



HILLINGDON
LONDON



Borough Planning Committee

Date: THURSDAY, 10 MARCH
2022

Time: 6.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

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

To Councillors on the Committee

Councillor Henry Higgins (Chairman)

Councillor Steve Tuckwell (Vice-
Chairman)

Councillor Shehryar Ahmad-Wallana

Councillor Nicola Brightman

Councillor Jazz Dhillon

Councillor Allan Kauffman

Councillor John Morse (Opposition Lead)

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camera and scan the code below:



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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

Watching & recording this meeting

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

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

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

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

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

How the meeting works

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

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

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

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

The procedure will be as follows:-

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

How the Committee makes decisions

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

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

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

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

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and the Items marked Part II will be considered in Private

PART I - Members, Public and the Press

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	18 St Edwards Avenue Ruislip 3255/APP/2021/4344	Eastcote & East Ruislip	Conversion of roof to habitable use including two storey rear extension projecting 4m on the first-floor level, single storey rear extension, internal changes, alterations to fenestration, insertion of 5 no. Rooflights. Recommendation: Refusal	9 – 20 80 - 95
7	Gidar House, 13 The Crossway 76909/APP/2021/4419	Uxbridge North	Alteration of front door, creation of window to rear elevation, replacement of garage doors with casement windows and lengthening of existing windows to side elevation. Removal of signage to front and side elevations. Recommendation: Approval	21 – 32 96 - 117

8	75a Bridge Road 73647/APP/2021/951	Uxbridge South	Conversion of existing commercial premises into 3 x residential flats as units as Class C3 Use. Removal of existing front exposed fire escape staircase and amending front and side first floor windows and new rooflights to crown roof. New garage door to ground floor car park and side access to main residential units with new amenity areas. Recommendation: Refusal	33 – 52 118 - 126
9	Neyland Court 76364/APP/2021/4604	West Ruislip	Construction of detached building to accommodate new management office accommodation above replacement parking spaces. Recommendation: Refusal	53 – 78 127 - 135

PART I - Plans for Borough Planning Committee

79 - 135

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Agenda Item 3

Minutes

BOROUGH PLANNING COMMITTEE

15 February 2022

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Henry Higgins (Chairman) Steve Tuckwell (Vice-Chairman) Shehryar Ahmad-Wallana Nicola Brightman Jazz Dhillon Allan Kauffman John Morse (Opposition Lead)</p> <p>Also Present: Ward Cllr Heena Makwana</p> <p>LBH Officers Present: Neil Fraser, Democratic Services Officer Roz Johnson, Planning Services Manager Kerrie Munro Alan Tilly, Transport Planning and Development Manager Katie Crosbie, Planning Team Leader Fiona Rae, Planning Team Leader</p>
30.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
31.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
32.	<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 11 January 2022 be approved as a correct record.</p>
33.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
34.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p>

It was confirmed that all items would be considered in public.

35. **59 ELM AVENUE - 60130/APP/2021/4249** (*Agenda Item 6*)

Officers introduced the report and highlighted the addendum. The planning history regarding the development was set out, together with the outcome of previous appeals. Officers confirmed that, since the dismissed Appeal Decision relating to planning application reference 60130/APP/2020/4166, the housing mix had been revised to include 1 x three-bedroom unit, thereby addressing the Inspector's one concern.

Therefore, and taking into consideration the Inspector's decision, officers considered that there was no objection, in principle, to the creation of additional residential units in land use terms. The proposed siting, size, scale and height was not considered to unduly impact the residential amenities of neighbouring occupiers, nor would the proposal generate such a significant increase in demand for road parking that its effects would result in harm to highway safety. On this basis, the application was recommended for approval, subject to amendment to Condition 20 to ensure pedestrian safety by raising kerb heights to prohibit vehicles overrunning the pavement at the junction.

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

- This was the third application for development of this site, with the previous two applications refused, and it was felt that the application should be treated as a standalone application.
- The officer's report inferred support from the Inspector on matters where no comment had been issued.
- Residents had concerns over the height and density of the development, locations of windows and their impact on the privacy of neighbours, its impact on the character of the area, and its potential harm to highways safety.
- The development would require vehicles to manoeuvre from the parking spaces into a busy road, contributing to congestion and potential danger.
- Accident figures quoted in the report were not relevant, as the previous owner of the property did not drive.
- The proposal failed to provide the required accessibility measures, particularly for wheelchair users.
- The design was of poor quality, with substandard access and a lack of energy sustainability.

By way of written submission, the agent for the applicant addressed the Committee. Key points highlighted included:

- Regarding Appeal Decision 3273062, for a similar development, the Appeal was dismissed for lack of a 3-bedroom dwelling though the Appeal Inspector determined that all other matters were found to be acceptable.
- The application included almost all of the same dwelling numbers, siting, design, scale, amenity, living spaces, external garden and parking spaces as the Appeal Scheme, with the only changes relating to a modification of the ground floor footprint with a 1.2m rear depth addition and inclusion of a 3-bedroom dwelling to address the Appeal Inspectors remaining concern.
- The modest ground floor rear addition would not be of a scale that would result

in a scheme materially different to the one determined by the Appeal Inspector in terms of scale, siting, character or harm to adjoining properties.

- The applicant considered the present application to have addressed the Appeal Decision shortfall and requests members to grant approval, subject to conditions.

Ward Councillor Makwana addressed the Committee. Key points highlighted included:

- The Ward Councillor supported the resident objections.
- Due to its size and scale, the proposed development failed to harmonize and would cause harm to the street scene.
- The report appeared to acknowledge that the proposed development would cause an element of harm, seen through the imposition of 21 conditions.
- The proposal would result in potential danger to pedestrians and vehicles. The construction of the development would further intensify such issues during the building phase.

Officers addressed the points raised by the petitioner and Ward Councillor. Regarding height, officers considered the elevations of the proposed development versus neighbouring properties, as set out on the revised plans, to be acceptable.

On density, while it was accepted that the development would contribute to a higher density than that recommended within the Hillingdon Local Plan, the context of the overall proposal, together with the decision of the Inspector, meant that the proposal was felt to be acceptable.

On accessibility, the Council's accessibility officer had deemed the scheme to be acceptable, while the accessibility policy allowed for further flexibility to adapt the property in the future, in line with accessibility standards.

Regarding construction, condition 4 set out the requirement for the applicant to submit a construction management plan, that officers would review, to ensure minimal impact on neighbours.

On traffic congestion and highways safety, the Transport officer advised that based on the lighting, road markings, and speed limit currently in place, together with the low occurrences of road traffic accidents, safety was not a material concern.

The Committee was advised that the proposed new vehicle crossover would be set back 5m from the junction with Oak Grove, in line with Council guidelines, and as per amendment to condition 20 as set out, would also prohibit vehicles from overrunning pavements.

The Legal advisor confirmed that the Committee should have due regard to the Inspector's decision, and set out the implications for the Council should the Committee be minded to refuse the application.

The Committee voiced their concerns over the design of the proposed development, including its size, scale and prominence, its impact on the street scene, and its potential for harm to pedestrians and motorists. However, the Committee was mindful of the Inspector's decision relating to previous reasons for refusal. The Committee suggested that the vehicle crossover should be filled in as well as built up, though with space for pedestrian/wheelchair access, prior to the start of main construction.

The officer's recommendation, inclusive of the change to condition 20 and the infilling of the vehicle crossover, was moved, seconded, and when put to a vote, agreed by 4 votes in favour (with two abstentions).

RESOLVED: That the application be approved, subject to an additional condition relating to junction kerb heights.

36. **WYLDEWOODE, 25 THE AVENUE - 13305/APP/2021/1007** (*Agenda Item 7*)

Officers introduced the report and addendum, highlighting that Planning permission had been refused in November 2020 for a redevelopment scheme to provide four terraced dwellings on the site (ref. 13305/APP/2020/2670). This application sought to address the three reasons for refusal relating to the impact on the character and appearance of the area, the impact on the amenity of neighbouring residents and impact of the proposed landscaping scheme on site.

Officers considered that the reasons for refusal had, on balance, been addressed, with the new scheme successfully breaking the bulk and scale of development on the site with a revised design which responds to its context. The new scheme also changed the relationship to near neighbours and now retained a 45-degree angle to windows. The new scheme also proposed a markedly different landscaping scheme to the front. On this basis, the application was recommended for approval.

By way of written submission, a petitioner addressed the Committee in objection to the application. Key points included:

- The petitioner and their neighbours were concerned that the application was recommended for approval.
- Paragraph 7.08 of the report stated that the new building was nearly 2m below No 21 The Avenue. From a detailed ground survey, prepared for the first proposal circa 2001, it showed that the ground level around No 21 was 67.76 AOD and the level in the grounds of No 25, near the western boundary, was 66.38 AOD. Thus, the level difference was 1.38m, which was substantially less than the 2.0m stated in the report.
- From drawing no 5802 A100, the proposed development still appeared to cross the 45-degree line. Based on the information above, it was possible that the flat roof extension of the ground floor could be higher than the top of the fence between No 21 and 25, and further consideration should be given to the relationship between No 21 The Avenue and the proposed new development.

The agent on behalf of the application addressed the Committee. Key points included:

- The design of the new proposal was congruent with the other buildings in the road and the overall street scene.
- Depth had been reduced, while elevations versus ground level would have a negligible impact on neighbouring properties.
- The proposal addressed the prior concerns of the Committee and officers, and the previous reasons for refusal.
- The proposal would provide much needed family homes within the area.

Officers responded to points made by the petitioner. Officers confirmed that drawing no 5802 A100 had been revised to ensure compliance with the 45-degree line, by

reducing the depth of the proposed buildings on site. Regarding the proposed levels on site and the perceived inaccuracies, Officers confirmed that whilst the level change was about 1.4m from ground level to ground level, the drop from cill height to cill height was much more generous, at almost 2m. This was shown on the slides to Committee in detail. Officers also confirmed the distance between flank walls, and the distance between No.21 and the new rear projection, and stated that, on balance, the overall impact on neighbouring properties was deemed acceptable.

The Committee supported the officers recommendation, though suggested that condition 7, landscaping, be amended to mandate the planting of carbon absorbing trees.

The officer's recommendation, inclusive of the amendment to condition 7, was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved, subject to amendment to the landscaping condition relating to the use of carbon absorbing trees.*

*Councillor Kauffman was not present for the entirety of the presentation, and therefore did not take part in discussion or the vote on the item.

37. **22 FRINGEWOOD CLOSE - 42066/APP/2021/4244** (*Agenda Item 8*)

Officers introduced the report. Officers asserted that the proposed annexe would provide a self-contained residential unit, thus creating a new planning unit, capable of functioning independently from the main dwelling. The proposed annexe was felt to provide the future occupier with a substandard form of accommodation, in terms of external space provision and unacceptably undermine the size, quality and functionality of the existing external amenity space provision. Additionally, the proposal would adversely impact on the character and appearance of the area, and the residential amenities of neighbouring occupiers.

Officers advised that the limited evidence submitted to demonstrate that there was an essential requirement for the proposed self-contained annexe on personal medical grounds was not considered to outweigh the harm identified. As such, the proposal conflicted with the Development Plan and the application was therefore recommended for refusal.

A petitioner in support of the application addressed the Committee. Key points included:

- 27 local residents had signed the petition in support of the applicant, who required the annexe for use by their elderly mother.
- The applicant's mother had serious health issues and limited quality of living due to her inability to navigate stairs at her current property.
- Local residents did not feel that the proposed annexe would adversely impact on their properties, with sufficient gaps present from the annexe to neighbours.
- There was no breach of the 45-degree line, with the property screened by trees and not visible from Ducks Hill Road.
- Other extensions permitted in the road were substantially higher than the annexe proposed.

The applicant addressed the Committee. Key points included:

- The applicant required the annexe to allow their elderly mother to enjoy a higher quality of independent living in her latter years.
- The applicant's mother had health issues, could no longer safely navigate stairs, and had experienced falls. The annexe would therefore be more suitable and allowed for use of a wheelchair.
- The ground floor level of the annexe would allow for the occupant to safely enjoy the garden without having to climb to a higher level.
- The local General Practitioner had submitted a letter in support of the annexe as an aid to better physical and mental health on behalf of the applicant's mother.
- Local residents were in support of the proposal.
- It was the applicant's intention in future years to move into the annexe with his wife and allow his children to live in the main house.
- Owing to the special personal circumstances, the application should be approved.

The Chairman confirmed that Ward Councillor Melvin had voiced her support for the application outside of the meeting.

The Committee was sympathetic to the applicant's personal circumstances but agreed with the officer's recommendation to refuse due to the refusal reasons set out in the report, with particularly concerns relating to the proposed size and scale of the annexe building.

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

RESOLVED: That the application be refused.

38. **WOODLANDS, 5 THE DRIVE, ICKENHAM - 56190/APP/2021/2737** (*Agenda Item 9*)

Officers introduced the report. Officers considered that, as the application sought to demolish the current building and replace it with a building of similar scale, this constituted appropriate development within the Green Belt. Subject to planning conditions, the development was also considered acceptable with regard to its impact on the character of the area, street scene, highway network, waste, landscaping, access, flooding and contaminated land. Consultees had also raised no objections. Accordingly, the application was recommended for approval.

The Committee supported the officer's recommendation, but suggested that conditions be amended to mandate the planting of carbon absorbing trees, and the securing of appropriate energy/sustainability measures, in order to support the Council's work to address climate change.

The officer's recommendation, inclusive of the amendments to conditions as set out, was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved, subject to additional conditions relating to the use of carbon absorbing trees, and sustainability/energy.

The meeting, which commenced at 6.00 pm, closed at 7.39 pm.

resolutions please contact Neil Fraser on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

Address 18 ST EDMUNDS AVENUE RUISLIP

Development: Conversion of roof to habitable use including two storey rear extension projecting 4m on the first floor level, single storey rear extension, internal changes, alterations to fenestration, insertion of 5 no. rooflights.

LBH Ref Nos: 3255/APP/2021/4344

Drawing Nos: Location Plan
Proposed plan
Block plan
Existing plan
Proposed plan
Covering letter

Date Plans Received: 26/11/2021

Date(s) of Amendment(s):

Date Application Valid: 26/11/2021

Recommendation: REFUSE PLANNING PERMISSION

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the western side of St Edmunds Avenue and comprises a detached bungalow with a large projecting central gable. The property is constructed from brick and pebble dash external facing. The rear garden is flat and enclosed by panel fencing. The frontage is laid to hardstanding and the property benefits from part single storey rear extension.

1.2 Proposed Scheme

The application seeks planning permission for the conversion of the roof to habitable accommodation including a rear extension with both a ground floor element and a first floor element. The first floor element has been designed to read as a roof addition.

The ground floor element would extend to 4.9 metres in depth and the proposed roof element would have a depth of 3.8 metres. The proposal would include alterations to fenestration, and insertion of 5 no. rooflights.

1.3 Relevant Planning History

24429/APP/2018/3255 185 Bury Street Ruislip
Single storey rear extension

Decision Date: 05-11-2018 Approved

Appeal:

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

Part two storey, part single storey rear extension with Juliette balcony involving demolition of existing extension and conversion of roof space to habitable use to include 2 x rear dormers, 2 x

front dormers, 7 x roof light and conversion of roof from hip to gable end with alterations to fenestration, hard standing to front, associated refuse and recycling store including rebuilding of existing garage.

Decision Date: 14-07-2020 Refused **Appeal:** 18-JUN-21 Dismissed
3255/APP/2020/1402 18 St Edmunds Avenue Ruislip

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

Decision Date: 02-07-2020 Refused **Appeal:**
3255/APP/2020/1404 18 St Edmunds Avenue Ruislip

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

Decision Date: 14-07-2020 Refused **Appeal:**
3255/APP/2020/2566 18 St Edmunds Avenue Ruislip

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

Decision Date: 29-10-2020 Approved **Appeal:**
3255/APP/2020/3835 18 St Edmunds Avenue Ruislip

Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 1x rear dormer, 2 x front dormers, 1 x roof light and conversion of roof from hip to gable end with alterations to fenestration and rebuilding of existing garage.

Decision Date: 04-02-2021 Refused **Appeal:**
3255/APP/2021/665 18 St Edmunds Avenue Ruislip

Single storey rear extension involving demolition of existing extension, conversion of roofspace to habitable use to include 2 x rear dormers, 2 x front dormers, 1 x roof light and conversion of roof from hip to gable end with alterations to fenestration and rebuilding of existing garage.

Decision Date: 08-04-2021 Approved **Appeal:**
3255/APP/2022/212 18 St Edmunds Avenue Ruislip

Conversion of roof space to habitable use to include a rear dormer, 4 front roof lights and conversion of both sides of roof from hip to gable end and alterations to fenestration (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: **Appeal:**

Comment on Planning History

The current application follows on from recent approvals and refusals.

Application number 3255/APP/2021/665 has been part-implemented on site. The walls of the proposed ground floor extensions were visible during the officer's site visit. The dwelling also has approval in the form of a certificate (3255/APP/2020/2566) for significant additions to the loft space including hip to gable roof additions on either side.

However, there are also planning refusals on file for more large scale first floor additions such as that considered under application 3255/APP/2020/1398 which was subsequently dismissed at appeal, and the more recent refusal under application 3255/APP/2020/3835.

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 and the Ruislip Residents Association were consulted by letter dated 13-12-21.

8 objections were received including an objection from the Ruislip Resident's Association. A Petition with 48 Valid signatures objecting to the proposal was also received.

The Ruislip Resident's Association objected on the grounds that:

- The property has been subject to several recent planning applications. The last planning application Ref: 3255/APP/2021/665 was approved on 08/04/21. This latest proposal is to provide a larger roof extension by building a two-storey rear extension projecting 4m from the original rear building line of no 18 and adjacent properties who only have single storey rear extensions. The width of this extension seems to exceed 2/3 rds of the overall width of the original roof.

- I quote, "Policy DMHD 1: Planning applications relating to alterations and extensions of dwellings will be required to ensure that: E) Roof Extensions i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof".

- In comparison to plan Ref: 3255/APP/2021/665 that was approved, the addition of the 4 metre deep two storey rear extension with roof and rooflights will look overdominant and will be a detrimental, incongruous overdevelopment of the site not in line with the street scene.

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

Of the 8 letters of objection, the comments are summarised as follows:

- development too large will set a precedent for other similar extensions;

- out of keeping with the area;
- overdevelopment of small house;
- the two storey element will be overbearing and dominant;
- no other 2 storey extensions exist;
- extensive planning history is relevant including an appeal decision;
- appeal concerns not overcome;
- plans do not represent what is built on site/do not accurately show relationship with neighbouring properties/window;
- there is fenestration that would cause overlooking concerns;
- proposed development would be overly prominent;
- high level windows already installed on site are not as approved; and
- the proposed rear building line is not an accurate representation of the site circumstances.

Officer's Response:

The objections received raise valid material planning considerations which are discussed within the body of the report.

There is also an open planning enforcement investigation at the site to consider works which may or may not have been done without permission. This application must however, be determined on its merits.

4. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP D4 (2021) Delivering good design

5. MAIN PLANNING ISSUES

The main planning issues are the impact of the development on the character and appearance of the area and streetscene of St Edmunds Avenue, the impact on neighbouring residential amenity and both parking 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: Design of New Development states that: A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.

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 and accessible.

There are then other criteria related to various other impacts caused by new development. Policy DMHD 1 of the Hillingdon Local Plan - Part 2 - Development Management Policies (2020) states: Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

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

With specific regard to Rear Extensions, the policy 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.

With specific regard to Roof Extensions, the policy requires:

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

The current application follows upon recent approvals and refusals on site, all detailed in the planning history section of this report. The proposed ground floor element has been approved under (3255/APP/2021/665) and part implemented on site. While there is a certificate of lawful development for a double hip to gable roof conversion, the current proposal would maintain the hipped form on the sides helping preserve the visual gap to neighbouring properties and the character to the host dwelling. The hip to gable extensions do not form part of this application and would require planning permission if built in conjunction with this application, if permission were granted.

The proposed first floor additions would therefore be set over the flat roof of the proposed ground floor extension. This first floor addition would take the form of hipped roof with a hipped end and would be set in from each side by 1.6 metres, but would protrude to a depth of 3.8 metres.

The host dwelling forms part of a streetscene with a uniform single storey/bungalow nature. Within this uniformity, there are a variety of architectural forms but the host dwelling and it's immediate neighbours all exhibit roofs with a shallow depth. The ridge lines and positions vary, but the rear building line at second floor/ roof level is somewhat consistent.

The current proposal extend the depth of this roof profile creating an elongated side profile which from views along the street increases the bulk and mass of the host dwelling and would create an incongruous first floor addition which would be out of character with the surrounding streetscene. This first floor rear extension would also be visible from neighbouring gardens and from views from Keswick Gardens. This is all relevant.

The most sensitive viewpoints are from the rear of properties directly adjacent, along St

Edmunds Avenue. The extension would breach the established rear building line at first floor/ roof level by an unprecedented degree, pulling the building back over two floors. This results in a bulky and incongruous rear addition that would fail to respect the established pattern of development along this side of the street, failing to harmonise with the established character and respect the local context.

The appeal case is also relevant to this decision. The inspector stated that the previous scheme "would not be visible within the street scene, it would be visible from the rear gardens of nearby residential properties. I also note the appellant's comments that the flat roof element of this rear extension would not be discernible from ground level. However, it would be likely to be visible from the rear gardens of neighbouring dwellings. The proposed rear extension would be overly prominent in the context of the host dwelling and adjacent properties. It would therefore harm the appearance and character of the existing bungalow and the surrounding area". The changes to the scheme are notable, and result in a completely different design. However, the bulk and expanse of new built form at this level remains of a scale which is inappropriate for the host dwelling. The rear extension is also now visible from the street because of the design changes and the fact the roof extensions have been removed in their entirety from this scheme.

The alterations to the front are more minor in nature and similar to those considered as part of the appeal scheme. The Inspector when considering this element stated "Whilst this would significantly alter the appearance of the front elevation of the property, the design and scale would sit comfortably in the context of the existing dwelling". This is agreed, and it is also relevant that the new window and canopy alterations would not require planning permission in their own right. However, drawing a similar conclusion to the Inspector, despite no objection to the front elevation, "this would not outweigh the harm...found in respect of the proposed rear extension".

It is therefore considered that the proposed first floor rear addition by reason of its depth, bulk, and siting would create an incongruous addition, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies DMHD 1 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

Impact on Neighbouring Residential Amenity:

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. The supporting text for this policy states that 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 ground floor and first floor extensions would have a depth of 4.9 and 3.8 metres respectively. In terms of the impact on No. 16 St Edmunds Avenue, the proposed extensions would not adversely harm the outlook/daylight from No. 16's rear first floor windows or have an overbearing impact on the ground floor rear elevation of No. 16. It is nevertheless relevant to explain this sensitive relationship.

No. 16 has a single aspect bedroom window in the side elevation facing No. 18 and the proposed development. Immediately facing this window is the flank wall of No. 18 and its hipped roof above. Under the current application, the roof of No. 18 would remain hipped in the same way, keeping the relationship the same. The proposed first floor / roof addition extension would have a presence from this window but this would not be harmful in the context of the existing built form.

The impact would be felt more from the rear garden of this neighbour as you look towards no.18. However, this would still be set away from the flank wall of the dwelling by 1.6 metres and hipped so the bulk and mass would angle away from the shared boundary. This relationship, given the previously approved single storey extension, would be acceptable on balance.

The proposed single storey rear extension has already been approved in the most part. It is noted that it would extend up to half a metre beyond the rear building line of No.18 (contrary to what is shown on the submitted plans) but this has been taken into account in our assessment. The plans are accurate for the application site itself and the full assessment of the relationship shared with neighbours has been made during a site visit.

In terms of overlooking, had the proposal been considered acceptable, the proposed side rooflights could be obscure glazed and fixed shut below 1.8 metres.

Overall, given the relative impact and given what is already approved, it is considered that the proposed extensions would not harm the amenities of the occupiers of No. 16 St Edmunds Avenue in terms of outlook, daylight and sunlight.

In terms of the impact on No. 20 St Edmunds Avenue, No. 20 has an existing single storey rear extension and given the relative siting, it is considered that the proposed extensions would not adversely harm the outlook/daylight from No. 20's rear first floor windows or have an overbearing impact on the ground floor rear elevation of No. 20. Also given the set in of 1.6 metres, the proposed first floor extension with its hipped nature and siting would not harm the amenities of the occupiers of No. 20 St Edmunds Avenue in terms of outlook, daylight and sunlight.

Again, in terms of overlooking, had the proposal been considered acceptable, the proposed side rooflights could be obscure glazed and fixed shut below 1.8 metres.

Properties to the rear are set a sufficient distance away to ensure there would be no harm to their amenities and the impact would be further reduced by the change in ground level. The rear properties are set higher than 18 St Edmunds Avenue.

It is therefore considered that the proposal would not cause unacceptable harm to the living conditions of neighbouring occupiers. The proposal would therefore comply with the objectives of the NPPF (2021) and Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), in this respect.

Parking and Highway Safety:

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.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The access and parking arrangements would be unaltered therefore the Highway Authority do not require consultation. Parking spaces would be retained for the existing dwelling on the front driveway in accordance with parking standards set out in Appendix C, Table 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). Therefore sufficient parking provision would be retained within the site.

Other matters:

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

Policy DMHB 18 expects a minimum 100sq.m of private amenity space to be retained for a five bedroom property. The proposal would exceed this requirement, in compliance with policy DMHB 18.

Conclusion:

The application seeks planning permission for the conversion of the roof to habitable accommodation including a rear extension including a ground floor element and a first floor element that is comprised of an additional roofspace. The ground floor element would extend to 4.9 metres in depth and the proposed roof element would have a depth of 3.8 metres. The proposal would include alterations to fenestration, and insertion of 5 no. rooflights

Due to the harmful impact of the proposed extensions on the character and appearance of the original property and the visual amenities of the street scene and the wider area, the application is recommended to be refused.

6. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The additional floor / roof addition of the proposed rear extension by reason of it's siting, depth, scale, bulk, design and massing would result in overly dominant and incongruous addition which fails to relate to the established rear building line and pattern of development, detrimental to the architectural composition, form, character and appearance of the original property and the visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (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.

Standard Informatives

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

Part 1 Policies:

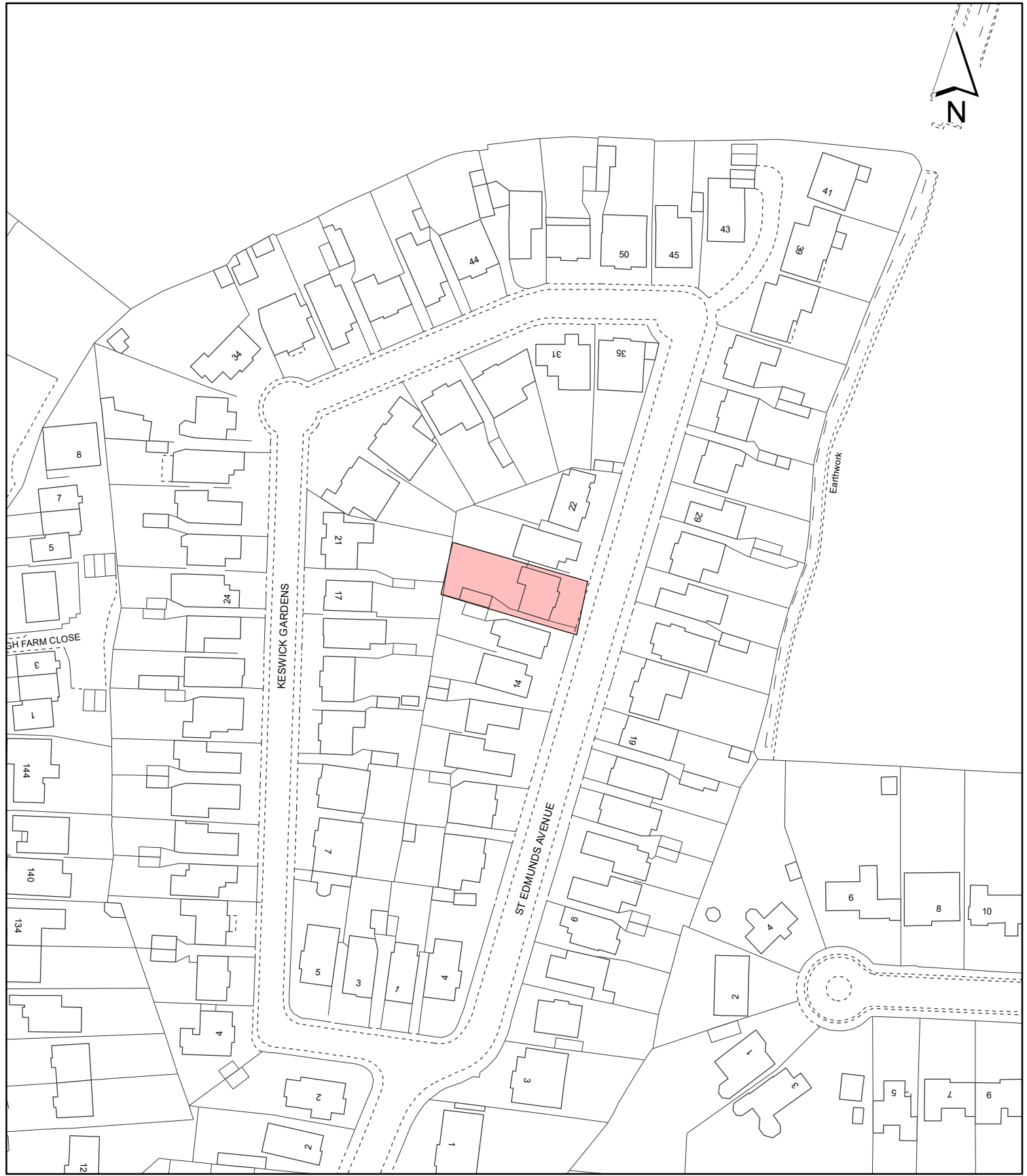
PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings
DMT 6 Vehicle Parking
LPP D4 (2021) Delivering good design

Contact Officer: Shane O Donnell

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:
**18 ST EDMUNDS AVENUE
RUISLIP**

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

Planning Application Ref:
3255/APP/2021/4344

Scale:
1:1,250

Planning Committee:
Minor Page 19

Date:
March 2022



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

Address GIDAR HOUSE 13 THE CROSSWAY HILLINGDON

Development: Alteration of front door, creation of window to rear elevation, replacement of garage doors with casement windows and lengthening of existing windows to side elevations. Removal of signage to front and side elevations.

LBH Ref Nos: 76909/APP/2021/4419

Drawing Nos: Location Plan - 13 The Crossway - 3/12/21
Design and Access Statement - 13 The Crossway - 3/12/21
005
001
002
003
021
022
023
024
110 A
101 A
102 A
103 A
111 A
112 A
113 A
114 A
113 A
104 A

Date Plans Recieved: 03/12/2021 **Date(s) of Amendment(s):** 07/12/2021

Date Application Valid: 03/12/2021 03/12/2021

1. SUMMARY

Planning permission is sought for the installation of new windows and doors to the existing office building at Gidar House. Most notably, the proposal results in the creation of a new window on the rear elevation, the removal of existing garage doors facing the car parking area and the enlargement of all side windows at both ground and first floor levels.

Serious concerns have been raised by local residents and these are detailed in full, below. However, one of the key objections has sought to be resolved during the course of the application through the submission of revised plans. The new/enlarged side windows at first floor level are now proposed to be obscure glazed to a height of 1.8m above the finished floor level inside. This obscure glazing has been sought to reduce the potential impact on neighbouring residents in terms of overlooking and subsequent loss of privacy, particularly given the close proximity of residential neighbours nearby.

The impact on the amenities of neighbouring residential occupiers is a key issue in this case, alongside the impact on the character and appearance of the property, streetscene and conservation area. Whilst the proposal involves the loss of garage doors on site,

there would be no loss of parking and Highways have raised no objection to the scheme.

On balance, the proposal in its revised form is considered acceptable and in compliance with relevant policies of the development plan.

2. **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 submitted plan number 100 Rev A, 101 Rev A, 102 Rev A, 103 Rev A, 104 Rev A, 111 Rev A, 112 Rev A, 113 Rev A (side elevation), 114 Rev A and 113 Rev A (section).

REASON

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

3 HO6 Obscure Glazing

The first floor windows hereby permitted facing 11 The Crossway and 79, 81, 83 and 85 Hillingdon Hill shall be non opening and glazed with permanently obscured glass (to at least scale 4 on the Pilkington scale) for the parts of the windows which are less than 1.8metres from internal finished floor level for so long as the development remains in existence.

REASON

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

4 HO6 Obscure Glazing

The window hereby permitted on the rear elevation of Gidar House facing east shall be glazed with permanently obscured glass (to at least scale 4 on the Pilkington scale) and be non-opening for so long as the development remains in existence.

REASON

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

5 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those shown on the hereby approved plans 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, preserving the character and appearance of the conservation area, in accordance with Policy DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two

(2020).

INFORMATIVES

1 147 Damage to Verge - For Council Roads:

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

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

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

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

2 170 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.

3 152 Compulsory Informative (1)

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

4 153 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).

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design (2021) Offices

LPP E1	
LPP HC1	(2021) Heritage conservation and growth
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the eastern side of The Crossway, next to the junction with Hillingdon Hill. The application site is occupied by an office building which has on site parking for 5no. vehicles on the northern side of the site. Beyond this car park, further north, are the residential dwellings on The Crossway. The nearest neighbour on this side is 11 The Crossway. To the south there is a terrace of buildings currently used as commercial shops at ground floor level with residential properties above. To the east are the rear gardens of other properties on Hillingdon Hill.

The site forms part of the Hillingdon Village Conservation Area.

3.2 Proposed Scheme

The application seeks planning permission for the alteration of the existing front door, the creation of a new window on the rear elevation, the replacement of existing "garage" doors with casement windows and the enlargement of existing windows on both side elevations. The removal of signage to the front and side elevations is also proposed however, this does not require planning permission in its own right.

The enlargement of the side windows would involve the windows being increased by circa 1.8m in height. The existing high level windows are limited to 600mm in height overall and the new windows are proposed at 2.4m in height, at both levels of the building.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history associated with this site.

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.HE1 (2012) Heritage

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP E1 (2021) Offices

LPP HC1 (2021) Heritage conservation and growth

LPP T6 (2021) Car parking

LPP T6.2 (2021) Office parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **15th January 2022**

6. Consultations

External Consultees

Nine neighbouring properties and the Conservation Area Advisory Committee were consulted on the 13th December 2021 for a statutory period of 21 days.

A site notice was erected on the 14-12-21 and the proposal was advertised in the press on the 22-12-21.

A re-consultation period of 14 days followed after receiving the revised drawings expiring on the 16-02-22.

The re-consultation raised no new concerns from neighbouring occupiers. Some residents provided a second/subsequent comment re-iterating their previous concerns and confirming that their objections still stand.

A petition has been received with 29 valid signatures alongside objections from 3 neighbouring residents. The concerns can be summarised as follows:

- loss of privacy from side windows
- overlooking from side windows

- loss of privacy from rear windows
- rear windows could preclude the development potential of neighbouring sites
- concerns with the proposed loss of car parking
- concerns with regard to the impact on the character and appearance of the building and the visual impact

CASE OFFICER COMMENTS:

With regards to the concerns around a loss of parking space resulting from the garage doors being replaced, the existing floor plans confirm the internal layout as offices and storage. No parking provision will be lost as a result of the external change. The 5no spaces noted in the design and access statement will remain.

Having regard to the concerns with the loss of privacy from the large side elevation windows, revised plans were sought to secure obscure glazing to a height of 1.8m above the finished floor level. This is discussed fully in the 'impact on neighbours' section of the report, below.

Internal Consultees

HIGHWAYS OFFICER:

No objection.

ACCESS OFFICER:

I have considered the detail of this planning application and consider this proposal to have no impact on accessibility.

TREES OFFICER:

This site is occupied by a vacant three-storey office block located on the north side of The Crossway, off Hillingdon Hill. The site lies within the Hillingdon Village Conservation Area, a designation which protects trees. There are some raised planters containing shrubs around the building, however, there are no trees on this site.

These comments follow those submitted 13 December as a result of amended drawings submitted on 20 December 2021. - The amendments refer to corrected descriptions of the existing windows (materiality) which comprise a mix of timber and UPVC. The amendment seeks to replace the existing timber frames with UPVC, to match others on the building. No trees or other soft landscape will be affected by the proposal. All of the proposed work is relatively cosmetic, affecting only the windows and fittings within the existing footprint of the building.

No objection and no need for landscape conditions.

CONSERVATION OFFICER:

Historic Environment Designation(s): Hillingdon Village Conservation Area (HVCA).

Comments:

The existing building is a modern, three-storey office development. The proposal to create larger window openings to the side and rear elevations would result in the loss of the design of the original windows. Whilst disappointing it would have little impact on the character, appearance and significance of the conservation area.

Conclusion: No impact to conservation area.

CASE OFFICER COMMENTS:

The conclusions of the conservation officer, that the development would preserve the character and appearance of the conservation area is agreed, given its minor change and the contribution the existing building makes to this heritage asset.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of altering an existing office building is acceptable subject to compliance with relevant development plan policies. It is noted that London Plan Policy E1 (Offices) states that: 'Improvements to the quality, flexibility and adaptability of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development.'

7.02 Density of the proposed development

N/A

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

The impact of the development on the Hillingdon Village Conservation Area is discussed in section 7.07.

