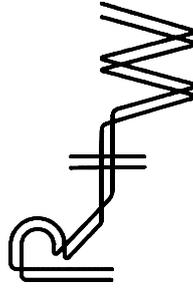
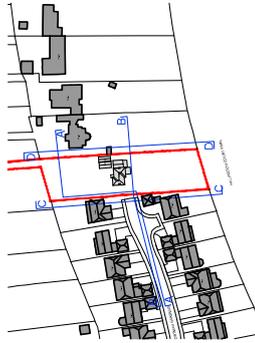
Drawing No 20-036-ED5
Revision -



Notes

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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Existing North Facing
 Context Elevation AA

Drawn By

EL

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

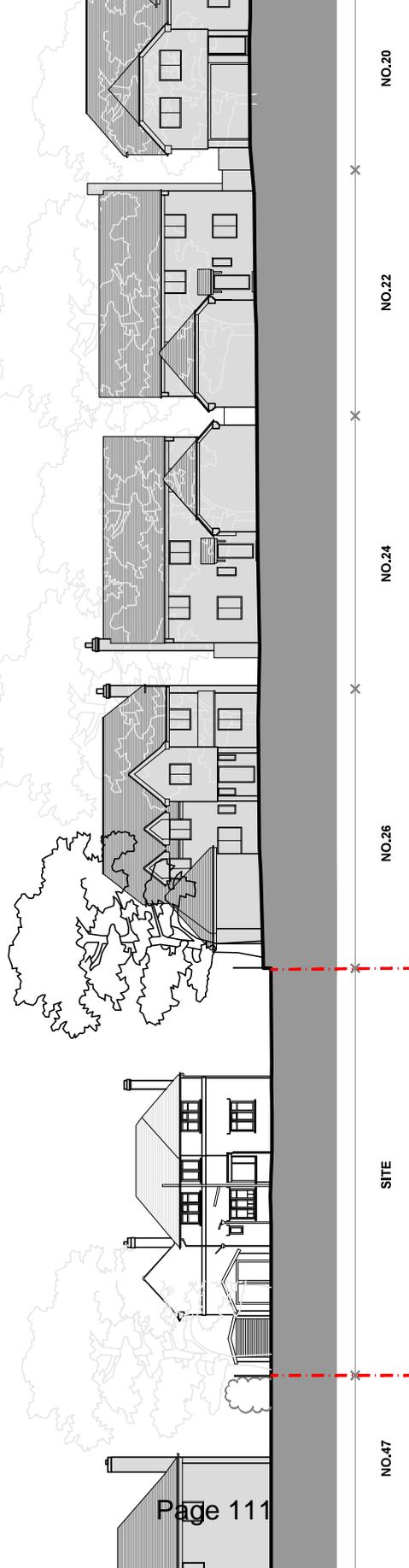
May 2021

Drawing No

20-036-EO6

Revision

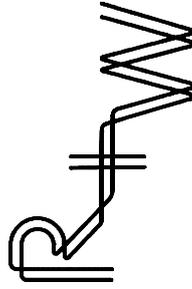
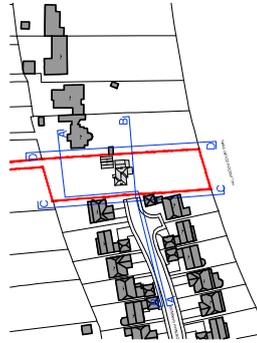
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Notes

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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Existing East Facing
 Context Elevation DD

Drawn By

EL

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

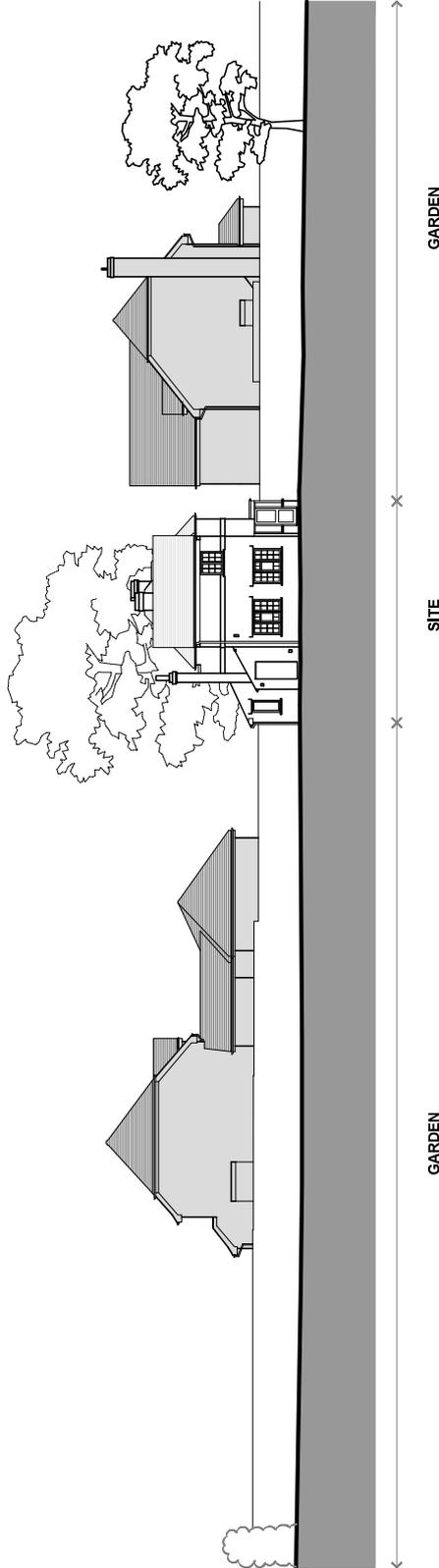
May 2021

Drawing No

20-036-E09

Revision

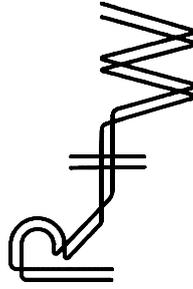
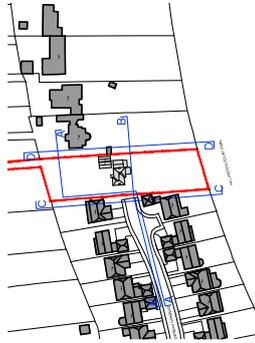
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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Existing South Facing
 Context Elevation BB

Drawn By

EL

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

May 2021

Drawing No

20-036-E07

Revision

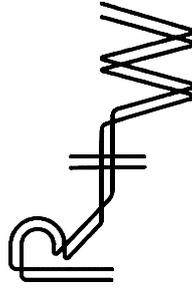
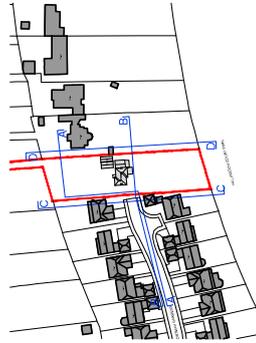
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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Existing West Facing
 Context Elevation CC

Drawn By

EL

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

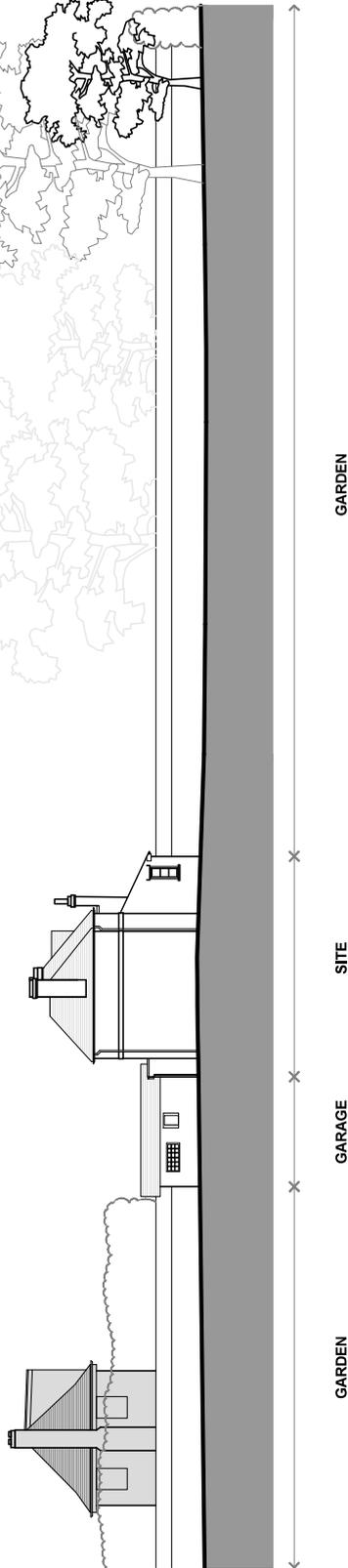
May 2021

Drawing No

20-036-E08

Revision

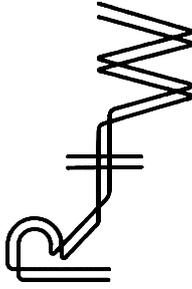
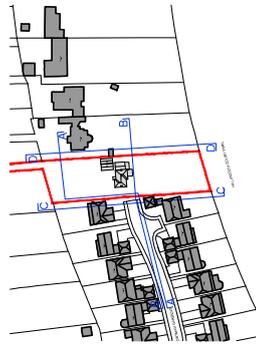
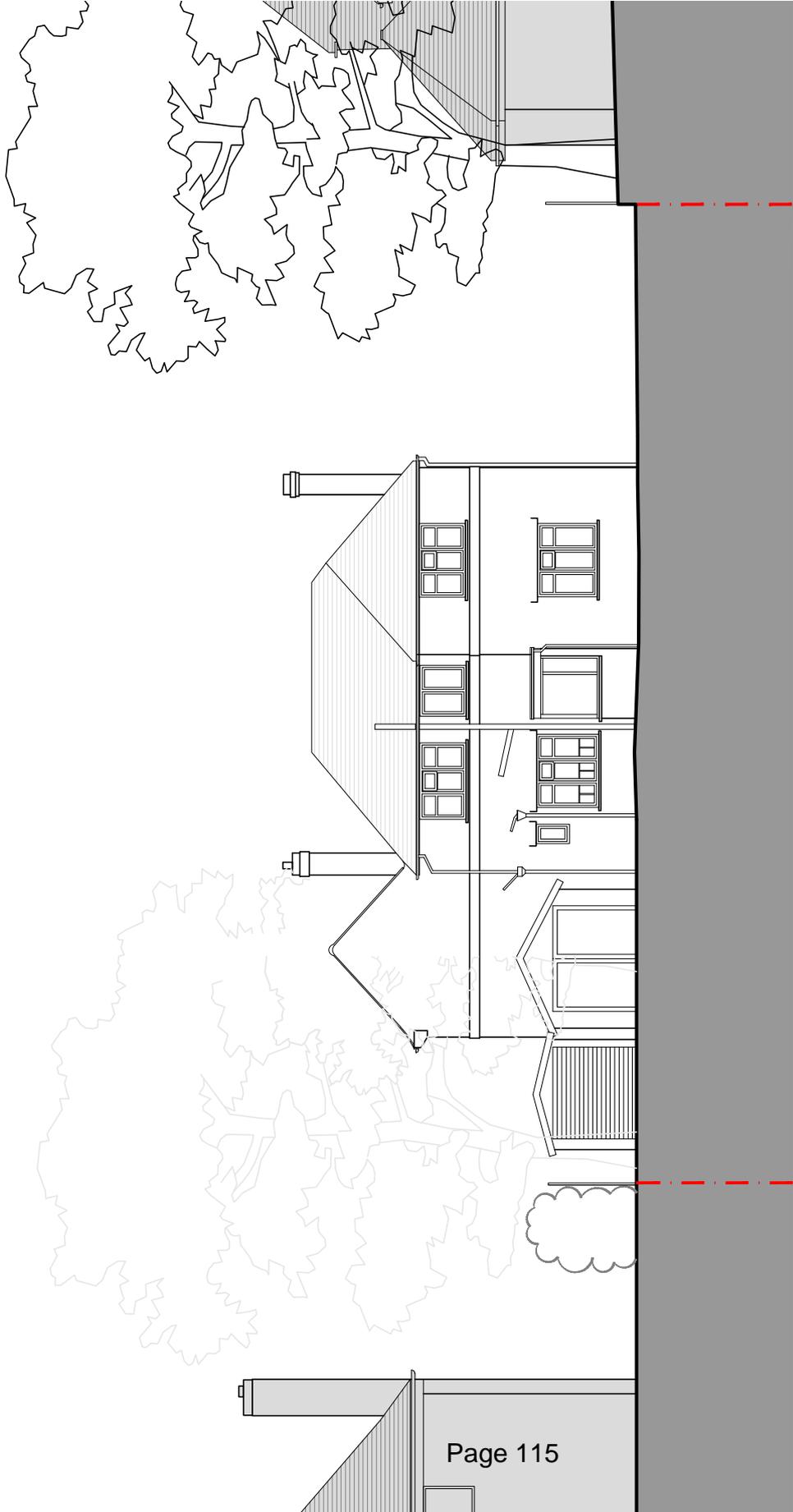
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Notes

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Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Existing North Facing
 Elevation AA

Scale
 1:100 @ A3

Drawing Status
 Planning

Drawing No
 20-036-E10

NO.26

SITE

NO.47



GARDEN



SITE



Notes

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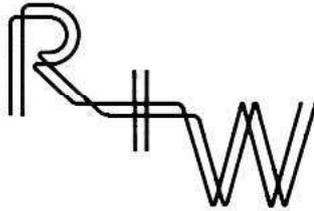
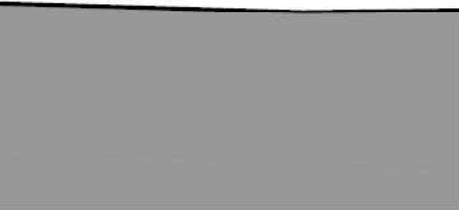
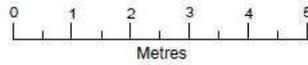
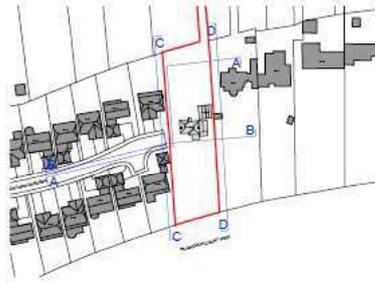
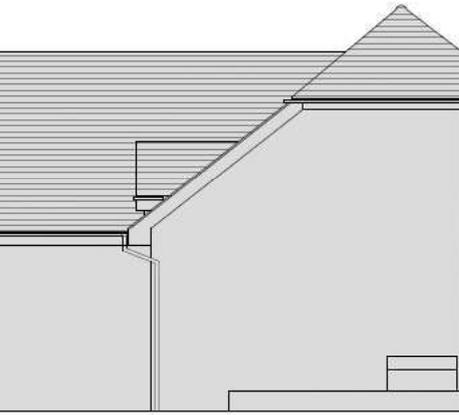
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Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title	Drawn By
Existing East Facing Elevation DD	EL

Scale	Project No
1:100 @ A3	20-036

Drawing Status	Date
Planning	May 2021

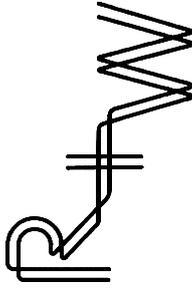
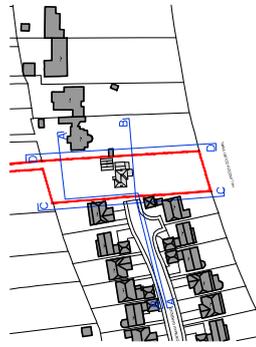
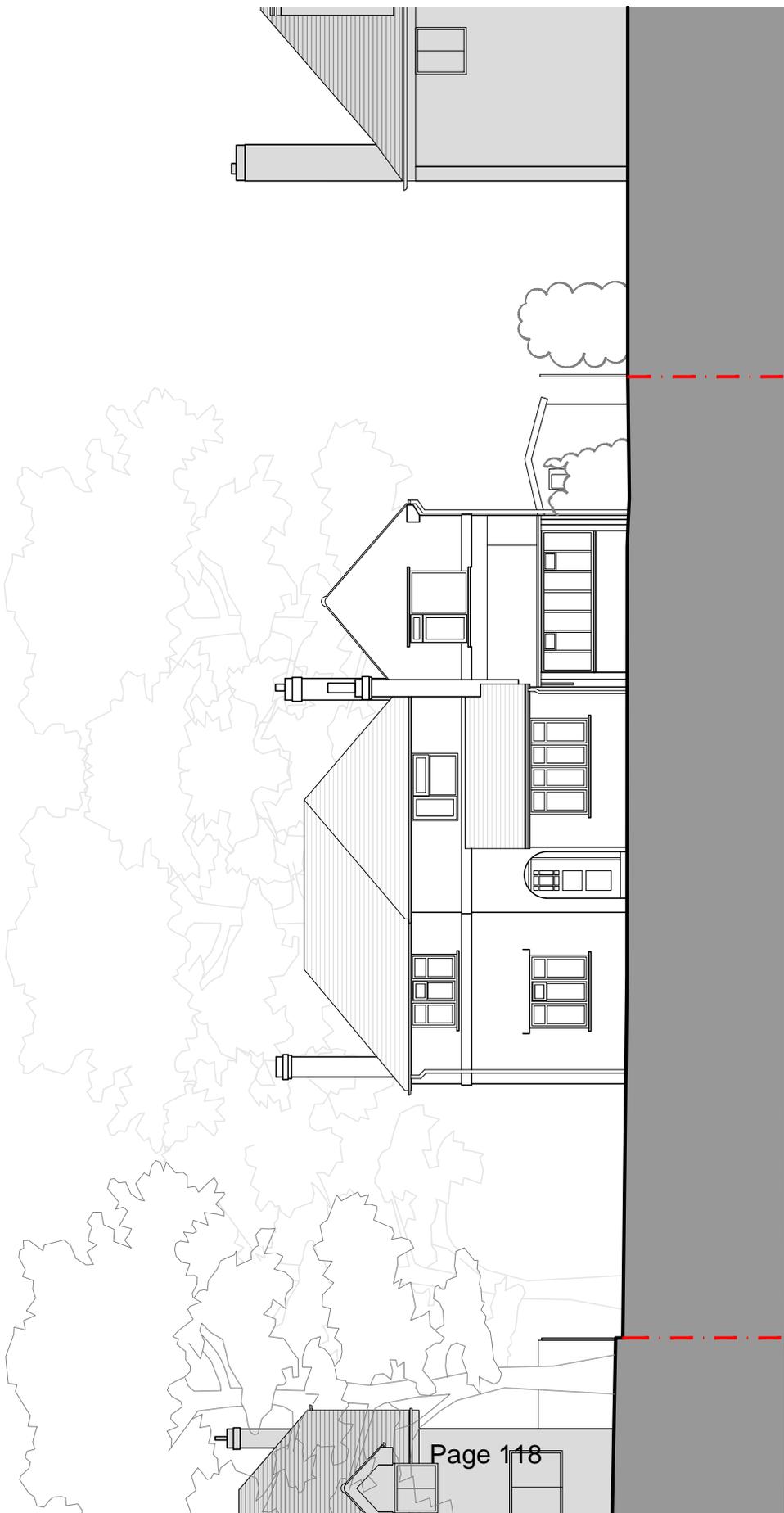
Drawing No	Revision
20-036-E13	-