7.04 Airport safeguarding

N/A

7.05 Impact on the green belt

N/A

7.06 Environmental Impact

No significant issues are raised.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 sets out the Council's expectations relating to the "Design of New Development". All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding: scale of development, considering the height, mass and bulk of adjacent structures;
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy DMHB 4 is also directly relevant due to the site's location in the Hillingdon Village Conservation Area. This policy requires new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

In relation to conservation areas, it should be noted that Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the local planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

The London Plan (2021) also seeks to protect heritage assets, with Policy HC1 (Heritage conservation and growth) criterion C, stating: 'Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

The proposed alterations to the front elevation of the building offer an enhancement. The removal of the existing fascia sign and the relocation of a single entrance door would remove clutter on this elevation. The removal of signage doesn't require planning permission in its own right, but is nevertheless welcome in the residential setting of The Crossway.

On the rear elevation, the existing windows will be retained and a new proposed double glazed casement window will be inserted to serve the stair. This location is discreet and will have no meaningful impact on the character and appearance of the property or streetscene, preserving the character and appearance of the conservation area.

The change to the side elevations is most notable. The garage doors would become windows and the existing high level windows would be substantially enlarged on both elevations. The Council's Conservation Officer has raised no objection to the proposals given the design and appearance of the existing building and the contribution it makes to the conservation area as a whole. This advice is noted and agreed, the side windows whilst large, would still preserve the character and appearance of the building, streetscene and wider conservation area.

The proposal is considered to comply with Policies HC1, DMHB 4 and DMHB 11 mentioned above, as well as other relevant design policies which strive for design quality.

7.08 Impact on neighbours

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) also outlines the requirements to ensure development is designed to the highest standards. This is supported by Policy D4 of the London Plan (2021).

The introduction of new and enlarged windows on the site needs careful consideration given the proximity of near residential neighbours.

To the north, 11 The Crossways shares its side boundary line with the car park at the site. The distance from the flank wall of Gidar House to this side boundary is circa 11m. This relationship poses a sensitive relationship as a result of the close proximity.

At ground floor level, the garage doors will be replaced and will have clear glazing looking north onto this boundary line. However, whilst this is the case, there is an existing boundary fence of a sufficient height to obstruct any direct views from the new side windows. In addition, the existing car park area has unfettered and unrestricted access. The occupiers/users of Gidar House can use this area, at ground level. This relationship is therefore, in terms of overlooking and privacy, considered acceptable.

At first floor level, the new windows would directly overlook the rear garden and side windows of 11 The Crossway. This relationship would likely be unacceptable with clear glazing. However, the revised drawings submitted confirm that the windows would be obscure glazed to a height of 1.8m from the internal finished floor level. This would provide the benefit of natural light into the office, as well as some sky view higher up the window, with no harmful impact to 11 The Crossway. The obscure glazing (recommended to be conditioned) would ensure there was no harmful loss of privacy or direct overlooking to this neighbour.

To the south, the residential properties above the shops on Hillingdon Hill are set even

closer to the Gidar House building with just over 5m to the boundary, and just over 11m to the rear facing windows of the residential units. The installation of clear glazed windows at first floor level would again be unacceptable due to this relationship however, the obscure glazing would ensure there was no direct overlooking or loss of privacy to these flats. It is accepted that there would be some perceived overlooking however, there are existing side windows at the property already. Regardless of the finished floor level, when standing in a rear facing window at first floor and above, windows are directly facing and therefore the perceived overlooking already exists. The change in window size would not be so harmful as to warrant a refusal in its own right.

At ground floor level the windows face the rear of commercial properties and would, if permitted, often be obscured by the additional informal parking that exists. Direct overlooking between the office and commercial spaces on Hillingdon Hill would be acceptable in any event, given their ongoing commercial use.

To the east are the rear gardens of properties on Hillingdon Hill. An area of green space which appears to be laid to lawn lies immediately east and beyond this is a single storey building with no side windows. The new window on the rear elevation is to be set low down on the building to serve the staircase, but still above ground floor level. As a result of its position, it would face directly onto the boundary line shared between Gidar House and this area. It is accepted that the window would rise above the fence line and there would be an opportunity for overlooking into this garden. Despite this, a condition to secure obscure glazing and a fixed window would resolve this issue and make the development acceptable in terms of overlooking and privacy. Other windows exist on this rear elevation as existing and this relationship is an important material consideration. A separate condition has however, been recommended to permanently fix and obscure the entire window because of its position on the half stair. This means its position is more sensitive than the side windows, not only due to its proximity to the boundary line.

The concerns regarding the potential for future development on this site to the east are noted however, the introduction of one ground floor window serving a non-habitable staircase inside an office, would not be of such concern as to warrant a refusal of planning permission for this reason.

7.09 Living conditions for future occupiers

The proposed development would have a positive impact on the quality of the existing office accommodation by improving levels of natural daylight inside the building.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal does not affect the right of public way or the highway in any aspect. The Highways Officer has raised no objections to the proposal and this is relevant. The 5no existing car parking spaces (confirmed in the Design and Access Statement) would remain unaffected by the proposal. The garage doors as existing do not serve parking inside the building. The plans confirm that behind these doors are storage areas and existing office accommodation. The proposal would not disperse off-street parking on adjacent roads. Having regard to the above, the proposal would not give rise to Highway safety concerns and is acceptable under Policy DMT 2 of the Hillingdon Local Plan: Part Two (2020).

7.11 Urban design, access and security

Relevant matters are addressed in other sections of this report.

7.12 Disabled access

The Access Officer raised no objection to the proposals.

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

Taking all matters into account, the proposal is considered to comply with the objectives of the relevant development plan policies and there are no material considerations which suggest these policies should not prevail. The application is therefore recommended for approval, with conditions.

11. Reference Documents

National Planning Policy Framework (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)

Contact Officer: Zara Raza

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**GIDAR HOUSE
 13 THE CROSSWAY
 HILLINGDON**

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

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

Planning Application Ref:

76909/APP/2021/4419

Scale:

1:1,250

Planning Committee:

Minor Page 32

Date:

March 2022



HILLINGDON
 LONDON

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

Address 75A BRIDGE ROAD UXBRIDGE

Development: Conversion of existing commercial premises into 3 x residential flats as units as Class C3 Use. Removal of existing front exposed fire escape staircase and amending front and side first floor windows and new rooflights to crown roof. New garage door to ground floor car park and side access to main residential units with new amenity areas.

LBH Ref Nos: 73647/APP/2021/951

Drawing Nos: Block Plan
Location Plan
ABC78/2001
ABC199/2002
ABC78/2000
ABC78/2003
ABC78/2004
ABC78/2005
Planning Letter (05/03/2021) plus Design and Access Statement
Planning Statement
Covering Letter (05/03/2021)
Covering Letter (24/02/2021)
Marketing Agent Diary Entries for 75a Bridge Road
Flood Map and Report
Flood Risk Assessment

Date Plans Recieved: 11/03/2021

Date(s) of Amendment(s):

Date Application Valid: 22/03/2021

1. SUMMARY

Due to its internal layout and close proximity to the rear elevations of properties on Bridge Road, the proposed development would result in severe overlooking and a loss of privacy to the occupiers of No.s 74, 75, 76 and 77 Bridge Road, adversely impacting their amenities. Furthermore the development would provide a substandard level of internal accommodation for future occupiers of Flat A and Flat C. It would also fail to provide any private outdoor amenity space for the future occupiers of all flats and would provide an excessive amount of parking. The proposed development is therefore considered to be contrary to Policy DMHB 11, DMHB 16, DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D6 and T6.1 of the London Plan (2021) and paragraph 130 (f) of the NPPF (2021).

The proposed development has therefore been recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development includes an excessive amount of parking and is therefore contrary to the Borough's and Government's aims of promoting sustainable forms of transportation. The proposal is therefore unsustainable and directly contrary to Policy

T6.1 of the London Plan (2021).

2 NON2 Non Standard reason for refusal

The proposed development fails to provide private external amenity space for future occupiers of the new flats. Future residents would therefore be provided with substandard external accommodation to the detriment of their amenities. The development is therefore considered to be contrary to the requirements of Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

3 NON2 Non Standard reason for refusal

The proposed flats, in particular Flat A and Flat C, fail to provide sufficient internal floorspace, internal headroom and outlook, resulting in a substandard form of accommodation for future occupiers, to the detriment of their amenities, all contrary to the requirements of Policy D6 of the London Plan (2021), Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the Technical Housing Standards - Nationally Described Space Standard (2015).

4 NON2 Non Standard reason for refusal

In the absence of a legal agreement to secure the development as parking permit free and to secure financial contributions towards the maintenance and improvement of open space in the Borough, the development fails to mitigate its adverse parking and amenity space provision impacts. The proposed development is therefore considered to be contrary to the requirements of Policy DMHB 18 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the east side of Bridge Road and can be accessed via an undercroft between No.75 and No.76 Bridge Road. The site comprises a two storey building with useable loft space. The building was most recently used as a workshop for light industrial purposes but is now in an uninhabitable state of repair.

The surrounding area is predominantly residential. Located directly to the east of the subject building is the Fray's River. To the north and south of the building are the rear gardens of properties on Bridge Road. To the west of the building are the rear elevations of properties on Bridge Road, as well as the sites access and service yard. Due to its size and backland location, the subject building is not readily visible from Bridge Road or other surrounding streetscenes.

The site is located within the Colne Valley Park Archaeological Priority Zone, the LBH Air Quality Management Area and is on potentially contaminated land. It has a Public Transport Accessibility Level (PTAL) of 2 and it should be noted that a small portion of land to the rear of the site is located within Flood Zones 2 and 3.

3.2 Proposed Scheme

The application seeks planning permission for the conversion of the existing commercial premises into 3 x residential flats (Use Class C3). The proposed works also include removal of the existing front fire escape staircase, new rooflights to crown roof, alterations to front and side first floor windows, new garage door to ground floor car park and a side access to main residential units with new amenity areas.

It should be noted that the proposed development includes no external amenity space for

residents (private or communal). Reference to 'amenity areas' in the description of the development is a reference to the refuse storage at the front of the building as confirmed by the applicant in an email received on 13/01/22.

3.3 Relevant Planning History

73647/APP/2018/908 75a Bridge Road Uxbridge

Roof extension with roof ridge set down by 500 mm and the conversion of roof space to create additional floor space to include 2 x side dormers, 1 x rear dormer, 2 x front, 2 x rear and 3 x side roof lights.

Decision: 14-06-2018 Approved

73647/PRC/2019/258 75a Bridge Road Uxbridge

Conversion of existing commercial premises to residential to create 5 flats, alterations to fenestration and replacement of external front staircase with enclosed glazed stairwell

Decision: 03-08-2020 OBJ

Comment on Relevant Planning History

The sites planning history is set out in section 3.3 of this report, however the following points should be noted.

Pre-application advice was sought in 2019 (Ref No.73647/PRC/2019/258) for 'Conversion of existing commercial premises to residential to create 5 flats, alterations to fenestration and replacement of external front staircase with enclosed glazed stairwell'.

The following objections were made against that proposal:

'The site is located in a predominately residential area where few examples of commercial premises exist. The site is within close proximity to the rear gardens of dwellings located on Bridge Road. As such it is considered that going forward an industrial use on this site is not compatible with the residential character of the area and is likely to give rise to noise and disturbance to neighbours. It is noted that the proposed use of the site does not relate to a specific land use allocation or designation identified in the Local Plan.

The submission contends that the site has been vacant since 2018 and that attempts to market the site for employment use have been unsuccessful. It is considered that this constitutes a significant period of time for the property to be vacant. Furthermore the site is located within a poor PTAL and is a restricted plot where there is little available parking which is likely to be undesirable for potential occupiers. Notwithstanding this view and in accordance with the above policy criteria evidence which demonstrates that the site has been unsuccessfully marketed for employment use should be provided with any future planning application and the Council will consider that the development is not acceptable in principle if such evidence cannot be provided.

Overall the development would constitute an overdevelopment of the site that would result in harm to the character and appearance of the site and it's wider setting as well as the amenity of existing and future residents within and surrounding the site. The development would also have an unacceptable level of parking which would result in conditions that would prejudicial to highway and pedestrian safety. There are also concerns in regard to flood risk without the presence of an appropriate Flood Risk Assessment. As currently presented it is considered that a planning application for these proposals would be refused.

In order to overcome these concerns the number of units within the development would

have to be significantly reduced and a Flood Risk Assessment agreed by the Council's Flood and Water Management Team as well as the Environment Agency would have to be provided'.

This proposal differs from the pre application scheme in that:

- The amount of residential units proposed has been reduced from 5 to 3
- A Flood Risk Assessment has been submitted
- Marketing evidence has been submitted
- Internal parking will be provided for residents as opposed to external parking
- An external stairwell has been removed from the scheme
- New garage door and fenestration alterations are proposed
- An enclosed bin store is proposed
- Juliet balconies have been removed

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 London Plan - 2021

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.H1 (2012) Housing Growth

Part 2 Policies:

DME 2 Employment Uses Outside of Designated Sites
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 16 Housing Standards
DMHB 18 Private Outdoor Amenity Space
DMEI 9 Management of Flood Risk
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking
LPP E4 (2021) Land for industry, logistics and services to support London's economic

function

LPP E7	(2021) Industrial intensification, co-location and substitution
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D7	(2021) Accessible housing
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6.1	(2021) Residential parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF6	NPPF 2021 - Building a strong, competitive economy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

None.

Comments from the local public and details of the petition are included in section 7.19, forming the main part of the report.

Internal Consultees

ACCESS OFFICER:

This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the conversion of this existing building.

TREES AND LANDSCAPING OFFICER:

This site is occupied by an existing building (formerly a workshop?) to the rear of 74 and 75 Bridge Road. The structure spans the width of both plots and is located on the rear boundary with the culverted River Frays, to the west of Cowley Road. Vehicular access is along the southern / side boundary of number 75. There are no TPO's or Conservation Area designations affecting the site and no soft landscape within the site. RECOMMENDATION No trees will be affected by the proposal to convert the building for residential use. A modest area of planting is proposed within the yard, together with a bike store, however, there is no attractive/usable amenity space proposed (within a residential street). Car parking and bin storage is indicated on the ground-floor of the building. Please note that the vehicle manoeuvring space within the building is annotated at 5.125 metres in width. This is sub-standard and is inadequate. - External car parks require a manoeuvring space of 6 metres (which will be very tight for internal use). RECOMMENDATION: This proposal

fails to satisfy policies DMHB14 and DMHB18 and should be refused. If you are minded to approve the application: 1. Please refer to the highways specialists regarding the sub-standard parking layout. 2. A S.106 financial contribution to Green Spaces will be required to compensate for the lack of private amenity space and the reliance of future residents on access to public open space.

HIGHWAYS OFFICER:

Planning permission is sought to convert existing commercial premises into 3no. flats comprising Flat A 1no. 2 bed, Flat B 1no. 1 bed and Flat C 1no. 3 bed units. The development would provide 5no. undercroft car parking spaces. None of these car parking spaces are provided with electric vehicle charging points. The development would provide 6no. cycle parking spaces, it is not clear how these would be allocated. Bin storage would also be in the undercroft. The sites PTAL Rating is 2 indicating poor accessibility.

The Hillingdon Local Plan: Part 2 Development Management Policies Policy DMT 6: Vehicle Parking standard would allow a maximum of 5no.space, this has now been superseded by the published London Plan 2021 which allows a maximum of 2.5 spaces. The 5no. spaces proposed is not in accordance with the published London Plan 2021 Policy T6.1 Residential Parking and therefore there are highway objections to this proposal.

Should the application be recommended for approval the Highway Authority require a planning condition obliging the developer to enter into a s.106 legal agreement with the Council that prohibits the occupiers of the new dwellings from applying for parking management scheme permits in the vicinity of the site.

FLOODING AND WATER MANAGEMENT OFFICER:

The property is not shown to be at risk it is just that the outer boundary of the whole site appears to touch the flood risk areas, The FRA indicates that there is no external works proposed and shows the property is outside the area at risk. No objection.

Officer Response:

All comments received have been taken into consideration in the determination of this application. Issues relating to the developments impact on character and appearance of the area have been addressed in section 7.07 of the report. Highways network and parking provision issues have been addressed in section 7.10 of the report and issues relating to the developments flooding impact have been addressed in section 7.17 of the report. Legal matters have been addressed in section 7.22 of this report. it should be noted that the highways officer, flooding officer and access officer were re-consulted on the scheme in December 2021, as a significant period of time had passed since their original comments. The comments outlined above are therefore up to date responses.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The applicant asserts that the existing use is sui generis. A site visit, a search of the planning history and relevant business registration checks nevertheless suggest that the site was most recently occupied by "Craftsman Springs Limited", a business which manufactured and fabricated metal products and was dissolved in December 2021. Taking into consideration the nature of the business and its residential location, the sites' use is considered to fall into Use Class B1(c) i.e. "any industrial process that can be carried out in a residential area without causing detriment to the amenity of the area".

In 2020 amendments to the Use Classes Order resulted in Use Class B1 (c) becoming a Class E Use (Commercial, business and services use). Taking into consideration the nature of business, the use of the site and updates in the Use Classes Order - the most

recent use of the site is considered to be a Class E (c)(iii) - any other services which it is appropriate to provide in a commercial, business or service locality (to visiting members of the public).

The proposed development therefore includes the loss of a bespoke workshop in Use Class E(c)(iii). The workshop would be replaced with 3no. residential flats, to be used under Use Class C3.

Policy DME2 of the Local Plan Part 2-Development Management Policies states that proposals which involve the loss of employment floorspace or land outside designated employment areas will normally be permitted if:

1. The existing use negatively impacts upon local amenity through disturbance to neighbours, visual intrusion or has an adverse impact upon the character of the area.
2. The site is unsuitable for employment reuse or development.
3. Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being used or re-used for employment purposes.
4. The new use will not adversely affect the functioning of any adjoining employment land.
5. The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

Policy E7(C) of the London Plan (2021) states 'Mixed-use or residential development proposals on Non-Designated Industrial Sites should only be supported where:

- 1) there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or
- 2) it has been allocated in an adopted local Development Plan Document for residential or mixed-use development; or
- 3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space). Mixed-use development proposals on Non-Designated Industrial Sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses should also meet the criteria set out in Part D...'

The proposed residential use would not impact on the viability of other employment land, as the site is isolated and within a residential location. The proposed use does not relate to any specific land use allocation or designation in the Local Plan. The site is currently vacant, however as noted in the pre application advice (detailed in section 3.3) the sites' most recent use (workshop) had the potential to cause an adverse impact on the amenities of neighbours. For the reasons outlined below it is considered that sufficient evidence has been submitted to demonstrate that there is no realistic prospect of the land being reused or developed for employment purposes.

A letter from Reel Estates (letting agency) has been submitted in support of the application stating that as of February 2021, the property will no longer be advertised. The letter also states that 'The property has been advertised for a number of years and there has been little or no interest for this type of commercial property, in this location within this economic climate, which we do not envisage any positive change in the foreseeable future'. A Reel Estates marketing summary sheet has also been submitted. The summary advises that the subject property has been marketed from May 2018 to February 2021 as a '3000sqft industrial unit and yard' and has had little to no interest over the years for various reasons. Whilst the marketing evidence is not considered to be robust, when taken into consideration with the fact that the site has been vacant since 2018/2019, it is in an unfavourable residential location where continuation of industrial business could

harm the amenities of residents, pre application advice was relatively positive regarding the loss of the commercial use and there is no conflicting evidence to suggest that there is a realistic prospect of the building being used for commercial purposes.

Given the above, on balance, the change of use would be acceptable in principle. The use of previously developed land for the creation of new residential accommodation is supported by the Local Plan, London Plan and NPPF, as such residential accommodation on this site would be acceptable in principle, subject to compliance with other relevant Local, London and National Planning Policies. The proposals compliance with those policies has been discussed below. The design approach as well as the number of units on the site raises other concerns.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

The proposed development site is located within the Colne Valley Park Archaeological Priority Zone.

Policy DMHB 7 states 'The Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.'

The proposed development involves the change of use of an existing building along with minor external alterations. No enlargement of the building is proposed and therefore there is unlikely to be any deep excavation works which would unearth archaeological remains. It is therefore considered that the proposal would have an acceptable archaeological impact and it would be unreasonable to request archaeological investigations and surveys of the site.

7.04 Airport safeguarding

Not applicable to the proposed development.

7.05 Impact on the green belt

Not applicable to the proposed development.

7.06 Environmental Impact

Not applicable to the proposed development.

7.07 Impact on the character & appearance of the area

Local Plan Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should 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 states 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural

composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment'.

Paragraph 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Overall, residential development would be in keeping with the areas character. Externally, the proposed building would look almost identical to the existing building. The minor fenestration alterations proposed and additional openings would have no adverse impact on the appearance of the building. Furthermore due to the size of the building and its isolated backland location, none of the proposed works would be visible from the street scene. It is therefore considered that the proposed development would have an acceptable impact on the character and appearance of the host building, streetscene and wider area in visual terms.

7.08 Impact on neighbours

Local Plan Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states 'development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space'.

Guidance for Policy DMHB 11 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'.

Guidance for Policy DMHB 11 also states ' For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided'.

Paragraph 130 (f) of the NPPF (2021) states that new development should seek to 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and

disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

Taking into consideration that the building subject of this application already exists and that no major changes are proposed to its bulk, scale or height. The proposed development would have no harmful overbearing or enclosing impact on neighbouring dwellings. This relationship is established.

The rear elevation windows of the building (east facing) would look toward the river at the rear of the site. Properties beyond the river are approximately 50m away. It is therefore considered that the rear windows of the building (including dormer) would cause no harmful overlooking or loss of privacy to nearby occupiers.

The first floor side elevation windows and side facing dormer windows would be obscure glazed, ensuring that the most rear section of neighbouring gardens are not overlooked. A condition could be added to ensure those openings were obscure glazed, preventing a loss of privacy to the mentioned areas of nearby gardens.

Notwithstanding the above, the west facing first floor front elevation windows of the building (serving family living rooms) would provide direct and unimpeded views toward the rear elevation windows of 74 and 75 Bridge Road at a distance of 10m. They would also provide views toward the rear elevation windows of No. 76 and No.77 Bridge Road at a distance of approximately 17m. Taking into consideration the minimal separation distance between the proposed living room windows and mentioned neighbours, it is considered that the proposed development would result in severe overlooking and a significant loss of privacy to the detriment of the amenities of the mentioned neighbours. The same windows would also overlook the rear gardens and patio areas of No.74, No.76 and No.77 Bridge Road at even less of a distance. The resulting overlooking would cause a significant loss of privacy to occupiers of those properties, discouraging them from using their external amenity spaces and harming their amenities.

It is also accepted that the relationships shared between the windows on the application building and those on nearby residential buildings already exist and there is a degree of mutual overlooking established as a result. However, the residential occupation would have a markedly different result by the very nature of the use. The industrial building is occupied on a much lesser scale (reduced hours, not 24/7) and would not encourage or promote people to dwell or spend time looking out of the windows in the same way. A residential building would be occupied by people at any time of the day and night and, given the limited points of outlook, they would be encouraged to look out of the windows just 10m away from near neighbours. For a residential scheme to be supported here, the design of the internal layout must be re-considered to safeguard properties on Bridge Road.

Taking into consideration the above, the proposed development is considered to have an adverse impact on the amenities of No.74, 75, 76 and 77 Bridge Road. The proposed development is therefore considered to be contrary to Policy DMHB 11.

7.09 Living conditions for future occupiers

Local Plan Policy DMHB 16 states 'All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1. Paragraph 5.60 of the Local Plan (2020) states 'When assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons'. Paragraph 5.61 states 'Dwellings created by the conversion or subdivision of buildings or by a

change of use will need to meet national internal space standards. Unless the building is a Listed Building, the retention by conversion of a building will not outweigh any proposed reductions in living standards and amenities of occupants'. The most up to date minimum floor space standards are set out in Table 3.1 of the London Plan (2021).

Flat A of the proposed development is a 2 bedroom, 4 person property set over a single floor. Minimum floor space standards in the London Plan (2021) state that such properties should provide 70sqm of internal space. 66sqm would be provided. As such the new dwelling would fail to provide adequate internal living accommodation for its future residents to the detriment of their amenities,

Flat B comprises a 1 bed, 2 person property set over a single floor. The London Plan advises that such properties should provide 50sqm of internal space. 58sqm would be provided, as such an acceptable level of internal living accommodation would be provided for future residents of the flat.

Flat C comprises a 3 bedroom, 5 person property set over a single floor. Such properties are required to provide 86sqm of internal space. 92sqm would be provided for future residents of the flat.

Policy D6(F)(8) states 'The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling'.

Policy D6(F)(5) states 'Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area)'.

All of Flat C would be accommodated within the roof of the building. The flat's living room and bedrooms would be sited beneath a flat roof section of the building which is 2.4m high from external eaves to ridge. The flat's kitchen, utility room and bedroom would be beneath a steep pitched roof limiting useable space (despite its 2.9m height from eaves to roof ridge). Space would also be needed for heat and noise insulation further reducing head height throughout the entirety of the flat. No clear section plans have been submitted to demonstrate that the floor to ceiling height of the flat would meet the required standards. Taking into consideration the above, it is considered that it has not been demonstrated that the floor to ceiling height in Flat C would meet this requirement set out in Policy D6(F)(8) of the London Plan and it is therefore likely that the proposed flat would provide a substandard level of living accommodation, to the detriment of the amenities of its future occupiers.

With regard to natural light and outlook and the overall quality of the new flats, guidance for Policy DMHB 11 states 'outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden.' The policy also states that '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. Single aspect dwellings should be avoided'. The new dwellings have been designed to maximise the number of units, rather than the quality of the space and the opportunities for outlook have therefore been limited. Flat C is predominantly served by rooflights and obscure glazed windows which provide adequate opportunity for natural light but limited opportunity for good, quality outlook from this space. This is also a concern. Flat A and Flat B are dual aspect with side, obscured windows, so the proposed outlook would be acceptable for these units. Natural light would also be provided on three sides of the building which would also be acceptable.

Policy DMHB 18: Private Outdoor Amenity Space states that applications for residential development should provide adequate levels of private, well designed and located amenity space. A 1 bed flat requires 20sqm of private amenity space, a 2 bed requires 25sqm, and a 3+ bedroom flat should provide 30sqm. No external amenity space would be provided for future occupants of the flats and therefore they would be provided with a substandard level of external accommodation to the detriment of their amenities.

Overall it is therefore considered that the proposed development would provide a substandard level of internal living accommodation for the future occupiers of Flat A and Flat C. Furthermore none of the flats would be provided with external amenity space to the detriment of the amenities of their future occupiers. The proposal is therefore contrary to Policies DMHB 16, DMHB 18 of the Local Plan and London Plan Policy D6 (2021). The density, number and size of the proposed residential units, alongside their layout and window arrangement must be re-considered for the development to be acceptable in principle.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 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 5 states 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including: i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes; ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists; iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council. B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.'

Policy DMT 6 states '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.'

The Mayor of London adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

London Plan Policy T6.1 advises that 3 bedroom properties in outer London, PTAL 2, should provide up to 1 parking space per dwelling. 1 and 2 bed properties in the same

location are advised to provide up to 0.75 parking spaces per dwelling. The proposed development is therefore required to provide up to 2.5 parking spaces. In this instance, 3 would be a more accurate requirement due to the sites poor PTAL rating and future provision of 3 residential units.

The proposal would provide 5 parking spaces, exceeding the recommended parking provisions by 2 spaces. It is therefore considered that the proposal would provide an excessive amount of parking and would be contrary to Policy T6.1 of the London Plan the Boroughs and Governments aims of promoting sustainable forms of transportation and reducing carbon emissions.

To manage London's road network and ensure that people and businesses can move about the city as the population grows and housing delivery increases significantly, new parking provision must be carefully controlled. The dominance of vehicles on streets is a significant barrier to walking and cycling, reduces the appeal of streets as public places and has an impact on the reliability and journey times of bus services. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. In addition, as the population grows, a fixed road network cannot absorb the additional cars that would result from a continuation of current levels of car ownership and use. This is why the overprovision would not be acceptable at 75a Bridge Road.

Conversely, concerns have been raised by neighbours regarding parking provision on-street, elsewhere along Bridge Road. This is also a relevant consideration. It is agreed and acknowledged that the proposal could give rise to increased parking pressure nearby and as a result a permit free agreement would be required, regardless of the parking provision offered on site. If the scheme were otherwise acceptable, the developer would have been required to enter into a legal agreement to ensure the new occupiers were not eligible for on-street parking permits on Bridge Road and nearby.

There is no objection to the cycle parking provision. 6no spaces are proposed in the undercroft and subject to further detail, this would be acceptable in principle. Nevertheless, this does not overcome the concerns raised with regard to on-site parking provision.

7.11 Urban design, access and security

Policy D7 of the London Plan (2021) states 'To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that: 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

As mentioned by the Borough's Access Officer. Policy D7 should not be applied to the conversion of this existing building and therefore the development is acceptable on accessibility grounds.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Not applicable.

7.17 Flooding or Drainage Issues

Flooding

Policy DMEI 9 states 'Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defenses should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change. B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding. C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place. D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site. E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.'

The Fray's River is located to the rear of the development site. The Council's GIS mapping system suggests that the rear boundary of the site is within within Flood Zones 2 and 3, a small portion of building.

Notwithstanding the above, the Borough's Flooding Officer has been consulted on the proposed development and has identified that it is only the outer sections of the site which touch the flood zones. As such the building is not at flood risk, nor are its occupants. The proposed development is therefore considered to be acceptable on flooding grounds and the application of the sequential and exceptions test are not considered to be necessary for the proposed development.

Additionally, it should be noted that if it were to flood, safe egress paths exist from the building to Bridge Road, as the front of the site is in Flood Zone 1. Additionally all residential accommodation has been placed at first floor or above, which would give occupiers safe refuge in the event of a flood, as well as time for water to subside or for emergency services to arrive.

Drainage

Policy DMEI 10 states 'Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage). B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification. C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates. D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary. E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused. F) Developments should be drained by a SuDS system and must include appropriate methods to avoid

pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water. H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day. I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.'

The proposed development is for a change of use which includes minor external alterations to an existing building, had the application been recommended for approval, a condition would have been added to ensure that adequate drainage is provided for the proposed development, and water use is conserved as far as practicable.

7.19 Comments on Public Consultations

7 neighbouring properties were directly notified of the proposal on 24/03/21.

8 letters of objection have been received in response to consultation on the application. Those comments have been summarised below.

- 1) The proposed development will cause a significant loss of privacy and overlooking to the properties on Bridge Road
- 2) The proposal is out of character
- 3) The access to the site is too narrow and the proposal will have adverse impact on the highways network and pedestrian safety
- 4) Insufficient parking will be provided in an area with existing parking problems
- 5) The proposal will cause an increase in noise and disturbance adversely impacting on the amenities of nearby occupiers
- 6) The site is in B2 Use not B1 use
- 7) The building is not structurally sound for residential use
- 8) Neighbouring property values will be adversely affected
- 9) Access to my land will be needed for building maintenance
- 10) A gas line runs through the drive, increased activity will have an adverse impact on the line, reducing resident safety
- 11) At present the site would only be in use during business hours, the change to residential will increase activity, adversely impacting on neighbouring amenities
- 12) If the proposal is for affordable housing a social registered landlord should be appointed
- 13) A river is to the rear of the site, drainage needs to be managed properly
- 14) We bought our house on the basis that the site would be in commercial use, residential use is unacceptable
- 15) Construction works have commenced and have caused disruption to local residents
- 16) A contamination report should be submitted as the site is on potentially contaminated land
- 17) The proposal is inappropriate backland development unacceptable under policy DMH 6

A petition with 32 signatories has also been received against the proposed development.

Officer Response:

Issues regarding the developments impact on neighbouring amenities, the character and appearance of the area, flooding, drainage, the proposed change of use, parking provision and the developments impact on the local highways network have been addressed above.

It is however, also important to note:

- The impact of development on property values is not a material planning consideration
- The impact of the development on gas lines would be monitored at building control stage
- The structural soundness of the building and its ability to accommodate residential use would be monitored at building control stage
- Access rights over land are legal matters and not material planning considerations
- Visitation to the site and planning history suggests that construction works associated with approved application No.73647/APP/2018/908 have commenced, not works associated with this application
- The proposal is not for affordable housing nor is there any planning policy related requirement for it to be
- The proposed change of use does not result in the loss of any residential garden as the site is in commercial use, despite its backland location
- The subject building already exists as such its scale and bulk cannot be managed, policy DMH 6 is therefore not considered to be entirely relevant to the proposed scheme
- If the application had otherwise been recommended for approval, a condition would have been recommended to secure a contaminated land report and any necessary mitigation measures
- Representations raising concerns about noise and disturbance are noted, however the site has an existing lawful commercial/industrial use which could give rise to noise and disturbance. Furthermore, it is not considered that the introduction of new residential units in a predominantly residential area would warrant a refusal on the grounds of noise and disturbance. In terms of construction impacts, had the application otherwise been recommended for approval, a condition could have been imposed to secure a construction management plan to limit construction noise and disturbance.

7.20 Planning obligations

To protect the local highways network The Borough's Highways Officer has suggested that the applicant enters into a legal agreement to restrict future residents from applying for parking permits. This is also discussed in section 7.10 of this report.

Furthermore, as the proposed development includes the provision of 3no. residential dwellings without private outdoor amenity space, future residents are likely to use public parks and amenity spaces, putting additional financial pressures on the council to manage and maintain the spaces. No legal agreements are in place to secure financial contributions for park maintenance or to restrict parking requests. The proposal is therefore considered to be unacceptable as the development fails to mitigate its impact through a legal agreement.

It is noted that the applicant was willing to enter into a legal agreement had the application been recommended for approval, however for the reasons mentioned throughout this report and within the recommended reasons for refusal, the scheme is considered to be unacceptable.

7.21 Expediency of enforcement action

Not applicable to the proposed development.

7.22 Other Issues

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre. The proposal involves the change of use of an existing building without extensions and is therefore not considered to be CIL liable.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to the proposed development.

10. CONCLUSION

By virtue of its layout, number of units and poor design, the proposed development would have an adverse impact on the amenities of No.74, 75, 76 and 77 Bridge Road. Furthermore it would provide a substandard level of internal accommodation for future occupiers of Flat A and Flat C. Additionally it would fail to provide any private outdoor amenity space for the future occupiers of all flats and would provide an excessive amount of parking. The proposed development is therefore considered to be contrary to Policy DMHB 11, DMHB 16, DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies D6 and T6.1 of the London Plan (2021) and paragraph 130 (f) of the NPPF (2021).

It should also be noted that no legal agreement has been provided to mitigate the developments amenity space and parking impacts.

The application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (March 2021)
National Planning Policy Framework (NPPF) (July 2021)
National Planning Practice Guidance (NPPG)
Technical Housing Standards - Nationally Described Space Standard (2015)(as amended)

Contact Officer: Haydon Richardson

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**75A BRIDGE ROAD
 UXBRIDGE**

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

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

Planning Application Ref:

73647/APP/2021/951

Scale:

1:1,250

Planning Committee:

Minor Page 51

Date:

March 2022



HILLINGDON
 LONDON

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

Address NEYLAND COURT PEMBROKE ROAD RUISLIP

Development: Construction of detached building to accommodate new management office accommodation above replacement parking spaces

LBH Ref Nos: 76364/APP/2021/4604

Drawing Nos: P.11 Rev. A
B.10
L.10
P.10
P.12
P.13
Planning Statement

Date Plans Received: 21/12/2021 **Date(s) of Amendment(s):** 21/12/2021

Date Application Valid: 21/12/2021

1. SUMMARY

The application proposes the erection of a detached building to accommodate a management office above replacement parking spaces. The revised proposed site plan shows the existing wall screening the communal amenity space from the adjoining car park would be demolished and replaced with a new boundary treatment comprising a brick wall with brick piers, metal railings and planting (refer to drawing number P.11 Rev. A). Also, the existing on-site car parking layout would be altered, including four parallel car parking bays (labelled 13 to 16) adjacent to the proposed boundary treatment.

The proposed office management building would cause significant harm to the living conditions of the neighbouring occupiers and their associated external amenity space, in terms of loss of outlook, overshadowing, overbearing impact and sense of enclosure. Furthermore, the proposed boundary treatment and the position of the car parking bays labelled 13 to 16, would severely compromise the quality, usability and functionality of the communal amenity space at Neyland Court. It would also give rise to a loss of outlook, loss of privacy and increased noise and disturbance for the ground floor flats at Neyland Court. The proposal therefore conflicts with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 130 part (f) of the NPPF (2021).

It is therefore recommended that the application be refused for the reasons set out in this Committee Report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed office management building, by virtue of its proximity, size, scale, bulk, massing and elevated height, would cause significant harm to the living conditions of the neighbouring occupiers and their associated external amenity space, at Neyland Court, number 19 Pembroke Road and numbers 4, 6, 6a and 8 Brickwall Lane, in terms of loss of outlook, overshadowing, overbearing impact, sense of enclosure and perceived loss of

privacy. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (2021).

2 NON2 Non Standard reason for refusal

The proposed boundary treatment comprising brick wall, piers and metal railings, by virtue of its proximity, length, 1.8 metre height and design would cause significant harm to the residential amenities of the existing occupiers of the ground floor flats at Neyland Court, in terms of loss of outlook, overbearing impact and sense of enclosure. The proposal would therefore result in substandard forms of internal residential accommodation to the detriment of the amenity of the existing occupiers at Neyland Court. This would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (2021).

3 NON2 Non Standard reason for refusal

The proposed development, by virtue of the proximity of the on-site car parking spaces labelled 13 to 16 and the inadequate provision of soft landscaping screening, would cause unacceptable noise, disturbance, overlooking and a loss of privacy (both real and perceived) for the existing occupiers of the ground floor flats at Neyland Court. The proposal would therefore result in substandard forms of internal residential accommodation to the detriment of the amenity of the existing occupiers at Neyland Court. This would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (2021).

4 NON2 Non Standard reason for refusal

The proposed development, by virtue of the proximity of the on-site car parking spaces labelled 13 to 16 and the inadequate provision of soft landscaping screening, would severely undermine the quality, usability and functionality of the communal amenity space at Neyland Court. The proposal would therefore result in substandard forms of external residential accommodation to the detriment of the amenity of the existing occupiers at Neyland Court. This would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (2021).

INFORMATIVES

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

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

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

2 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair

hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 I53 Compulsory Informative (2)

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

DME 3	Office Development
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 4	Conservation Areas
DMHB 5	Areas of Special Local Character
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP E1	(2021) Offices
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the car park at the rear of Neyland Court, which is located on the northern side of Pembroke Road. Neyland Court is a purpose-built building with a mansard roof occupied by twelve flats. To the rear of the building is an area of soft landscaping which serves as communal amenity space for the occupiers at Neyland Court. Beyond this amenity space, lies a car park which includes a block of garages positioned along north-eastern site boundary. An unauthorised car port structure has recently been constructed adjacent to the rear boundary of the application site which is currently being investigated by the Council's Enforcement Department.

The application site falls adjacent to two heritage assets, the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character (ASLC). The immediate surrounding area is predominately characterised by inter and post war properties. Number 19 Pembroke Road is a bungalow located directly to the east of the application site.

Pembroke House is located to the west of the application site and is a former office building that has been converted into flats. To the rear of the site are the neighbouring properties at numbers 2b, 4, 6, 6a and 8 Brickwall Lane.

The site lies within Ruislip Town Centre as identified within the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

3.2 Proposed Scheme

The application proposes the erection of a detached building to accommodate a management office above replacement parking spaces. The proposed site plan originally submitted indicated that the kerbs would be re-aligned. Following Officers' request for further clarification in respect to the proposed kerb realignment, a revised proposed site plan was submitted showing that the existing wall screening the communal amenity space from the adjoining car park would be demolished and replaced with a new boundary treatment comprising a brick wall with brick piers, metal railings and planting (refer to drawing number P.11 Rev. A). Also, the existing on-site car parking layout would be altered, including four parallel car parking bays (labelled 13 to 16) adjacent to the proposed boundary treatment.

This current application is a resubmission following the dismissed Appeal in respect to application reference 76364/APP/2021/156 (refer to the planning history section below for details).

It should be noted that the submitted plans do not accurately reflect the site layout. The existing garage adjoins and follows the splayed site boundary shared with number 19 Pembroke Road, rather than running partially set-back and angled against the boundary. There is an existing refuse store which is located adjacent to the eastern boundary, which is missing from the existing plans. The position and number of existing car parking spaces at the site are incorrectly shown. An unauthorised car port has recently been constructed which is not shown on the existing plans. The red line boundary on the submitted site location does not include the private access road shared between Neyland Court and Pembroke House. The revised proposed site plan (drawing no. P.11 Rev. A) incorrectly labels No.19 Pembroke Road and number 21. Also, Nos.6a and 8 Brickwall Lane have been incorrectly labelled as Nos. 8 and 10a.

Issues about the accuracy of the submitted drawings were previously raised by Officers during the assessment of the previous application at Neyland Court under reference 76364/APP/2021/156. However, the applicant has failed to address these issues as part of this current application. Had this application been recommended for approval, Officers would have requested for the drawings to be updated to rectify the discrepancy issues.

3.3 Relevant Planning History

76364/APP/2021/1569 Neyland Court Pembroke Road Ruislip

Demolition of existing garage block and construction of detached building to accommodate new management office accommodation above replacement parking spaces

Decision: 28-07-2021 Not Determined **Appeal:** 14-12-2021 Dismissed

Comment on Relevant Planning History

The planning history attached to this site is referenced above. Planning application reference 76364/APP/2021/156 proposed the demolition of the existing garage block and construction of a detached building to accommodate new management office accommodation above replacement parking spaces. A non-determination appeal was lodged which was subsequently dismissed by the Inspector on 14th December 2021

(Appeal ref: APP/R5510/W/21/3279874). The Council presented the following putative reasons for refusal within their appeal statement:

1. The proposed development, by reason of its proximity, size, scale, bulk, height and massing, would cause significant harm to the living conditions of the neighbouring occupiers and their associated external amenity space, at Neyland Court, 19 Pembroke Road and numbers 6a and 8 Brickwall Lane, in terms of loss of light, loss of outlook, overshadowing and overbearing impact. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

Whilst this current application shows the proposed office management building in a new location, it is considered that the putative ground for refusal for application reference 76364/APP/2021/156 has not been resolved. The proposed erection of a new boundary wall and railings and changes to parking layout raises new grounds for refusal as detailed in this report.

An unauthorised car port structure has recently been constructed adjacent to the rear boundary of the application site which is currently being investigated by the Council's Enforcement Department (Reference ENF/84/22).

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.HE1 (2012) Heritage

Part 2 Policies:

DME 3 Office Development
DMEI 14 Air Quality
DMEI 2 Reducing Carbon Emissions

DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 4	Conservation Areas
DMHB 5	Areas of Special Local Character
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP E1	(2021) Offices
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

43 neighbouring properties were consulted on 20th January 2022. Following the receipt of a revised drawing, the same neighbouring properties were re-consulted on 16th February 2022. At the time that this committee report was completed, the consultation period had not yet expired. Any further comments will be reported to committee members in an addendum.

The matters raised in the representations received are summarised as follows:

- The proposed building at 5.6m high would be overwhelming
- Loss of light and overshadowing
- Overbearing
- Overlooking issues
- Overdevelopment
- Detrimental impact to the character and appearance of the area
- There are already two office buildings at Pembroke House
- Hard to believe there is justification for a third office building
- Reduction of communal garden area at Neyland Court and removal of trees and shrubs

- Noise/pollution for residents
- Unnecessary development in close proximity to the neighbouring houses and rear gardens of 4, 6 and 6a Brickwall Lane affecting their living conditions, in particular loss of light, outlook and privacy to the residents of Neyland Court
- Concerns about noise associated with the proposed office building
- Damage caused to the pavement from heavy duty vehicle mounting the pavement
- The re-location of the refuse store requires permissions from the Neyland Court Directors
- Uncertainty if the proposed car parking spaces would be exclusive to Neyland Court residents
- Numerous applications by the freeholder have been made in the past few years
- Submission of factually incorrect site plans, including a car port structure, the communal garden area and refuse area

PLANNING OFFICER RESPONSE: Material planning considerations raised are addressed in the following sections of this Committee Report. The concerns raised about potential damage to the pavement or whether permission has been received by the Directors of Neyland Court are not planning considerations. The discrepancies of the submitted drawings have been acknowledged in section 3.2 of the Committee Report.

A petition against the application with 24 signatories was received by the Council. The grounds for opposition are as follows:

"The proposed building due to its 5.6 m high and very close proximity to the neighbouring dwellings and rear gardens will effect the living conditions with particular regards to loss of light and outlook. The occupiers who will be the most effected are 6, 6a and 4 Brickwall Lane and residents of Neyland Court. Policy DMHB 11 of the Hillingdon Local Plan: Part 2- Development Management Policies (the DM) requires, amongst other matters, that new development incorporates the principles of good design and takes into account the effect on neighbouring open spaces and environment and "should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space".

This new proposal will also lead to a loss of privacy for Neyland Court residents. The front windows of the proposed building will effect the living conditions of residents who live on the ground floor in Neyland Court as cars will park closer to their windows.

The planning application proposes to add a new parking space by removing the bin area which has been omitted in the existing site layout. The proposal does not specify who will be using this additional parking space. As per the leasehold document parking spaces 14, 15 & 16 on the proposed site layout are for the exclusive use of Neyland Court residents so if the application is approved it needs to be clarified who is entitled to this one additional parking space.

We would like to mention that the existing layout submitted by Anslip again does not represent the correct existing site layout.

- Refuse store is completely omitted in the existing site layout but surprisingly placed in the proposed site layout in the completely different location of where it's located currently;
- On the proposed site layout, the refuse store is located at the entrance. We would like to inform that the refuse area has already been constructed by Anslip in December 2021 without permission from directors of Neyland Court;
- The parking spaces 1, 2, 3, 4, 5 & 6 are incorrectly showed in the existing site layout. They should have been showed in one line next to each other in the similar way as it's in the proposed site layout;
- The total number of parking spaces is currently 17 including 3 which belongs to Neyland Court. According to the existing site layout there are 15 and per the proposed application is going to be 16 car spaces. It means that proposed application is reducing parking spaces by 1 and not increasing by 1 as it has been indicated in the planning application.

We would like to add that the planning application 76364/APP/2021/1569 which was submitted in

March 2021 by Anslip Ltd had also some errors in the existing site layout which we had to address in our comments. We would like to ask Hillingdon Council to consider rejecting any applicants who constantly submit misleading and incorrect information in their planning applications.

PLANNING OFFICER RESPONSE: The reasons for submitting the petition are noted. Material planning considerations raised are addressed in the relevant sections of this Committee Report. As noted above, the discrepancies of the submitted drawings have been acknowledged in section 3.2 of the committee report.

Ward Councillor

A ward councillor objects to this planning application as it is believed this would be an over intensification of the commercial use of this site to the detriment of the residential amenity of residents in 6, 6a and 4 Brickwall Lane, at odds with Policy DMHB 11 of the Hillingdon Local Plan. This would also result in a loss of amenity space to residents of Neyland Court for a re-sited bin store. These residents would also be overlooked by the proposed new development.

PLANNING OFFICERS RESPONSE: These comments are noted and the principle of the development and impact on neighbouring amenity is addressed within sections 7.01 and 7.08 of this Committee Report.

Eastcote Residents' Association:

Existing situation:

The 'Existing Site Layout' P.10 submitted for this application is incorrect. I pointed out in my letter dated 14/06/21 with reference to plan Ref:763/APP/2021/1569 that the existing garage block is not at an angle to the boundary with 19 Pemboke Road and the bin stores were not on the plans. Please refer to a copy of the HM Land Registry Title Plan for 17B Neyland Court obtained on 16/06/2021 as shown below.

The Title Plan above shows:

1. The location of the garage block against the boundary with no 19 Pembroke Road.
2. The bin stores for Neyland Court highlighted with blue arrow.
3. The parking spaces in the orange ringed areas were re-located prior to the submission of plan Ref:763/APP/2021/1569 to provide 9 parking spaces facing the rear boundary. The 'Existing Site Layout' P.10 is therefore out of date as the parking spaces numbered 1 - 6 were relocated to the rear boundary to make 7 spaces, in addition to 2 other spaces to the west to provide a total of 9. The old spaces were re-asphalted.
4. The three parking spaces for residents of Neyland Court are spaces 11, 12 and 13 only on the 'Existing Site Layout' P.10, north of their amenity space.

The proposal:

1. There will be 8 parking spaces along the north boundary with the rear of Brickwall Lane, instead of the existing 9.
2. An extra parking space is to be inserted south of the garage block along the eastern boundary with 19 Pembroke Road. As can be seen on the Title Plan above the extra parking space will be located where the original bin store area for Neyland Court is located! The precise location of this extra parking space is unclear as the 'Existing Site Layout' P.10 and 'Site Layout Proposed' P11 are incorrect. It seems that the existing bin store for Neyland Court will have to be demolished and some of the existing amenity space for Neyland Court reduced in size to provide access to the parking space.
3. A refuse store is shown on 'Site Layout Proposed' P11 by the vehicle entrance. Residents inform me that this store was constructed in December 2021 without permission from Neyland Court directors.

4. The proposed office building will be 5.6 m high and very close to the neighbouring dwellings and rear gardens of 4, 6 and 6A Brickwall Lane. It will tower up across almost the entire rear boundary of no 6 Brickwall Lane.

5. The front first floor windows of the proposed office building will not be obscure glazed but will face the rear habitable windows of Neyland Court.

Conclusion:

The RRA supports local residents in opposing these proposals.

1. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (the DM) requires, amongst other matters, that new development incorporates the principles of good design and takes into account the effect on neighbouring open spaces and environment and "should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space".

The proposed 5.67 metre high building will present a blank and featureless brick wall to the rear elevations of the adjacent residential properties at 4, 6 and 6a Brickwall Lane. The building of significant width, near the neighbouring dwellings and rear gardens, would have an overbearing impact on the residents using their adjacent gardens and harm the outlook enjoyed by residents from the rear elevations of Nos 4, 6 and 6a Brickwall Lane. Therefore, the proposed development would harm the living conditions of the occupiers of 4, 6 and 6a Brickwall Lane, with regards to loss of light and outlook contrary to Policy DMHB 11 of the DM.

2. Loss of Privacy and Amenity Space

The proposed office building will be in close proximity to the rear windows of Neyland Court. The south facing (non obscure) windows in the offices will cause loss of privacy to existing and future occupiers of Neyland Court. Some of the amenity space to the east will be lost due to the demolition of the existing bin store to provide access to a new parking space. The proposals would be detrimental to the amenities of the occupiers at Neyland Court by reason of overdominance, visual intrusion, loss of outlook and reduction of amenity space contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

PLANNING OFFICER RESPONSE: The proposed development would cause unacceptable harm to the living conditions of neighbouring occupiers and their associated external amenity space. The proposal would therefore be contrary to the Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 part f) of the NPPF (2021). Refer to sections 2.0 and 7.08 of the Committee Report for further details.

3) No Accessibility Provision or Parking Plan Layout.

The planned office building is not "accessible or inclusive" for any employees or clients who have mobility issues as it can only be accessed by a central staircase to the first floor. There is no car park layout plan to indicate the location of the three allocated spaces for Neyland Court residents, extra disabled spaces (none seem to be planned) or electric charging points (none planned according to Section 17 of application form). There is no indication who is entitled to use the other 12 spaces. All surfaces appear to be asphalt with non-permeable surfaces.

PLANNING OFFICER RESPONSE: This is noted. The proposed office management building would be accessed via an internal staircase which would not be of an accessible and inclusive urban design. However, this access arrangement would be similar to the allowed scheme at Pembroke House. It is therefore considered a refusal on this ground would be difficult to sustain, in the event of an Appeal. The electric charging points would have been secured by condition, if this application had been recommended for approval. The existing rear car park is already covered in a non-permeable surface. Therefore the proposed development would not significantly increase the risk of surface water run-off at the site over and beyond the existing situation. It would therefore be

unreasonable to refuse this application on this ground.

4) Waste and Recycling Provision

Question 28 of the application form gives no detail regarding arrangements for waste and recycling provision for the office building. It seems that the existing bin store area for Neyland Court will be removed to provide a new parking space. A new refuse store is shown on 'Site Layout Proposed' P11 by the vehicle entrance and seems to have already been constructed. This planning application should not be approved until a feasible plan has been submitted with appropriate details.

PLANNING OFFICER RESPONSE: There is no objection, in principle, to the location of the proposed bin store as it would allow for convenient access for the existing occupants of Neyland Court and for the crew members of the refuse collection team. However, full details of the refuse/recycling provision for the existing occupiers at Neyland Court and the proposed office management building would have been secured by condition, in the event of an approval.

5) Drainage and Sewage

Question 19 of the application form suggests drainage will be via a soakaway. Is this acceptable within a critical drainage area?

With regards to sewage management question 22 of the application form answers "unknown". Should more information be provided?

PLANNING OFFICER RESPONSE: The site lies within a Critical Drainage Area and the western site boundary partially falls within a Surface Water Flood Zone. However, given the position and footprint of the proposed office management building, it is considered that the proposal is unlikely to significantly exacerbate the risk of surface water flooding at the site over and beyond the existing circumstances. In the event of an approval, an informative would be secured to advise the applicant the site lies in a Critical Drainage Area, and that water run off should be directed to a soakaway where possible. It should be noted that no conditions requiring the installation of sustainable drainage systems were imposed on the office management building to the rear of Pembroke House (application refs: 38324/APP/2018/2678 & 38324/APP/2019/4066).

6) The proposals will result in an incongruous addition that would have a detrimental impact on the character and appearance of the site and surrounding area and loss of amenity for residents in Brickwall Lane and at Neyland Court and should be refused.

PLANNING OFFICER RESPONSE: Having regard to the allowed Appeal Decision at Pembroke House (ref: APP/R5510/W/18/3218019), it is considered that the proposal would not unduly impact on the character and appearance of the area and the wider setting of the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character. Refer to Section 7.07 of this Committee Report for further details. A response in respect to neighbouring residential amenity has already been provided in the preceding paragraphs.

Internal Consultees

COUNCIL'S ACCESS OFFICER:

No accessibility objection is raised at this stage, 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 achieve appropriate accessibility 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.

COUNCIL'S TREES AND LANDSCAPE OFFICER:

This site is occupied by a four car garage situated in the north-east corner of a residents' car park located to the rear of Neyland Court, a three-storey block on the north side of Pembroke Road. There are no TPO's affecting the site. It is adjacent to, but not within the Ruislip Village Conservation Area (to the west) and the Midcroft Area of Special Local Character which is directly north of the site.

This submission follows the dismissal at appeal of application ref. 65364/APP/2021/1569 for non-determination of a similar proposal. The main issue identified by the planning inspector was the detrimental effect caused by the loss of light and outlook to the occupiers of 6a and 8a Brickwall Lane and 19 Pembroke Road. Similar considerations are applicable to the current proposal, which will have a negative impact on the outlook from 4-6 Brickwall Lane and the residents of Neyland Court.

The current proposal to build a second storey office above four parking spaces along the rear boundary behind Neyland Court will add to the built infrastructure in a back garden location, which is already severely compromised for the occupiers of Neyland Court by the hard landscape character of the car park. There is minimal green/living communal amenity space for residents of Neyland Court. The current proposal offers no environmental or visual amenity benefit, merely more grey infrastructure.

The application fails to satisfy policies DMH6, DMHB11, DMHB14 and DMHB18 - and should be refused.

COUNCIL'S HIGHWAYS OFFICER:

Site Characteristics & Background:

This site is located on the edge of Ruislip Town Centre in proximity of Ruislip LU station and a generous local bus service provision. The local road network is extensively covered by parking controls and given the relatively good access to rail and bus services, the public transport accessibility level (PTAL) is rated at a level of 4 which therefore reduces dependency on the use of private motor transport.

The application site comprises of a block of 12 flatted residential units fronting Pembroke Road with parking to the rear with some 15 on-plot residential parking spaces. The proposal intends to create a new small office building (E(g)(i) (formally B1a) - GIFA 61.5m²) located on the northern flank of the site envelope positioned above 5 existing parking spaces 4 of which are to be retained equating to a loss of 1 space.

Adjacent to this plot lies Pembroke House which also contains existing parking provisions to the rear and vehicular access shared with Neyland Court. In 2018, a previous application for a similar proposal (38324/APP/2018/2678) for Pembroke House was refused, partly on insufficient on-plot parking grounds (non-standard refusal reason 3) as 2 on-plot parking spaces would be lost as a consequence of the scheme. The determination was subsequently subject to appeal and in 2019 the Planning Inspectorate did not support the highway related refusal resulting in the appeal being upheld. In March 2020, Pembroke House attained planning permission (38324/APP/2019/4066) for a proposal consisting of office accommodation located above existing parking spaces located to the north and rear of that building.

A more recent application for a comparable scheme at Neyland Court itself (76364/APP/2021/1569) but with an alternative positioning of the office block was appealed on non-determination grounds (September 2021). The Inspectorate dismissed the appeal on grounds related to the harmful impact the offices would have on adjacent residential properties. There was no specific issue raised on highway/parking related grounds.

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.

Given its small scale (GIFA - 61.5m²), the new unit would demand up to a single space provision under the parking standard. An additional space is not proposed and in fact a space would be lost as a result of the proposal. However, the Inspectorate's decision in 2019 for Pembroke House located next door (38324/APP/2018/2678) considered that "the loss of two spaces would not cause significant harm to highway safety or lead to any on-street or traffic flow issues off-site".

As Neyland Court lies in proximity to Pembroke House, it is considered that the Inspectorate's decision set a form of precedent which is also applicable to this current application. Hence there is no demand for an additional space to be provided (or replaced) which is further supported by the de minimis scale of office accommodation and the control of on-plot parking provisions via an established site management regime whereby permits are issued to qualifying residents of both Neyland Court and Pembroke House. As a result, it is not expected that any measurable impact or detriment would result in terms of any competing and minimal parking demands generated by the proposal.

The aforementioned 2021 'Neyland Court' appeal for non-determination further supports the above conclusion given the Inspectorate did not identify any specific highway/parking related issues. It is highlighted that the 4 out of the 5 existing spaces also subject of this application would be replaced as part of the office build thereby broadly retaining the on-site parking status quo hence there are no specific observations on this aspect other than specifying the provision of Electric Vehicle Charging Points as outlined below.

It is also noted that the applicant has submitted revisions related to the reconfiguration of parking spaces 13,14,15 & 16 (as denoted on plan No.P.11 A) and this is considered acceptable as proposed given that their repositioning would not impede vehicular access into and out of the parking bays in the immediate vicinity i.e. spaces 7 & 8.

Electric Vehicle Charging Points (EVCP's):

In line with the London Plan (2021), there is a requirement to provide infrastructure for EVCP's. In this case, a single space should be made 'active' in order to future proof for anticipated demand with the remaining 3 spaces designated as 'passive'. This aspect should be secured by way of planning condition.

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.

As a consequence of the small unit scale, vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns or objection.

Operational Refuse/Service Requirements:

As there is an existing office use to the rear of the car park serving Pembroke House next door, refuse arrangements and collection would continue via the shared access road and be organised by way of a private contractor hence this will require a separate conversation with the appropriate

private waste collection service. There are no further observations.

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 and T6 of the London Plan (2021).

PLANNING OFFICERS RESPONSE: The comments received from internal consultees have been noted and addressed within the relevant sections of this Committee Report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 87 of the NPPF (2021) states that "Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered." Appendix 2, Glossary of the NPPF (2021) includes offices within its definition of 'main town centre uses'.

Policy SD7 of the London Plan (2021) states that when considering development proposals, boroughs should take a town centres first approach, discouraging out-of-centre development of main town centre uses in accordance with Parts A1 - A3, with limited exceptions for existing viable office locations in outer London.

Policy DMTC 1 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity: The Council will:

- i) Expect proposals for 'main town centre uses' to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and
- ii) Consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres. Development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment.

Policy DME 3 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that proposals for offices outside town centres, preferred office growth locations, and Locally Significant Employment Locations will be required to demonstrate that no other sequentially preferable locations are available.

In this case, the proposal seeks to introduce an office use at the site. The proposed office use would constitute as a 'main town centre use', and as such, the above policies are considered to be applicable. Given that the application site is located within Ruislip Town Centre, there is no requirement for a sequential test assessment based on the wording of Policies DMTC 1 and DME 3 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

It is also noted that the proposed building is understood to accommodate site management offices, rather than standalone office uses.

A similar scheme to that currently being proposed was allowed at Appeal to the rear of Pembroke House (Appeal ref: APP/R5510/W/18/3218019). It is worth highlighting that no

objection to the principle of office use within the rear car park of Pembroke House was raised. This appeal decision is of material consideration and carries a degree of weight.

It is therefore considered that refusing the current application at Neyland Court based on the principle of the proposed office use would be difficult to sustain, in the event of an Appeal. However, this is notwithstanding, the other planning considerations which will be assessed in the following sections of the Committee Report.

7.02 Density of the proposed development

Not applicable to this application.

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

Refer to the section of the report titled 'Impact on the character & appearance of the area'.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness. Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

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 reflect the character of the area and its original layout.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - 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.

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

As previously mentioned, an application for the erection of a detached building to accommodate office accommodation above existing parking spaces within the rear car park of Pembroke House was allowed at Appeal (ref: APP/R5510/W/18/3218019). The Inspector of the allowed Appeal Decision states the following, in regard to the impact on the character and appearance of the area:

"4. The appeal site is located within the car park at the rear of Pembroke House. It is adjacent to, but not within the CA and ASLC. The CA was first designated in 1969, and the medieval village, based around Manor Farm, St.Martin's Church and the surrounding buildings form the core of the CA. Ruislip has a distinct identity that reflects its historical

development.

5. Whilst the appeal site lies within the setting of the CA and ASLC, the car park itself is private, and public use is restricted. The design of the building, brick built with a mansard roof and hanging tiles would be very similar to the existing office building in the car park and would be considerably smaller than many of the existing buildings, including Pembroke House, that surround it.

6. Due to the private nature of its location to the rear of Pembroke House, it would not be conspicuous within the street scene setting of Pembroke Road. Furthermore, and owing to the position and scale of the development, I am satisfied that the development would not interfere with important views into or out of the CA or have a detrimental impact on its setting. Consequently, I do not consider that the development would look out of place in the locality or cause significant harm to the character and appearance of the area.

7. With regard to the ASLC, it is the rear gardens of the Brickwall Lane properties that set the context. These generally incorporate high vegetation screening along the boundary. There is no evidence to suggest that any of that screening would be affected by the proposals. The proposals are a significant distance from those properties, and as there are no windows proposed at the rear, privacy to the amenity spaces of the Brickwall Lane properties would not be compromised by the appeal proposals. In this context, I do not consider that any significant harm would be caused to the ASLC.

For the reasons outlined above, I conclude that the development would not result in any material harm to the setting of the CA or to the ASLC, and as such would not be in conflict with policies BE1 and HE1 of the London Borough of Hillingdon Local Plan Part One Strategic Policies (2012) (the LP) and Policies BE4, BE5, BE13, and BE19 of the London Borough of Hillingdon Local Plan Saved Unitary Development Plan Policies 2012 (the UDP), which, amongst other matters, seek to promote good design that harmonises with its surroundings and protect designated and locally registered heritage assets. Policy BE15 of the UDP is not directly relevant to this main issue in that it is concerned with extensions and alterations to existing buildings."

Subsequent to the above appeal decision, planning permission was granted at Pembroke House for a revised scheme involving the erection of a detached office building on 13th March 2020 (ref. 38324/APP/2019/4066).

It is noted that the recently constructed office building in the rear car park of Pembroke House is currently under investigation by Planning Enforcement for allegedly not being constructed in accordance with the approved plans referred to above. However this is considered to be a separate matter to the consideration of this planning application.

Turning back to the application scheme, Neyland Court also lies adjacent to, but not within the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character (ASLC). The proposed office management building would be located in the rear car park of Neyland Court, adjacent to the mutual boundaries shared with Nos. 4, 6 and 6a Brickwall Lane.

The proposed office management building would measure approximately 12.1 metres wide, 6.1 metres deep and 5.6 metres high (5.8 metres high including the roof lights). It would be designed with an undercroft to provide four car parking spaces at ground floor. Office accommodation would be provided at first floor level. The dimensions, design and external finish of the proposed building would be comparable to the approved scheme at Pembroke House (ref. 38324/APP/2019/4066). As such, it is considered that the proposed

development would not appear out of character with the rear car park setting of the site.

Given its two-storey scale, partial views of the proposed building would be visible between the bungalows at numbers 6a and 8 Brickwall Lane. However, the limited views of the proposed building from Brickwall Lane would be read in the context of the surrounding built environment, which includes long views of Neyland Court and Pembroke House. Furthermore, there is mature vegetation along the mutual boundary between Neyland Court and the adjoining properties on Brickwall Lane. It is therefore considered that the proposed development would not impact the street scene on Brickwall Lane to such a significant extent to justify a ground for refusal on this basis.

The existing wall with brick piers screening the communal amenity space from the adjoining car park would be demolished and replaced with a new boundary treatment comprising a brick wall with brick piers, metal railings and planting. The proposed boundary treatment would have a height of 1.8 metres and extend across the full width of the building at Neyland Court. Due to its position, the proposed boundary treatment would not be visible from the street scene on Pembroke Road. As such, there would be no adverse impact to the character and appearance of the street scene. When viewed against the immediate context of the site, it is considered that the height, scale and design of the proposed boundary treatment would not cause harm to the character and appearance of the site, or the adjacent Conservation Area or Area of Special Local Character. However, this does not outweigh the unacceptable harm that would be caused to the residential amenities of the existing occupiers at Neyland Court, in respect to loss of outlook. Refer to the following section of this report for further details.

Had this application been recommended for approval, full details in respect to the external materials and finishes of the proposed office management building and boundary treatment would have been secured by condition. Also, a condition would have been secured requiring full hard and soft landscaping details (including the species and density of the planting adjacent to the proposed brick wall and metal railings) to be submitted to the Council for consideration.

Officers have not given any weight to the car port that has recently been constructed at the site because it is an unauthorised structure that is currently subject to an enforcement investigation.

The objections received from neighbouring residents have been duly noted. However, having regard to the above and in particular the allowed Appeal Decision at Pembroke House, it is considered that the proposal would not unduly impact on the character and appearance of the area and the wider setting of the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character.

7.08 Impact on neighbours

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.

The putative ground for refusal of the previous application (reference 76364/APP/2021/156) for the proposed erection of an office management building was based on the harm that would be caused to the living conditions of neighbouring residential occupiers. The Inspector upheld the Council's putative ground for refusal as evidenced by the following extracts from the dismissed Appeal Decision (reference APP/R5510/W/21/3279874):

" 7. The appeal scheme would replace the garage block with a two-storey building

occupying a similar footprint and location to include car parking to the ground floor and office accommodation to the first floor. The first floor presents a blank and featureless brick wall to the side and rear elevations facing the adjacent residential properties.

8. As a result of the featureless elevation situated at some height and being of notable width, the proposed building situated in close proximity to the neighbouring dwellings and rear gardens, it is my planning judgement that the appeal scheme would have an overbearing impact on the residents using the adjacent gardens and harm the outlook enjoyed by the residents from the rear elevation of No.19 and Nos. 8 and 6a.

9. Therefore, I find that the appeal scheme would harm the living conditions of the occupiers of 19 Pembroke Road, 6a and 8 Brickwall Lane, with particular regard to loss of light and outlook contrary to Policy DMHB 11 of the DM."

In respect to this current application, it is acknowledged that the position of the proposed office management building would now be positioned along the rear boundary of the site. However, this amendment by itself fails to sufficiently address the concerns raised by the Inspector in the dismissed Appeal Decision for the previous application (ref 76364/APP/2021/156).

The proposed office management building would be two-storeys in scale and have a ridge height of 5.6 metres. It would sit flush against the mutual boundaries shared with the neighbouring residential properties at Nos. 4 and 6 Brickwall Lane. Given this relationship, together with the scale, size, massing, bulk and height of the proposed office building, it is considered that the development would be oppressive and overwhelming such that it would lead to an unacceptable loss of outlook, overshadowing and a sense of enclosure upon the neighbouring occupiers at Nos. 4, 6 and 6a Brickwall Lane and their associated private amenity spaces.

For similar reasons noted above, it is considered that the proposed office building would result in a loss of outlook and overbearing impact for the occupiers at Nos. 8 Brickwall Lane and 19 Pembroke Road when viewed from their rear elevation windows and private amenity space. It is considered that the separation distance from the proposed development would not be sufficient to mitigate this identified harm given the substantial size and height of the proposed office building.

Notwithstanding the separation distance of some 14.5 metres (at the closest point), the overall scale of the proposed office building in terms of width, height and elevated position, in relation to the rear elevation windows and external amenity space at Neyland Court would be overbearing and unduly dominant. This would lead to a significant material loss of outlook for the occupiers at Neyland Court. Furthermore, the first floor windows fitted in the front elevation of the proposed building would give rise to a perceived loss of privacy and overlooking for the occupiers, despite its proposed office use.

As previously stated, the existing wall screening the communal amenity space at Neyland Court from the adjoining car park would be demolished and replaced with new boundary treatment in the form of a brick wall and railings. The proposed 1.8 metre high boundary treatment would be positioned closer to the rear elevation windows of the ground floor flats at Neyland Court. With a limited separation gap of approximately 4 metres (at the closest point), between the proposed boundary treatment and the ground floor rear windows, it is considered that this aspect of the proposed development would significantly compromise the outlook and result in a sense of enclosure for the occupiers of the ground floor flats at Neyland Court.

The proposed planting would require time to mature, which means that the proposed brick wall and metal railings would be ineffective at screening the proposed new car parking bays at numbers 13 to 16. It is considered that cars using these proposed parking bays would have a harmful impact on the living conditions of the ground floor flats at Neyland Court, in terms of increased noise and disturbance and loss of privacy. For similar reasons, it is considered that the quality, useability and functionality of the communal amenity space serving the occupiers at Neyland Court would be severely undermined by the proposed boundary treatment and changes to the site layout. This is notwithstanding the 12.6 square metre net gain of communal amenity space shown on the proposed site layout plan.

As previously stated, the car port structure that has recently been erected at the site is unauthorised and is currently being investigated by the Council's Enforcement Department. This unlawful structure cannot therefore be used as justification for the proposed development which would adversely impact on the residential amenities of neighbouring occupiers.

It is noted that the Inspector for the detached office accommodation building at Pembroke House raised no concerns in respect to the privacy of neighbouring dwellings (Appeal ref: APP/R5510/W/18/3218019). However, the separation distances between this allowed office building and the residential properties at Pembroke House was approximately 16.5 metres. This is a greater separation distance than the proposed office management building being considered under this current application and the neighbouring dwellings at Neyland Court. The allowed Appeal Decision is not directly comparable, in respect to neighbouring residential amenity. It should therefore not be used to justify a scheme, such as being proposed, which would cause significant harm to the residential amenities of neighbouring occupiers.

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of neighbouring occupiers and their associated external amenity space. The proposed development would therefore be contrary to the Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 part f) of the NPPF (2021).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway, junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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.

According to the existing site layout plan, there are 13 existing car parking spaces to the rear of Neyland Court. However, it is acknowledged that this plan does not accurately reflect the actual car parking layout at the site. The representation received from a neighbouring resident stating that there are currently 17 car parking spaces at Neyland Court has also been noted. The proposed site layout plan (drawing number P.11 Rev. A) shows that 14 spaces would be provided in the rear car park of Neyland Court. Four of which would be provided on the ground floor level of the proposed office management building.

It is noted that the red line boundary includes two of the spaces from the recently constructed office building at Pembroke House. However, these spaces have been discounted as they are shown as forming part of the curtilage of Pembroke House, and were assessed as such, under application references 38324/APP/2019/4066 and 38324/APP/2018/2678 (allowed at Appeal).

The proposed office accommodation would have a gross internal floor area of approximately 61.6 square metres. As such, it would require one car parking space to comply with the minimum car parking standards set out in Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). It is acknowledged that the proposed site layout would result in the potential loss of up to three on-site car parking spaces. However, this would not be dissimilar to the loss of the two on-site car parking spaces at Pembroke House where the Inspector's Appeal Decision considered that the "the loss of two spaces would not cause significant harm to highway safety or lead to any on-street or traffic flow issues off-site" (Appeal ref: APP/R5510/W/18/3218019). The following extracts are from the Pembroke House Appeal Decision APP/R5510/W/18/3218019:

"13. The existing parking provision is a private car park for residents. Based on the evidence provided, there are 21 existing spaces for 19 residents and the existing office building.

14. The proposed building would include car parking space within the construction footprint. I concur with the Highway Authority in that the proposals would effectively remove two spaces, in that space 18 would be unusable for a normal vehicle, and space 17 would be very close to the entrance to the new building. However, and acknowledging that, I find that space 17 would nonetheless still be usable. Furthermore, space 18 could well be utilised for motorbikes or cycles. I also agree with the Highway Authority that the surrounding area is covered by parking controls, and that there is good access to public transport. I note that the Highway Authority have not raised an objection to the proposals.

15. Notwithstanding the above, the Council have raised concerns regarding the overall amount of car parking that would be provided on the site. I understand from the evidence provided that 15 car parking permits are currently issued, and this is controlled by the owners of the building. This is below the 1:1 car parking standard set out within policy AM14, however it is reasonable to assume that the car park is not currently at capacity, and that it would remain under the control of the owners of the building. In addition, I am not in receipt of any evidence to suggest that there is an ongoing problem with car parking on the site. The car park is not available to be used by the public, and I am satisfied that the revised capacity would be sufficient to be able to control the private parking demand. I consider that the loss of two spaces would not cause significant harm to highway safety or lead to any on-street parking issues or traffic flow issues off site.

16. For the collective reasons outlined above, I conclude that the proposal would accord with policies AM7 and AM14 of the UDP which collectively state that, amongst other matters, that proposals should not cause significant harm to the conditions of highway and pedestrian safety and that the number of car parking spaces on the site would be sufficient for all land uses."

The Council's Highways Officer has commented that:

"As Neyland Court lies in proximity to Pembroke House, it is considered that the Inspectorate's decision set a form of precedent which is also applicable to this current application. Hence there is no demand for an additional space to be provided (or

replaced) which is further supported by the de minimis scale of office accommodation and the control of on-plot parking provisions via an established site management regime whereby permits are issued to qualifying residents of both Neyland Court and Pembroke House. As a result, it is not expected that any measurable impact or detriment would result in terms of any competing and minimal parking demands generated by the proposal.

The aforementioned 2021 'Neyland Court' appeal for non-determination further supports the above conclusion given the Inspectorate did not identify any specific highway/parking related issues. It is highlighted that the 4 out of the 5 existing spaces also subject of this application would be replaced as part of the office build thereby broadly retaining the on-site parking status quo hence there are no specific observations on this aspect other than specifying the provision of Electric Vehicle Charging Points as outlined below.

It is also noted that the applicant has submitted revisions related to the reconfiguration of parking spaces 13,14,15 & 16 (as denoted on plan No.P.11 A) and this is considered acceptable as proposed given that their repositioning would not impede vehicular access into and out of the parking bays in the immediate vicinity i.e. spaces 7 & 8."

Policy T6.2 of the London Plan (2021) requires appropriate provision for electric or other ultra-low emission vehicles to be made. In this case, the Council's Highways Officer has requested for 1 'active' and 3 'passive' electric charging point spaces to be provided. If this application had been recommended for approval, this would have been secured by way of a condition.

It would be the responsibility of the applicant to organise a private contractor to service the proposed building, in terms of refuse collection. The Council's Highways Officer has raised no objection, in this respect, given that the refuse arrangements and collection would continue via the shared access road between Pembroke House and Neyland Court.