GARDEN

Notes

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Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Existing South Facing
 Elevation BB

Scale
 1:100 @ A3

Drawing Status
 Planning

Drawing No
 20-036-E11

NO-47

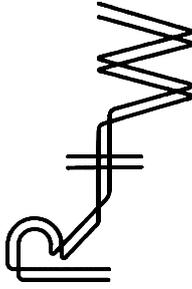
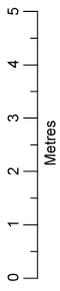
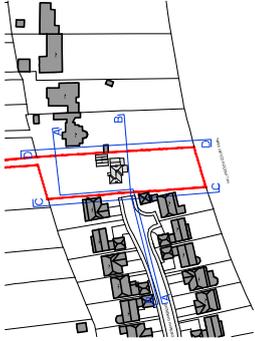
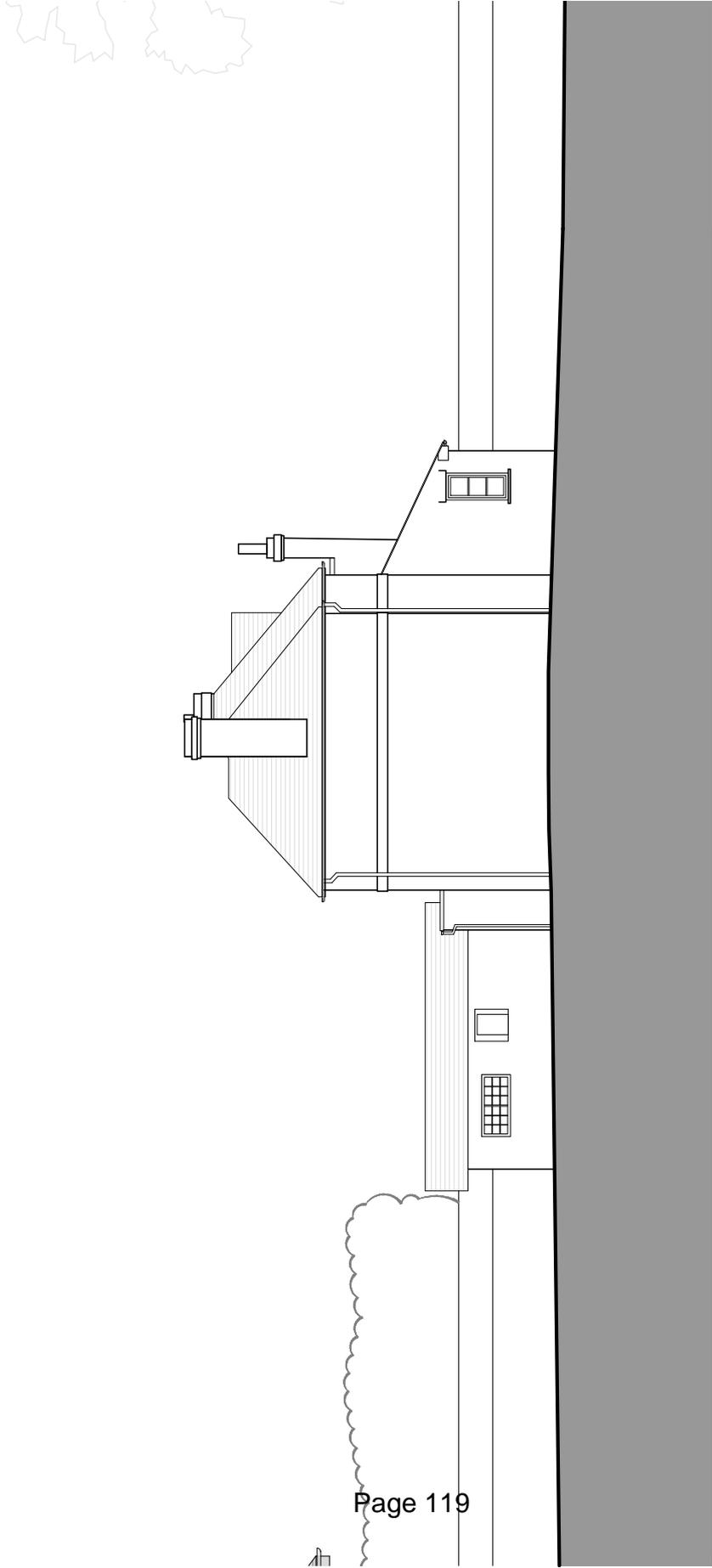
SITE

NO-21

Notes

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Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Existing West Facing
 Elevation CC

Scale
 1:100 @ A3

Project No
 20-036

Drawing Status
 Planning

Date
 May 2021

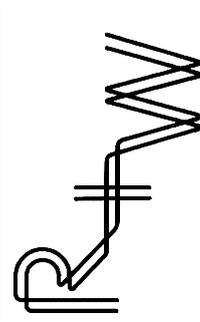
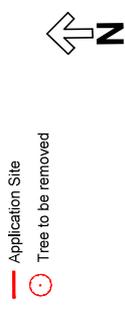
Drawing No
 20-036-E12

Revision
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GARDEN X SITE X GARAGE X GARDEN

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Proposed Site Plan

Drawn By
 BM

Scale
 1:500 @ A3

Project No
 20-036

Drawing Status
 Planning

Date
 May 2021

Drawing No
 20-036-P02

Revision
 A

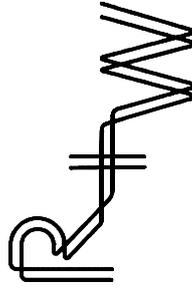
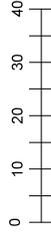


HILLINGDON COURT PARK

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A	29.07.21	Amendments to suit planning comments

Application Site



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Project

51 Sweetcroft Lane, Hillingdon, Uxbridge, UB10 9LE

Drawing Title
Proposed OS Plan

Drawn By
BM

Scale
1:1,000 @ A3

Project No
20-036

Drawing Status
Planning

Date
May 2021

Drawing No
20-036-P01

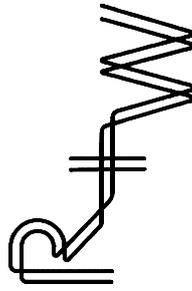
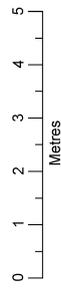
Revision
A



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A	28.05.21	Amendments to suit planning officers comments



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Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title

Proposed Ground Floor
Plan (House A)

Drawn By

BM

Scale

1:100 @ A3

Project No

20-036

Drawing Status

Planning

Date

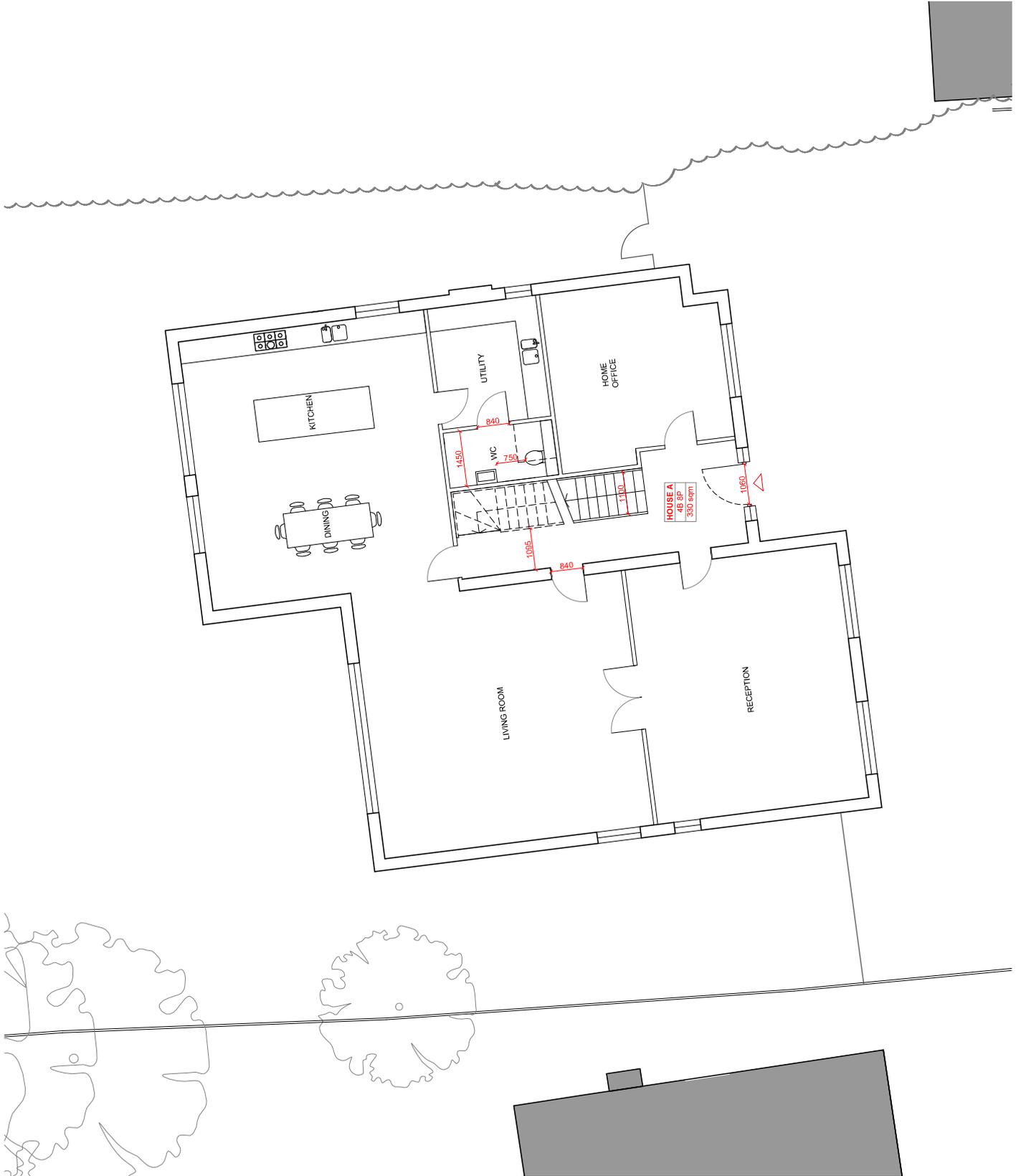
May 2021

Drawing No

20-036-P03

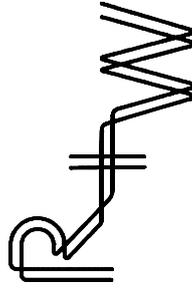
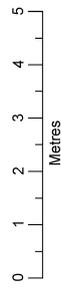
Revision

A



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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Proposed Roof Plan
 (House A)

Drawn By
 BM

Scale
 1:100 @ A3

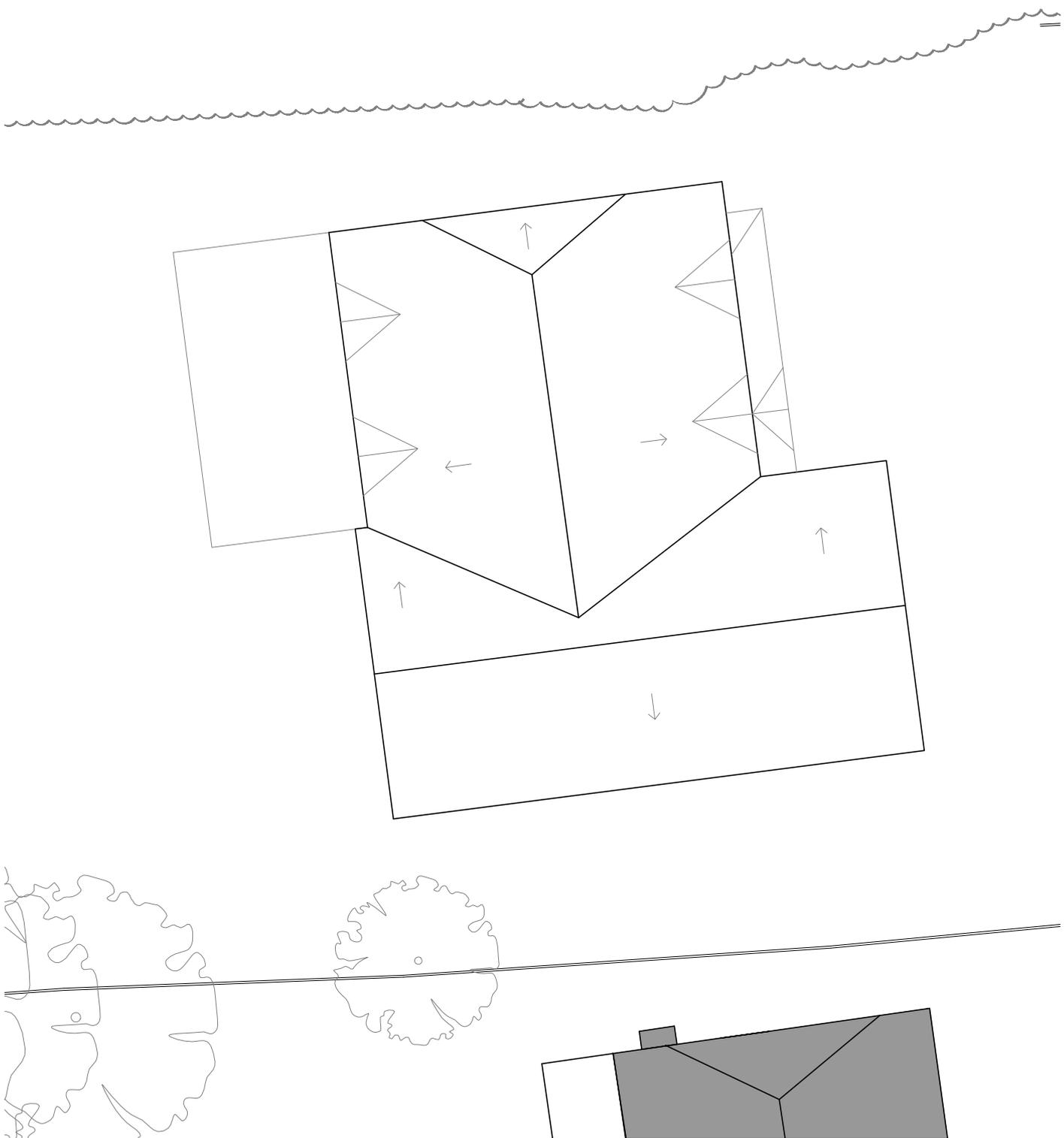
Project No
 20-036

Drawing Status
 Planning

Date
 May 2021

Drawing No
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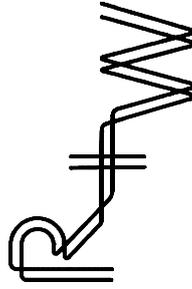
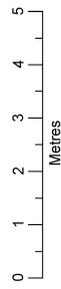
Revision
 A



Notes

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Rev	Date	Revision
A	28.05.21	Amendments to suit planning officers comments



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www.redandwhitedesign.co.uk
+44 (0)7769 907331

Project

51 Sweetcroft Lane, Hillingdon,
Uxbridge, UB10 9LE

Drawing Title

Proposed Ground Floor
Plan (House B)