Given the aforementioned factors, it is considered that the proposal is unlikely to significantly exacerbate the demand for parking or prejudice highway safety, in accordance with policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

BICYCLE PROVISION:

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

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires 1 cycle space per 250 square metres of office floor space. For the proposed development, this would equate to 1 cycle space. Although no cycle details have been indicated on the submitted plans, this could have readily been resolved by the imposition of a planning condition requiring details of the cycle store provision to be submitted to the Council for consideration. Subject to such a condition, it is considered that the proposal would provide secure and accessible cycle space provision for the users of the proposed office management building in compliance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).

7.11 Urban design, access and security

This has been covered in other sections of the Committee Report.

7.12 Disabled access

The proposed office management building would be accessed via an internal staircase which would not be of an accessible and inclusive urban design. This access arrangement would put disabled people at a disadvantage, contrary to Policy D5 of the London Plan (2021). However, this access arrangement would be similar to the allowed scheme at Pembroke House. It is therefore considered a refusal on this ground would be difficult to sustain, in the event of an Appeal.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

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

There are trees at and adjoining the application site; however, none of them are protected by a Tree Preservation Order (TPO). Whilst the submitted site layout indicates the approximate position of some of the trees, it is noted that the trees positioned along the mutual boundary shared with 6 and 6a Brickwall Lane are not shown to their full extent. These neighbouring trees are most likely to be impacted as the proposed office management building would be located within their root protection zone. If planning permission were to be granted, conditions would be secured requiring details of tree protection measures to be submitted to the Council for consideration.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (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.

A new bin store would be located to the west of the site, adjacent to the proposed brick wall, piers and metal railings. There is no objection, in principle, to the location of the proposed bin store as it would allow for convenient access for the existing occupants of Neyland Court and for the crew members of the refuse collection team. However, full details of the refuse and recycling facilities for Neyland Court and the proposed office management building would have been secured by condition, in the event of an approval.

Subject to the above condition, it is considered that the proposed development would be able to provide a convenient location for the reuse and recycling facilities in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states that non-residential development should achieve a minimum on site reduction of 15 per cent beyond Building Regulation 2013.

Policy DMEI 2 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

An Energy Statement detailing the energy reduction measures that would be incorporated

as part of the development has not been submitted with the application. However, this matter could be addressed by way of a planning condition, if planning permission were to be granted.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan states 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.

Policy DMEI 9 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including office uses (i.e. a less vulnerable use according to the PPG flood risk vulnerability classification), in this location, in terms of fluvial and tidal flood risk.

According to the Council's GIS, the site lies within a Critical Drainage Area and the western site boundary partially falls within a Surface Water Flood Zone. Given the position and footprint of the proposed office management building, it is considered that the proposal is unlikely to significantly exacerbate the risk of surface water flooding at the site over and beyond the existing circumstances. Notwithstanding this, an informative would be secured, in the event of an approval, to advise the applicant the site lies in a Critical Drainage Area, and that water run off should be directed to a soakaway where possible.

It is worth highlighting that no conditions requiring the installation of sustainable drainage systems were imposed on the office management building to the rear of Pembroke House (application refs: 38324/APP/2018/2678 & 38324/APP/2019/4066).

7.18 Noise or Air Quality Issues

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The Inspector for the allowed Appeal Decision (Ref: APP/R5510/W/18/3218019) relating to the erection of a detached office building to the rear of Pembroke House raised no concerns about the impact on living conditions of neighbouring occupiers, in regard to noise generated by the introduction of a commercial use at the site. It is therefore considered that a refusal on this ground in regard to the current application at Neyland Court would be difficult to sustain, in relation to the lodged Appeal.

Use Class E of the Use Classes Order 1987 (as amended) covers the former use classes of A1 (shops), A2 (financial and professional), A3 (restaurants and cafes) as well as parts of D1 (non-residential institutions) and D2 (assembly and leisure). In the interest of protecting neighbouring residential amenity, a condition would have been secured to ensure that the proposed building is only used for office purposes and no other uses

falling within Use Class E- if this application had been recommended for approval. Also, a condition would have been recommended to remove permitted development rights from the proposed building.

It is noted that Section 32 of the application form states that the proposed opening hours are unknown. However, clarification about the operating hours of the proposed office would have been sought, if this application had been recommended for approval. Also, conditions would be secured to control the hours of operation of the proposed office and the hours delivery vehicles would be able to service the building.

AIR QUALITY:

The site is not located within an Air Quality Management Area and the proposal does not relate to a major development. As such, there is no requirement for an Air Quality Assessment. Due to the nature and scale of the proposed use, it is considered that the proposal would not pose any significant air quality issues over and beyond the existing circumstances. The proposal would therefore accord with Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.19 Comments on Public Consultations

Covered in Section 6 of this Committee Report.

7.20 Planning obligations

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for office developments is £35 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre. The proposed office building would not have a gross internal floor space of 100 square metres or more. It would therefore not be CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Not applicable to this application.

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and

also the guidance contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused on the grounds set out in section 2 of this Committee Report.

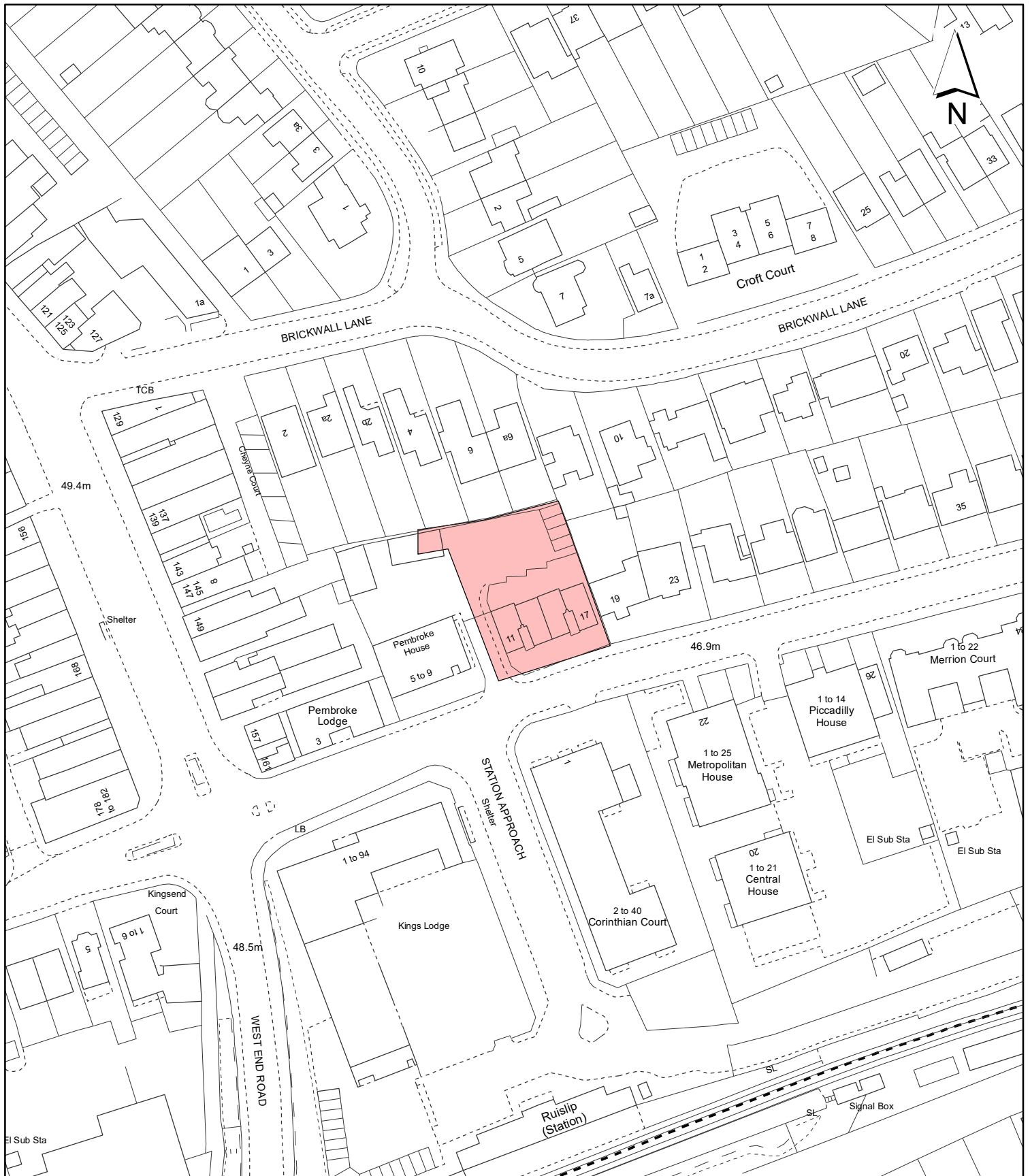
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (March 2021)
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document

(September 2017)
National Planning Policy Framework (July 2021)

Contact Officer: Nesha Burnham

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**NEYLAND COURT
 PEMBROKE ROAD
 RUISLIP**

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

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

Planning Application Ref:

76364/APP/2021/4604

Scale:

1:1,250

Planning Committee:

Minor Page 78

Date:

March 2022



HILLINGDON
 LONDON

Plans for Borough Planning Committee

Thursday 10th March 2022



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 18 ST EDMUNDS AVENUE RUISLIP

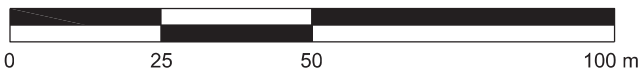
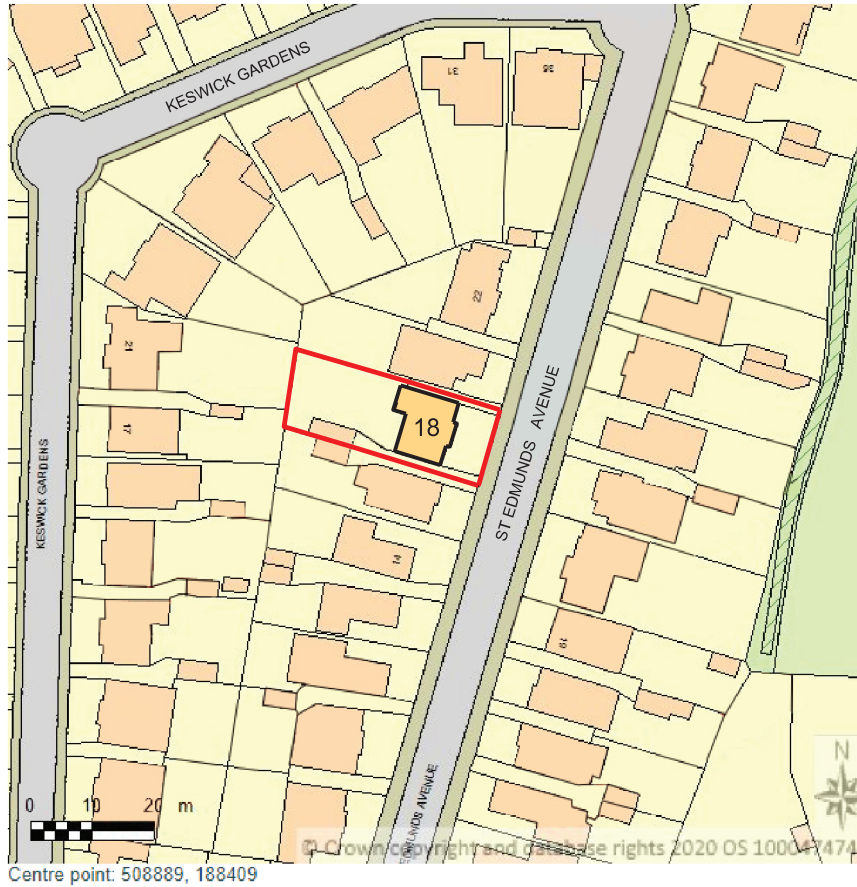
Development: Conversion of roof to habitable use including two storey rear extension projecting 4m on the first floor level, single storey rear extension, internal changes, alterations to fenestration, insertion of 5 no. rooflights.

LBH Ref Nos: 3255/APP/2021/4344

Date Plans Received: 26/11/2021

Date(s) of Amendment(s):

Date Application Valid: 26/11/2021



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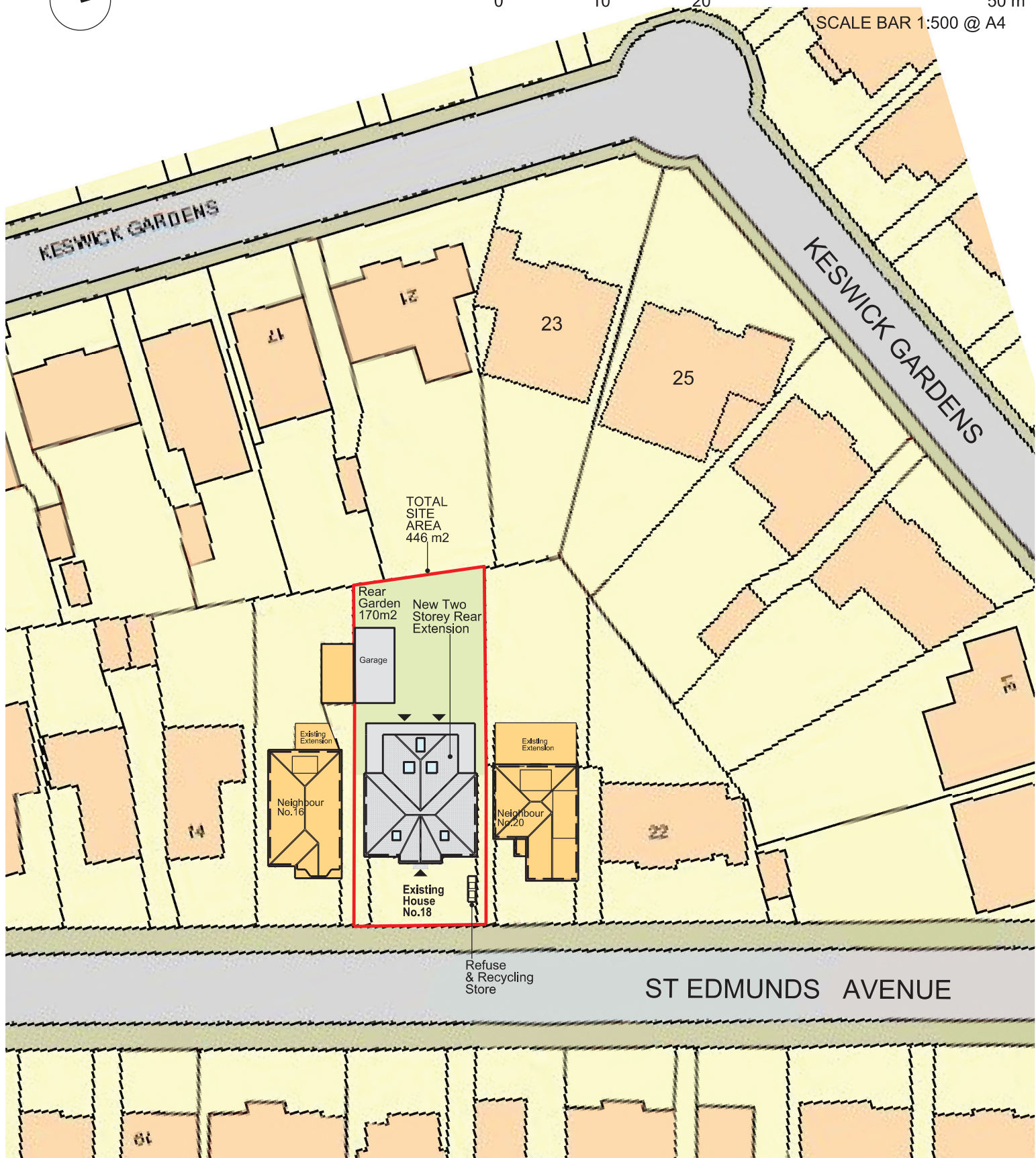
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Notes: All dimensions in millimeters.
KEY: SITE BOUNDARY —

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Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW	 Marla Golasowska Design Consultancy MGDC LTD [Architecture] [Interior Design] 246 Watson Heights Uxbridge, Middlesex UB8 3PH Page 81 T +44 (0)20 3715 7751 E office@mgdc.info																														

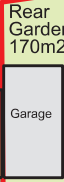
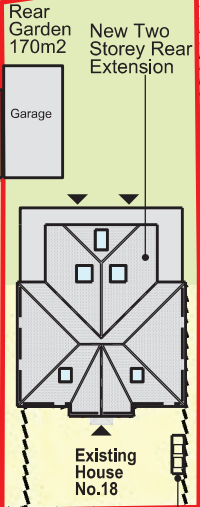
Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SITE LOCATION PLAN		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:1250	
Drawing No: A-HA-018A-SL-001	Revision: 04	



SCALE BAR 1:500 @ A4



TOTAL SITE AREA 446 m2



Rear Garden 170m2

New Two Storey Rear Extension

Garage



Existing Extension

Neighbour No.16



Existing Extension

Neighbour No.20

Existing House No.18

Refuse & Recycling Store

ST EDMUNDS AVENUE

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SITE BOUNDARY

ACCESS POINTS

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

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

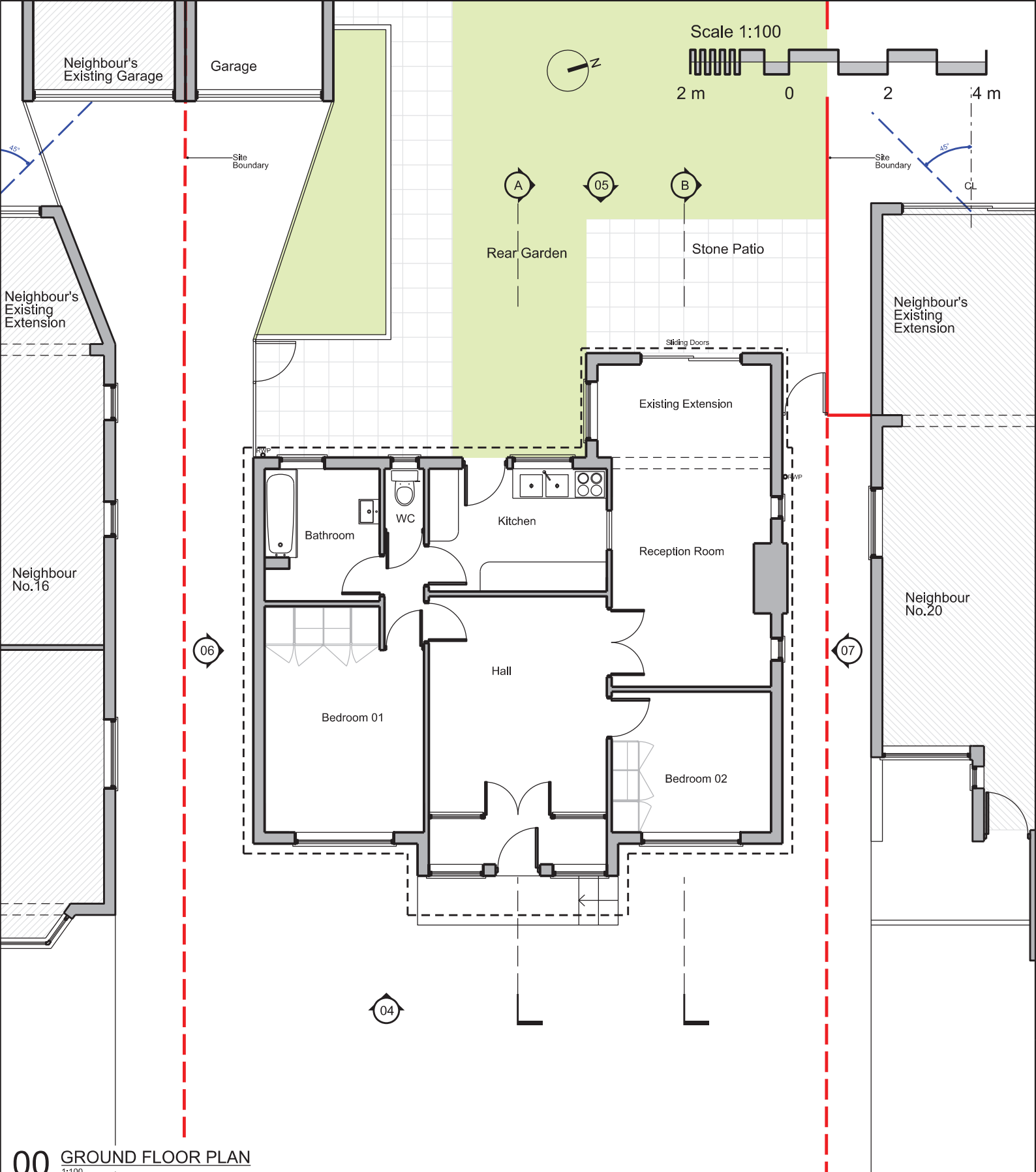
[Architecture] [Interior Design]

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Lillingdon, Hillingdon, Middlesex, HA4 7XW
T +44 (0) 20 3715 7751 E office@mgdc.info

Marla Golasowska Design Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling
18 St Edmunds Avenue, Ruislip
Hillingdon, Middlesex HA4 7XW

Drawing Title: SITE PLAN (BLOCK PLAN)		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:500	
Drawing No: A-HA-018A-BP-002	Revision: 04	



00 GROUND FLOOR PLAN
1:100

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Middlesex
HA4 7XW

Author:
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ARB no. 077808G
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M: 077 3138 7952



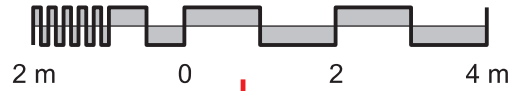
[Architecture] [Interior Design]

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Marla Golasowska Design Consultancy
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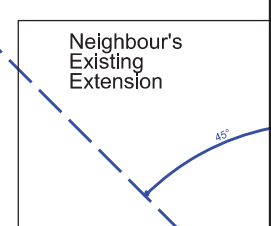
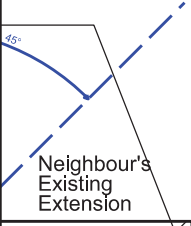
Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Ground Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-100	Revision: 04	

Scale 1:100



Site Boundary

Site Boundary



05

A

B

Neighbour's Existing Extension

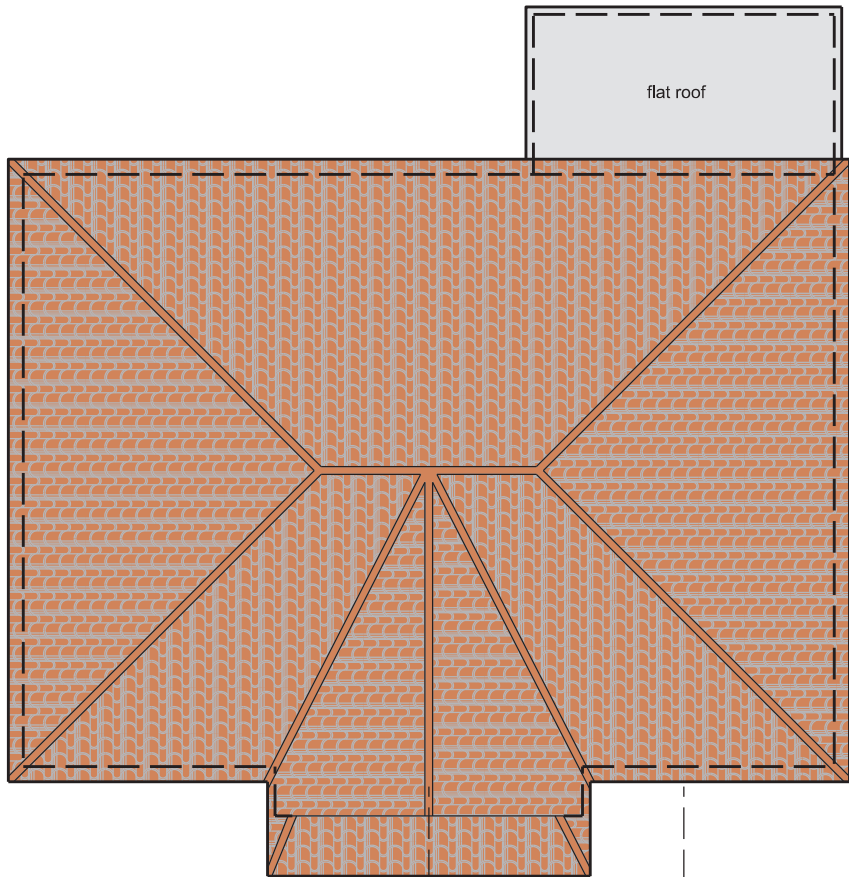
Neighbour's Existing Extension

Neighbour No.16

Neighbour No.20

06

07



04

01 ROOF PLAN
1:100

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Middlesex
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Marla Golasowska Design Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling
18 St Edmunds Avenue, Ruislip
Hillingdon, Middlesex HA4 7XW

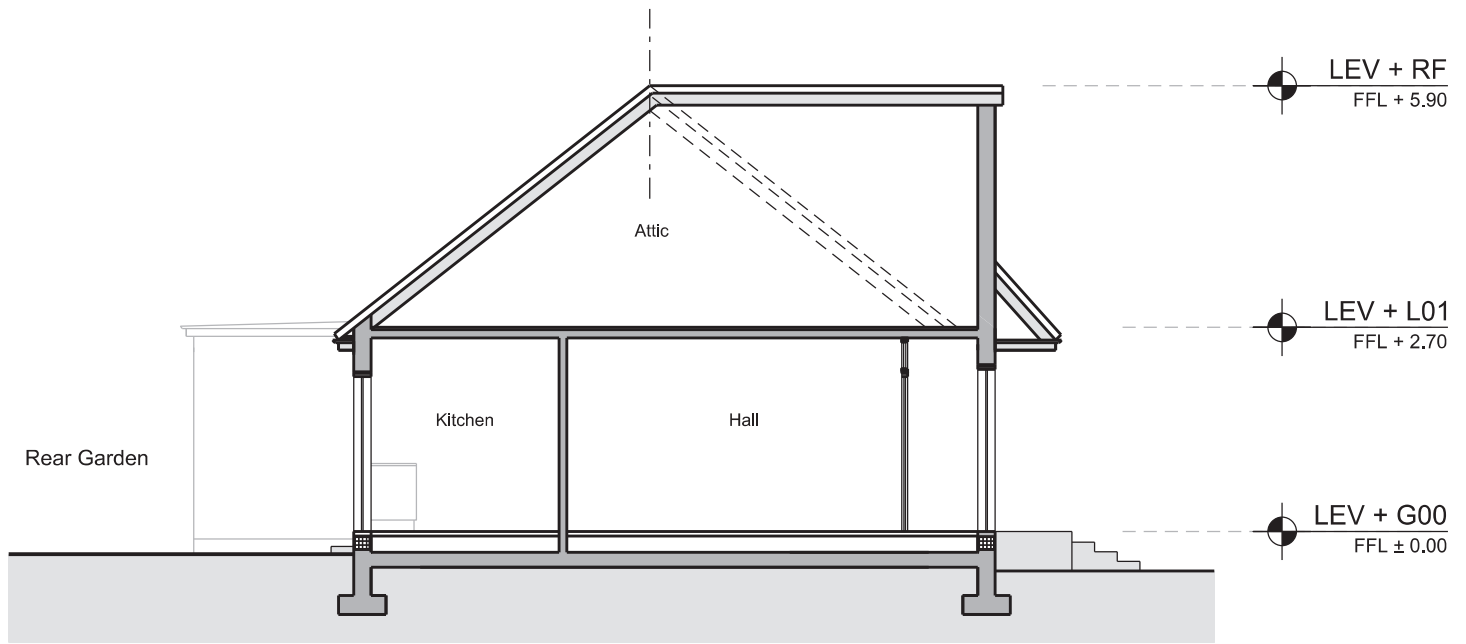
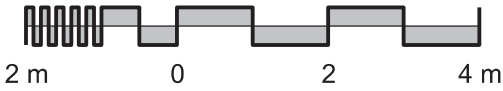
Drawing Title:
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Roof Plan

Drawn By: MG **Issued By:** MG **Date of First Issue:** 01.05.2020

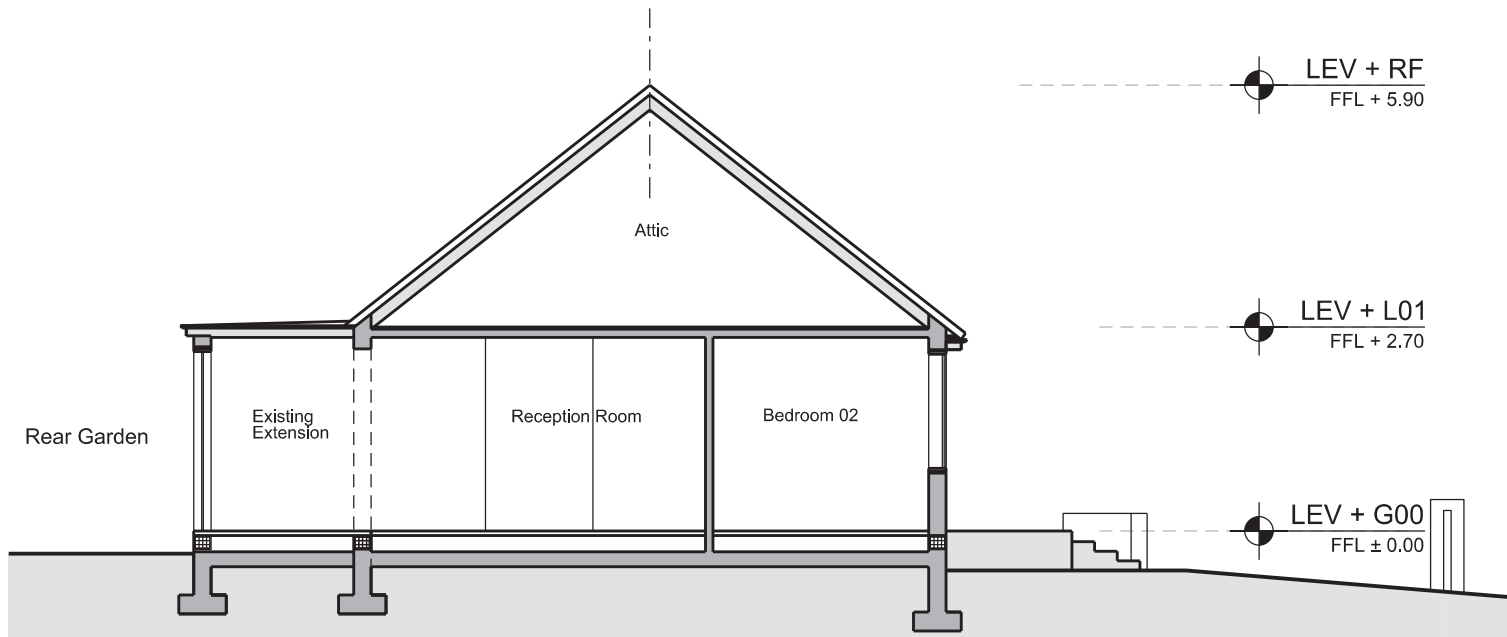
Project No: EX-HA-A-018A **Scale @ A4:** 1:100

Drawing No: A-HA-018A-PL-101 **Revision:** 04

Scale 1:100



02 SECTION A-A
1:100



03 SECTION B-B
1:100

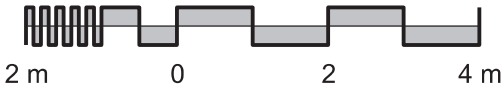
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04	Planning Submission	12.10.2021	MG	MG	M: 077 3138 7952

Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW	MGDC LTD [Architecture] [Interior Design] 246 Watson Heights Uxbridge, Middlesex, UB8 3PH T +44 (0)20 3715 7751 E office@mgdc.info	Marla Golasowska Design Consultancy MGDC LTD
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Sections A-A & B-B		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-S-200	Revision: 04	

Scale 1:100



04 FRONT ELEVATION
1:100



05 REAR ELEVATION
1:100

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04	Planning Submission	12.10.2021	MG	MG	M: 077 3138 7952

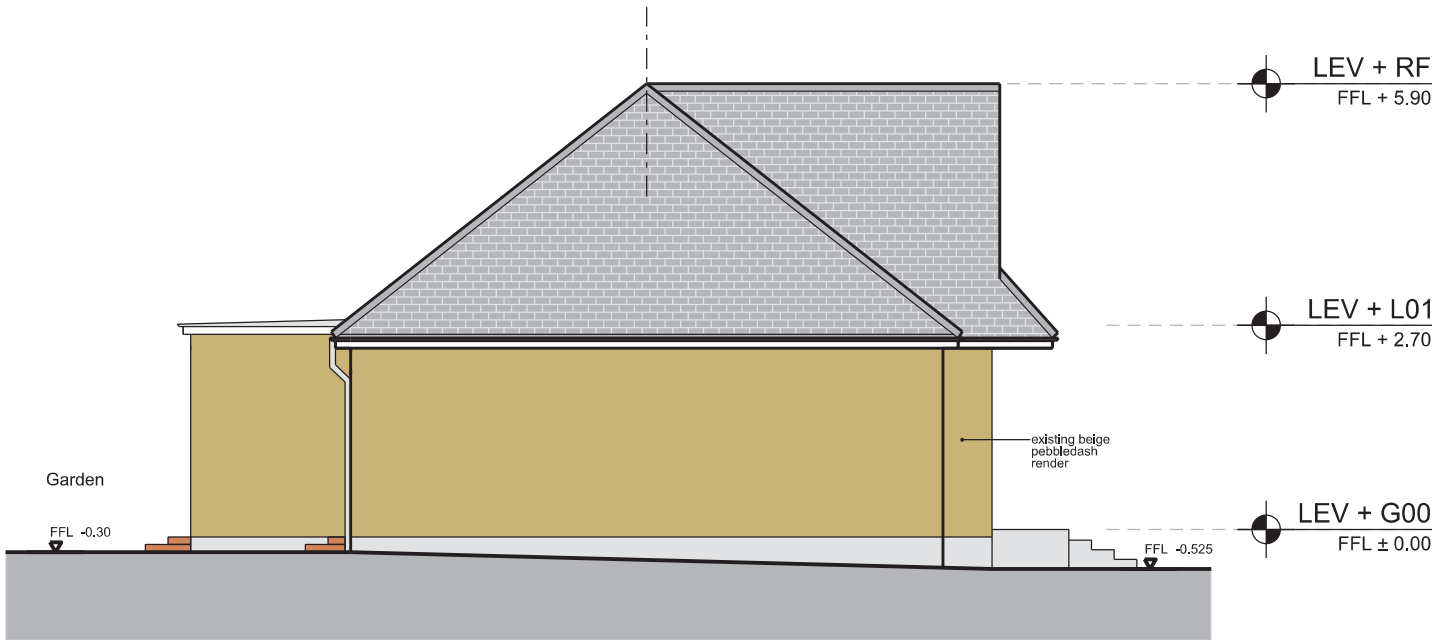
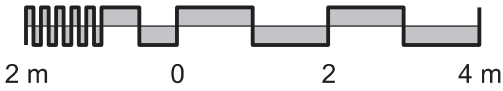
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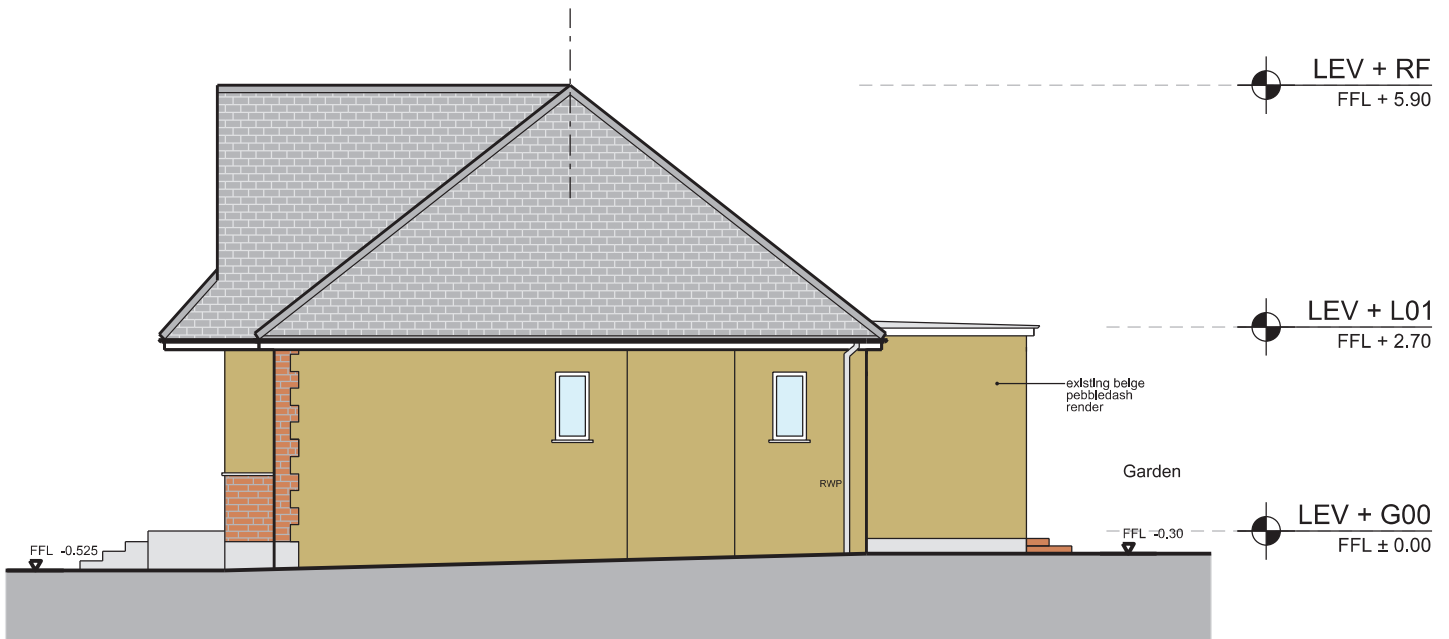
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: SURVEY AS EXISTING Front and Rear Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-300	Revision: 04	

Scale 1:100



06 SIDE ELEVATION 01
1:100



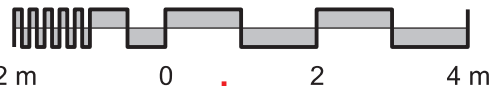
07 SIDE ELEVATION 02
1:100

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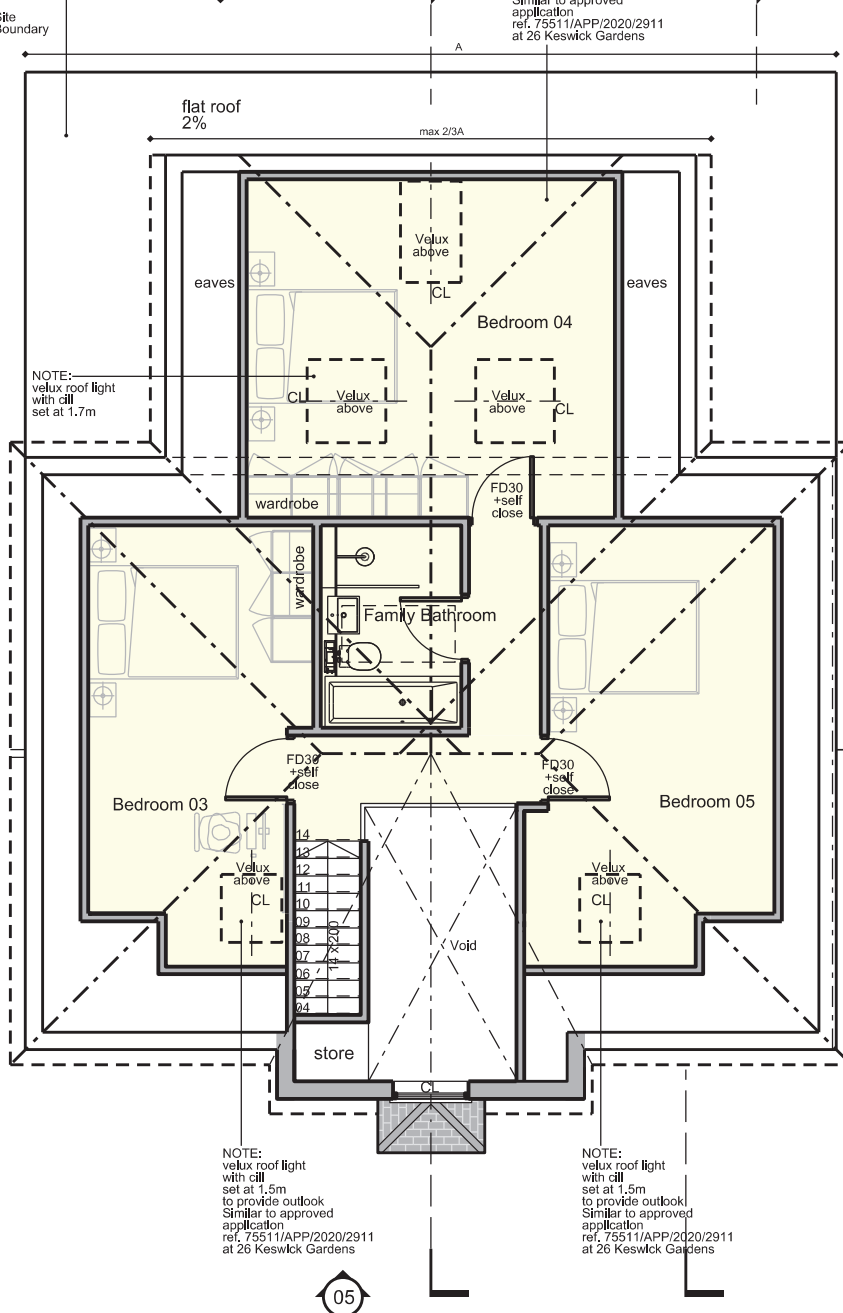
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Drawing Title: SURVEY AS EXISTING Side Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-301	Revision: 04	

Scale 1:100



NOTE:
proposed single storey
rear extension
already approved
under application
ref. 3255/APP/2021/665

NOTE:
proposed half-gable
rear extension
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens



NOTE:
velux roof light
with cill
set at 1.7m

NOTE:
velux roof light
with cill
set at 1.5m
to provide outlook
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens

NOTE:
velux roof light
with cill
set at 1.5m
to provide outlook
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens

01 FIRST FLOOR PLAN

1:100

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04	Planning Submission	12.10.2021	MG	MG

Client:
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18 St Edmunds Avenue
Ruislip
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Middlesex
HA4 7XW

Author:
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ARB no. 077808G
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M: 077 3138 7952

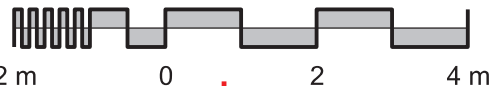


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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN First Floor Plan		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-111	Revision: 04	

Scale 1:100



NOTE:
velux roof light
with cill
set at 1.2m
to provide outlook
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens

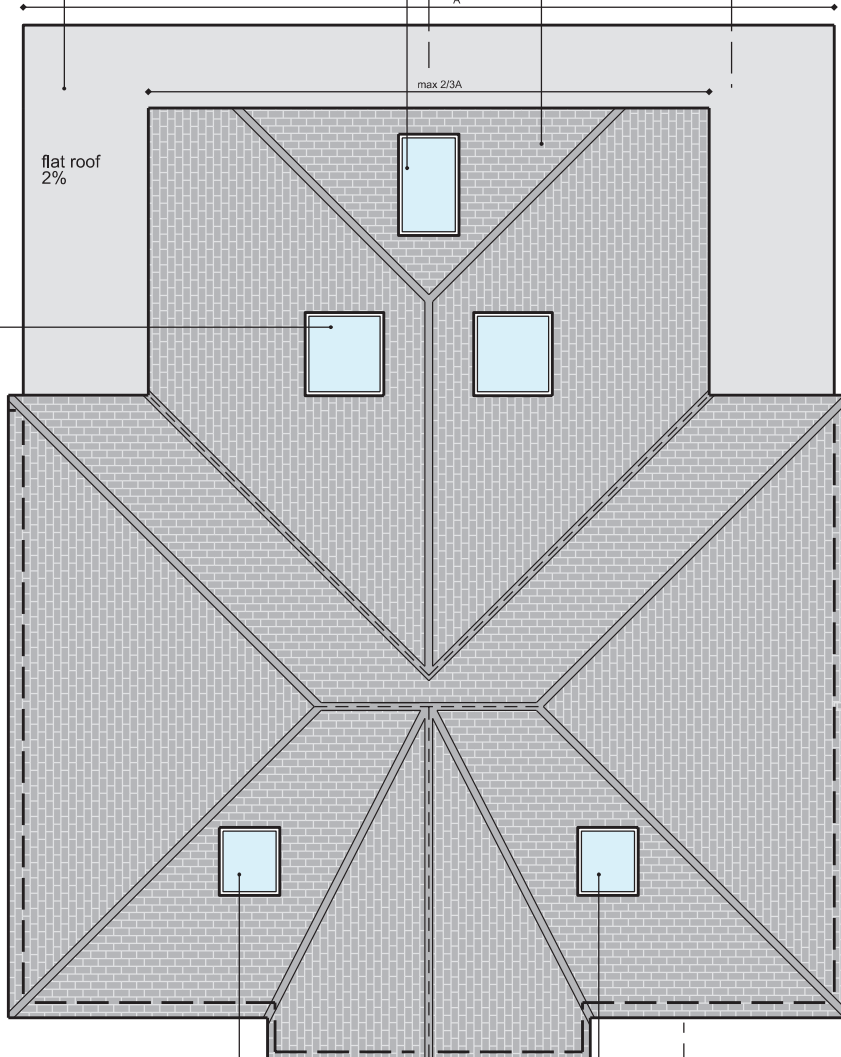
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Similar to approved
application
ref. 75511/APP/2020/2911
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NOTE:
proposed single storey
rear extension
already approved
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NOTE:
velux roof light
with cill
set at 1.7m

NOTE:
velux roof light
with cill
set at 1.5m
to provide outlook
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens

NOTE:
velux roof light
with cill
set at 1.5m
to provide outlook
Similar to approved
application
ref. 75511/APP/2020/2911
at 26 Keswick Gardens



Neighbour's
Existing
Extension

Neighbour's
Existing
Extension

Neighbour
No.16

Neighbour
No.20

02 ROOF PLAN

1:100

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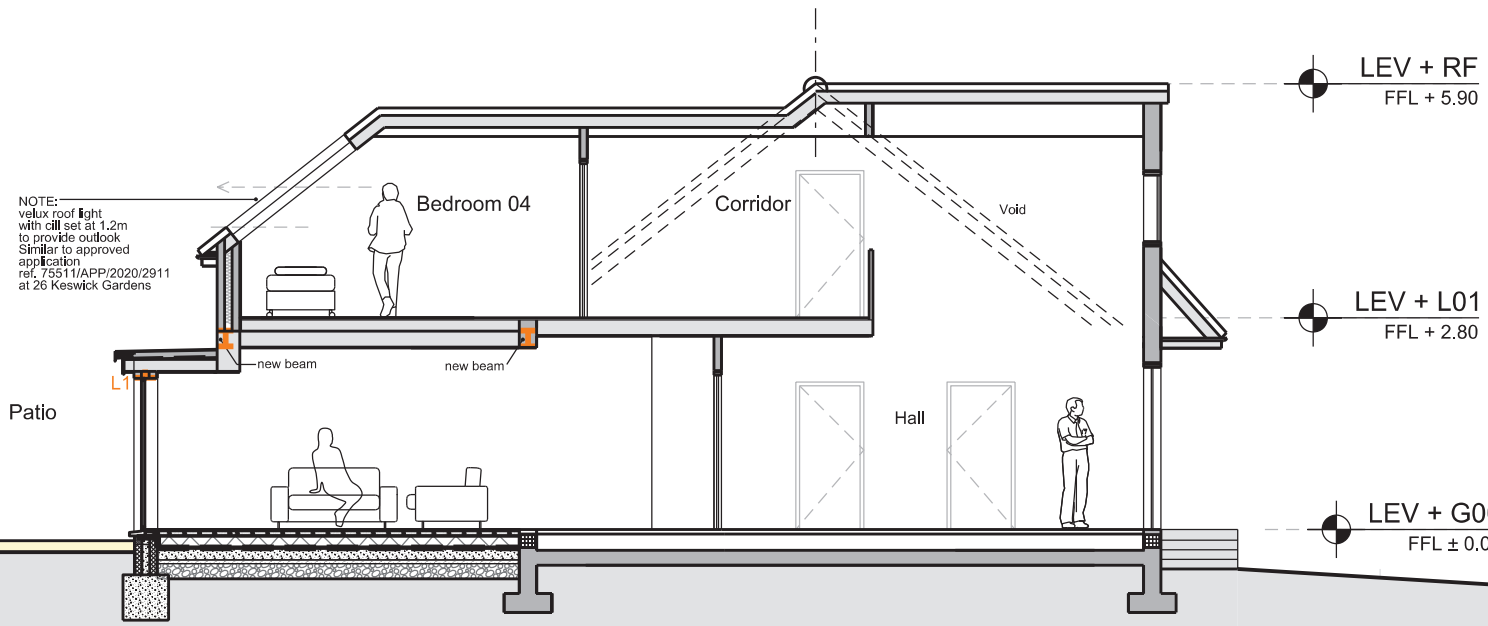
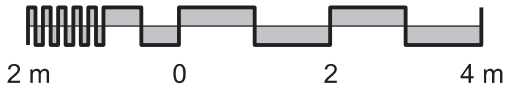
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Project: Private Detached Residential Dwelling
18 St Edmunds Avenue, Ruislip
Hillingdon, Middlesex HA4 7XW

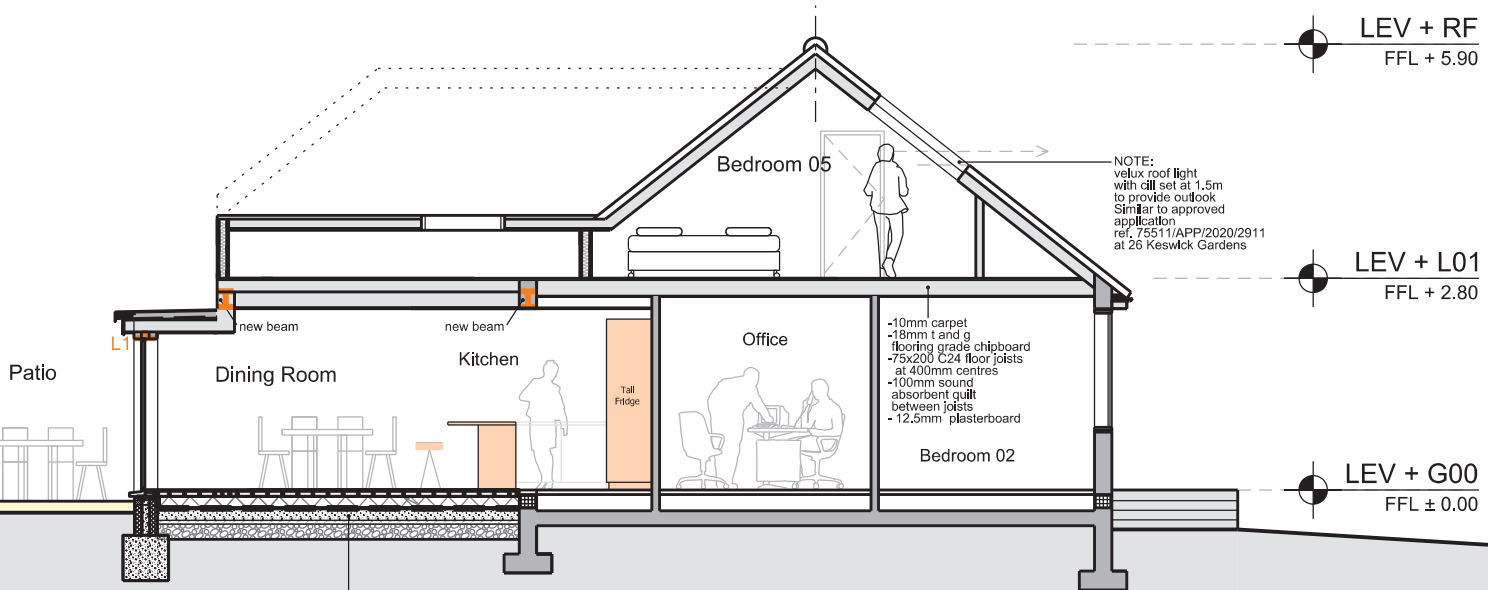
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PROPOSED DESIGN
Roof Plan

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Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-PL-112	Revision: 04	

Scale 1:100



03 SECTION A-A
1:100



04 SECTION B-B
1:100

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

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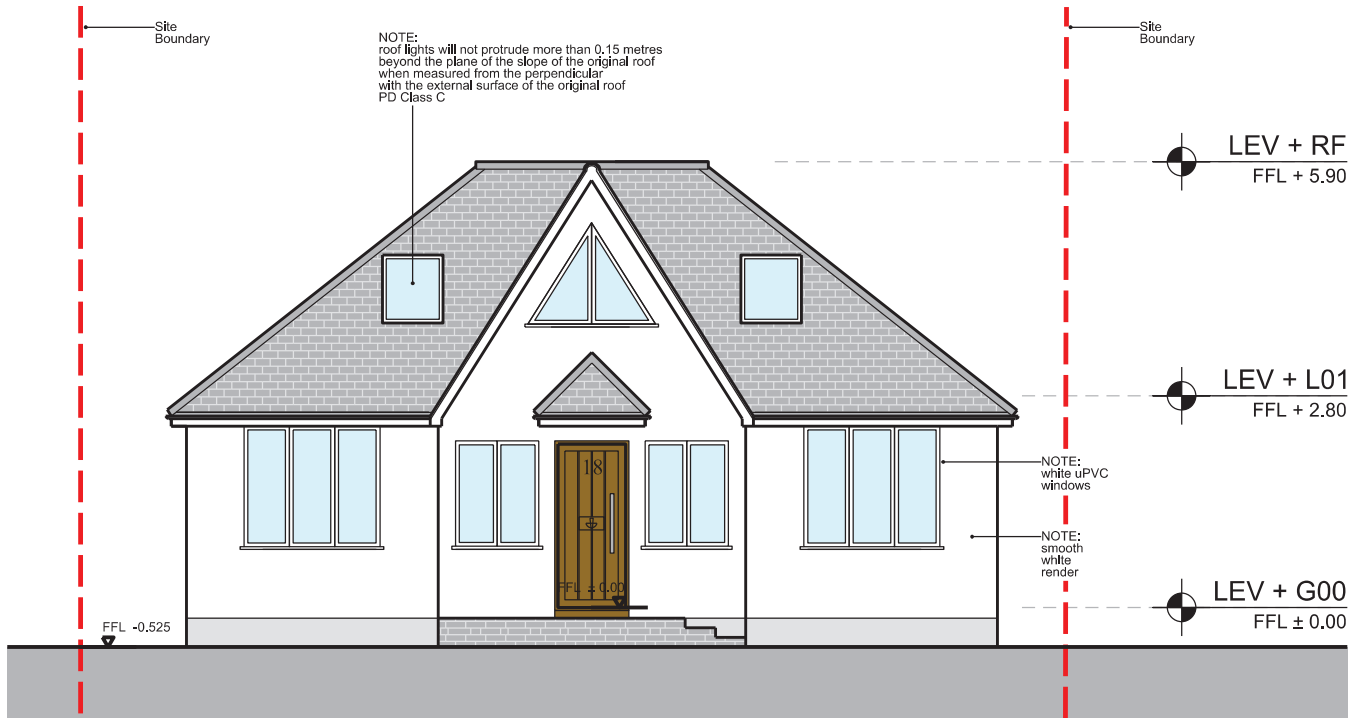
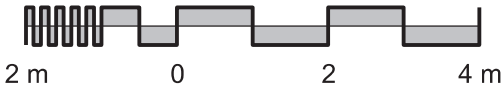
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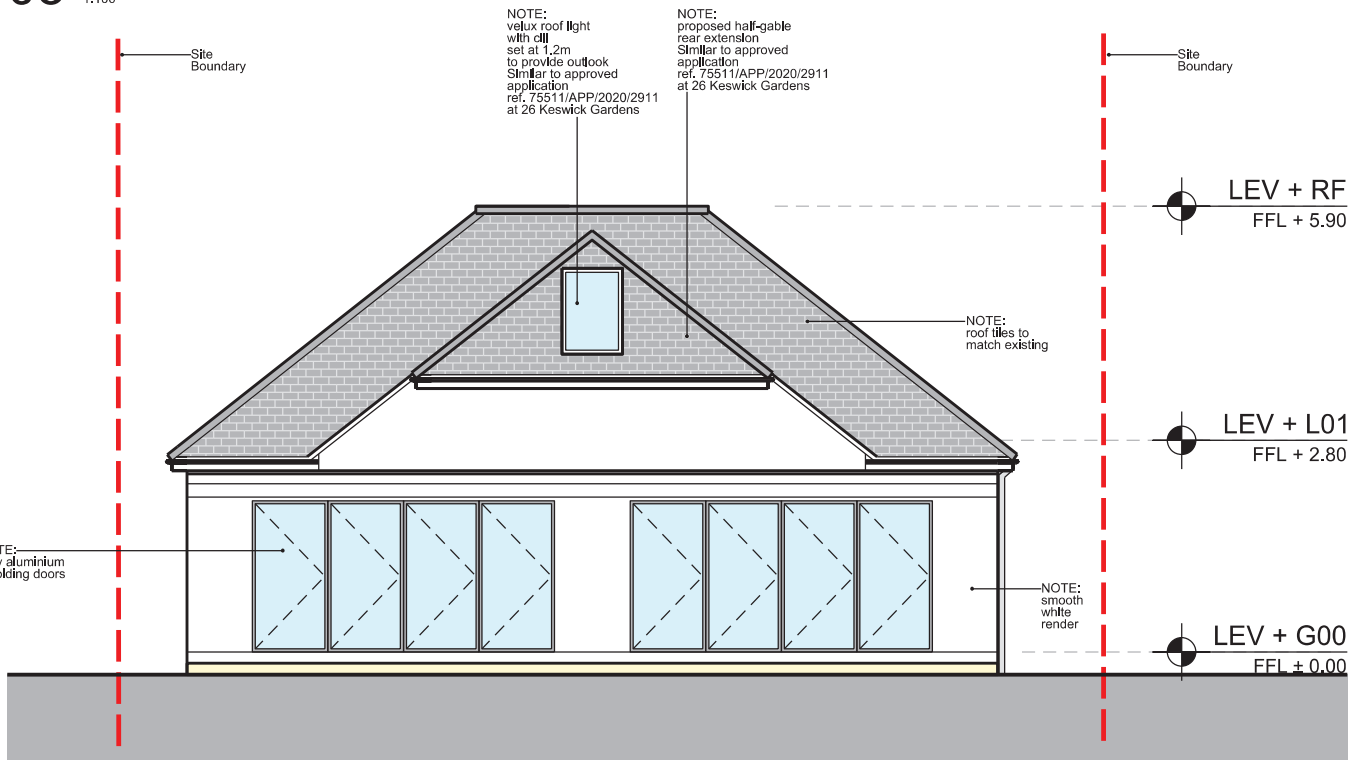
Marla Golasowska Design Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Sections A-A & B-B		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-S-210	Revision: 04	

Scale 1:100



05 FRONT ELEVATION
1:100



06 REAR ELEVATION
1:100

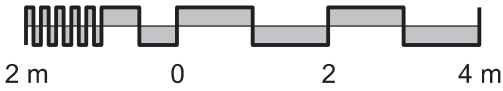
Disclaimer: Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.
Notes: All dimensions in millimeters.
KEY: SITE BOUNDARY ———

Rev	Notes	Date	Drawn	Issd	Author
00	Planning Submission	01.05.2020	MG	MG	Marla Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
01	Pre-app Submission	01.10.2020	MG	MG	
02	Design Amendment	30.01.2021	MG	MG	
03	Design Revised	07.07.2021	MG	MG	
04	Planning Submission	12.10.2021	MG	MG	

Client: Mr Sam & Mrs Rachel Blake 18 St Edmunds Avenue Ruislip Hillingdon Middlesex HA4 7XW	 [Architecture] [Interior Design] 246 Watson Heights Lillingdon, Hillingdon, Middlesex, HA4 7XW T +44 (0) 20 3715 7751 E office@mgdc.info	Marla Golasowska Design Consultancy MGDC LTD
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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Front and Rear Elevations		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-310	Revision: 04	

Scale 1:100

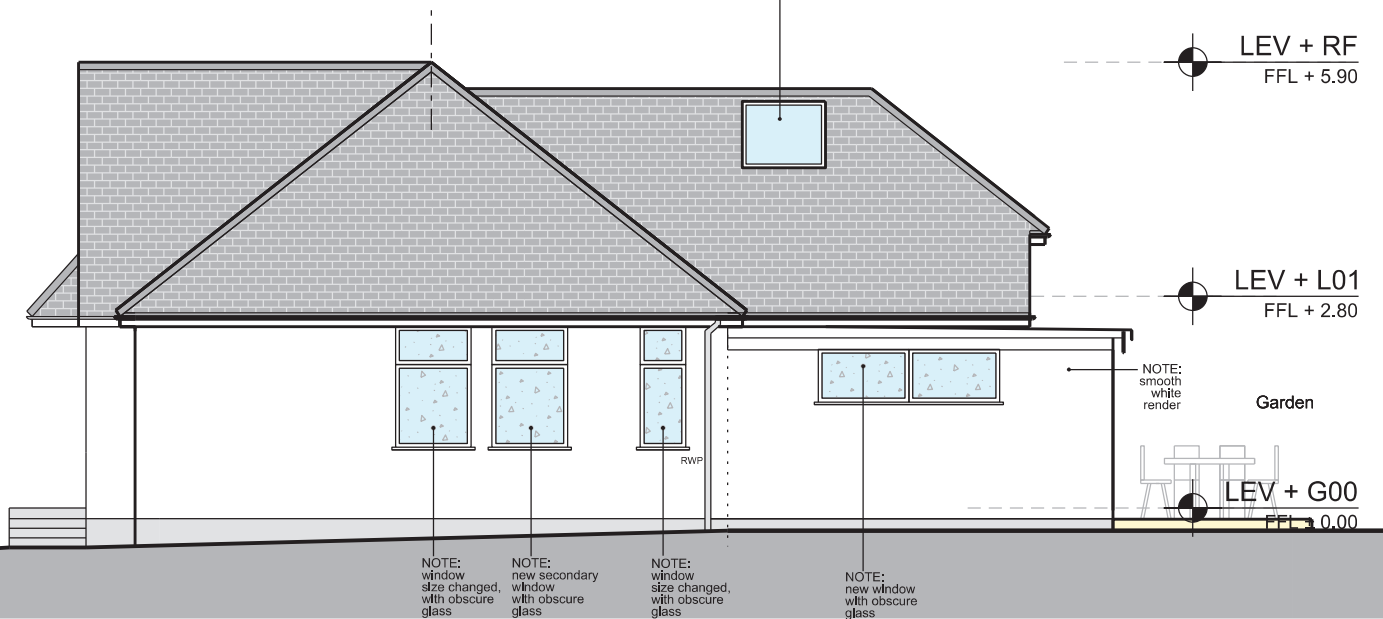


NOTE: velux roof light with cill set at 1.7m for privacy



07 SIDE ELEVATION 01
1:100

NOTE: velux roof light with cill set at 1.7m for privacy



08 SIDE ELEVATION 02
1:100

Disclaimer:
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Notes:
All dimensions in millimeters.

KEY:

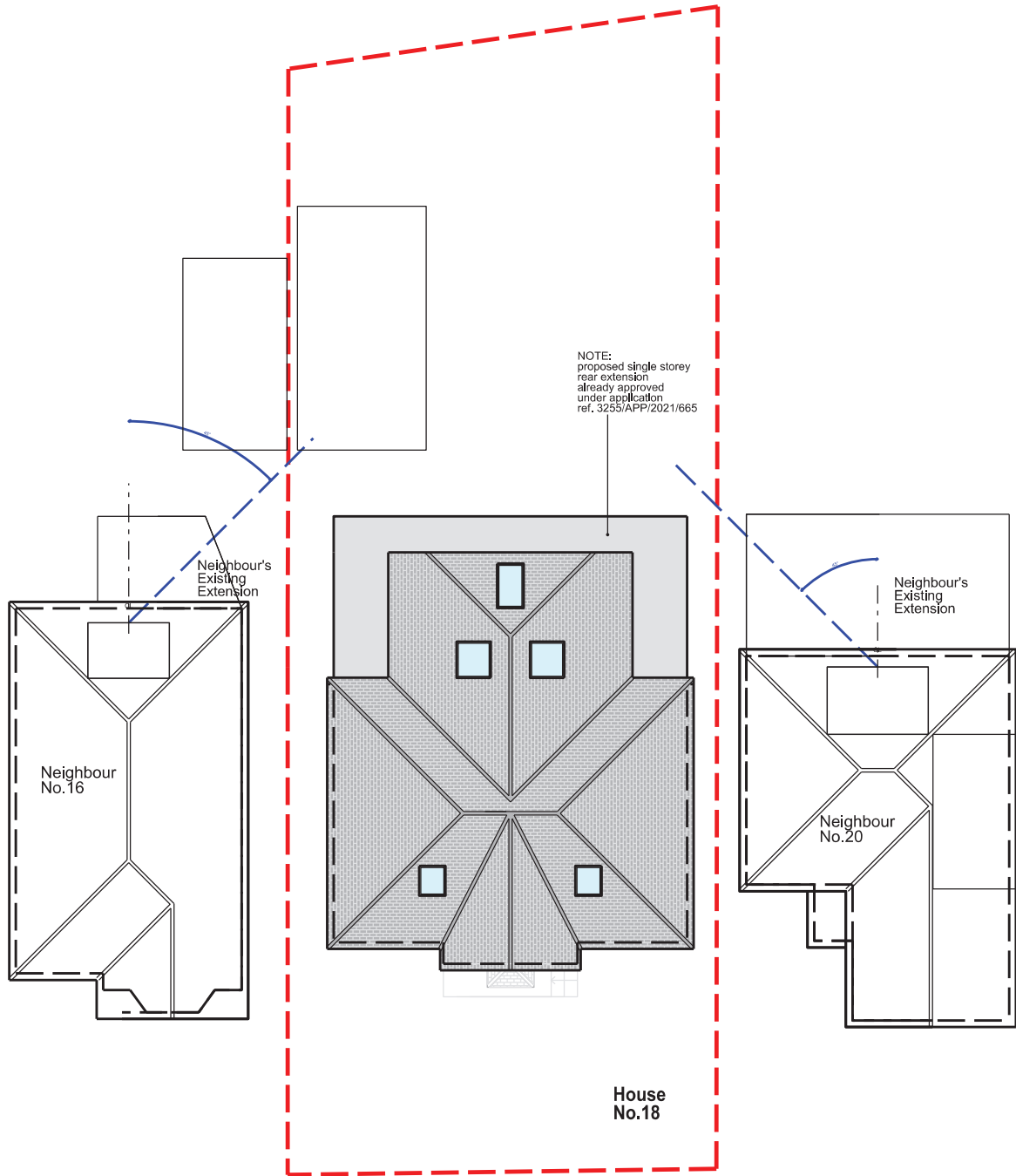
Rev#	Notes	Date	Dwnr	Issr	Author
00	Planning Submission	01.05.2020	MG	MG	Marla Golasowska M Eng, Dip Arch, BA (Hons) ARB no. 077808G Director, MGDC Ltd. M: 077 3138 7952
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02	Design Amendment	30.01.2021	MG	MG	
03	Design Revised	07.07.2021	MG	MG	
04	Planning Submission	12.10.2021	MG	MG	

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

MG LTD
[Architecture] [Interior Design]
246 Watson Heights
Uxbridge, Middlesex, UB8 3PH
T +44 (0)20 3715 7751 E office@mgdc.info


Marla Golasowska Design Consultancy
MGDC LTD

Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN Side Elevation		
Drawn By: MG	Issued By: MG	Date of First Issue: 01.05.2020
Project No: EX-HA-A-018A	Scale @ A4: 1:100	
Drawing No: A-HA-018A-EL-311	Revision: 04	

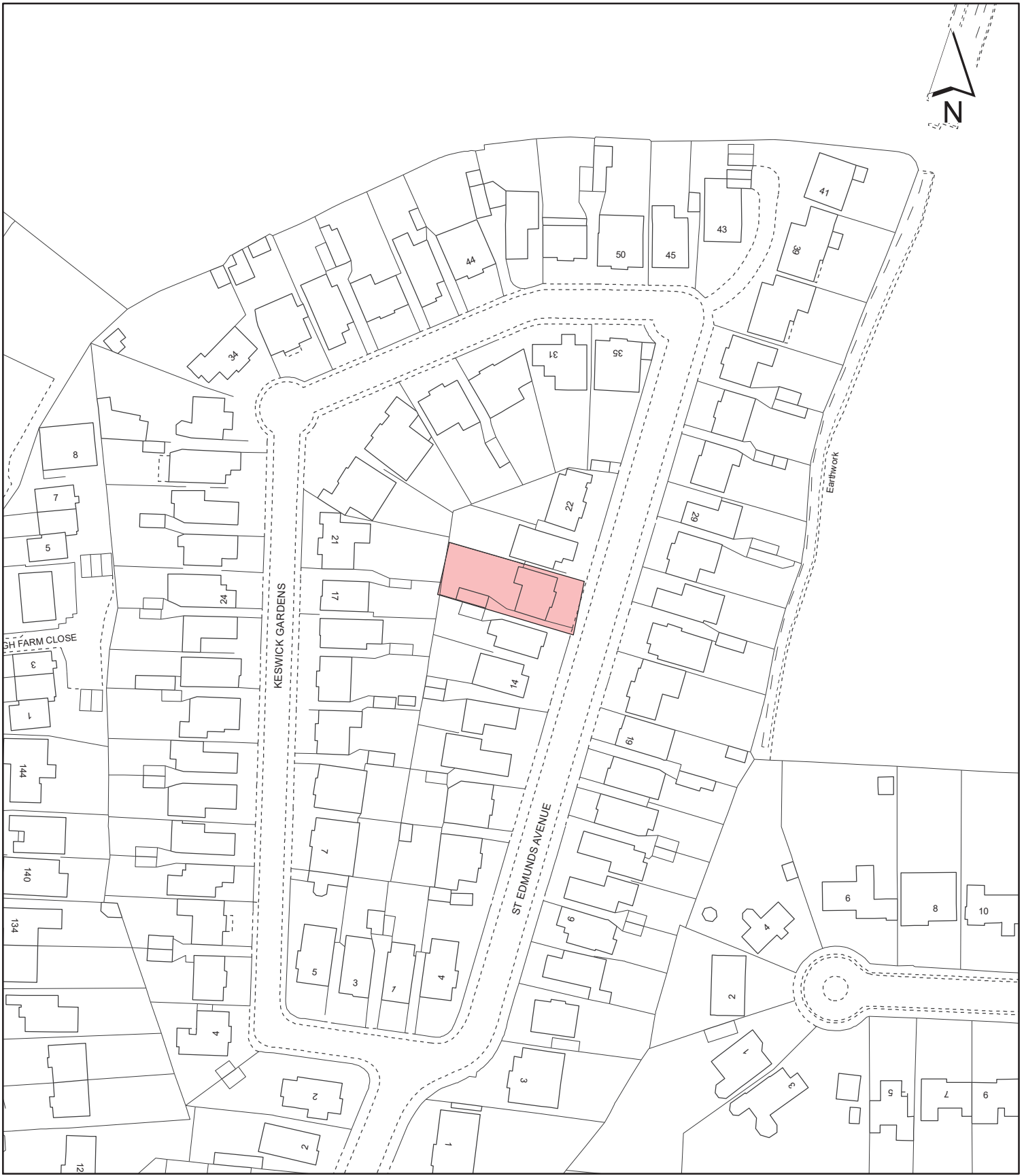


00 SITE PLAN
1:200

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Notes: All dimensions in millimeters.
KEY:

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Project: Private Detached Residential Dwelling 18 St Edmunds Avenue, Ruislip Hillingdon, Middlesex HA4 7XW		
Drawing Title: PROPOSED DESIGN SITE PLAN		
Drawn By: MG	Issued By: MG	Date of First Issue: 12.10.2021
Project No: EX-HA-A-018	Scale @ A4: 1:200	
Drawing No: A-HA-018A-PL-150	Revision: 04	



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**18 ST EDMUNDS AVENUE
RUISLIP**

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

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

Planning Application Ref:

3255/APP/2021/4344

Scale:

1:1,250

Planning Committee:

Minor Page 95

Date:

March 2022



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address GIDAR HOUSE 13 THE CROSSWAY HILLINGDON

Development: Alteration of front door, creation of window to rear elevation, replacement of garage doors with casement windows and lengthening of existing windows to side elevations. Removal of signage to front and side elevations.