Drawn By

BM

Scale

1:100 @ A3

Project No

20-036

Drawing Status

Planning

Date

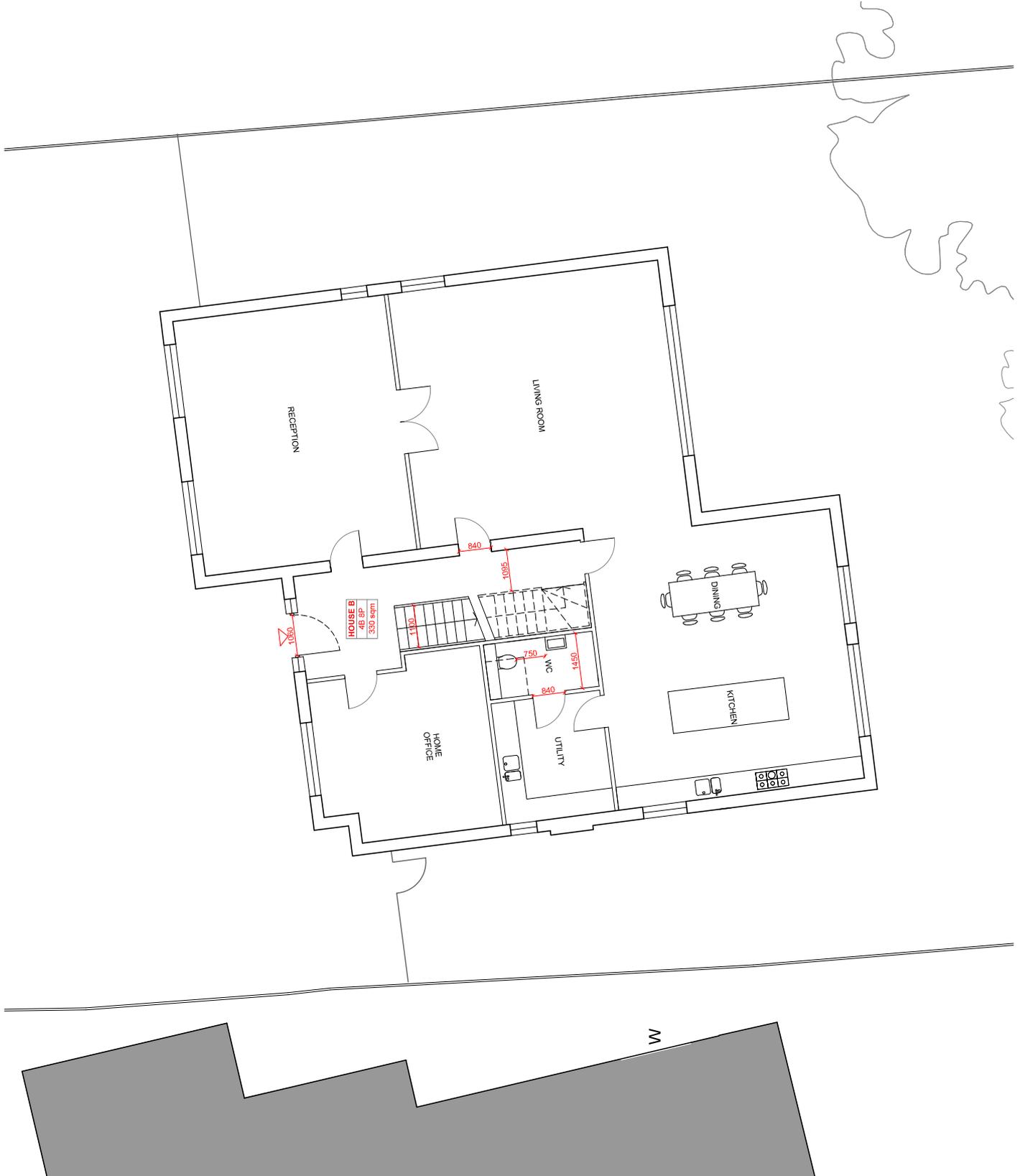
May 2021

Drawing No

20-036-P06

Revision

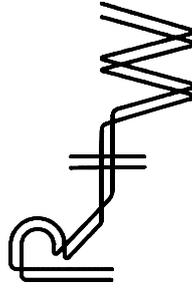
A



Notes

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Rev	Date	Revision
A	28.05.21	Amendments to suit planning officers comments
B	29.07.21	Amendments to suit planning officers comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed First Floor
 Plan (House B)

Drawn By

BM

Scale

1:100 @ A3

Project No

20-036

Drawing Status

Planning

Date

May 2021

Drawing No

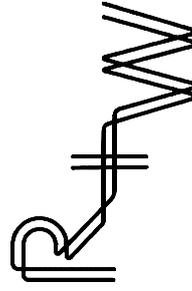
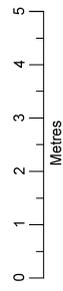
20-036-P07

Revision

B

Notes
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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed Roof Plan
 (House B)

Drawn By

BM

Scale

1:100 @ A3

Project No

20-036

Drawing Status

Planning

Date

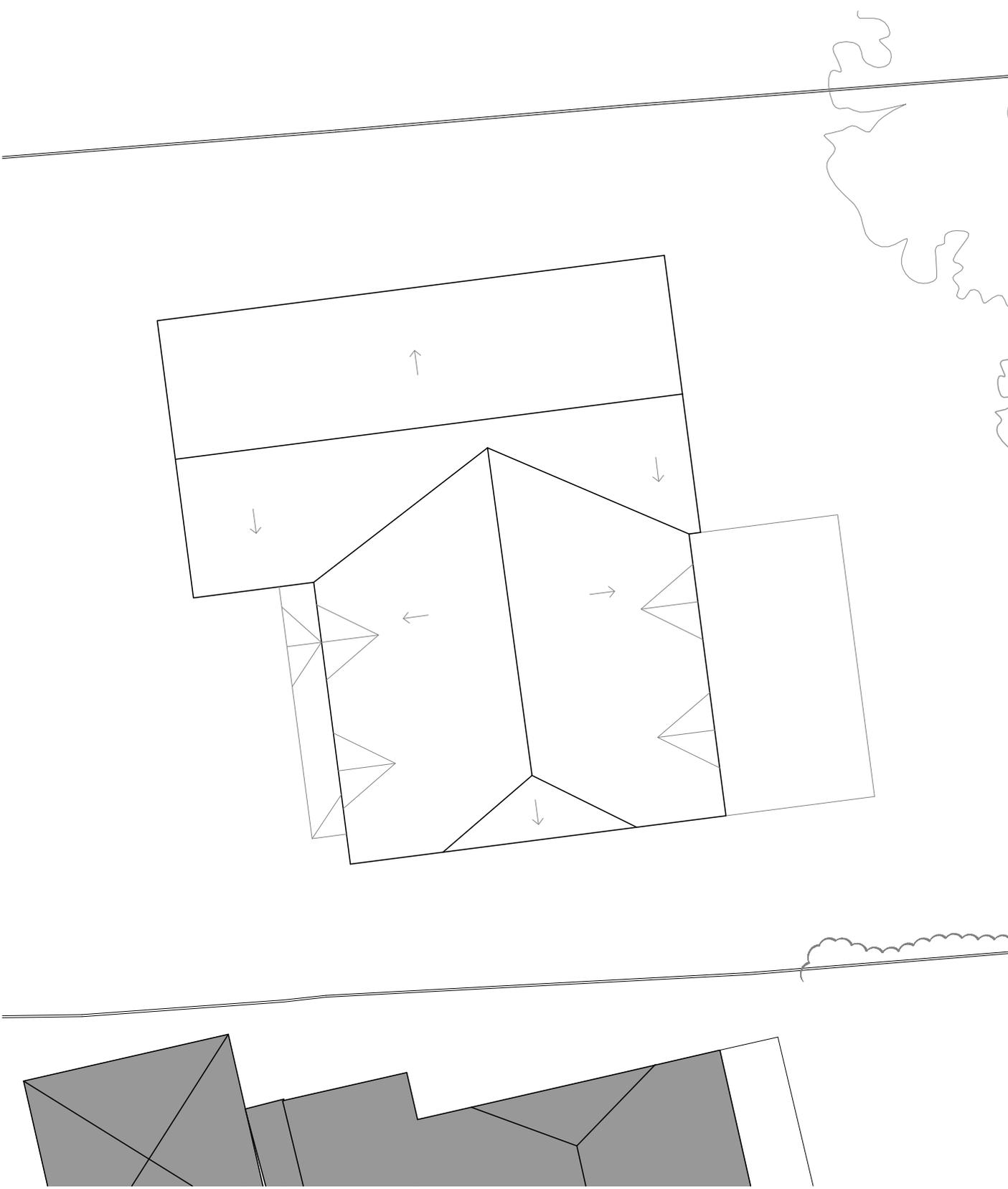
May 2021

Drawing No

20-036-P08

Revision

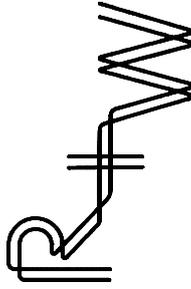
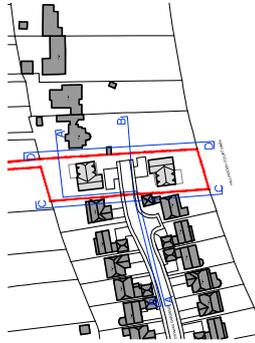
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Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed North Facing
 Context Elevation AA

Drawn By

BM

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

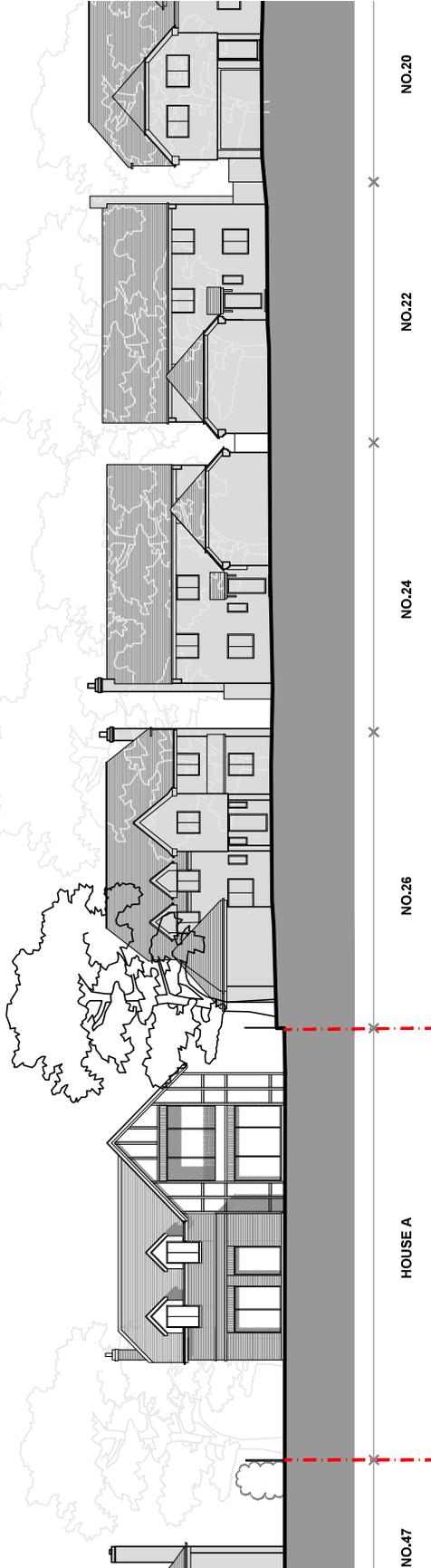
May 2021

Drawing No

20-036-P09

Revision

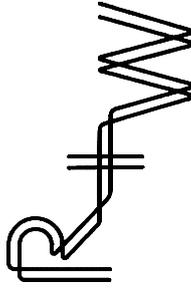
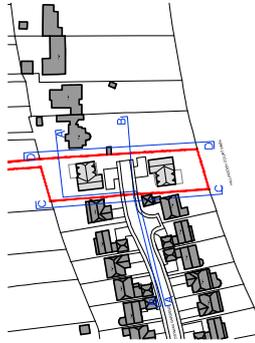
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Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed East Facing
 Context Elevation DD

Drawn By

BM

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

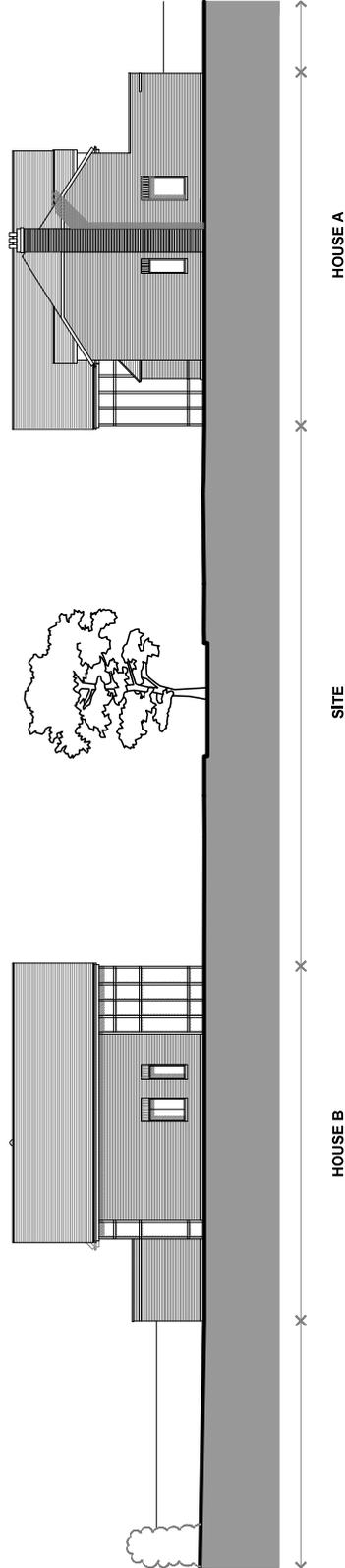
May 2021

Drawing No

20-036-P12

Revision

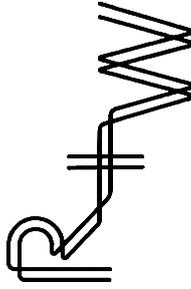
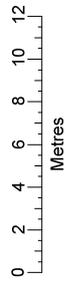
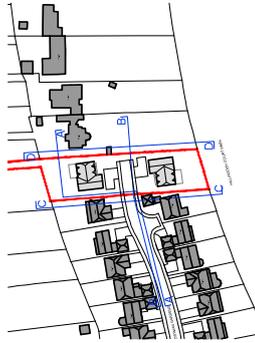
A



Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed South Facing
 Context Elevation BB

Drawn By

BM

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

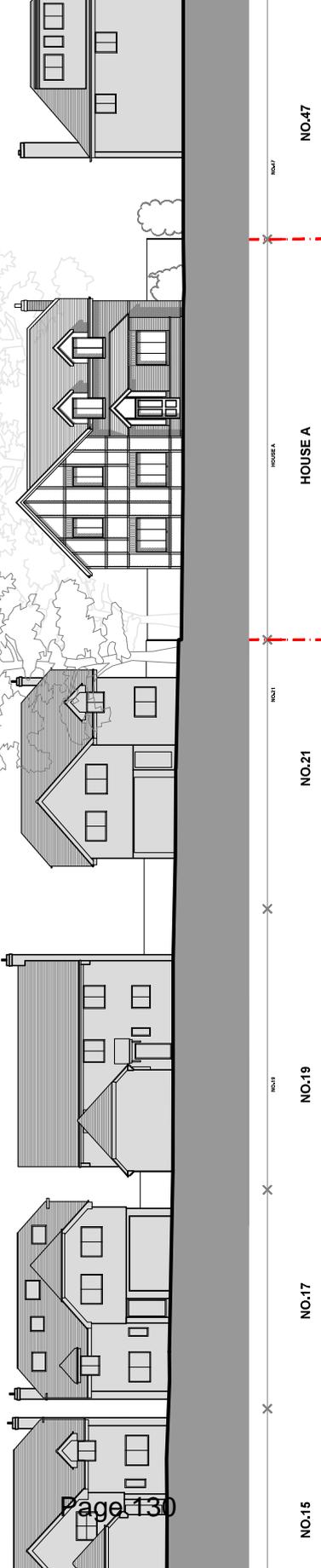
May 2021

Drawing No

20-036-P10

Revision

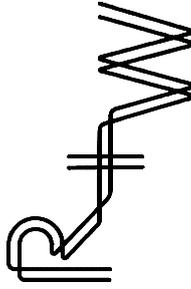
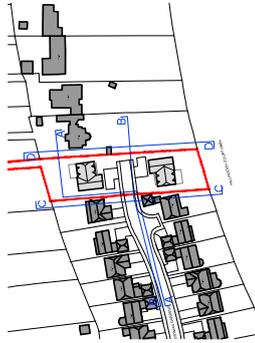
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Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments



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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed West Facing
 Context Elevation CC