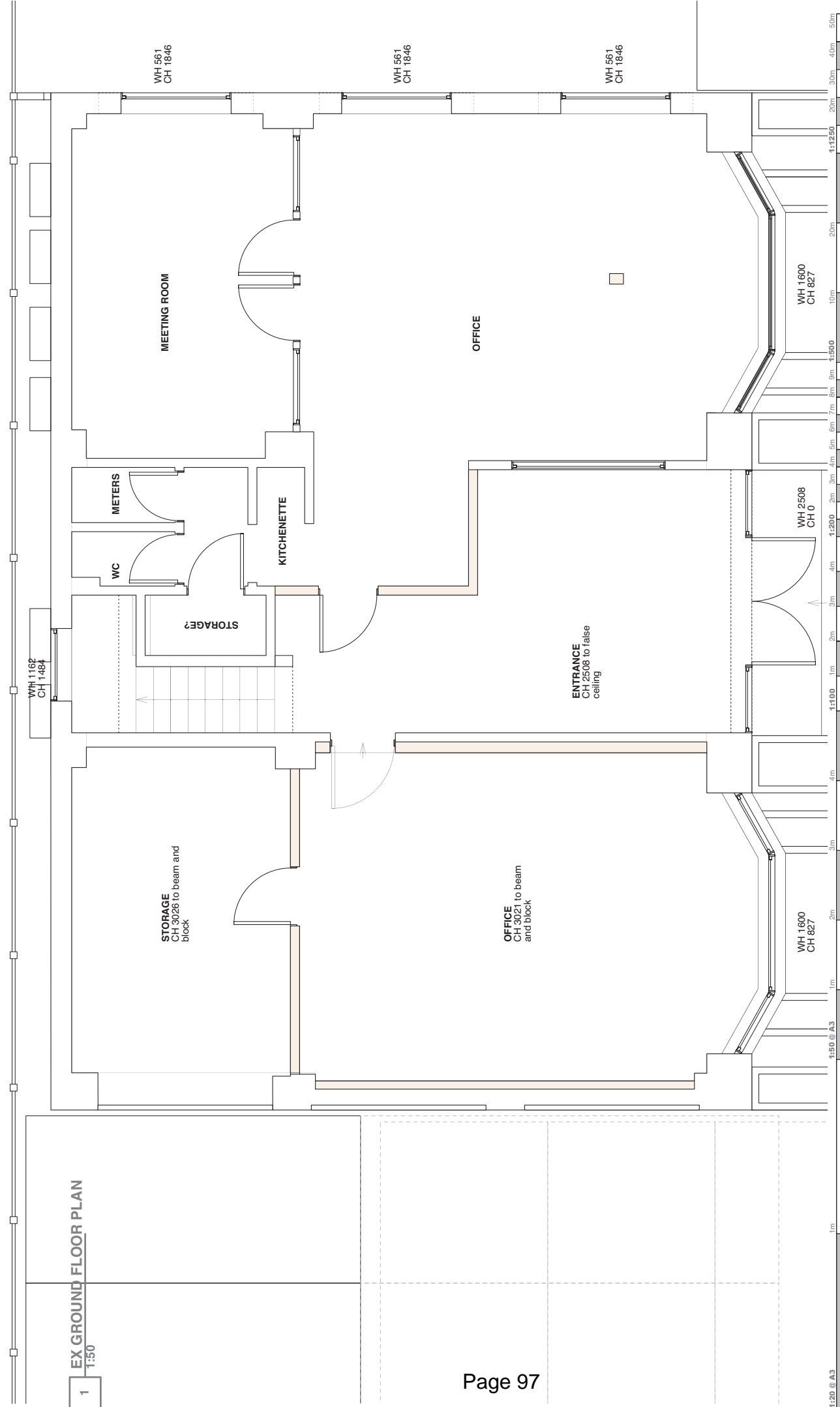
LBH Ref Nos: 76909/APP/2021/4419

Date Plans Received: 03/12/2021

Date(s) of Amendment(s): 07/12/2021

Date Application Valid: 03/12/2021

03/12/2021



1 EX GROUND FLOOR PLAN
1:50

		HOLLOWAY+HOLLOWAY 13 HARCOURT ROAD WYLLIE SE4 2AU	
Client BRIGHT HILL		Address GIDAR HOUSE, 13 THE CROSSWAY	
TITLE EXISTING PLANS		DRAWING 001	
REV. *		SCALE AS STATED	
STATUS PLANNING		DRAWN VH	
DATE DEC 2021		CHECKED -	

REV.	DESCRIPTION:	BY:	DATE:

NOTES:	
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KEY:	
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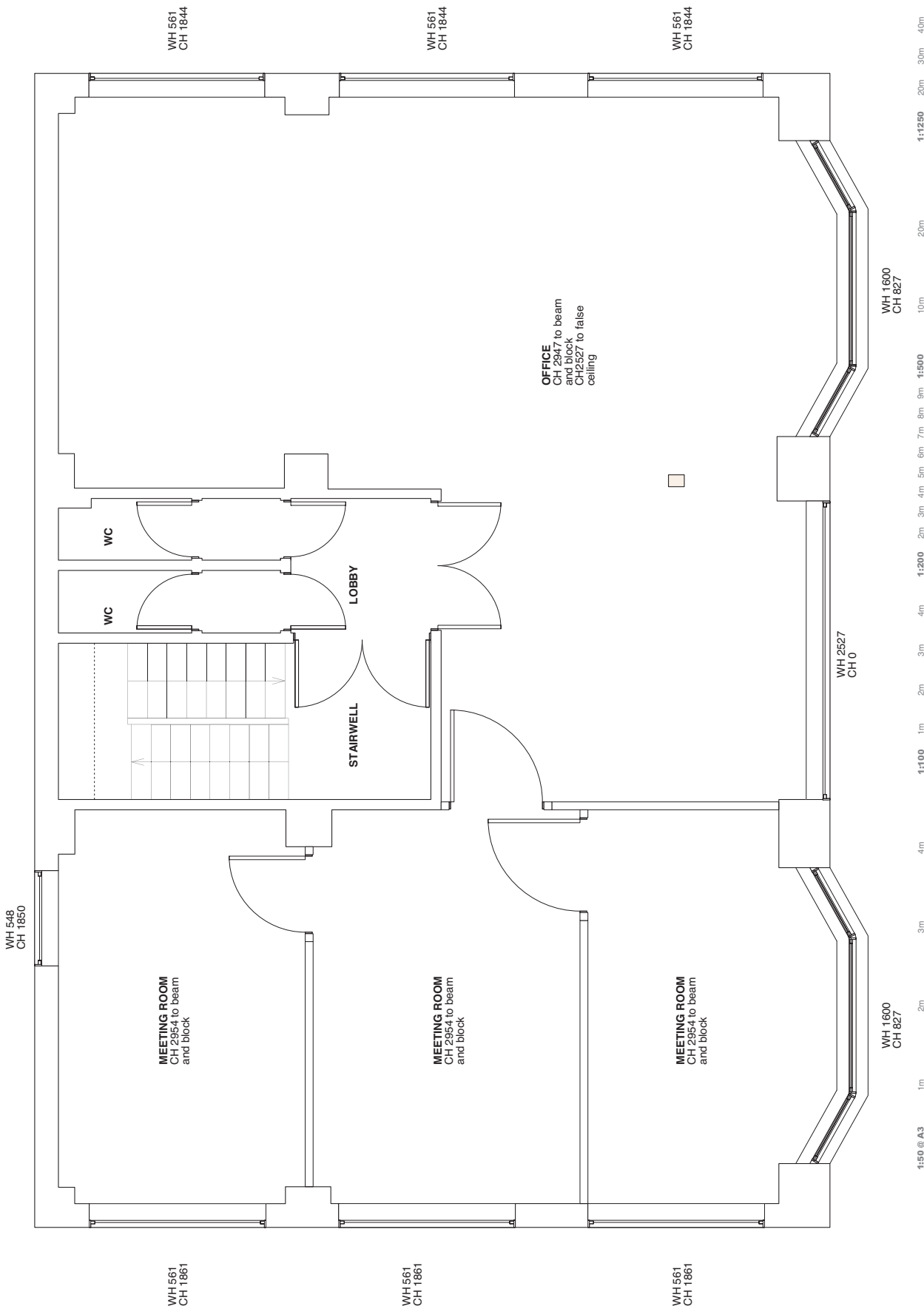
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PLANNING

EX FIRST FLOOR PLAN

1:50

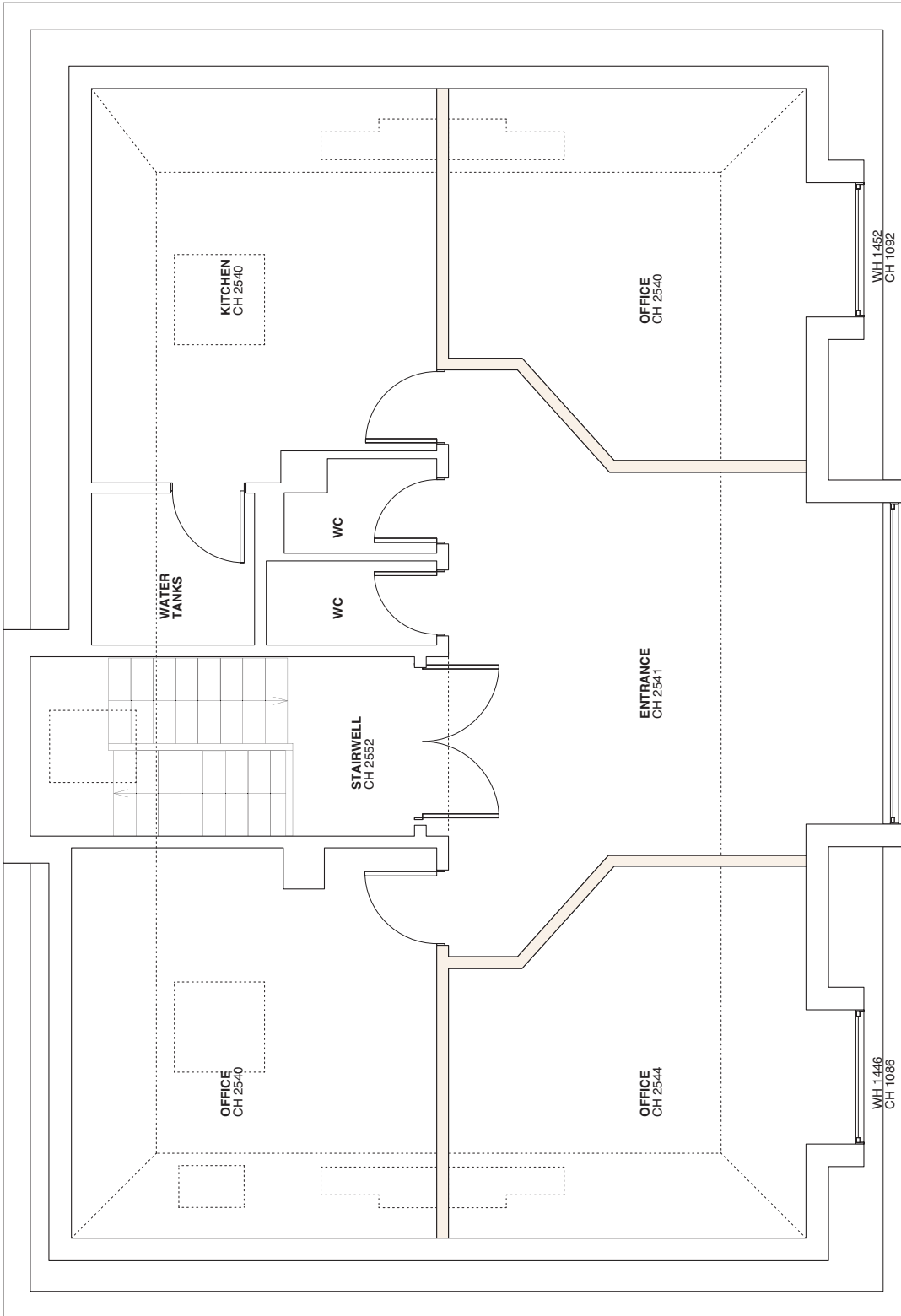
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<p>DISCLAIMER: Dimensions to be verified on site. Only figured dimensions to be used and any discrepancies in dimensions are to be reported to Holloway and Holloway. No dimensions are to be scaled from printed drawings. Any areas indicated on this drawing are for guidance only. No responsibility is taken for their accuracy. There is a risk of injury or death in construction if works are not properly planned and supervised. The contractor must not undertake any elements of the work without first having carried out the necessary risk assessments and prepare detailed method statements.</p>		<p>KEY:</p>		<p>NOTES:</p>			
<p>REV. DESCRIPTION:</p>		<p>BY: DATE:</p>		<p>STAGE:</p>		<p>PLANNING</p>	
<p>HOLLOWAY+HOLLOWAY 13 HARDCOURT ROAD WIMBORNE DORSET SP4 2AU</p>		<p>Client BRIGHT HILL</p>		<p>Address GIDAR HOUSE, 13 THE CROSSWAY</p>		<p>TITLE EXISTING PLANS</p>	
<p>DRAWING 002</p>		<p>REV. *</p>		<p>STATUS PLANNING</p>		<p>SCALE AS STATED</p>	
<p>DATE DEC 2021</p>		<p>DRAWN VH</p>		<p>CHECKED -</p>		<p>DATE DEC 2021</p>	

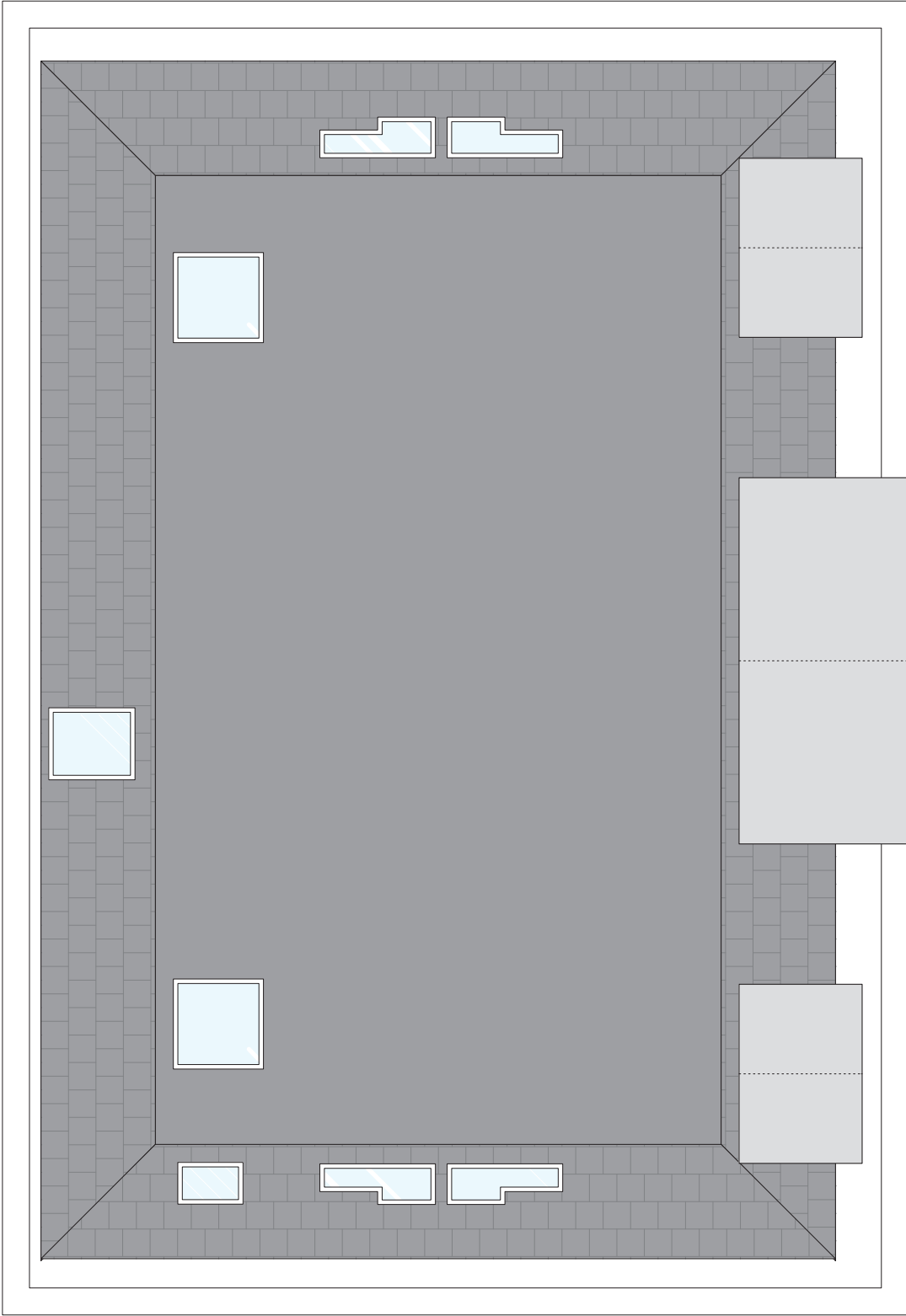
EX SECOND FLOOR PLAN

1:50



<p>KEY:</p>	<p>NOTES:</p> <div style="text-align: center;"> </div>	<p>DESCRIPTION:</p>	<p>BY:</p>	<p>DATE:</p>
<p>PLANNING</p>				
<p>DISCLAIMER: Dimensions to be verified on site. Only figured dimensions to be used and any discrepancies in dimensions are to be reported to Holloway and Holloway. No dimensions are to be scaled from printed drawings. Any areas indicated on this drawing are for guidance only. No responsibility is taken for their accuracy. There is a risk of injury or death in construction if works are not properly planned and supervised. The contractor must not undertake any elements of the work without first having carried out the necessary risk assessments and prepare detailed method statements.</p>				
<p>1:20 @ A3</p>		<p>1:50 @ A3</p>		
<p>1m</p>		<p>1m</p>		
<p>2m</p>		<p>2m</p>		
<p>3m</p>		<p>3m</p>		
<p>4m</p>		<p>4m</p>		
<p>1:100</p>		<p>1:100</p>		
<p>1m</p>		<p>1m</p>		
<p>2m</p>		<p>2m</p>		
<p>3m</p>		<p>3m</p>		
<p>4m</p>		<p>4m</p>		
<p>1:200</p>		<p>1:200</p>		
<p>2m</p>		<p>2m</p>		
<p>3m</p>		<p>3m</p>		
<p>4m</p>		<p>4m</p>		
<p>5m</p>		<p>5m</p>		
<p>6m</p>		<p>6m</p>		
<p>7m</p>		<p>7m</p>		
<p>8m</p>		<p>8m</p>		
<p>9m</p>		<p>9m</p>		
<p>1:500</p>		<p>1:500</p>		
<p>10m</p>		<p>10m</p>		
<p>20m</p>		<p>20m</p>		
<p>30m</p>		<p>30m</p>		
<p>40m</p>		<p>40m</p>		
<p>50m</p>		<p>50m</p>		
<p>CLIENT: BRIGHT HILL</p>				
<p>ADDRESS: GIDAR HOUSE, 13 THE CROSSWAY</p>				
<p>TITLE: EXISTING PLANS</p>				
<p>DRAWING NO.: 002</p>				
<p>REV.: -</p>				
<p>SCALE: AS STATED</p>				
<p>STATUS: PLANNING</p>				
<p>DATE: DEC 2021</p>				
<p>CHECKED: -</p>				
<p>DRAWN: VH</p>				
<p>AS STATED: -</p>				
<p>PROJECT: HOLLOWAY-HOLLOWAY, 13 HARDCOURT ROAD, WALSLEY, SE4 2AU</p>				

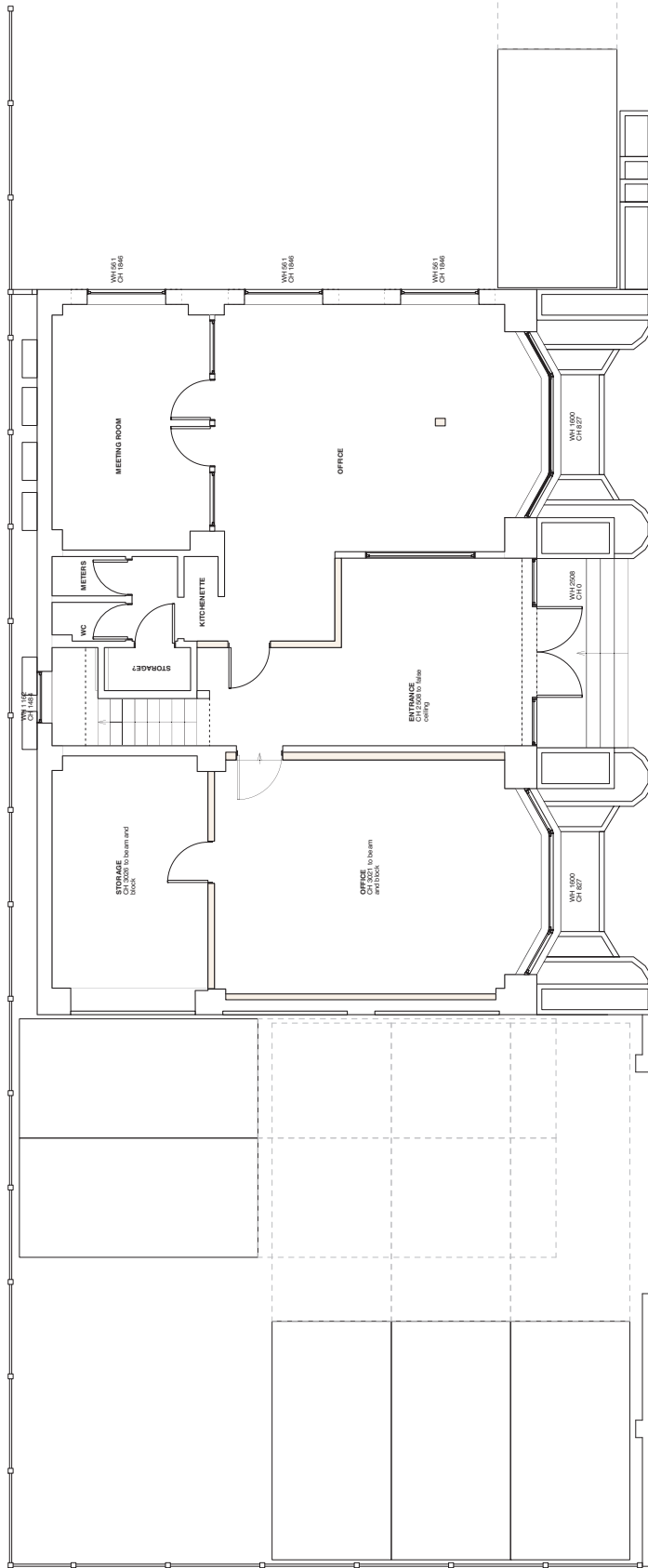
1 EX ROOF PLAN
1:50



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1:1250																								
HOLLOWAY-HOLLOWAY 13 HARDCOURT ROAD SEVENHAY SE4 2AU																								
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Client												BRIGHT HILL												
Address												GIDAR HOUSE, 13 THE CROSSWAY												
TITLE												EXISTING PLANS												
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SCALE												AS STATED												
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PLANNING																								

1 EX SITE PLAN

1:100



1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m

DISCLAIMER:
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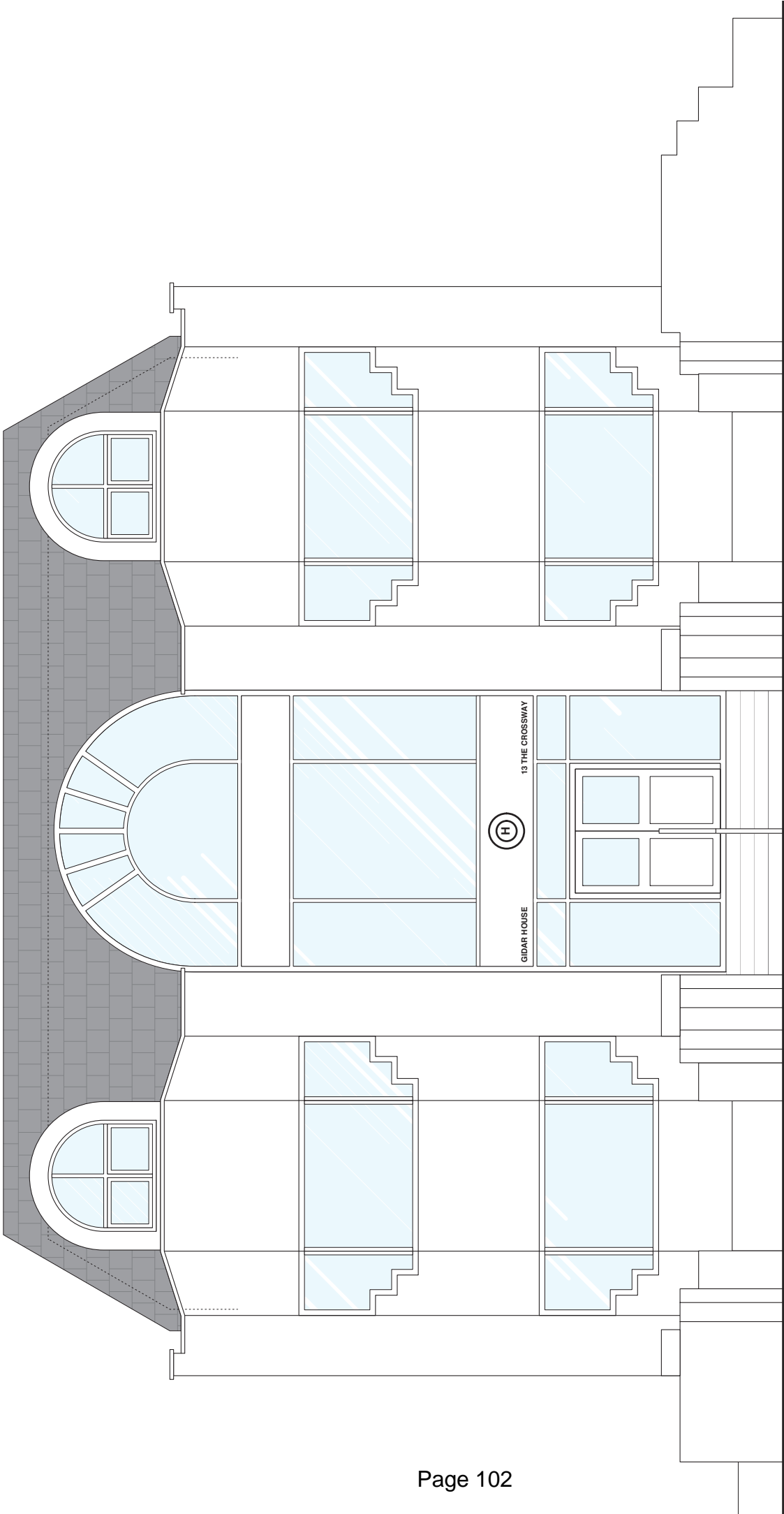
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REV. DESCRIPTION: BY: DATE:

STAGE: PLANNING

PROJECT	HOLLOWAY-HOLLOWAY
ADDRESS	13 HARCOURT ROAD SUNLEY SEA 2AU
CLIENT	BRIGHT HILL
ADDRESS	GIDAR HOUSE, 13 THE CROSSWAY
TITLE	EXISTING PLANS
DRAWING	005
REV.	-
SCALE	AS STATED
STATUS	PLANNING
DATE	DEC 2021
DRAWN	VH
CHECKED	-

1 EX FRONT ELEVATION
1:50

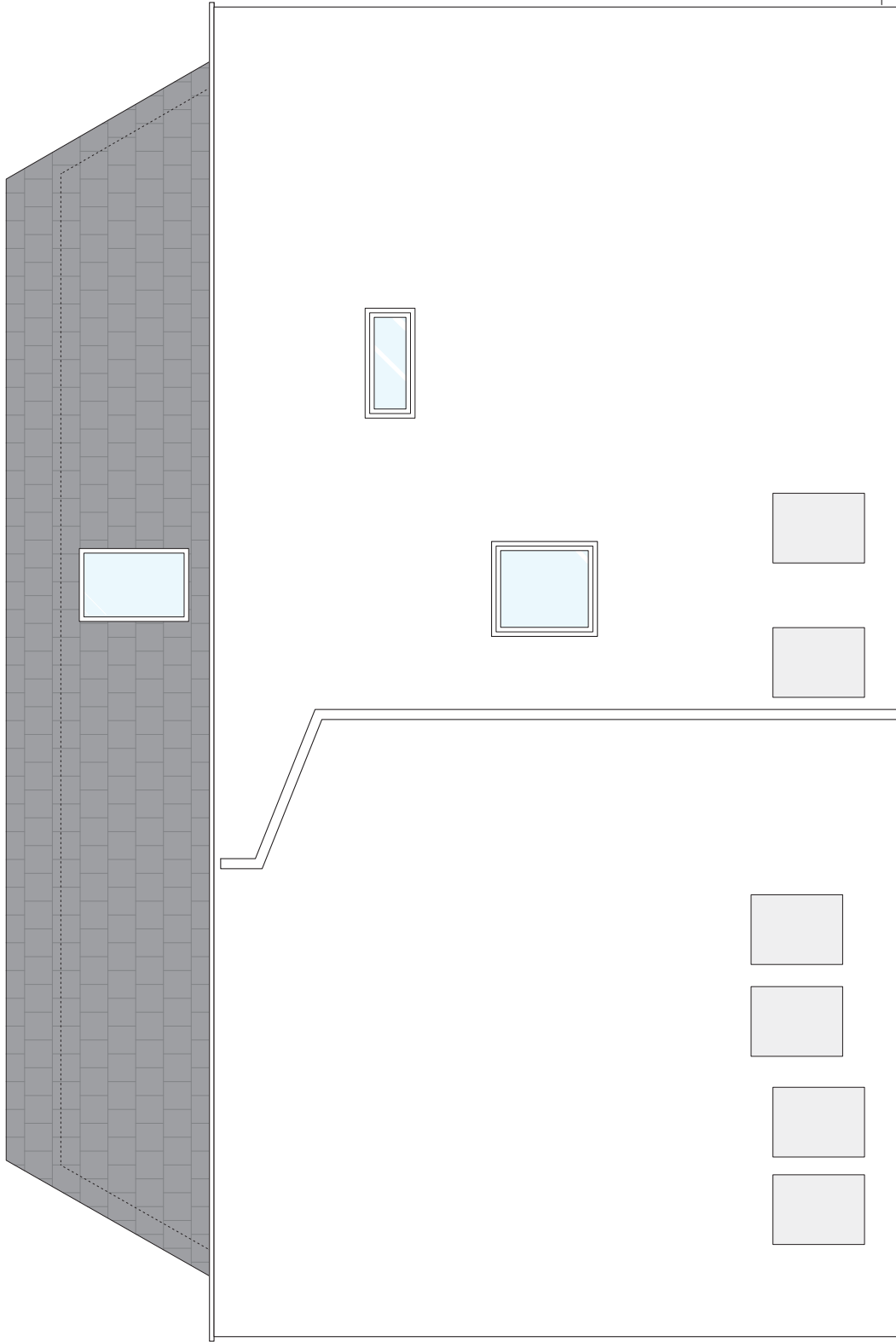


1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 1:1250 20m 30m 40m 50m

<p>NOTES:</p>		<p>BY:</p>	<p>DATE:</p>
<p>KEY:</p>		<p>DESCRIPTION:</p>	
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<p>HOLLOWAY+HOLLOWAY 13 HARDCOURT ROAD SHEFFIELD S14 2AU</p>	<p>Client BRIGHT HILL</p>	<p>Address GIDAR HOUSE, 13 THE CROSSWAY</p>
<p>TITLE EXISTING ELEVATIONS</p>	<p>DRAWING 021</p>	<p>REV. AS STATED</p>
<p>STATUS PLANNING</p>	<p>SCALE DRAWN</p>	<p>DATE DEC 2021</p>
<p>REV. CHECKED</p>	<p>DATE -</p>	<p>SCALE VH</p>

1 EX REAR ELEVATION
1:50

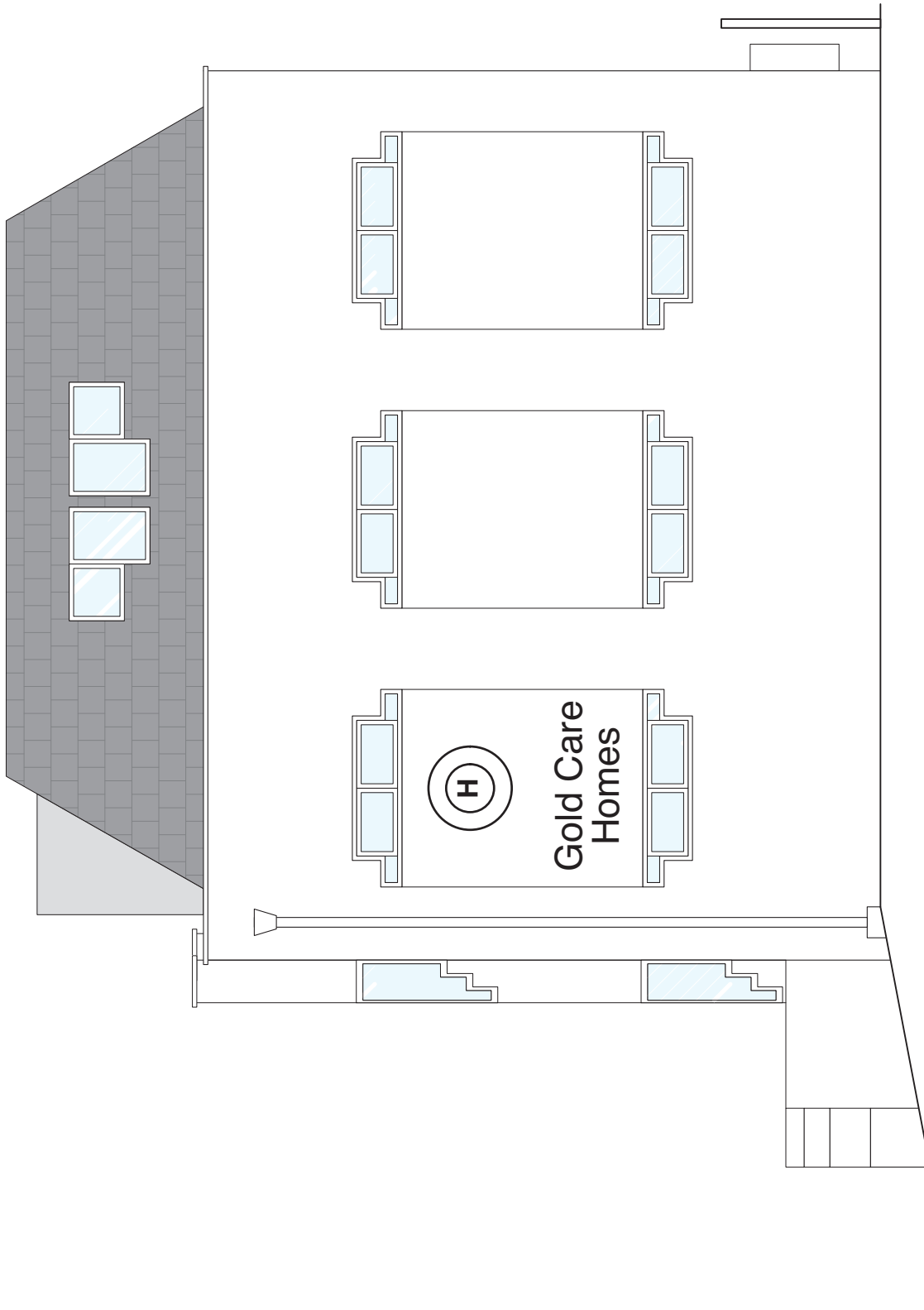


Location of air conditioning units and SVP
approximate due to lack of access

1:20 @ A3	1m	1:50 @ A3	1m	2m	3m	4m	1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	1:500	10m	20m	30m	40m	50m																									
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REV.		SCALE	AS STATED																																												
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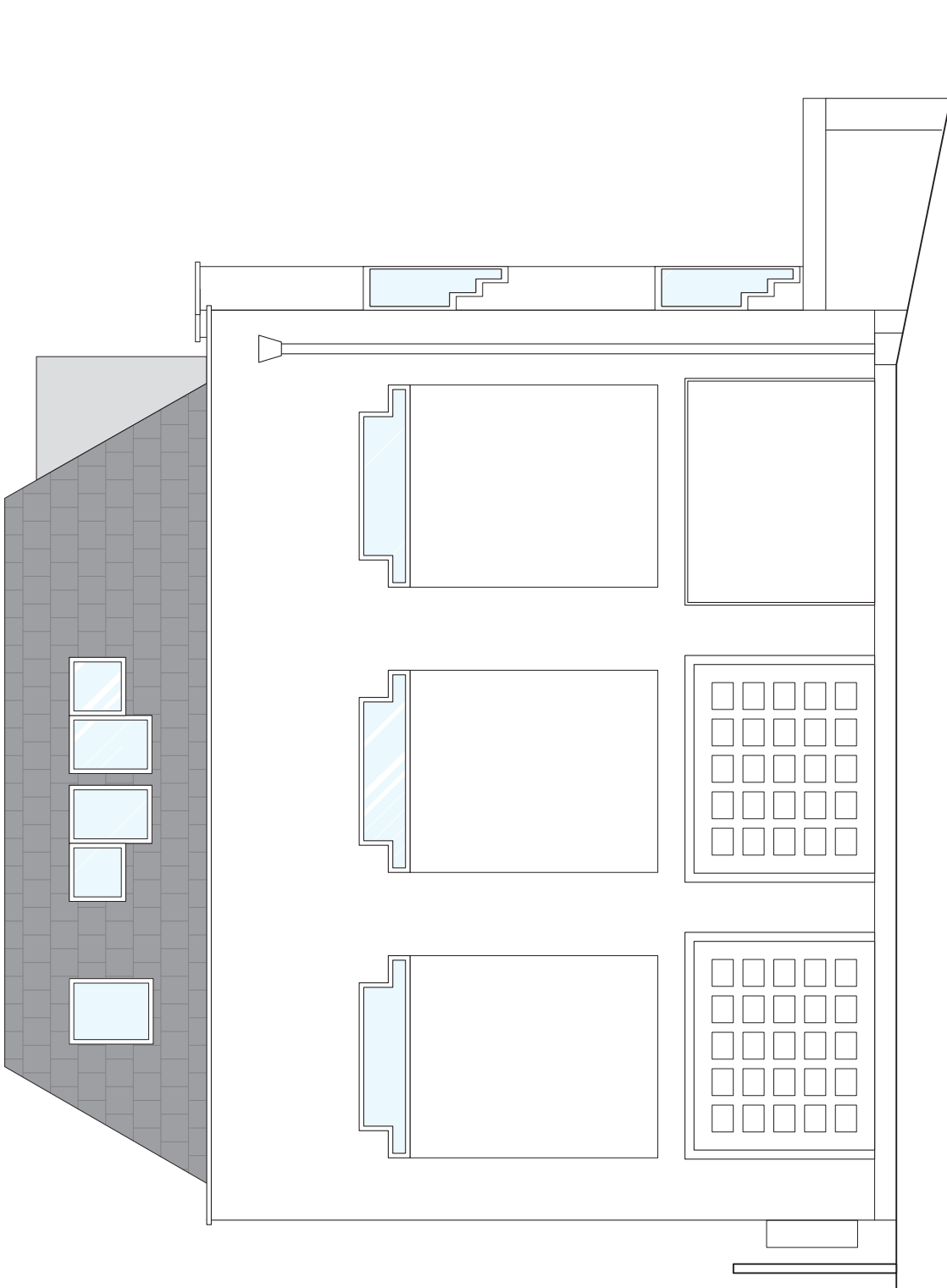
1 EX SIDE ELEVATION

1:50



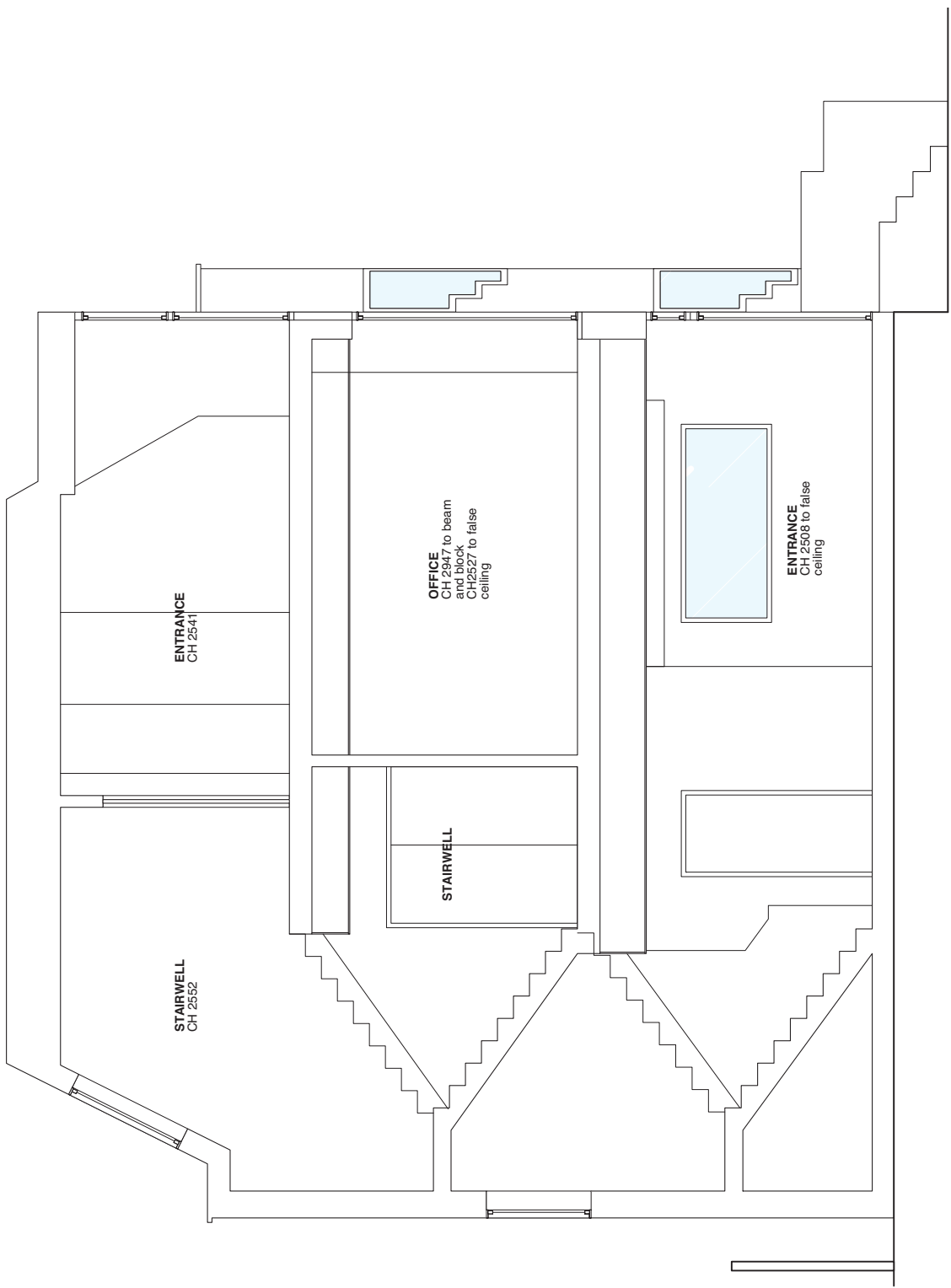
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<p>HOLLOWAY:HOLLOWAY 13 HARCOURT ROAD WINDLEY SEA 24U</p>		<p>Client BRIGHT HILL</p>		<p>Address GIDAR HOUSE, 13 THE CROSSWAY</p>		<p>TITLE EXISTING ELEVATIONS</p>		<p>DRAWING 023</p>	
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<p>DATE</p>		<p>PLANNING</p>		<p>DATE</p>		<p>DRAWN VH</p>		<p>CHECKED -</p>	
<p>PLANNING</p>		<p>PLANNING</p>		<p>PLANNING</p>		<p>PLANNING</p>		<p>PLANNING</p>	

1 EX SIDE ELEVATION
1:50

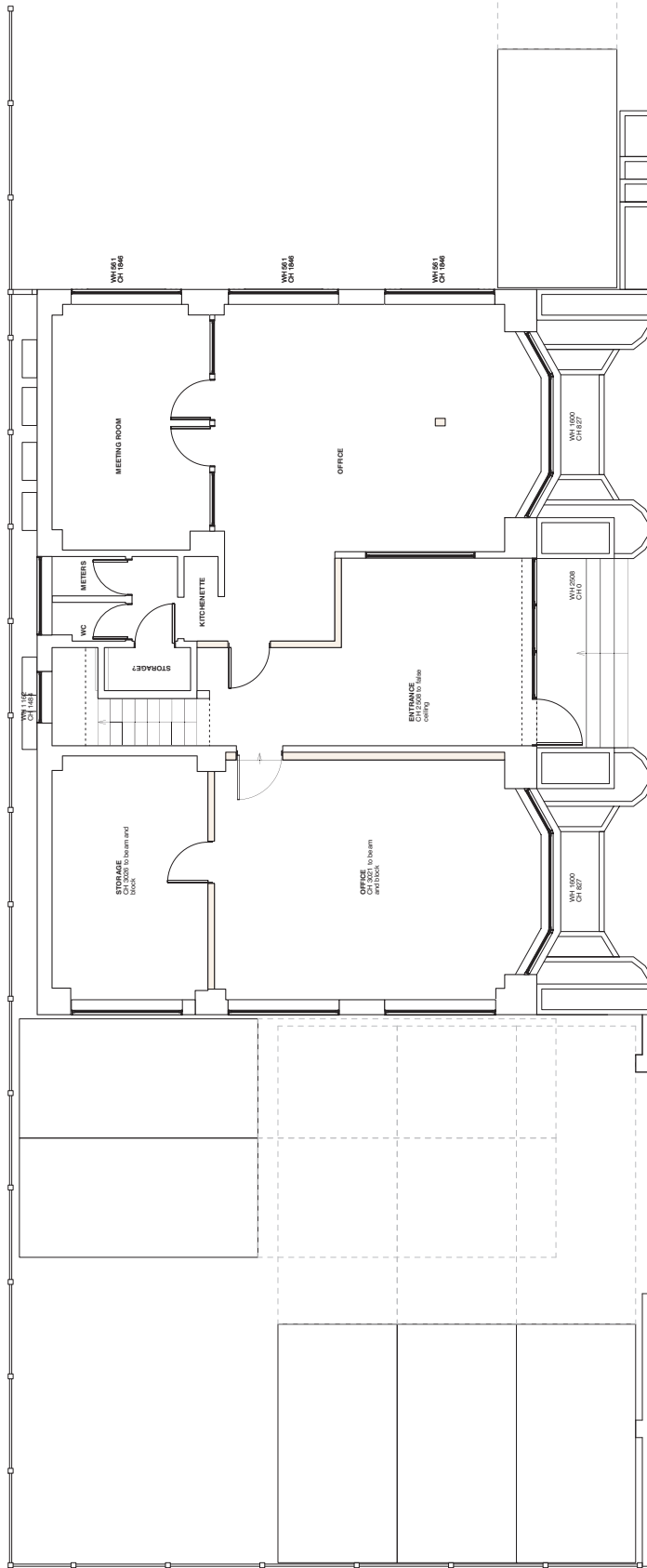


<p>1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 1:200 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m</p>	
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<p>KEY:</p>	
<p>NOTES:</p> <div style="text-align: center;"> </div>	
<p>REV.</p>	<p>DESCRIPTION:</p>
<p>BY:</p>	<p>DATE:</p>
<p>PLANNING</p>	
<p>STAGE:</p>	
<p>DRAWING TITLE</p>	<p>EXISTING ELEVATIONS</p>
<p>REV.</p>	<p>SCALE</p>
<p>AS STATED</p>	<p>DRAWN</p>
<p>PLANNING</p>	<p>VH</p>
<p>DATE</p>	<p>CHECKED</p>
<p>DEC 2021</p>	<p>-</p>
<p>HOLLOWAY+HOLLOWAY 13 HARDCOURT ROAD WIMBORNE DORSET SP4 2AU</p>	
<p>Client BRIGHT HILL</p>	
<p>Address GIDAR HOUSE, 13 THE CROSSWAY</p>	


1 EX SECTION AA
1:50




<p>1:20 @ A3 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m 20m 30m 40m 50m</p>	<p>1:1250</p>	<p>1:1250</p>	<p>1:1250</p>	<p>1:1250</p>	<p>1:1250</p>	<p>1:1250</p>	<p>1:1250</p>																								
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<p>NOTES:</p> <div style="text-align: center;"> </div>																															
<p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV.</th> <th>DESCRIPTION:</th> <th>BY:</th> <th>DATE:</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>								REV.	DESCRIPTION:	BY:	DATE:																				
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<p>STAGE:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STAGE:</th> <th>PLANNING</th> <th>AS STATED</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>								STAGE:	PLANNING	AS STATED																					
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	<p>HOLLOWAY & HOLLOWAY 13 HARCOURT ROAD SHEPPARD SEA 2AU</p>																														
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<p>DRAWING</p>	<p>031</p>	<p>DATE</p>																													
<p>REV.</p>	<p>PLANNING</p>	<p>AS STATED</p>																													
<p>DATE</p>	<p>DEC 2021</p>	<p>VH</p>																													
<p>-</p>	<p>-</p>	<p>-</p>																													



1:20 @ A3 1m 2m 3m 4m 1:1100 1m 2m 3m 4m 1:200 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 1:1250 20m 30m 40m 50m

 HOLLOWAY-HOLLOWAY 13 HARCOURT ROAD WILLOWDALE NSW 2209	
Client	BRIGHT HILL
Address	GIDAR HOUSE, 13 THE CROSSWAY
TITLE	PROPOSED PLANS
DRAWING	100
REV.	A
SCALE	AS STATED
STATUS	PLANNING
DATE	JAN 22
DRAWN	VH
CHECKED	-

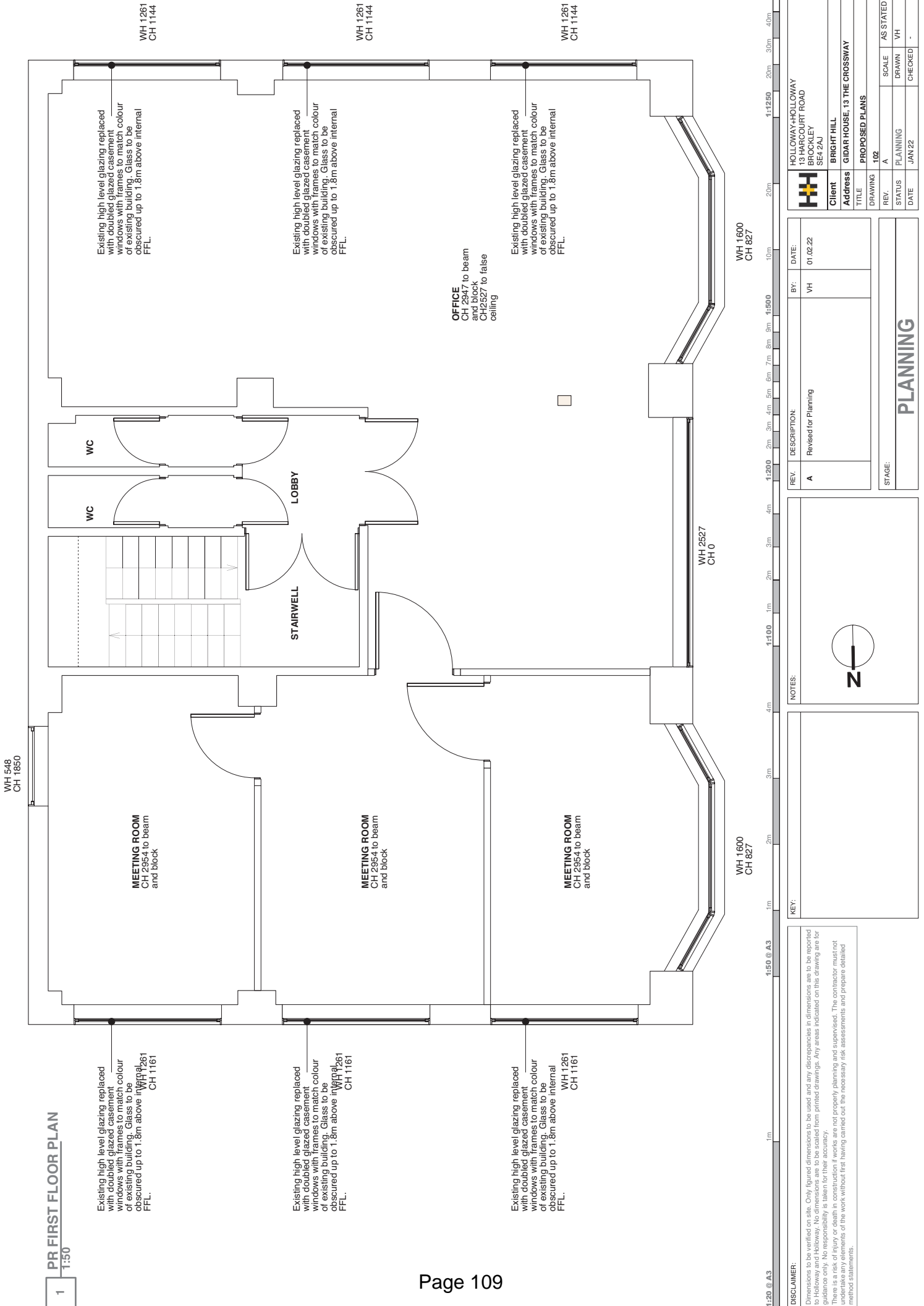
REV.	DESCRIPTION:	BY:	DATE:
A	Revised for Planning	VH	01.02.22

NOTES:


KEY:

DISCLAIMER:
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PLANNING



1 PR FIRST FLOOR PLAN

1:50

DISCLAIMER:
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KEY:

NOTES:



REV.	DESCRIPTION:	BY:	DATE:
A	Revised for Planning	VH	01.02.22

STAGE:	
PLANNING	AS STATED
JAN 22	DRAWN VH
-	CHECKED -

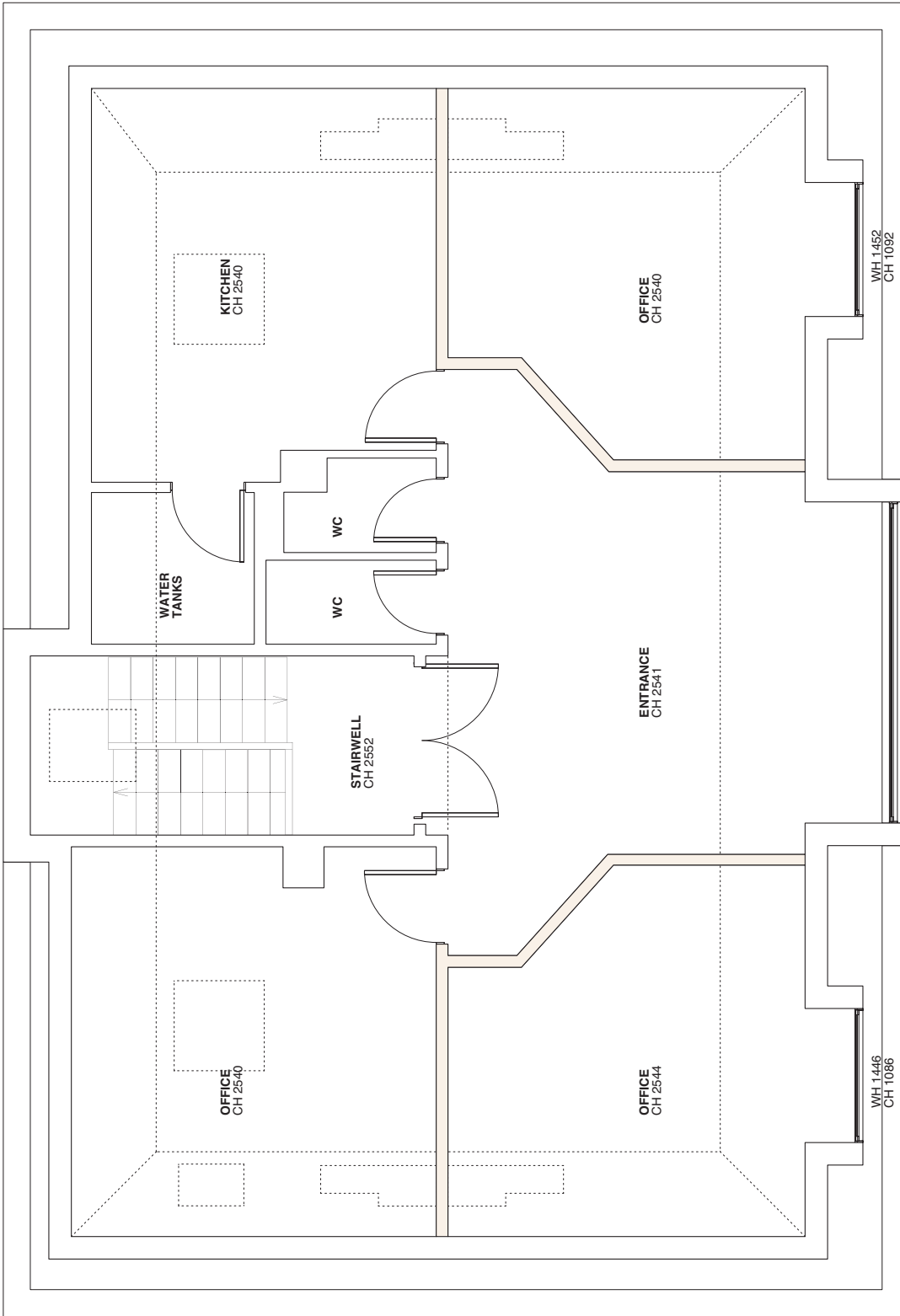
HOLLOWAY+HOLLOWAY 13 HARDCOURT ROAD SELEWLEY SE12 2JW	
Client	BRIGHT HILL
Address	GIDAR HOUSE, 13 THE CROSSWAY
TITLE	PROPOSED PLANS
DRAWING	102
REV.	A
SCALE	AS STATED
STATUS	PLANNING
DATE	JAN 22

<p style="text-align: center; font-size: 2em; font-weight: bold;">PLANNING</p>	
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1:20 @ A3 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m 1:1250 20m 30m 40m 50m

PR SECOND FLOOR PLAN

1:50



1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 1:200 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m

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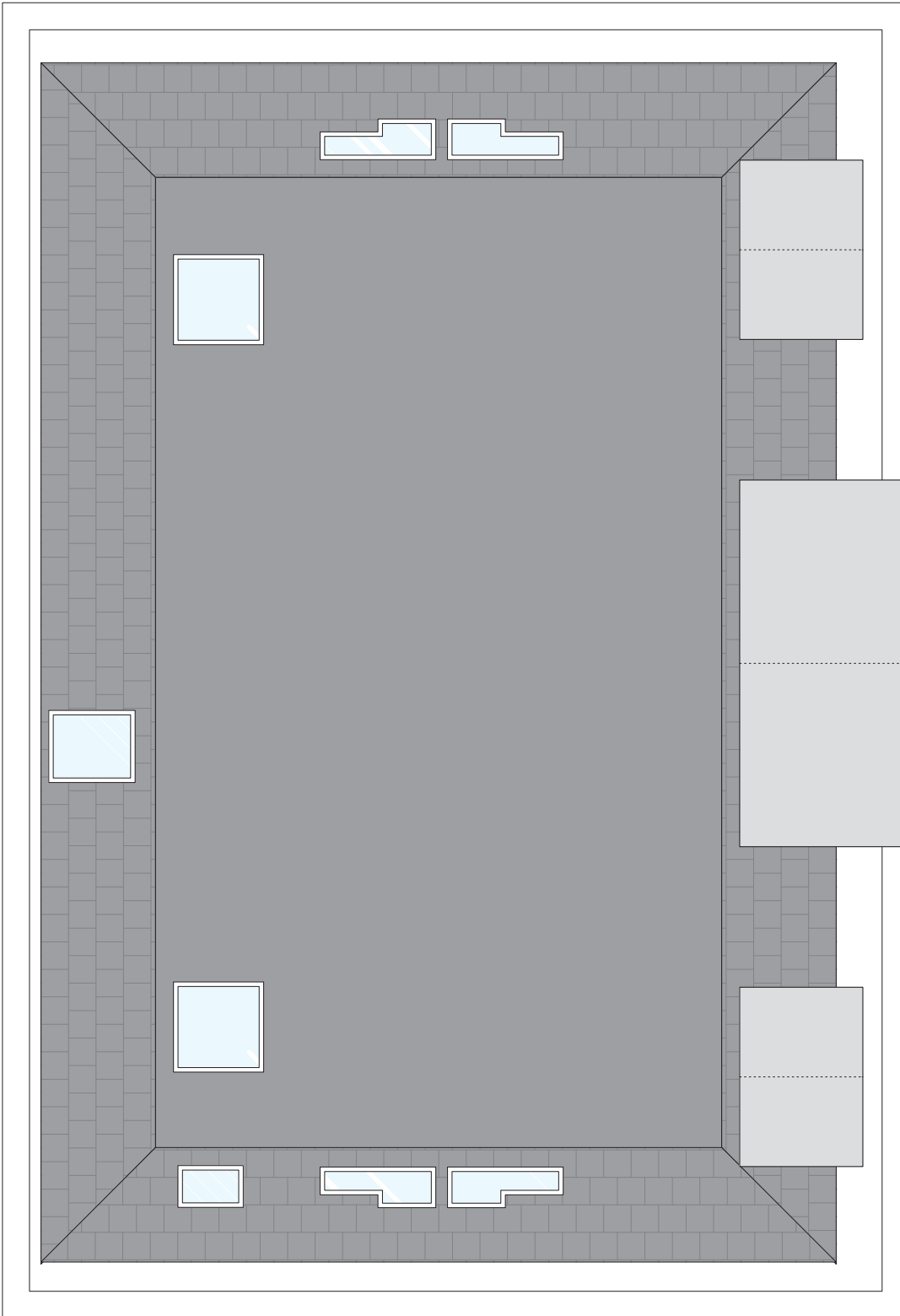
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REV. A	DESCRIPTION: Revised for Planning	BY: VH	DATE: 01.02.22
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HOLLOWAY-HOLLOWAY 13 HARCOURT ROAD BRIGHTON SE24 2JW	
Client	BRIGHT HILL
Address	GIDAR HOUSE, 13 THE CROSSWAY
TITLE	PROPOSED PLANS
DRAWING	103
REV. A	SCALE AS STATED
STATUS	PLANNING
DATE	JAN 22
DRAWN	VH
CHECKED	-

PLANNING	
STAGE:	

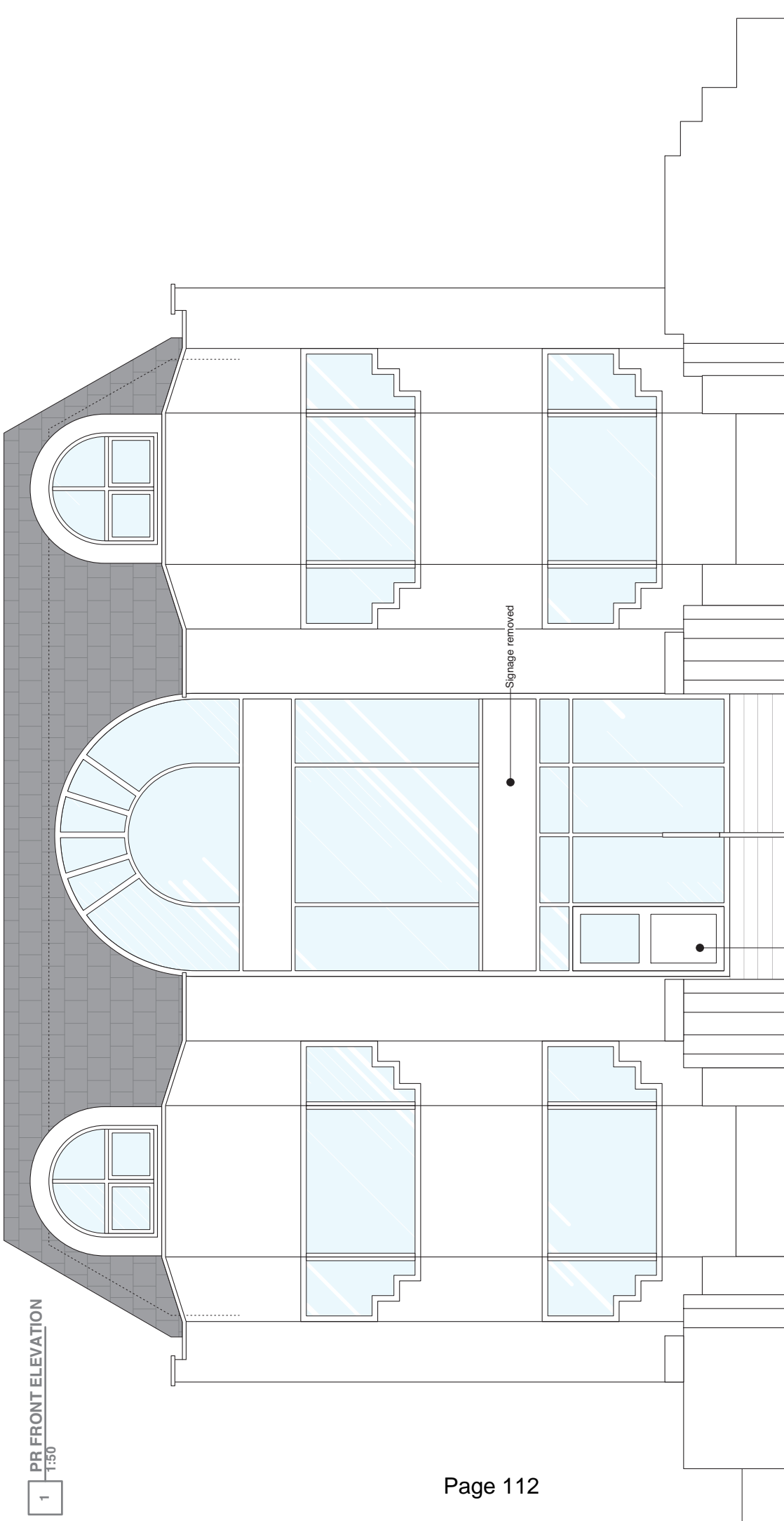


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<p>KEY:</p>		<p>REV. DESCRIPTION: A Revised for Planning</p>	
<p>BY: VH</p>		<p>DATE: 01.02.22</p>	
<p>STAGE:</p>		<p>PLANNING</p>	
<p>1:20 @ A3</p>		<p>1:100</p>	
<p>1:50 @ A3</p>		<p>1:1250</p>	
<p>1m</p>		<p>10m</p>	
<p>2m</p>		<p>20m</p>	
<p>3m</p>		<p>30m</p>	
<p>4m</p>		<p>40m</p>	
<p>1m</p>		<p>10m</p>	
<p>2m</p>		<p>20m</p>	
<p>3m</p>		<p>30m</p>	
<p>4m</p>		<p>40m</p>	
<p>5m</p>		<p>50m</p>	
<p>6m</p>		<p>60m</p>	
<p>7m</p>		<p>70m</p>	
<p>8m</p>		<p>80m</p>	
<p>9m</p>		<p>90m</p>	
<p>1:50 @ A3</p>		<p>1:1250</p>	
<p>1m</p>		<p>10m</p>	
<p>2m</p>		<p>20m</p>	
<p>3m</p>		<p>30m</p>	
<p>4m</p>		<p>40m</p>	
<p>5m</p>		<p>50m</p>	
<p>6m</p>		<p>60m</p>	
<p>7m</p>		<p>70m</p>	
<p>8m</p>		<p>80m</p>	
<p>9m</p>		<p>90m</p>	
<p>1:20 @ A3</p>		<p>1:1250</p>	
<p>1m</p>		<p>10m</p>	
<p>2m</p>		<p>20m</p>	
<p>3m</p>		<p>30m</p>	
<p>4m</p>		<p>40m</p>	
<p>5m</p>		<p>50m</p>	
<p>6m</p>		<p>60m</p>	
<p>7m</p>		<p>70m</p>	
<p>8m</p>		<p>80m</p>	
<p>9m</p>		<p>90m</p>	

<p>HOLLOWAY-HOLLOWAY 13 HARDCOURT ROAD SOLEY SE4 2AU</p>	
<p>Client BRIGHT HILL</p>	<p>Address GIDAR HOUSE, 13 THE CROSSWAY</p>
<p>TITLE PROPOSED PLANS</p>	<p>DRAWING 104</p>
<p>REV. A</p>	<p>SCALE AS STATED</p>
<p>STATUS PLANNING</p>	<p>DRAWN VH</p>
<p>DATE JAN 22</p>	<p>CHECKED -</p>

1 PR FRONT ELEVATION

1:50



Door location moved to left hand side with fixed glazing to the right. Frames to match colour of existing.

1:20 @ A3 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m 20m 30m 40m 50m
1:1250 1:1200 1:1100 1:50 @ A3

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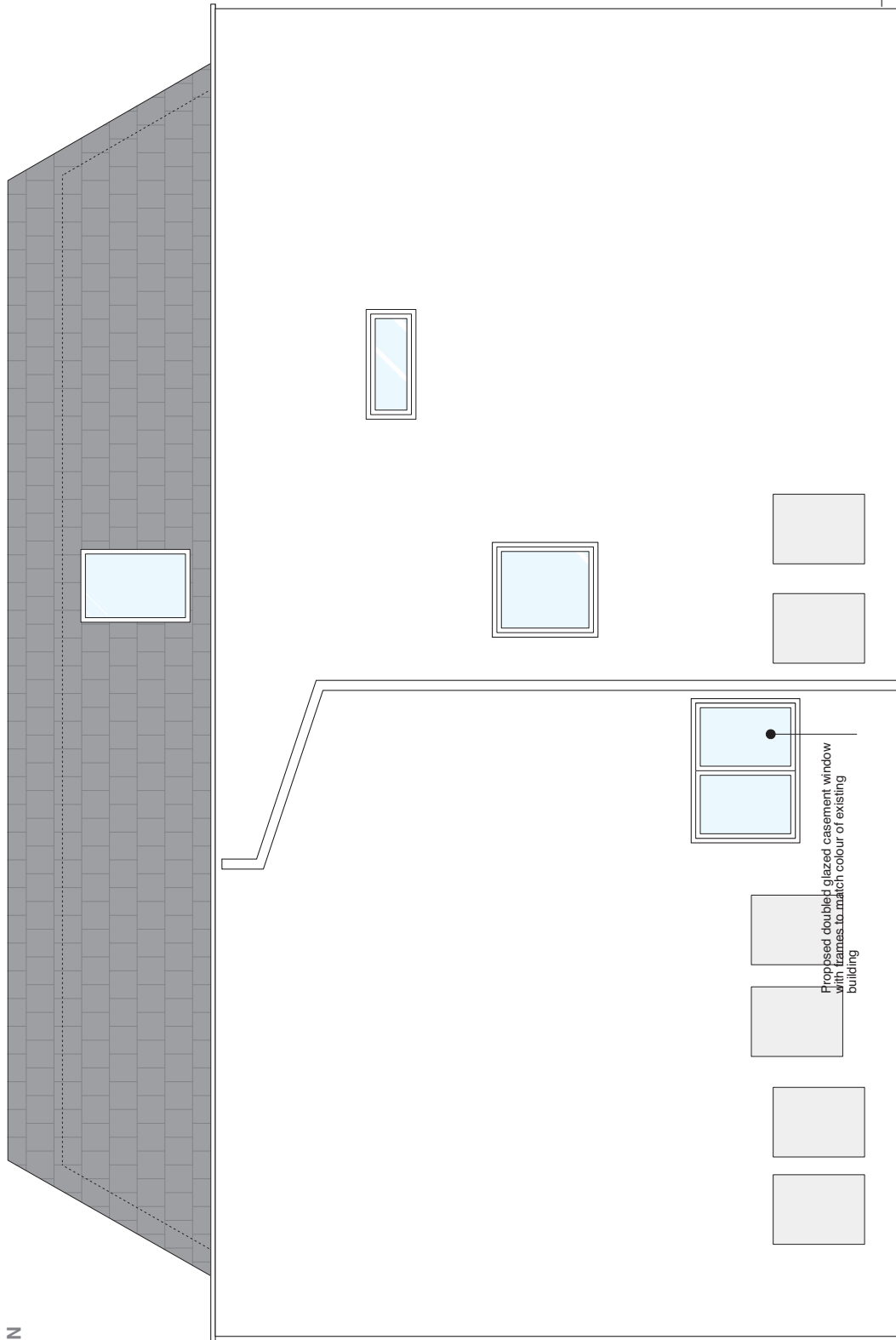
NOTES:



REV. A	DESCRIPTION: Revised for Planning	BY: VH	DATE: 01.02.22
PLANNING			
STAGE:			

	HOLLOWAY+HOLLOWAY 13 HARCOURT ROAD SEV 2AU
Client	BRIGHT HILL
Address	GIDAR HOUSE, 13 THE CROSSWAY
TITLE	PROPOSED ELEVATIONS
DRAWING	111
REV.	A
SCALE	AS STATED
STATUS	PLANNING
DATE	JAN 22
DRAWN	VH
CHECKED	-

1 PR REAR ELEVATION
1:50



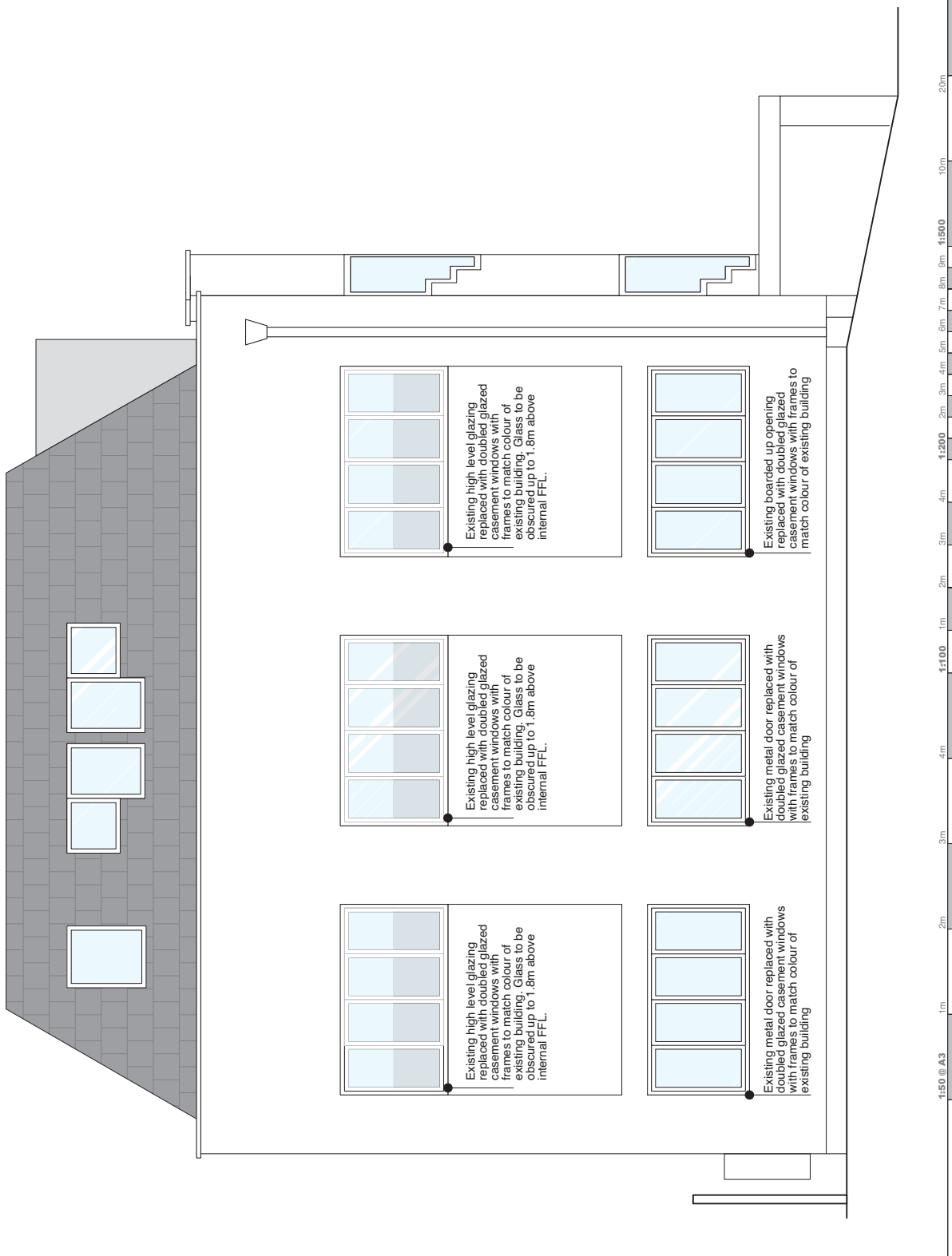
<p>1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m</p>	<p>1:1250 1:1250</p>	<p>1:1250 1:1250</p>	<p>1:1250 1:1250</p>	<p>1:1250 1:1250</p>	<p>1:1250 1:1250</p>	<p>1:1250 1:1250</p>																
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<p>STAGE:</p>																						
<p>PLANNING</p>																						
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DRAWING	112	SCALE	AS STATED																			
REV.	A	DRAWN	VH																			
STATUS	PLANNING	CHECKED	-																			
DATE	JAN 22																					
<p>HOLLOWAY+HOLLOWAY 13 HARDCOURT ROAD SOUTH WALEY SE14 2JW</p> <p>Client BRIGHT HILL Address GIDAR HOUSE, 13 THE CROSSWAY</p> <p>TITLE PROPOSED ELEVATIONS</p>																						

1 PR SIDE ELEVATION
1:50



<p>1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m</p>	<p>1:20 @ A3 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m</p>	<p>1:1250 20m 30m 40m 50m</p>	<p>1:1250 20m 30m 40m 50m</p>	<p>1:1250 20m 30m 40m 50m</p>	<p>1:1250 20m 30m 40m 50m</p>
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<p>NOTES:</p>			<p>REV. DESCRIPTION: A Revised for Planning</p>		
<p>BY: VH</p>			<p>DATE: 01.02.22</p>		
<p>STAGE:</p>			<p>PLANNING</p>		
<p>Logo: Holloway and Holloway</p>			<p>Client: BRIGHT HILL</p>		
<p>Address: GIDAR HOUSE, 13 THE CROSSWAY</p>			<p>Address: GIDAR HOUSE, 13 THE CROSSWAY</p>		
<p>TITLE: PROPOSED ELEVATIONS</p>			<p>TITLE: PROPOSED ELEVATIONS</p>		
<p>DRAWING: 113</p>			<p>DRAWING: 113</p>		
<p>REV.: A</p>			<p>REV.: A</p>		
<p>SCALE: AS STATED</p>			<p>SCALE: AS STATED</p>		
<p>DRAWN: VH</p>			<p>DRAWN: VH</p>		
<p>STATUS: PLANNING</p>			<p>STATUS: PLANNING</p>		
<p>DATE: JAN 22</p>			<p>DATE: JAN 22</p>		
<p>CHECKED: -</p>			<p>CHECKED: -</p>		

1 PR SIDE ELEVATION
1:50



Existing high level glazing replaced with doubled glazed casement windows with frames to match colour of existing building. Glass to be obscured up to 1.8m above internal FFL.