Drawn By

BM

Scale

1:250 @ A3

Project No

20-036

Drawing Status

Planning

Date

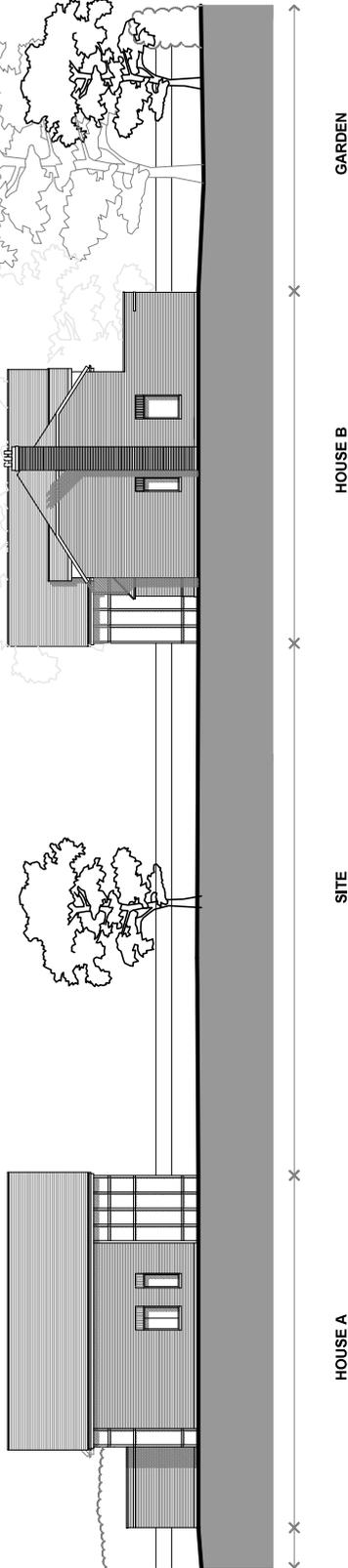
May 2021

Drawing No

20-036-P11

Revision

A

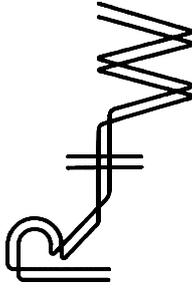
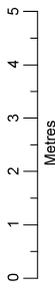
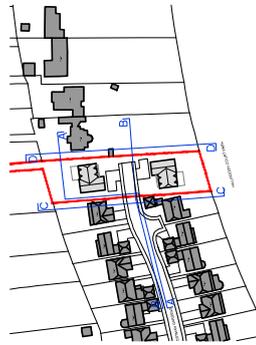


Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments

- 1 Textured brick
- 2 Projecting vertical & horizontal brick
- 3 Stone capping
- 4 Stone cill
- 5 Solder course
- 6 Aluminium composite windows
- 7 Plain tile
- 8 N/a
- 9 Frameless glass balustrade
- 10 Texture brick chimney
- 11 Render



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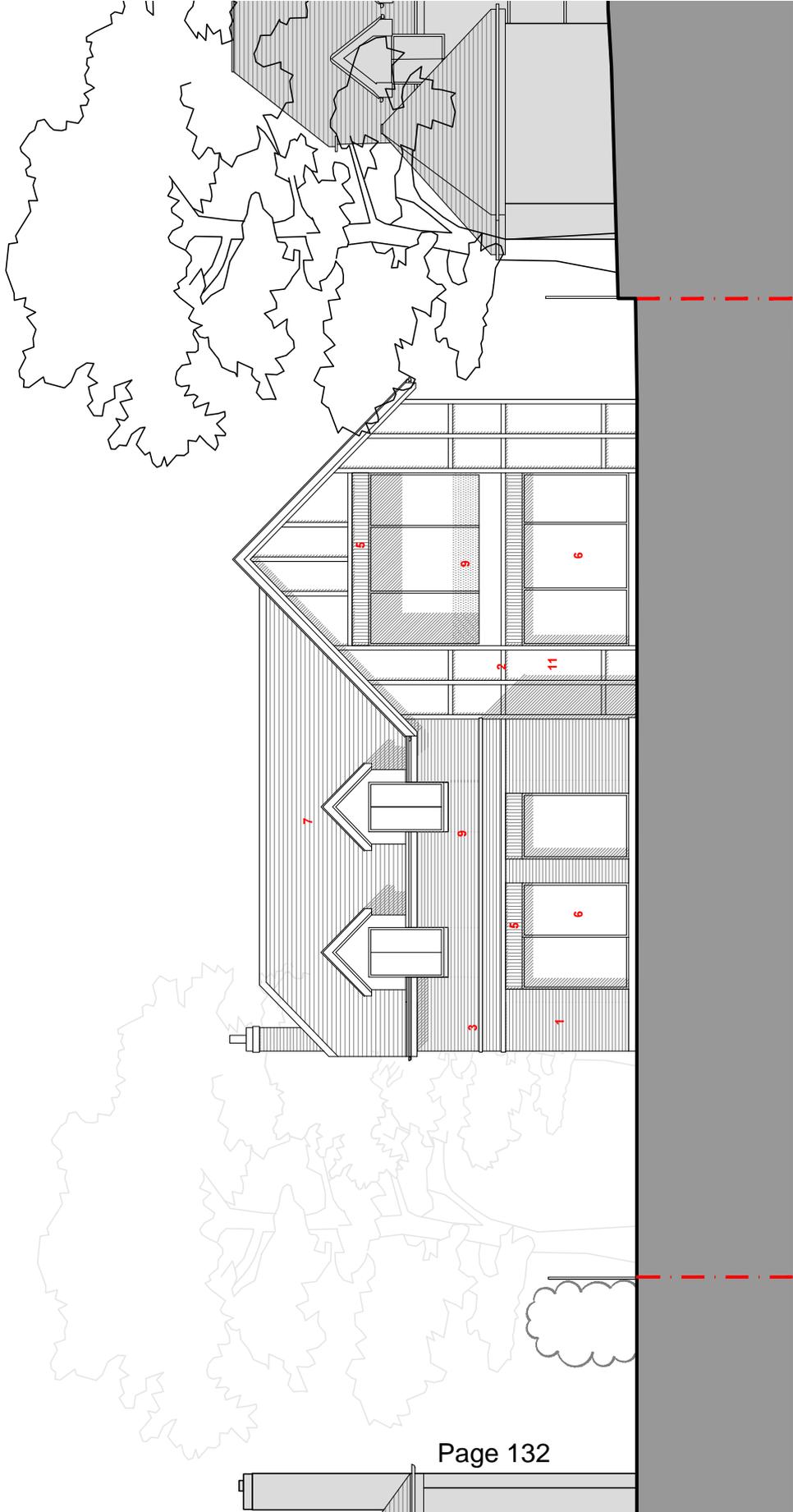
Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title
 Proposed North Facing
 Elevation AA

Scale
 1:100 @ A3

Drawing Status
 Planning

Drawing No
 20-036-P13



NO.26

HOUSE A

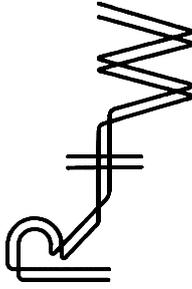
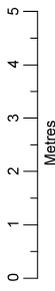
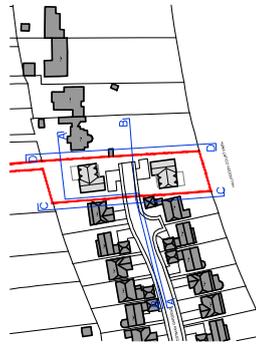
NO.47

Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments

- 1 Textured brick
- 2 Projecting vertical & horizontal brick
- 3 Stone capping
- 4 Stone cill
- 5 Soldier course
- 6 Aluminium composite windows
- 7 Plain tile
- 8 N/A
- 9 Frameless glass balustrade
- 10 Texture brick chimney
- 11 Render



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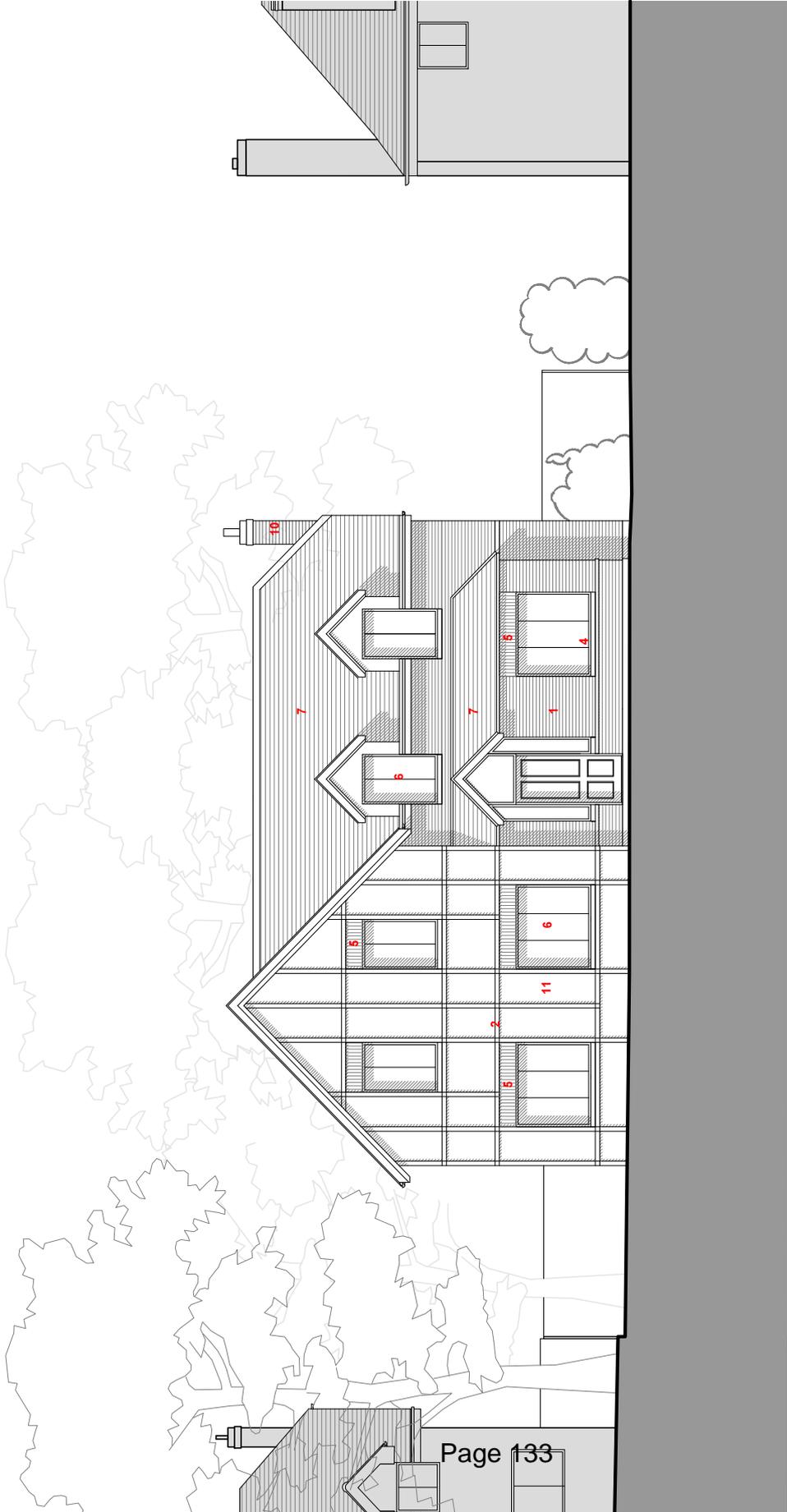
Project
 51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title Drawn By
 Proposed South Facing BM
 Elevation BB

Scale Project No
 1:100 @ A3 20-036

Drawing Status Date
 Planning May 2021

Drawing No Revision
 20-036-P14 A



NO.47

HOUSE A

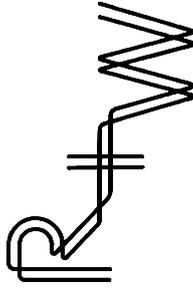
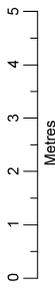
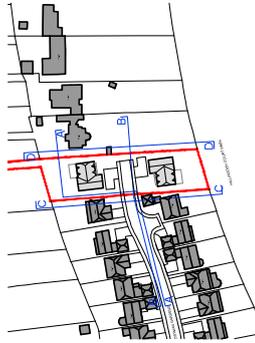
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Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments

- 1 Textured brick
- 2 Projecting vertical & horizontal brick
- 3 Stone capping
- 4 Stone cill
- 5 Sillier course
- 6 Aluminium composite windows
- 7 Plain tile
- 8 N/a
- 9 Frameless glass balustrade
- 10 Texture brick chimney
- 11 Render



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 www.redandwhite.design.co.uk
 +44 (0)7769 907331

Project

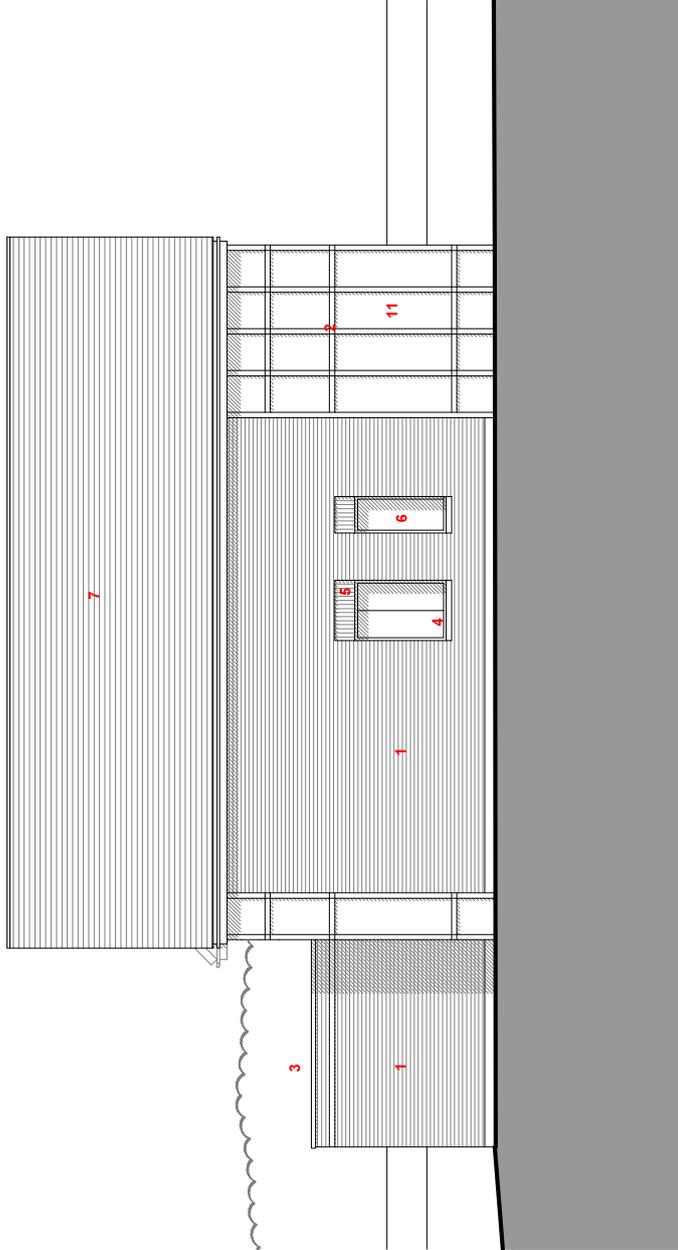
51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title Drawn By
 Proposed West Facing Elevation CC BM

Scale 1:100 @ A3 **Project No** 20-036

Drawing Status **Date**
 Planning May 2021

Drawing No **Revision**
 20-036-P15 A



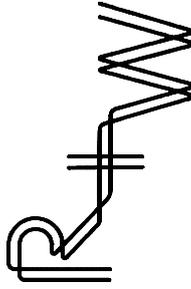
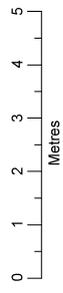
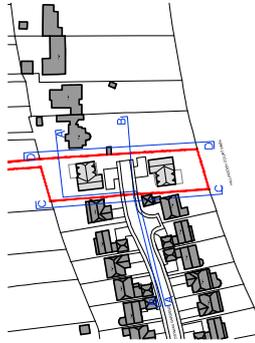
HOUSE A

Notes

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Rev	Date	Revision
A	29.07.21	Amendments to suit planning comments

- 1 Textured brick
- 2 Projecting vertical & horizontal brick
- 3 Stone capping
- 4 Stone cill
- 5 Soldier course
- 6 Aluminium composite windows
- 7 Plain tile
- 8 N/a
- 9 Frameless glass balustrade
- 10 Texture brick chimney
- 11 Render



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 studio@redandwhite.design.co.uk
 www.redandwhite.design.co.uk
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Project

51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title

Proposed East Facing
 Elevation DD

Drawn By

EL

Scale

1:100 @ A3

Project No

20-036

Drawing Status

Planning

Date

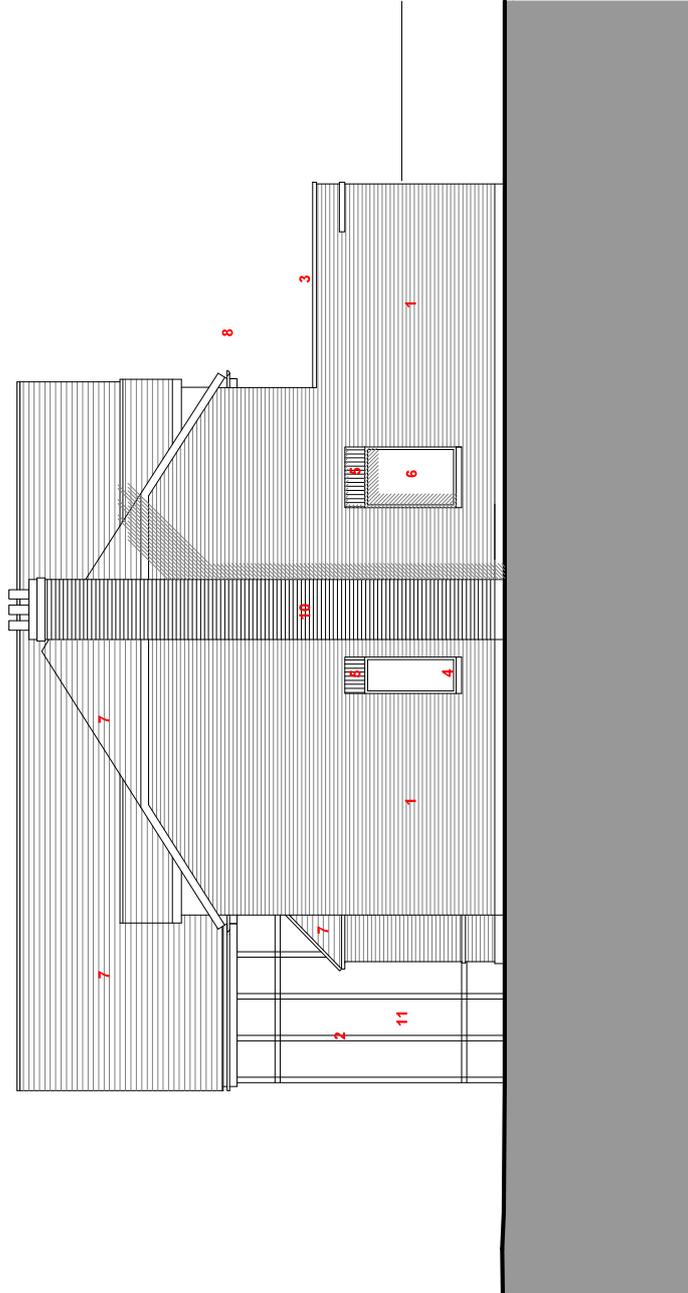
May 2021

Drawing No

20-036-P16

Revision

A



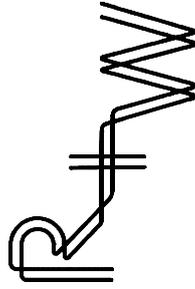
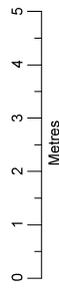
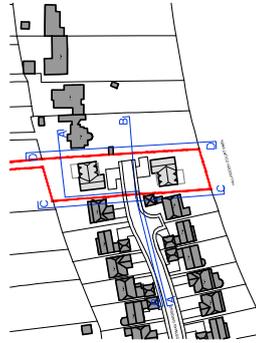
HOUSE A

Notes

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Rev	Date	Revision

- 1 Textured brick
- 2 Projecting vertical & horizontal brick
- 3 Stone capping
- 4 Stone cill
- 5 Soldier course
- 6 Glass/aluminium composite windows
- 7 Plain tile
- 8 N/a
- 9 Frameless glass balustrade
- 10 Texture brick chimney
- 11 Render



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Project

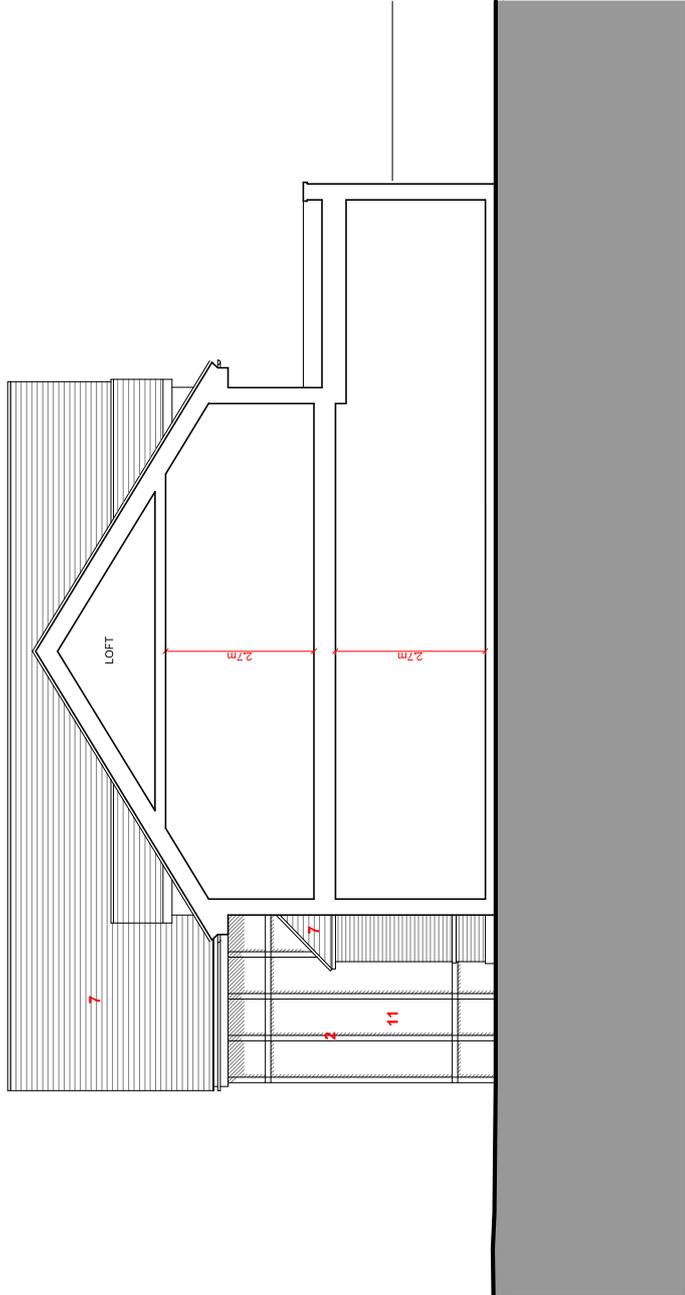
51 Sweetcroft Lane, Hillingdon,
 Uxbridge, UB10 9LE

Drawing Title Proposed Section E-E
Drawn By EL

Scale 1:100 @ A3
Project No 20-036

Drawing Status Planning
Date July 2021

Drawing No 20-036-P17
Revision -



HOUSE A



Notes:

 Site boundary

For identification purposes only.

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Site Address:

51 Sweetcroft Lane

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

33932/APP/2021/1920

Scale:

1:1,250

Planning Committee:

Minors Page 137

Date:

November 2021



HILLINGDON
LONDON

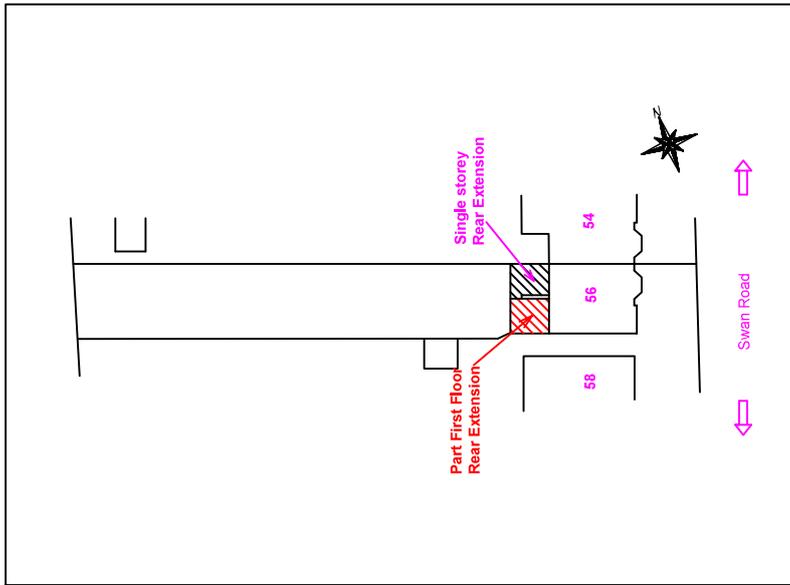
Report of the Head of Planning, Transportation and Regeneration

Address 56 SWAN ROAD WEST DRAYTON
Development: Single storey rear extension and part first floor rear extension
LBH Ref Nos: 76289/APP/2021/3191

Notes:

- 1) Single Storey Rear Extension has already been approved under planning re: 76289/APP/2021/1143

Note: This Drawing is for planning purpose and should not be used for construction.
All dimensions should be confirmed on site and any deviation should be reported back to designer.



Site Plan@
1:500



Location Plan@
1:1250

Proposed Development:
Single Storey Rear Extension and
Part First Floor Rear Extension

Site Address:
56 Swan Road
West Drayton
UB7 7JZ

Revisions:

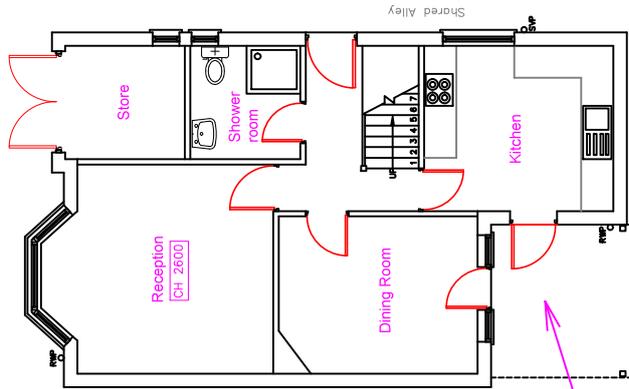
Rev	Date	Description
A	16/03/21	

Drawing Description:
Site plan & Location Plan
Drawing No:
ART/2021/FE/56SR/5PLP

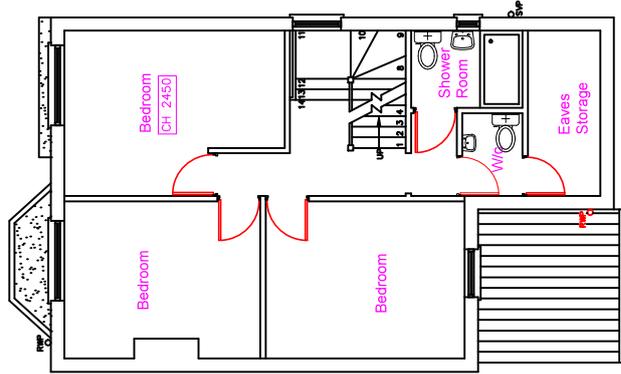
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1:1250
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113 LONG LANE
STANWELL
TW19 7AL
M:07960071377
E: ARTCONSULTANTSUK@GMAIL.COM

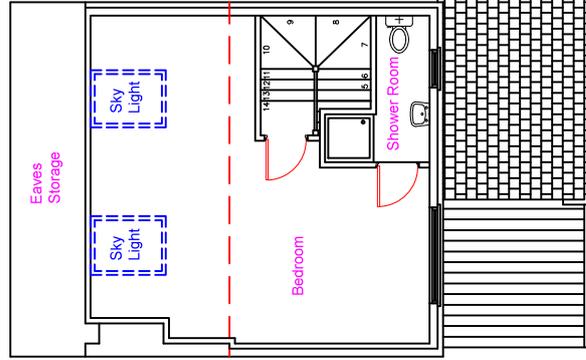
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Existing Ground Floor Layout



Existing First Floor Layout



Existing Second Floor Layout

Proposed Development:
Single Storey Rear Extension and Part First Floor Rear Extension

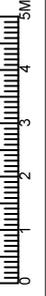
Site Address:
56 Swan Road
West Drayton
UB7 7JZ

Revisions:

No.	Date	Description
A	18/05/2021	

Drawing Description:
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Drawing No.:
ART/2021/FE56SR/EL

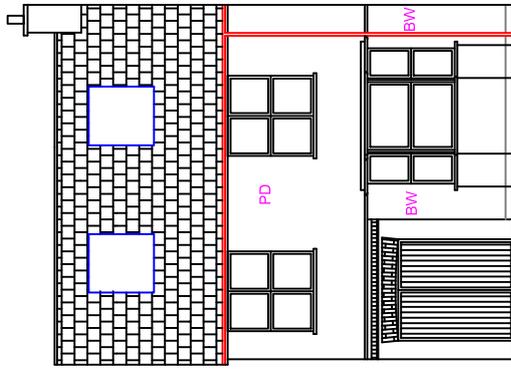
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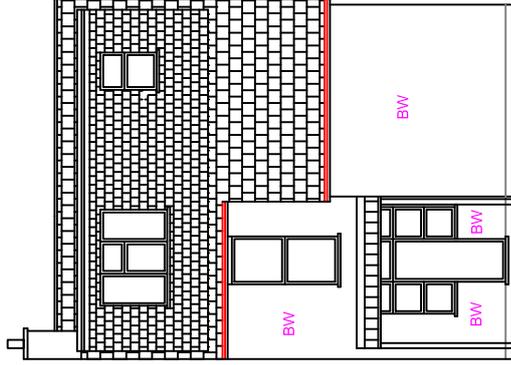
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113 LONG LANE
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TW19 7AL
M:07960071377
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Note: The Drawings is for planning purpose and should not be used for construction.
 All dimensions should be confirmed on site and any deviation should be reported back to designer.

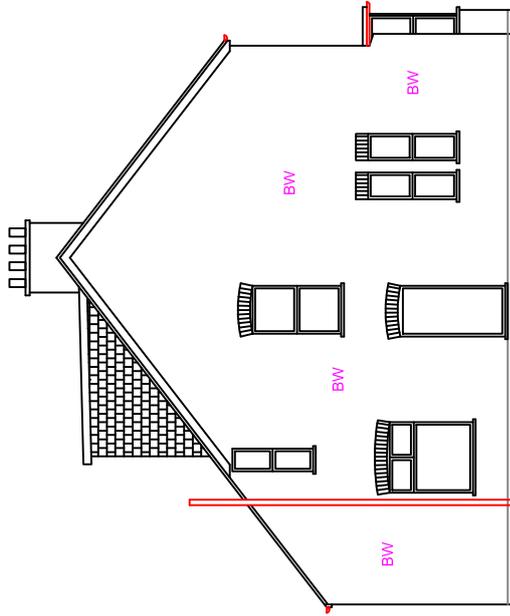
BW: Brickwork
 PD: Pebble Dash



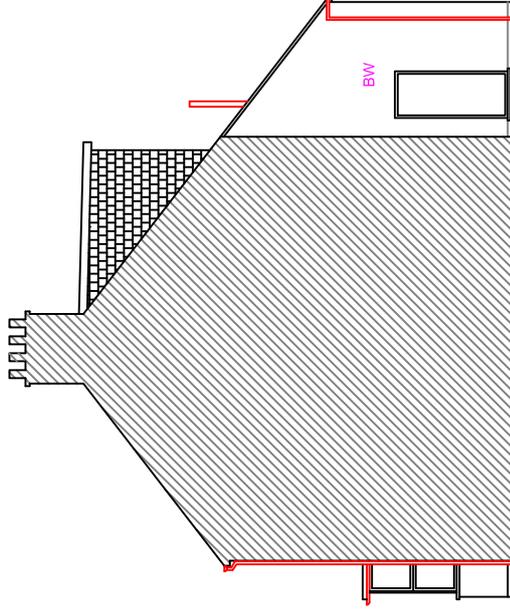
Existing Front Elevation



Existing Rear Elevation



Existing Side Elevation (LHS)



Existing Side Elevation (RHS)

Proposed Development:
 Single Storey Rear Extension and
 Part First Floor Rear Extension

Site Address:
 56 Swan Road
 West Drayton
 UB7 7JZ

Revisions:

No.	Date	Description
A	16/08/21	

Drawing Description:
 Existing Elevations
Drawing No.:
 ART/2021/FE56SR/EE

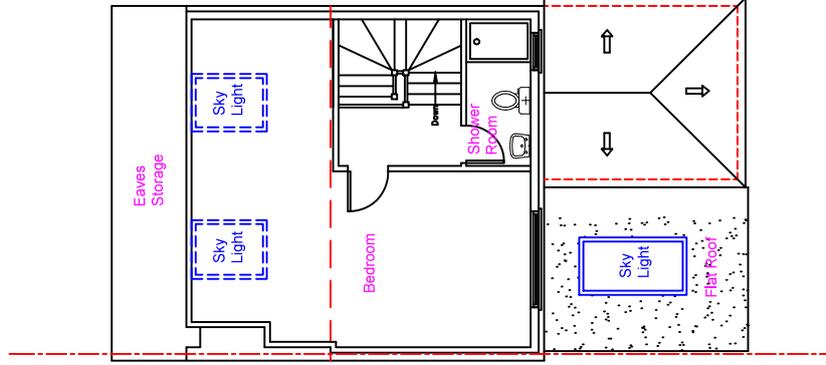
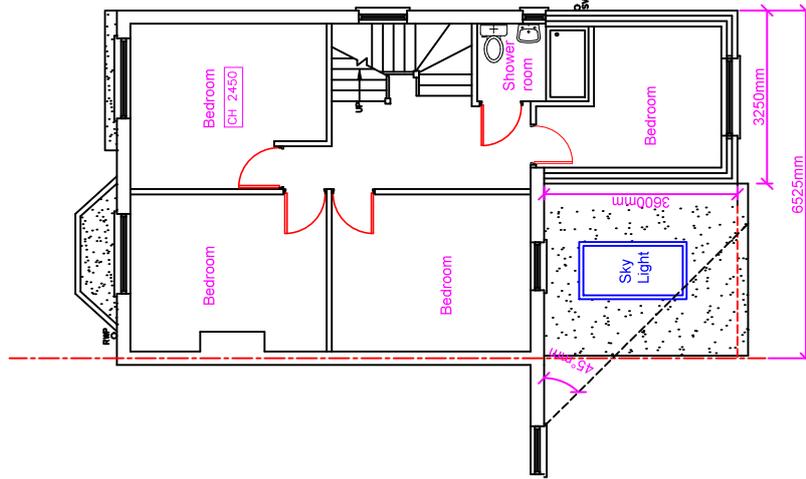
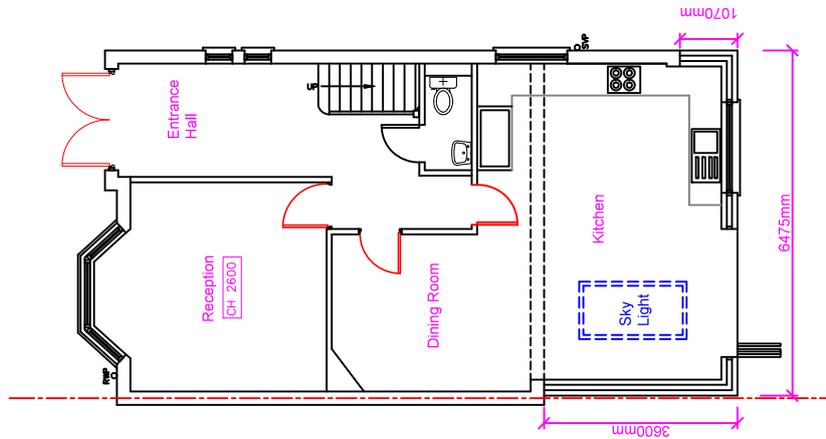
Scale:
 1:100
 Paper Size:
 A3
 Sheet No:
 3 of 5

ART CONSULTANTS (UK) LTD
 113 LONG LANE
 STANWELL
 TW19 7AL
 M:07960071377
 E: ARTCONSULTANTSUK@GMAIL.COM

Notes:

- 1) Single Storey Rear Extension has already been approved under planning re: 76289/APP/2021/1143
- 2) Site also benefit from CLD for loft extension, which has been already been built.
- 3) Proposed Part first floor rear extension will not encroach the 45 degree line of vision.
- 4) Proposed Part First floor rear extension is less than half of the property width.

Note: This Drawing is for planning purpose and should not be used for construction.
All dimensions should be confirmed on site and any deviation should be reported back to designer.



Proposed Development:
Single Storey Rear Extension and Part First Floor Rear Extension

Site Address:
56 Swan Road
West Drayton
UB7 7JZ

Revisions:

No.	Date	Description
A	10/05/2021	

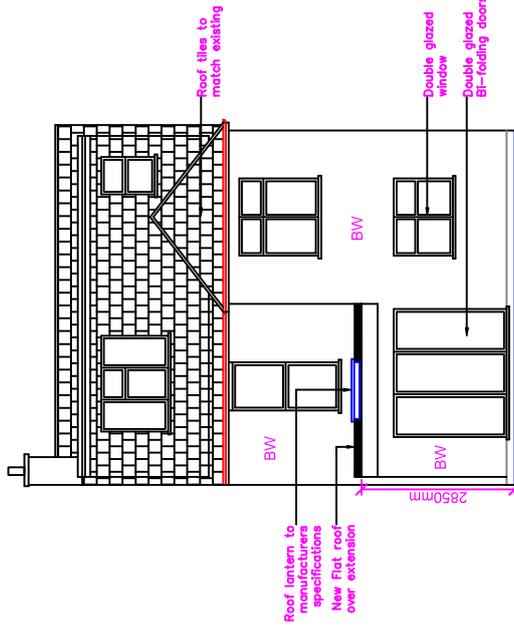
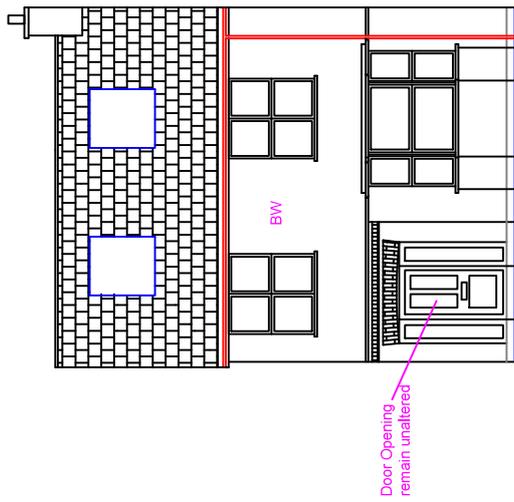
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Proposed Floor Layouts
Drawing No.:
ART/2021/FE56SR/PL

Scale: 1:100
Paper Size: A3
Sheet No: 2 of 5

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E:ARTCONSULTANTSUK@GMAIL.COM

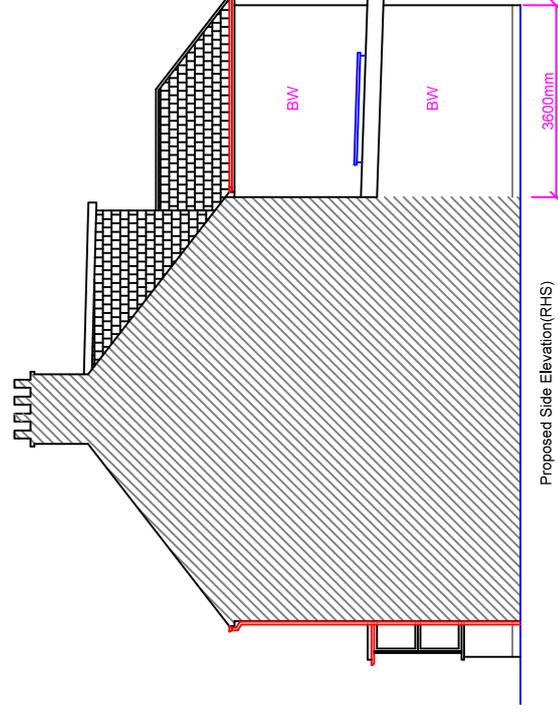
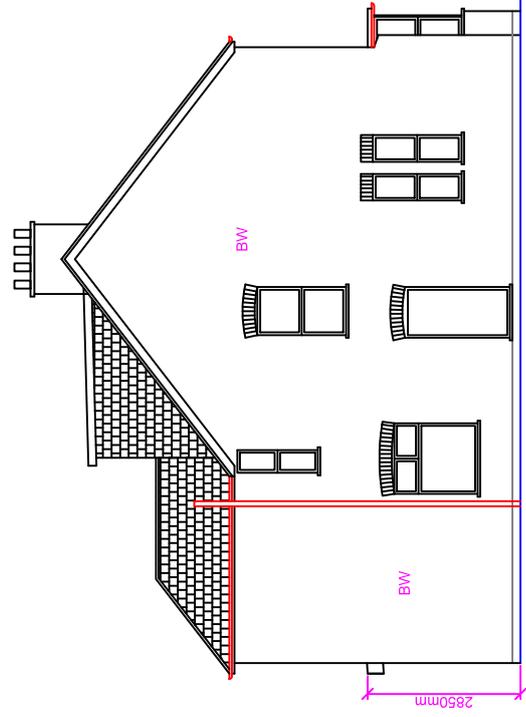
Note: The Drawings is for planning purpose and should not be used for construction.
 All dimensions should be confirmed on site and any deviation should be reported back to designer.

BW: Brickwork
 PD: Pebble Dash



Proposed Front Elevation

Proposed Rear Elevation



Proposed Development:
 Single Storey Rear Extension and Part First Floor Rear Extension

Site Address:
 56 Swan Road
 West Drayton
 UB7 7JZ

Revisions:

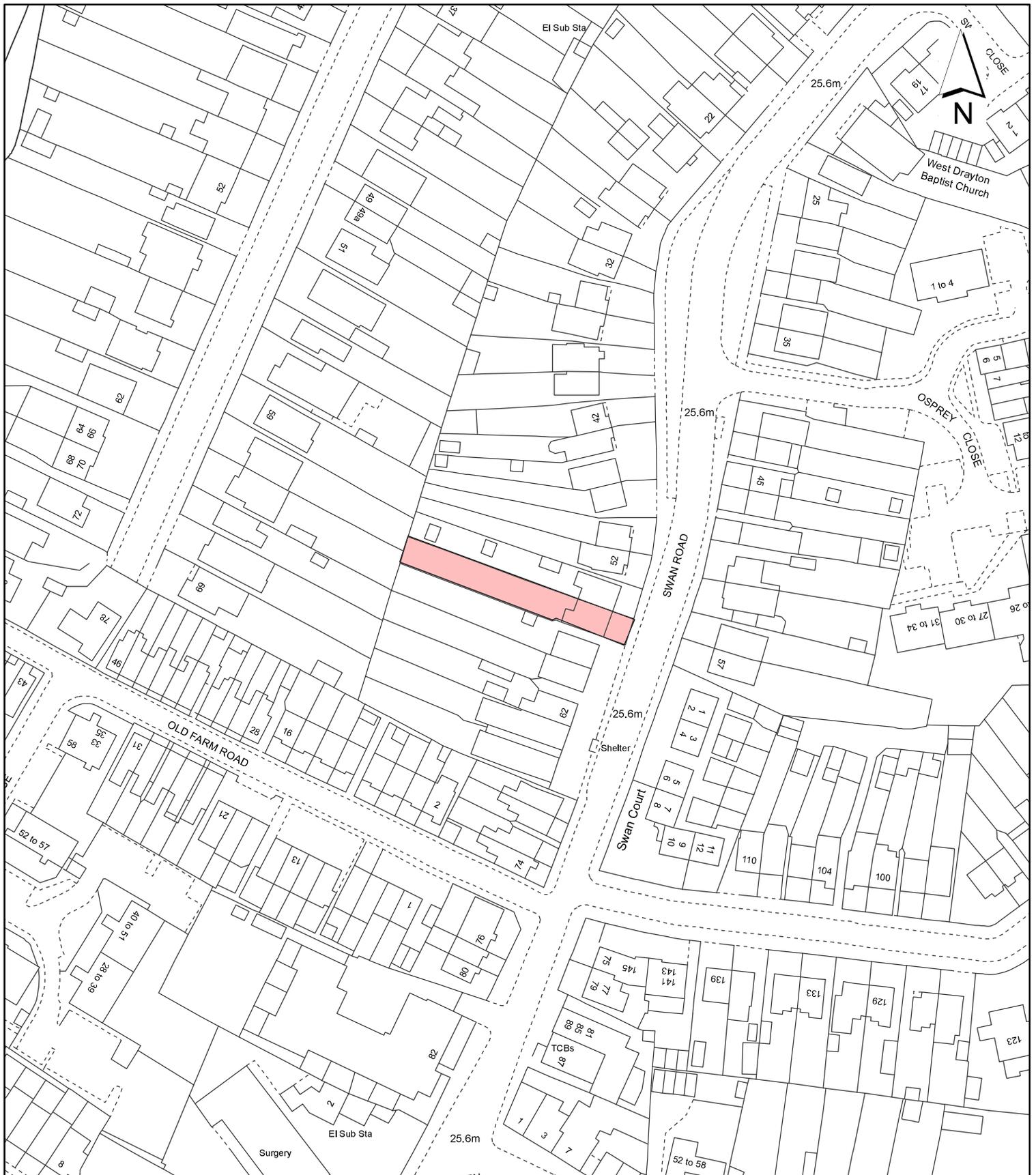
No.	Date	Description
A	16/08/2021	

Drawing Description:
 Proposed Elevations

Drawing No.:
 ART/2021/FE/66SR/PE

Scale: 1:100
 Paper Size: A3
 Sheet No: 4 of 5

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 TW19 7AL
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Notes:

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Site Address:

**56 Swan Road
West Drayton**

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

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

Planning Application Ref:

76289/APP/2021/3191

Scale:

1:1,250

Planning Committee:

Minors Page 144

Date:

November 2021



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 98 LANSBURY DRIVE HAYES

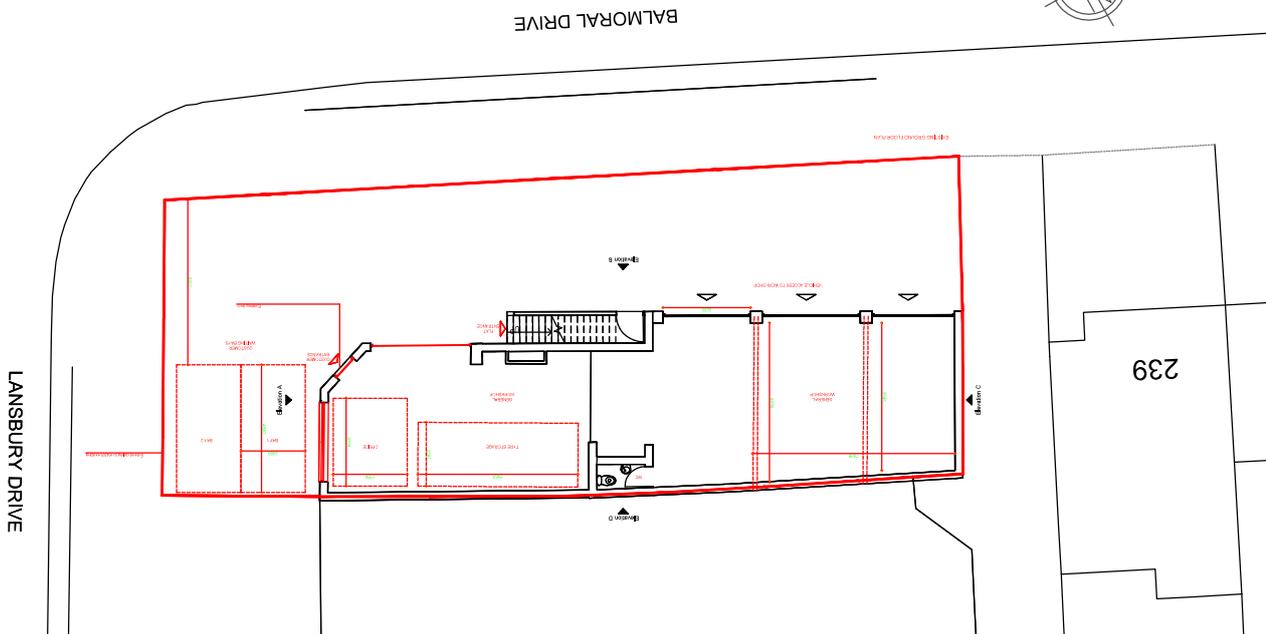
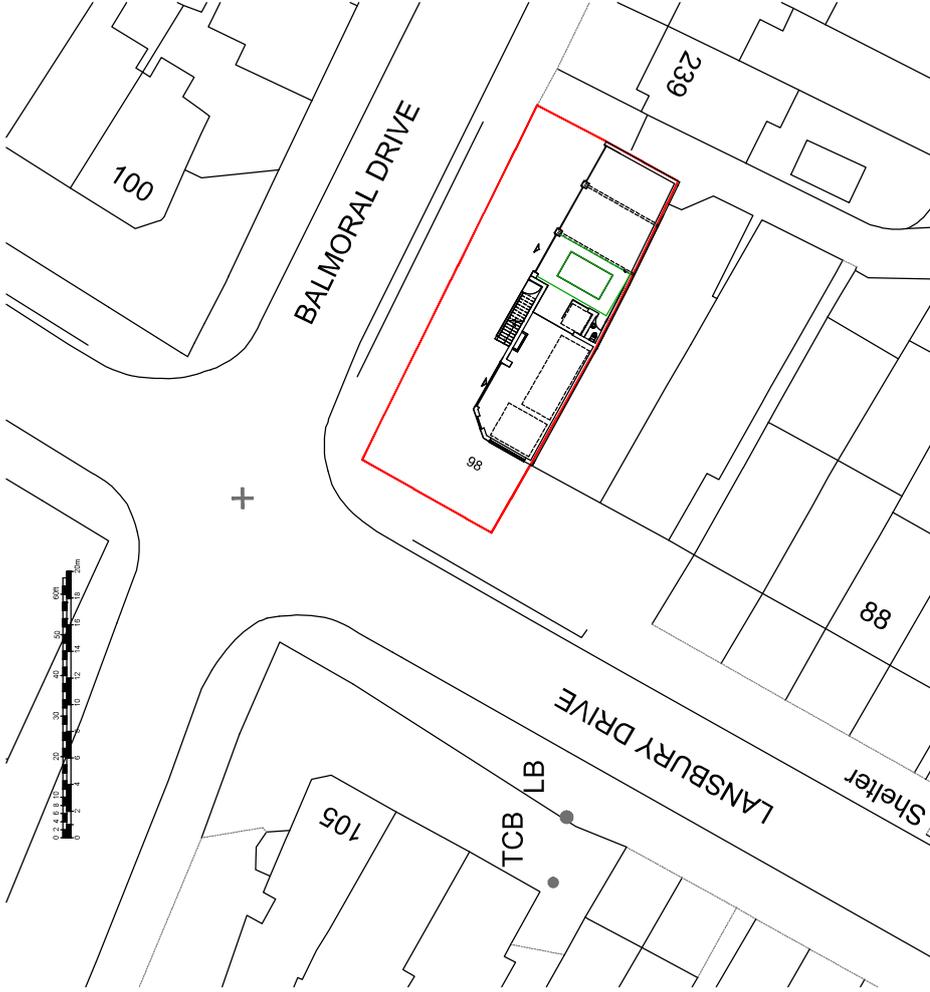
Development: Change of use from a tyre fitting centre to a mixed-use tyre fitting and MOT test centre (sui generis use)

LBH Ref Nos: 35212/APP/2021/590

General Notes

© ABAY ARCHITECTURE RIBA

All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.
Written dimensions to be taken in preference to scaled dimensions.



Rev	Date	Amendment

CLIENT
AUTO SPARES AND TYRES
98 LANSBURY DRIVE
HAYES
MIDDLESEX.
UB4 8SD

PROJECT
EXISTING

Site Plan, Location Plan & Floor Plans

DATE
05/02/2021

SCALE
1:1250, 1:200 & 1:100 @ A1

DRAWN
NA

REV

DRAWING NUMBER
1186-P-001

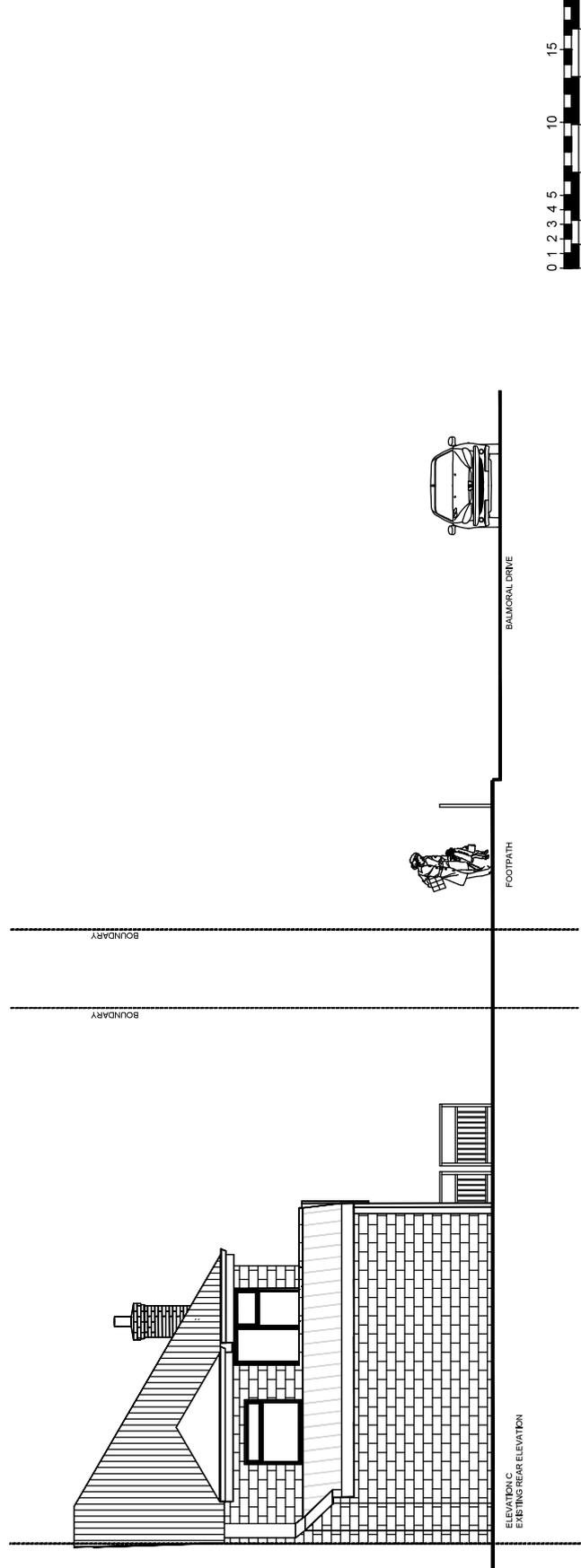
Neha Abayawardana RIBA
abay-architecture@yahoo.com

ABAY ARCHITECTURE

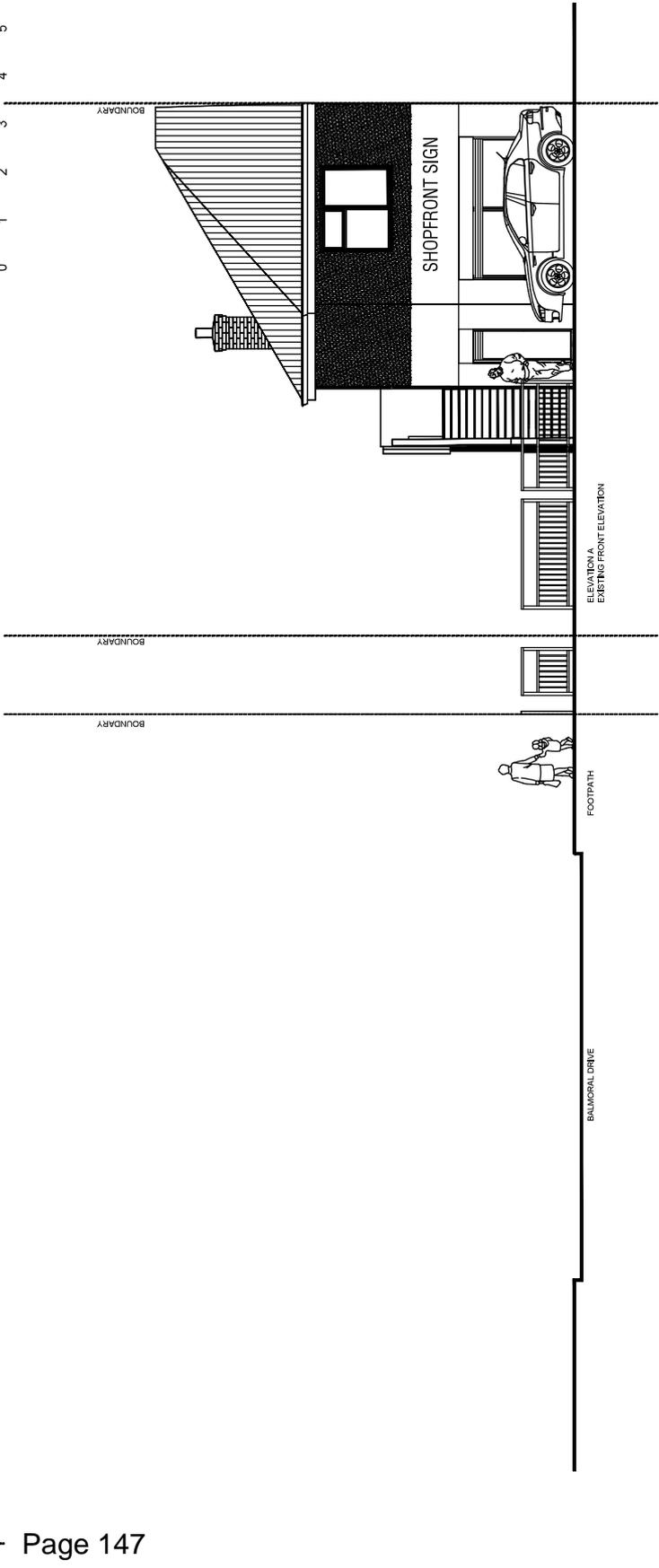
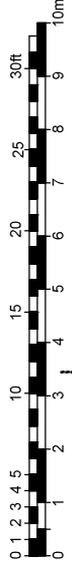
General Notes

© ABAY ARCHITECTURE RIBA

All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.
Written dimensions to be taken in preference to scaled dimensions.



ELEVATION C
EXISTING REAR ELEVATION



ELEVATION A
EXISTING FRONT ELEVATION

Rev	Date	Amendment

CLIENT
AUTO SPARES AND TYRES
98 LANSBURY DRIVE
HAYES
MIDDLESEX.
UB4 8SD

PROJECT
EXISTING

Elevations – Sheet 1 of 2

DATE
05/02/21

SCALE
1:50 @ A1

DRAWN
NA

REV

DRAWING NUMBER
1186-P-002

Neha Abayawardana RIBA
abay-architecture@yahoo.com

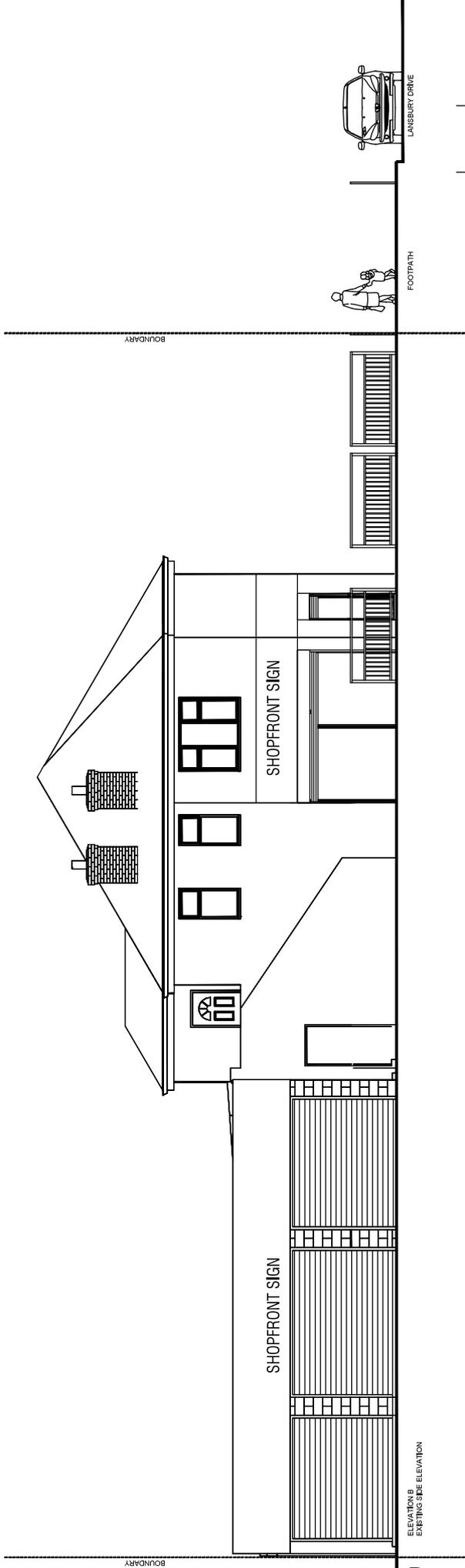
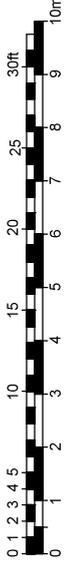
ABAY ARCHITECTURE

General Notes

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All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.

Written dimensions to be taken in preference to scaled dimensions.



ELEVATION B
EXISTING SIDE ELEVATION

Rev	Date	Amendment

CLIENT
 AUTO SPARES AND TYRES
 98 LANSBURY DRIVE
 HAYES
 MIDDLESEX.
 UB4 8SD

PROJECT
 EXISTING

Elevations – Sheet 2 of 2

DATE
 05/02/21

SCALE
 1:50 @ A1

DRAWN
 NA

REV

DRAWING NUMBER
 1186-P-003

Neha Abayawardana RIBA
 abay-architecture@yahoo.com

ABAY ARCHITECTURE

General Notes

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All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.
Written dimensions to be taken in preference to scaled dimensions.

B	27.06.21	Notes added to suit Acoustic report
A	06.04.21	Extend existing railing to site boundary.

Rev	Date	Amendment
-----	------	-----------

ABAY ARCHITECTURE

CLIENT
AUTO SPARES AND TYRES
98 LANSBURY DRIVE
HAYES
MIDDLESEX, UB4 8SD

PROJECT
PROPOSED

Floor Plan & Elevations

DATE
05/02/2021

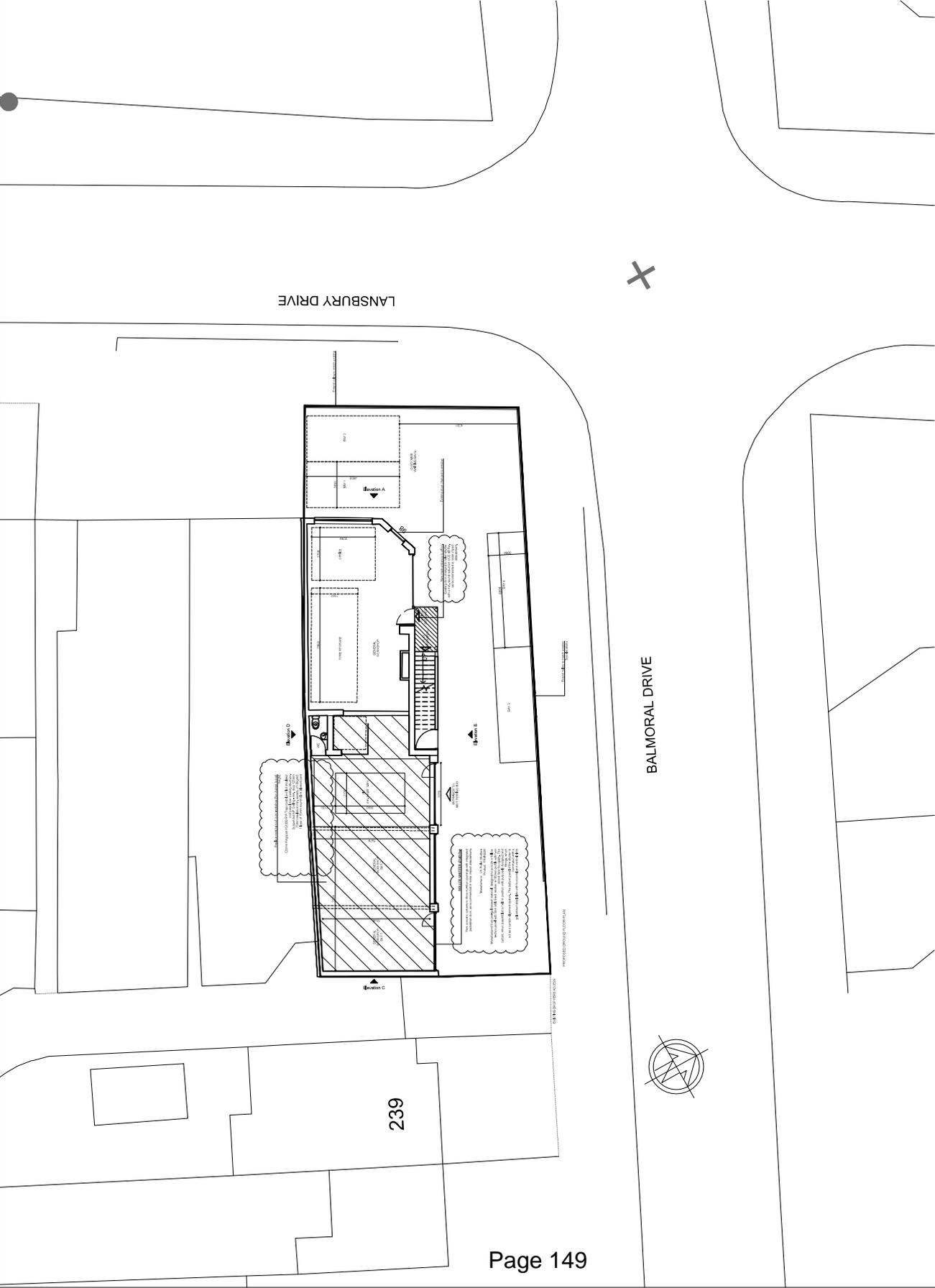
SCALE
1:100 @ A1

DRAWN
NA

REV
B

DRAWING NUMBER
1186-P-004

Neha Abayawardana RIBA
abay.architecture@yahoo.com

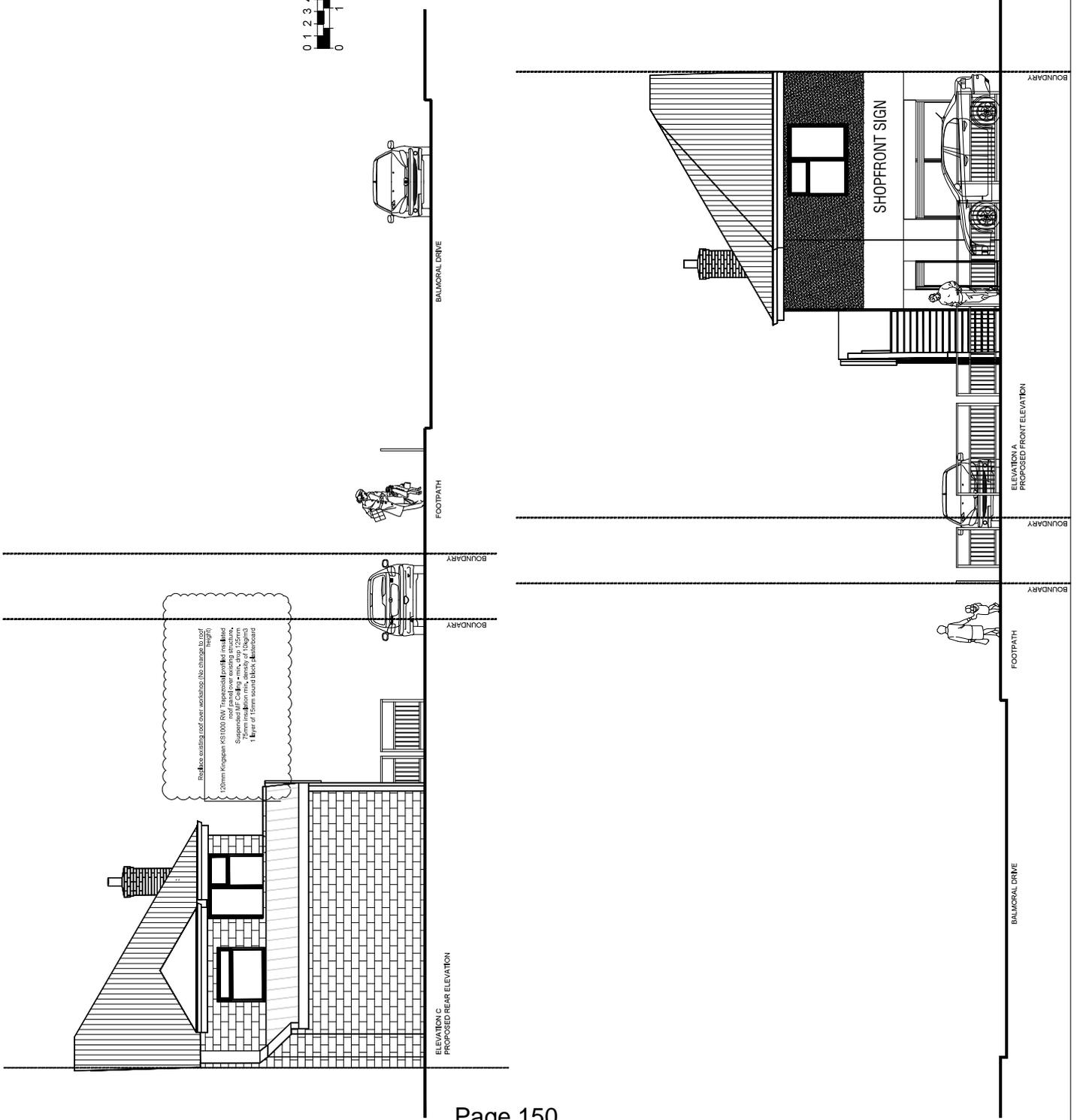
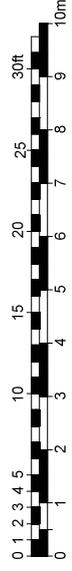


239

General Notes

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All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.
Written dimensions to be taken in preference to scaled dimensions.



Re-use existing roof over verandah. No change to roof.
20mm Kingspan K5100 RW Thermal Insulation installed and panned over existing structure.
Suspended WF Ceiling with drop 125mm
1 Layer of 15mm sound block Akustiboard

Rev A 27.06.21 Notes added to suit Acoustic report

Rev	Date	Amendment
-----	------	-----------

CLIENT
AUTO SPARES AND TYRES
98 LANSBURY DRIVE
HAYES
MIDDLESEX, UB4 8SD

PROJECT
PROPOSED
Elevations Sheet 1 of 2

DATE
05/02/2021

SCALE
1:50 @ A1

DRAWN
NA

REV
A

DRAWING NUMBER
1186-P-005

Neha Abayawardana RIBA
abay.architecture@yahoo.com

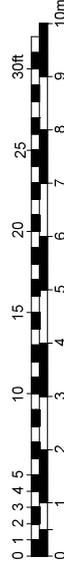
ABAY ARCHITECTURE

General Notes

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All dimensions and levels to be checked on site and any discrepancies to be reported to the architect before construction.

Written dimensions to be taken in preference to scaled dimensions.



- B 27.06.21 Notes added to suit Acoustic report
- A 06.04.21 Extend existing railing to site boundary.

Rev	Date	Amendment
-----	------	-----------

CLIENT
 AUTO SPARES AND TYRES
 98 LANSBURY DRIVE
 HAYES
 MIDDLESEX, UB4 8SD

PROJECT
 PROPOSED
 Elevations Sheet 2 of 2

DATE
 05/02/2021

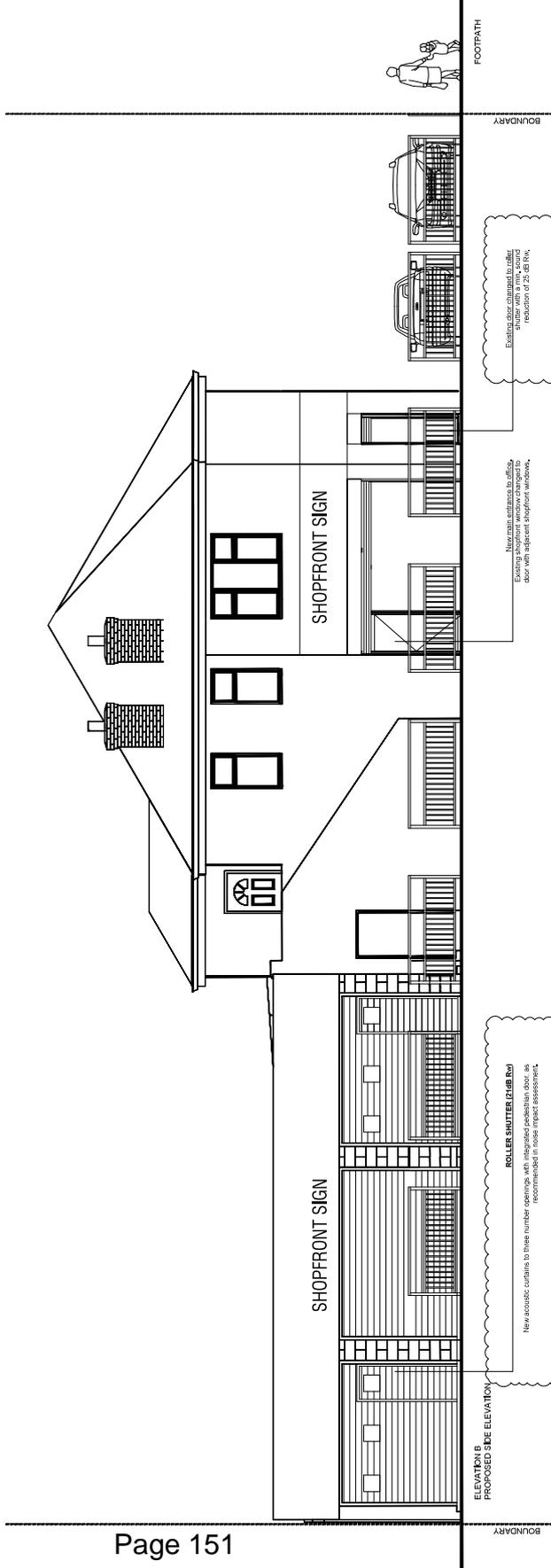
SCALE
 1:50 @ A1

DRAWN
 NA

REV
 B

DRAWING NUMBER
 1186-P-006

Neha Abayawardana RIBA
 abay.architecture@yahoo.com



ROLLER SHUTTERS (CLUB Box)
 New acoustic curtains to three number windows. All original panes removed and replaced with roller shutter.
 Manufacturer: UK Roller Shutters
 Product: FRINSHI
 Manufactured from perforated material, designed to provide a hollow section panel with a noise reduction of 25dB. The roller shutter is made of a heavy-duty material. The roller shutter curtain when assembled is held in position with specially designed end ferrules, which act as a curtain alignment system. The bottom point of the shutter is terminated with a galvanneal steel plate with horizontal and vertical ribs.

New main entrance to office. Existing shopfront window changed to door with adjacent shopfront windows.

Existing door changed to offer shutter with a noise sound reduction of 25 dB RW.



Notes:

 Site boundary

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98 Lansbury Drive

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:
35212/APP/2021/590

Scale:
1:1,250

Planning Committee:
Minor Page 152

Date:
November 2021



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 54A EDWARDS AVENUE RUISLIP
Development: Installation of front brick wall and timber panelling
LBH Ref Nos: 34282/APP/2021/1682

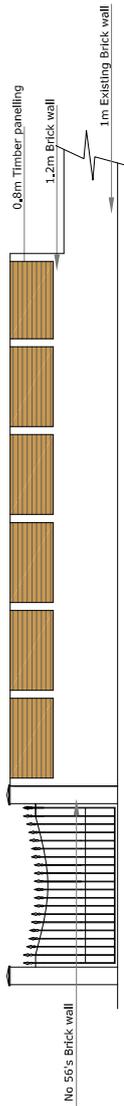
SCALE BAR 1:100



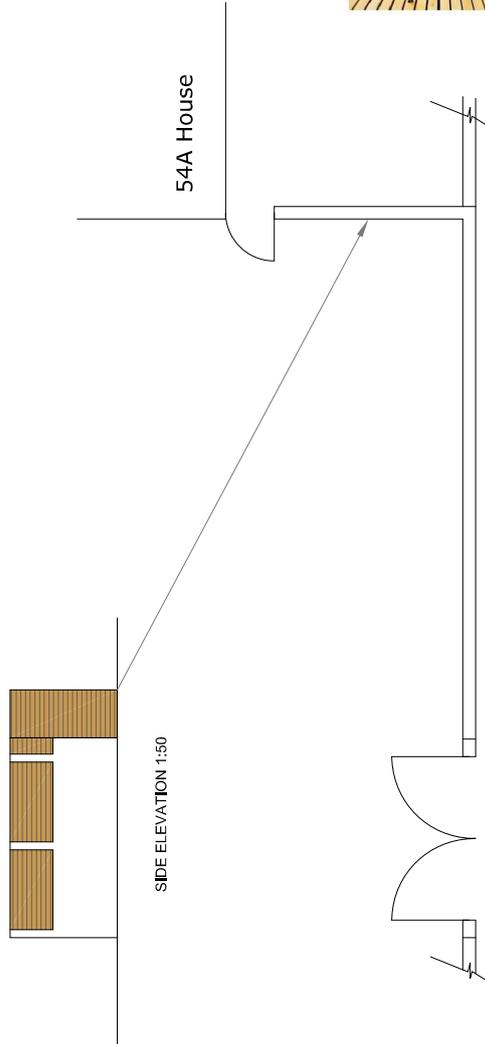
LOCATION PLAN 1:1250



SITE PLAN 1:500



FRONT ELEVATION 1:50

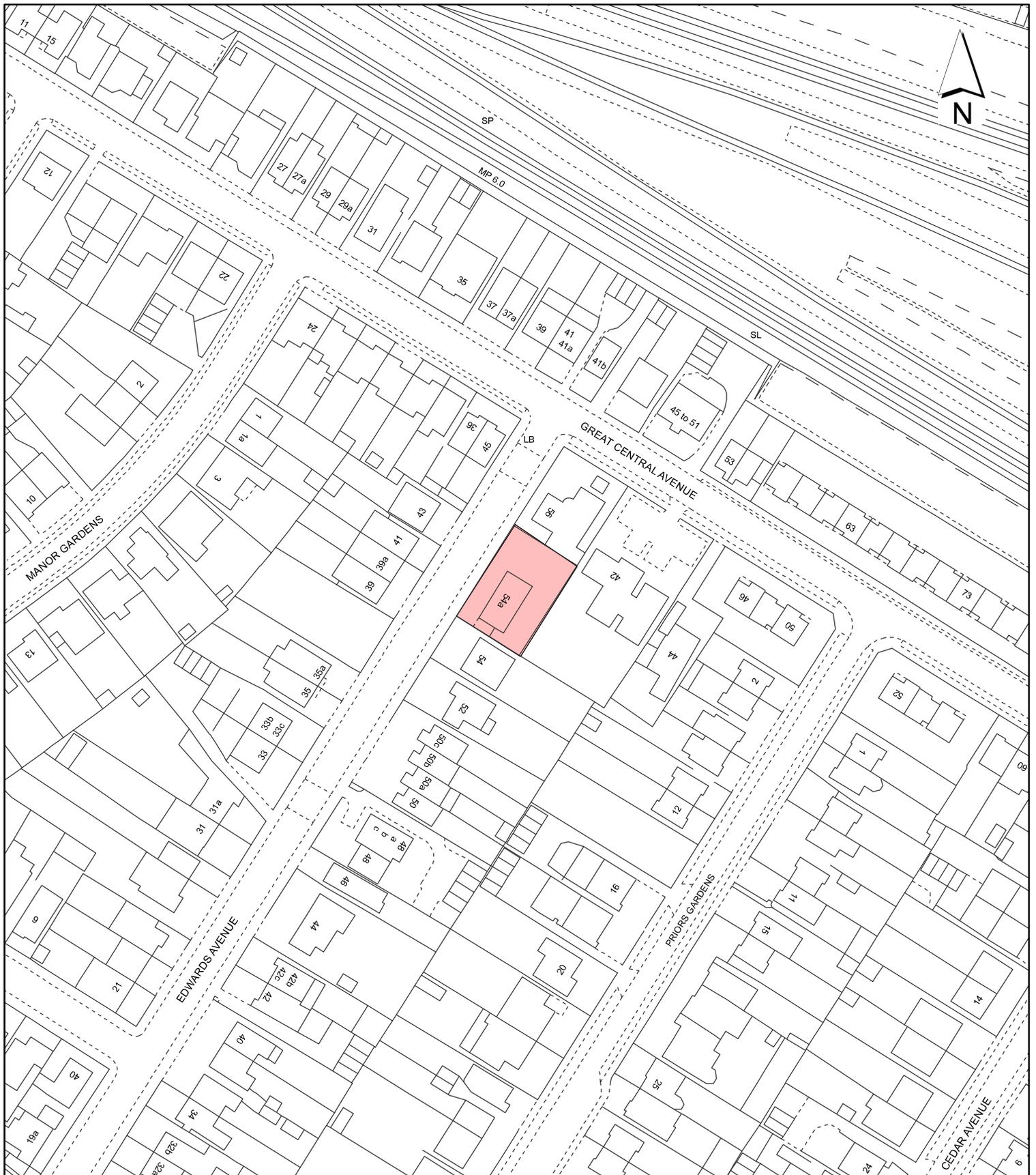


SIDE ELEVATION 1:50

PLAN VIEW



<p>Unit 17 and 18, 54a Cowley Hill Rd, Urunga NSW 274</p> <p>TEL: 04492288 027929721</p> <p>EMAIL: info@consiliocharteredplanning.com.au</p>		<p>Chartered Town Planner</p> <p>DISCLAIMER: THESE ARE THE PLANNING DRAWINGS AND SHOULD NOT BE USED FOR ENGINEERING PURPOSES.</p>		<p>IMPORTANT NOTE!!! ALL OUTLETS, FOUNDATIONS AND SERVICES MUST BE LOCATED WITHIN THE BOUNDARY LINES OF THE SUBJECT PROPERTY. ALL PLANS MUST BE APPROVED BY FULL PLANS APPROVAL BY BUILDING CONTROL, NOT BUILDING NOTICE.</p>	<table border="1"> <tr> <th>REVISION</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>A</td> <td>GENERALLY REVISED</td> <td>28/06/21</td> </tr> <tr> <td>B</td> <td>GENERALLY REVISED</td> <td>24/09/21</td> </tr> </table>	REVISION	DESCRIPTION	DATE	A	GENERALLY REVISED	28/06/21	B	GENERALLY REVISED	24/09/21	<p>DESCRIPTION: ERECTION OF BOUNDARY FENESTRATION</p>	<p>CLIENT / JOB ADDRESS: MR & MRS AHUJA 54A EDWARD'S AVENUE RUISLIP HA4 6UT</p>	<p>DRAWING TITLE PLANNING APPLICATION</p> <table border="1"> <tr> <th>SCALE</th> <th>@ A1</th> <th>STATUS</th> </tr> <tr> <td>1:100, 1:500 & 1:1250</td> <td></td> <td>CHECKED</td> </tr> <tr> <th>DATE</th> <td>14/04/2021</td> <td>DRAWN</td> </tr> <tr> <th>JOB-NO.</th> <td>54-21-01</td> <td>REVISION</td> </tr> <tr> <th>DWG-NO.</th> <td>PA-01</td> <td></td> </tr> </table>	SCALE	@ A1	STATUS	1:100, 1:500 & 1:1250		CHECKED	DATE	14/04/2021	DRAWN	JOB-NO.	54-21-01	REVISION	DWG-NO.	PA-01	
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DWG-NO.	PA-01																															



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LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

34282/APP/2021/1682

Scale:

1:1,250

Planning Committee:

Minors Page 155

Date:

November 2021



HILLINGDON
LONDON

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