Existing high level glazing replaced with doubled glazed casement windows with frames to match colour of existing building. Glass to be obscured up to 1.8m above internal FFL.

Existing high level glazing replaced with doubled glazed casement windows with frames to match colour of existing building. Glass to be obscured up to 1.8m above internal FFL.

Existing boarded up opening replaced with double glazed casement windows with frames to match colour of existing building.

Existing metal door replaced with double glazed casement windows with frames to match colour of existing building.

Existing metal door replaced with double glazed casement windows with frames to match colour of existing building.

1:20 @ A3 1m 2m 3m 4m 1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 1:500 10m 20m 30m 40m 50m

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KEY:

NOTES:

REV. A DESCRIPTION: Revised for Planning

BY: VH DATE: 01.02.22

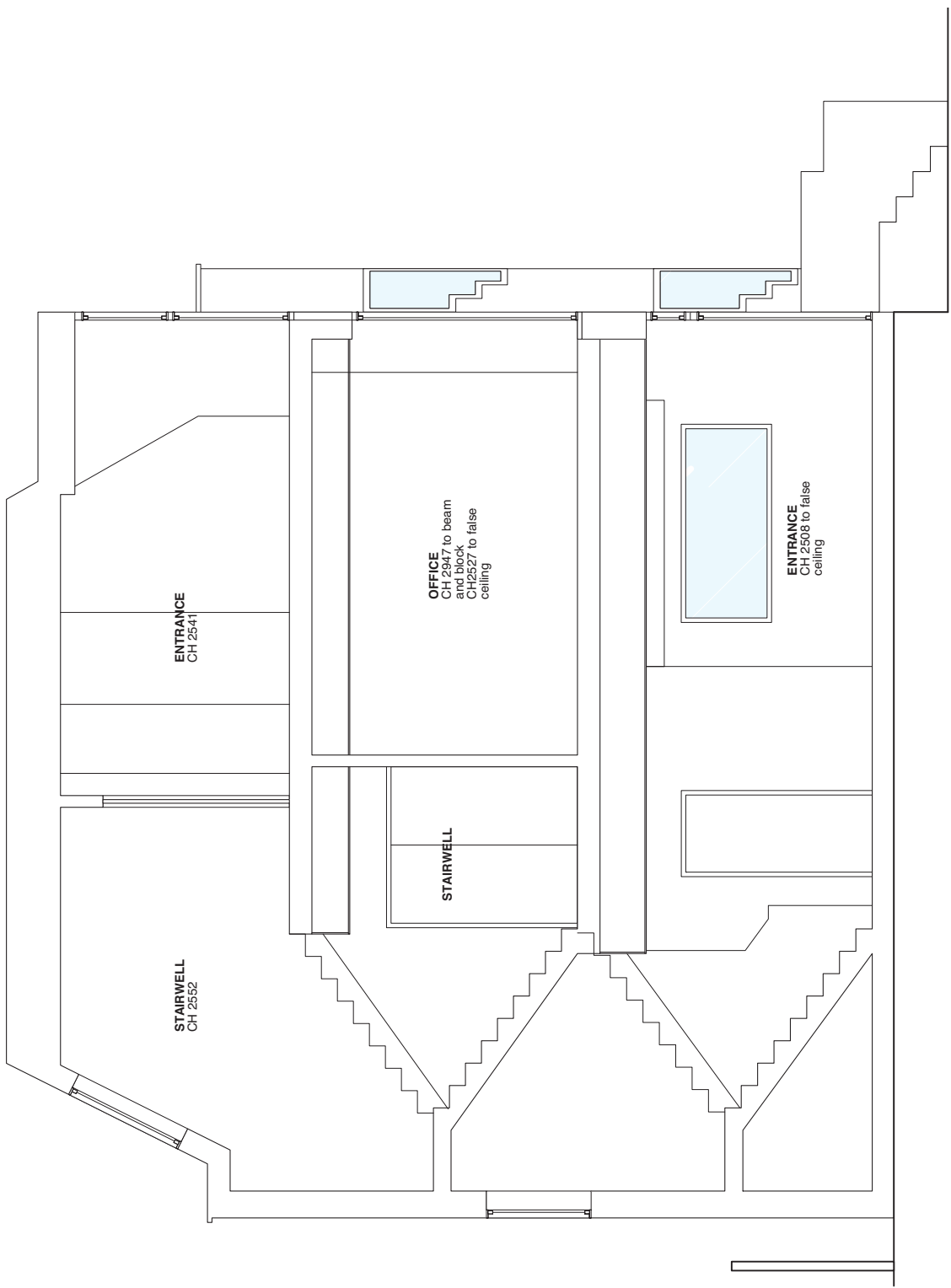
STAGE: PLANNING

HOLLOWAY+HOLLOWAY
13 HARDCOURT ROAD
WIMBORLEY
SE24 2AU

Client: BRIGHT HILL
Address: GIDAR HOUSE, 13 THE CROSSWAY

TITLE: PROPOSED ELEVATIONS
DRAWING: 114
REV. A SCALE: AS STATED
STATUS: PLANNING DRAWN: VH
DATE: JAN 22 CHECKED: -

1 PR SECTION AA
1:50



1:20 @ A3	1:50 @ A3	1:100	1:200	1:500	1:1250	1:2500	1:5000
<p>DISCLAIMER: Dimensions to be verified on site. Only figured dimensions to be used and any discrepancies in dimensions are to be reported to Holloway and Holloway. No dimensions are to be scaled from printed drawings. Any areas indicated on this drawing are for guidance only. No responsibility is taken for their accuracy. There is a risk of injury or death in construction if works are not properly planned and supervised. The contractor must not undertake any elements of the work without first having carried out the necessary risk assessments and prepare detailed method statements.</p>							
KEY:				NOTES:			
REV:		DESCRIPTION:		BY:		DATE:	
A		Revised for Planning		VH		01.02.22	
PLANNING							
STAGE:		SCALE:		AS STATED		CHECKED	
		A		DRAWN		VH	
DRAWING TITLE:		PROPOSED SECTIONS		DRAWING NO:		DATE:	
HOLLOWAY-HOLLOWAY 13 HARCOURT ROAD BRIGHT HILL SEA 242		GIDAR HOUSE, 13 THE CROSSWAY		113		JAN 22	



Notes:

 Site boundary

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Site Address:

**GIDAR HOUSE
 13 THE CROSSWAY
 HILLINGDON**

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

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

Planning Application Ref:

76909/APP/2021/4419

Scale:

1:1,250

Planning Committee:

Minor Page 117

Date:

March 2022



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 75A BRIDGE ROAD UXBRIDGE

Development: Conversion of existing commercial premises into 3 x residential flats as units as Class C3 Use. Removal of existing front exposed fire escape staircase and amending front and side first floor windows and new rooflights to crown roof. New garage door to ground floor car park and side access to main residential units with new amenity areas.

LBH Ref Nos: 73647/APP/2021/951

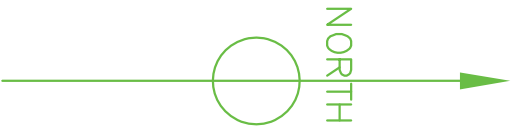
Date Plans Received: 11/03/2021

Date(s) of Amendment(s):

Date Application Valid: 22/03/2021

Ordnance Survey Map (SCALE 1:1250 @ A4)

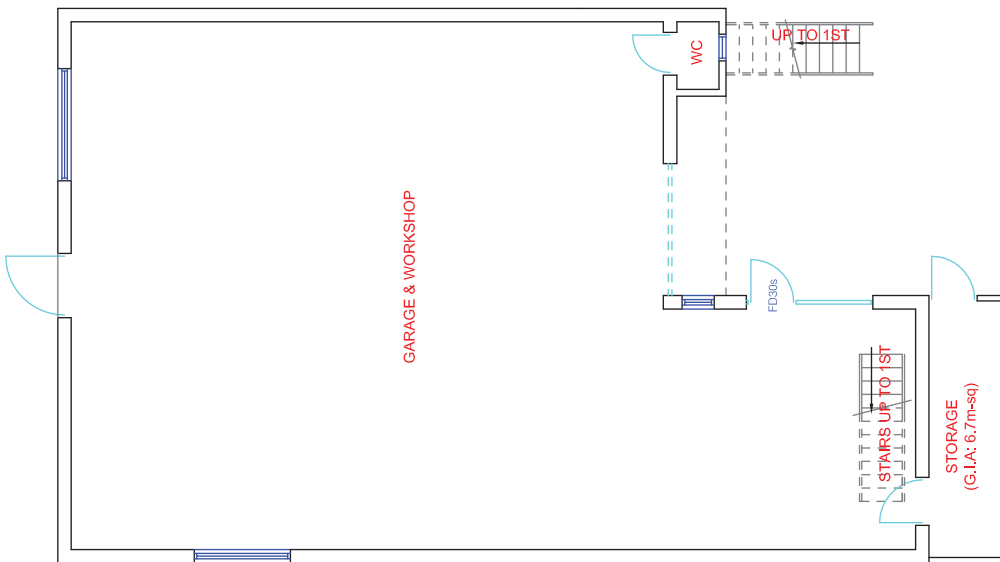
75A--BRIDGE ROAD--UXBRIDGE--MIDDLESEX UB8 2QW



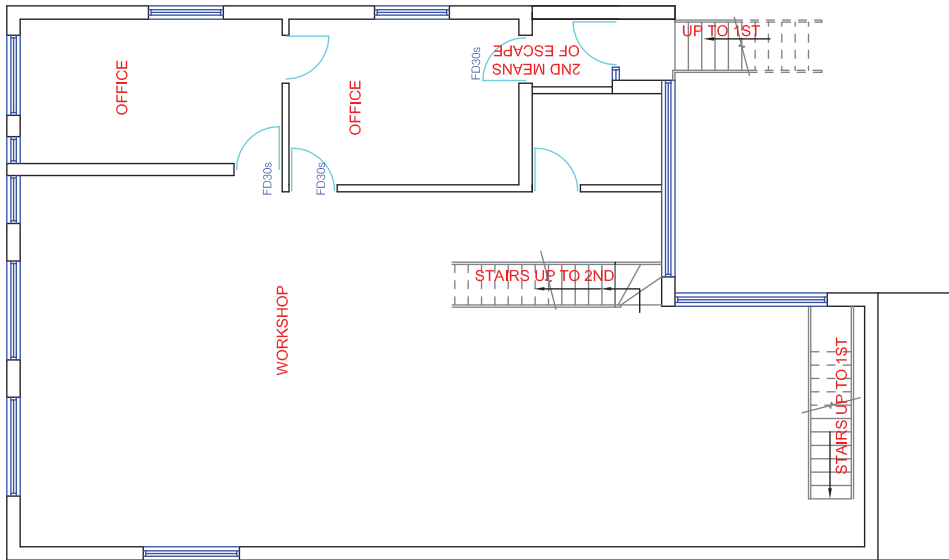
BLOCK PLAN (SCALE 1:500 @ A3)

75A--BRIDGE ROAD--UXBRIDGE--MIDDLESEX UB8 2QW

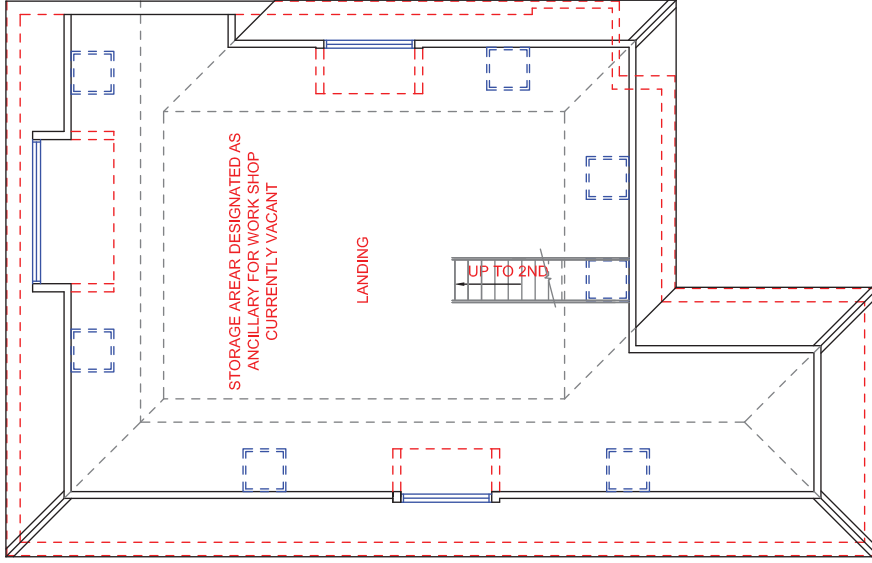




GROUND FLOOR PLAN
 EXISTING VACANT USED
 GROUND FLOOR G.I.A: 132m-sq



FIRST FLOOR PLAN
 EXISTING VACANT USED
 1st FLOOR G.I.A: 136m-sq

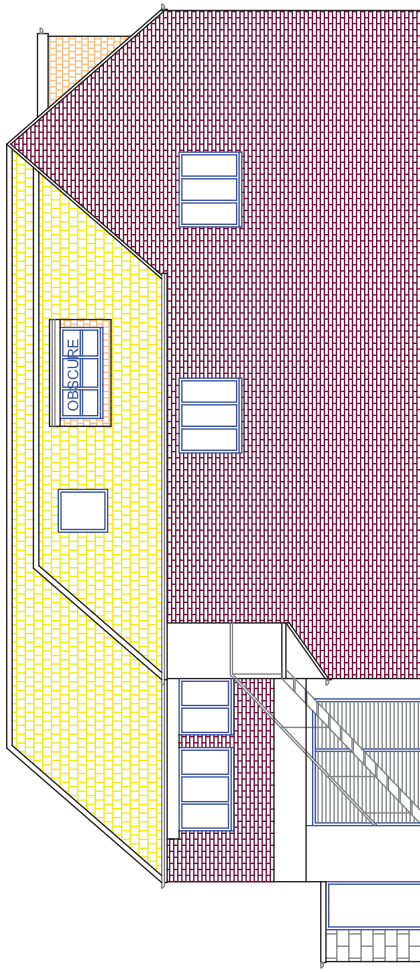


LOFT PLAN
 EXISTING VACANT USED
 LOFT FLOOR G.I.A: 98m-sq

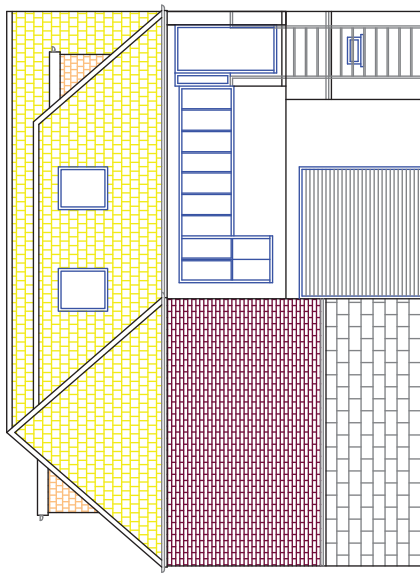


40 WISE LANE MILL HILL LONDON NW7 2RE email: info@homedesignltd.co.uk www.homedesignltd.co.uk	title EXISTING GROUND & 1ST & LOFT FLOOR PLANS project 75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2QW drawing no ABC78/2000 rev: scale 1:100 @ A3	drawn by R. L contract no. ABC78 date 02/2021
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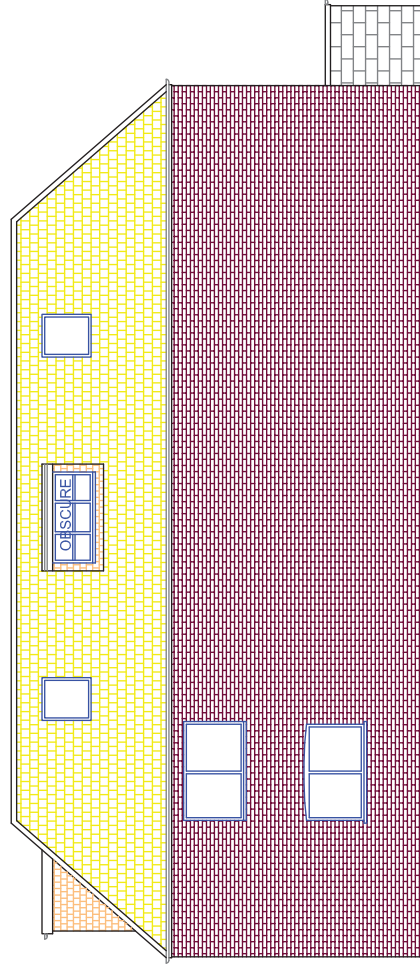




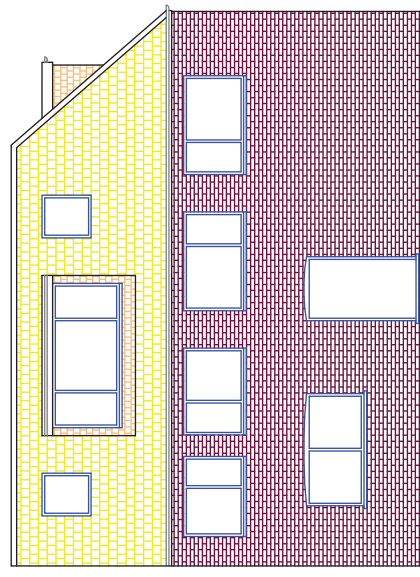
SIDE ELEVATION



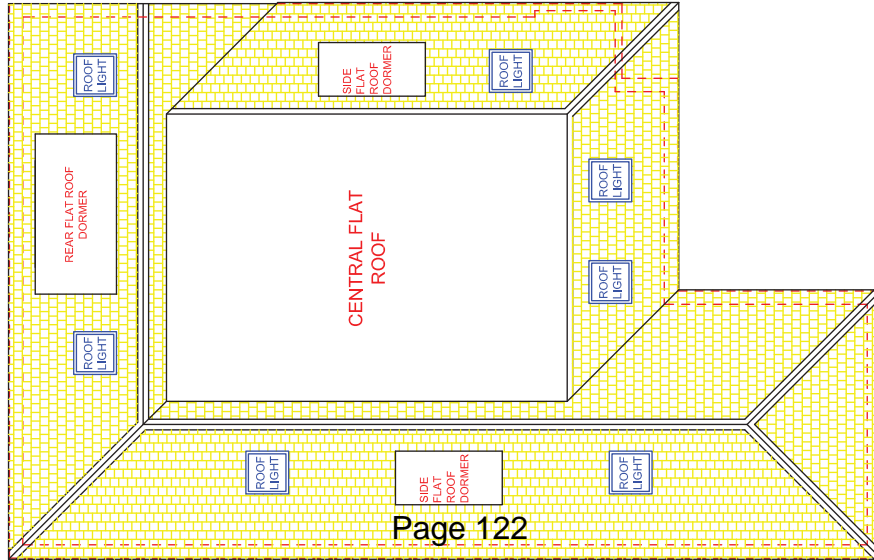
FRONT ELEVATION



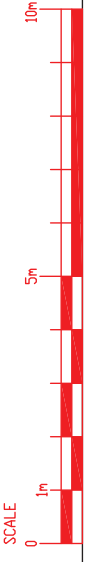
SIDE ELEVATION




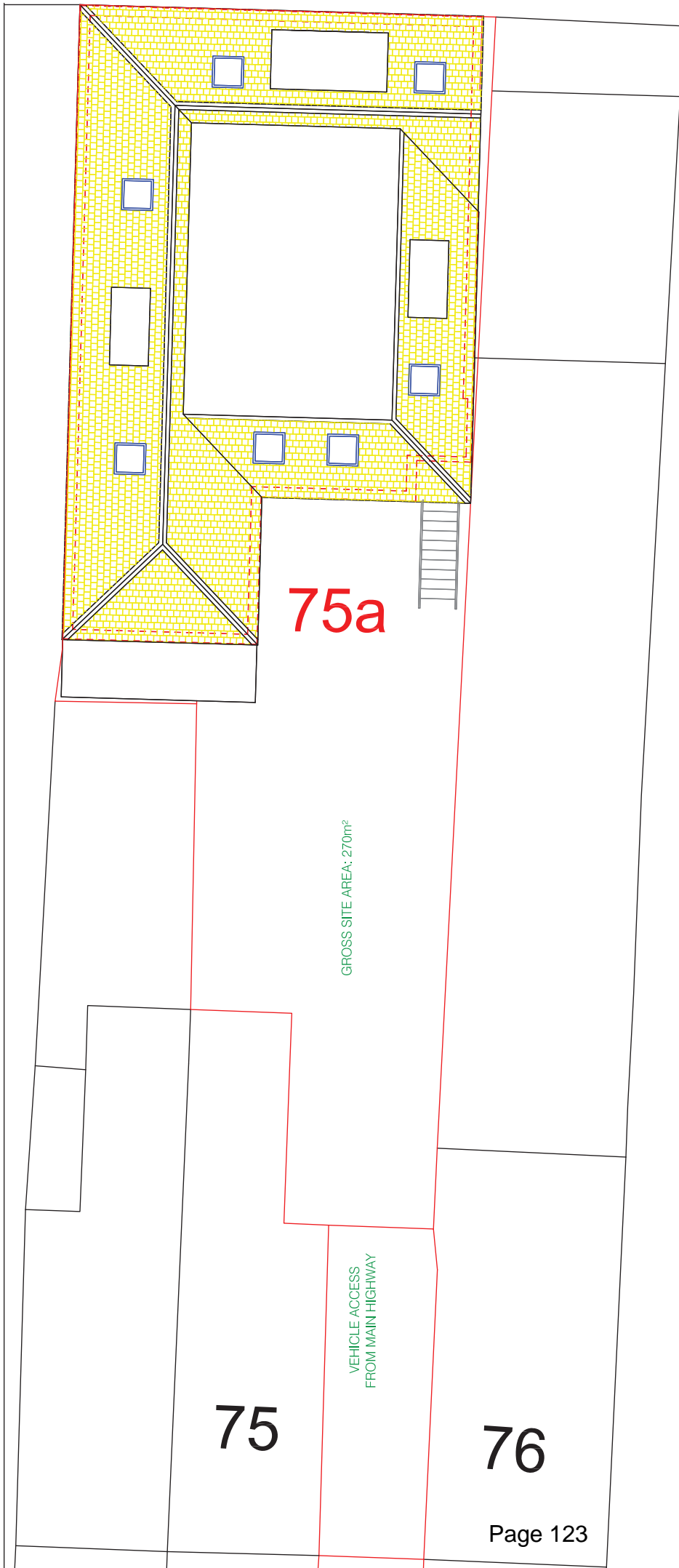
REAR ELEVATION



ROOF PLAN



	title	EXISTING ROOF & ELEVATIONS
	project	75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2QW
	drawing no	ABC78/2001
	rev:	scale 1:100 @ A3
	drawn by	R. L contract no. ABC78 date 02/2021



75a

GROSS SITE AREA: 270m²

VEHICLE ACCESS
FROM MAIN HIGHWAY

75

76



40 WISE LANE MILL HILL LONDON NW7 2RE email: info@homedesignltd.co.uk www.homedesignltd.co.uk	title EXISTING SITE PLAN	project 75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2QW	drawing no ABC199/2002	rev: scale 1:100 @ A3	date 02/2021
	drawn by R. L	contract no. ABC199			



75

76

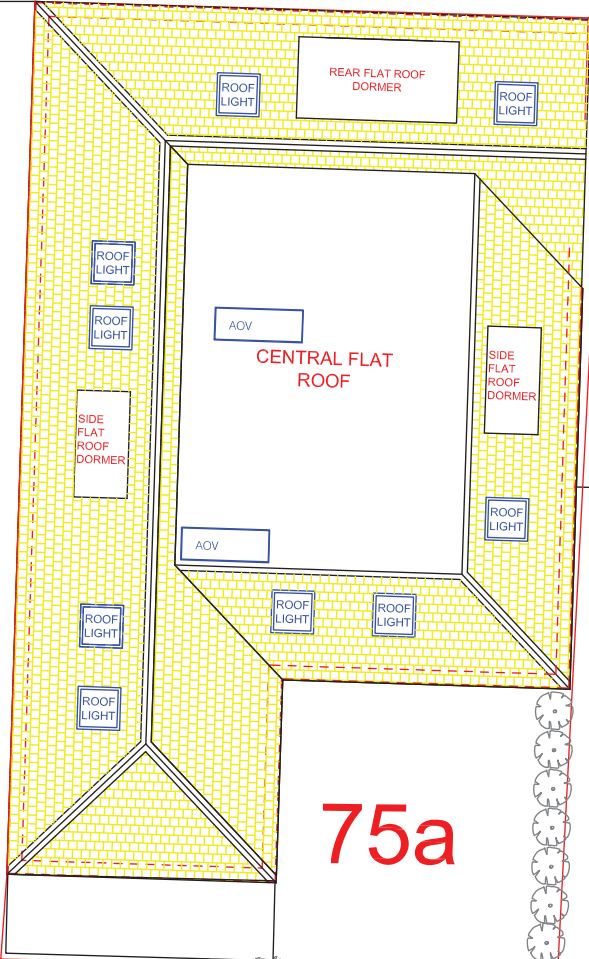
75a

VEHICLE ACCESS FROM MAIN HIGHWAY

VEHICLE ACCESS TO REAR CARPARK SPACE GARAGES
GROSS SITE AREA: 270m²

Low height shrubs

Low height shrubs

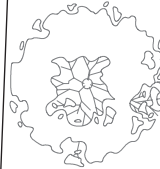


PROVIDE EACH UNIT WITH 1-WASTE AND 1-RECYCLE AND 1-GREEN BIN TO BE ALLOCATED WITHIN COMMON REAR GARDEN FOR ALL PREMISES. EACH BIN TO MEET PLANNING POLICIES; 240-LITRE CAPACITY WHEELED BINS

(BIN SIZE: Depth: 740, Width: 580, Height: 1100)

ALL BINS LOCATED AT FRONT FOR MEANS OF COLLECTIONS AND STORED WITHIN TIMBER STORAGE

EXISTING FRONT CONCRETE HARDLANDING AND REPLACED WITH BROWN PERMEABLE (POROUS) BLOCK PAVING FOR FRONT ACCESS DRIVE LEADING TO CAR PARK GARAGES AS MEANS OF PRIVATE PARKING TO SERVE PREMISE FLATS A & B & C. THE SITE ALSO BENEFIT FROM PUBLIC TRANSPORT WITHIN CLOSE PROXIMITY OF PREMISES & ALSO CYCLE SPACES AT REAR WITHIN SECURE AREA TO MEET HIGHWAY POLICIES.



FLOWERING HAWTHORN

FLOWER PLANTS : (CISTUS & EVER GREEN HEBE & LAVENDERS)



Evergreen Low height shrubs



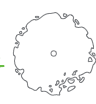
NEW DECIDUOUS LAVENDE



NEW FLOWERING HAWTHORN TREES



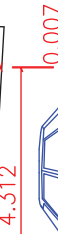
NEW ROSE BUSHES FLOWER BEDS



Sequoia sempervirens

Medium Sized Car

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.042m



THE NEW TIMBER FENCE BOUNDARY CLOSURE ALONG ELEVATIONS FACING RESIDENTIAL DWELLINGS, 1800mm HIGH WITH EACH PANEL 2000mm LONG & SUPPORTED BY INTERMEDIATE TIMBER POSTS (100mmX100mm) FIXED TO NEW 300mm² MASS CONCRETE BASES

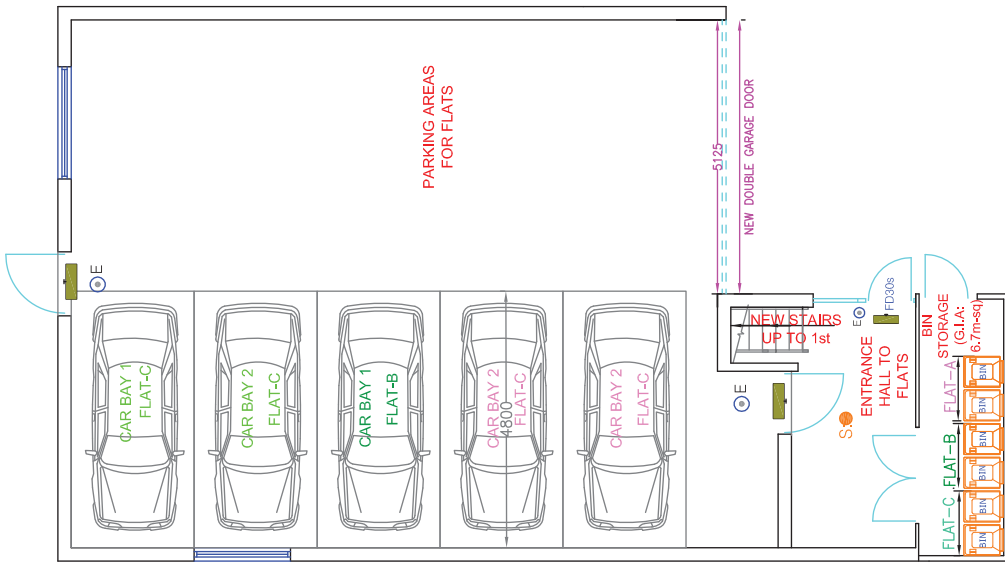


18m TIMBER FENCE CLOSURE

SCALE



	<p>40 WISE LANE MILL HILL LONDON NW7 2RE email: info@homesdesignltd.co.uk www.homesdesignltd.co.uk</p>	<p>PROPOSED SITE PLAN 75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2OW</p>	<p>title</p>
	<p>drawing no ABC78/2005 rev: scale 1:100 @ A3</p>	<p>drawn by R. L contract no ABC78 date 02/2021</p>	<p>project</p>



GROUND FLOOR PLAN

GROUND LEVEL PRIVATE GARAGE PARKING FOR 5-VEHICLES (G.I.A.: 122m²sq)

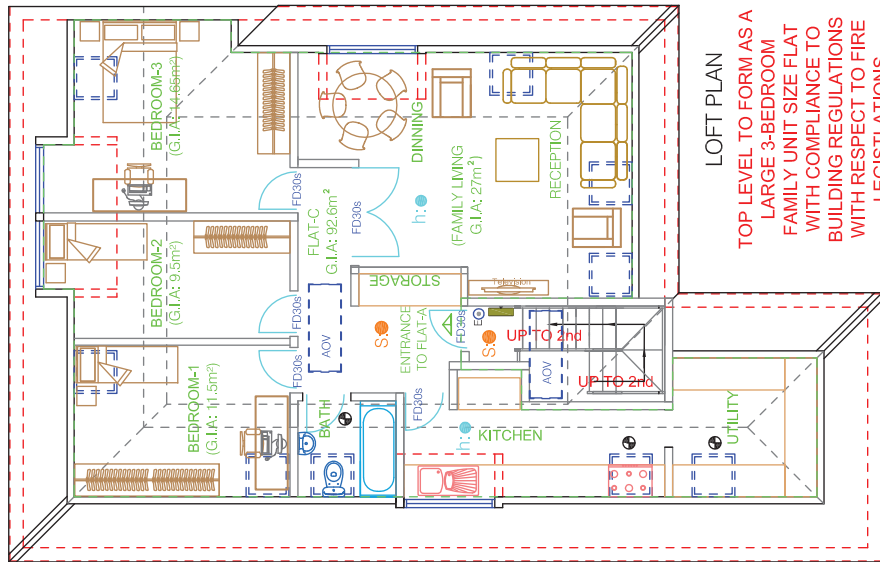
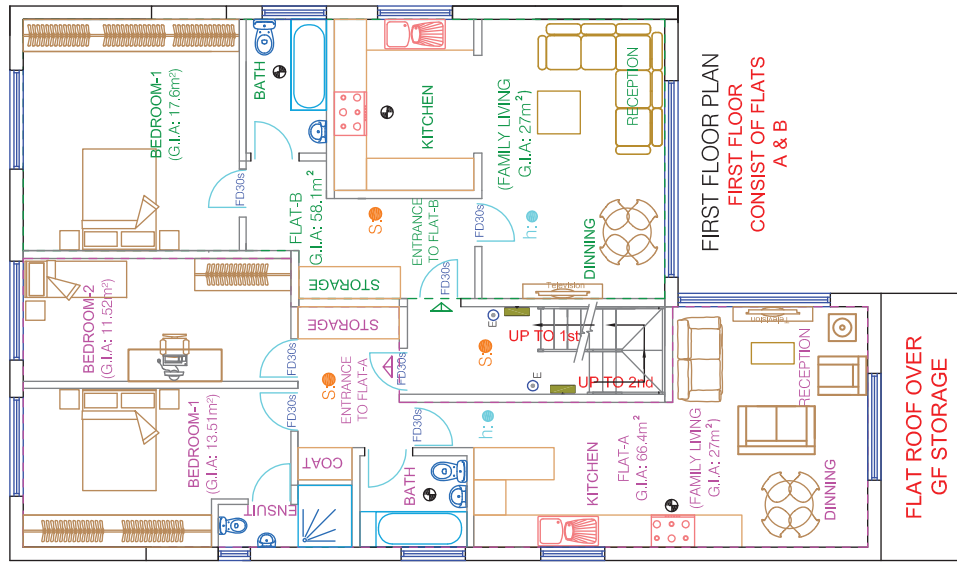
COMMON ACCESS STAIRS WITH PRIVATE WASTE COLLECTION STORAGE ACCESS (G.I.A.: 12m²sq)

PRIVATE WASTE STORAGE (G.I.A.: 6.7m²sq) ALL BINS TO BE LEFT AT FRONT MAIN HIGHWAY BY RESIDENTS AND BUILDING MANAGEMENT ON THE DAY OF COLLECTION TO MEET LOCAL ENVIRONMENT POLICIES



40 WISE LANE
MILL HILL
LONDON
NW7 2RE
email: info@homedesignltd.co.uk
www.homedesignltd.co.uk

title: PROPOSED GROUND & 1ST & LOFT FLOOR PLANS
project: 75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2QW
drawing no: ABC78/2003 rev: scale 1:100 @ A3
drawn by: R. L contract no: ABC78 date 02/2021



PROPOSED FLAT DESCRIPTIONS:

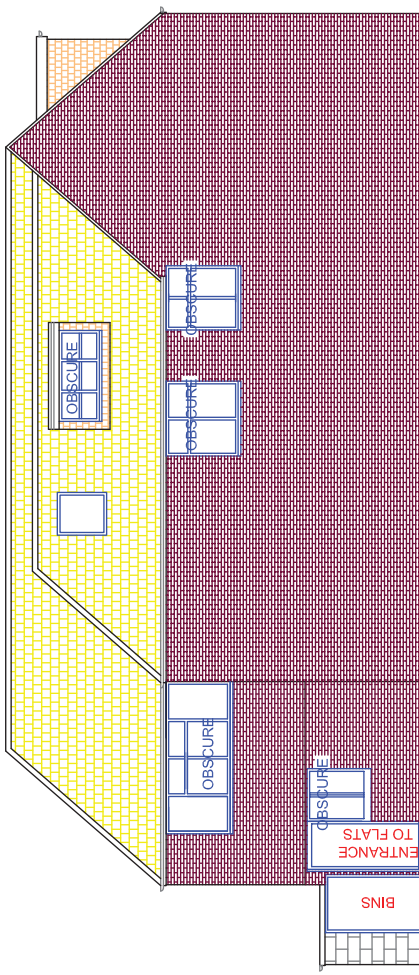
FLAT-A = 2-BEDROOM (1-DOUBLE + 1-SINGLE) FIRST FLOOR FLAT (G.I.A.: 66.4m²) & WITH 2-CARPARK SPACES ALLOCATION

FLAT-B = FIRST FLOOR 1-BEDROOM UNIT (G.I.A.: 58.1m²) & WITH 1-CARPARK SPACE ALLOCATION

FLAT-C = LOFT (2ND) FLOOR 3-BEDROOM (1-DOUBLE + 2-SINGLE) FLAT (G.I.A.: 92.6m²) WITH ALLOCATION OF 2-CARPARK SPACE

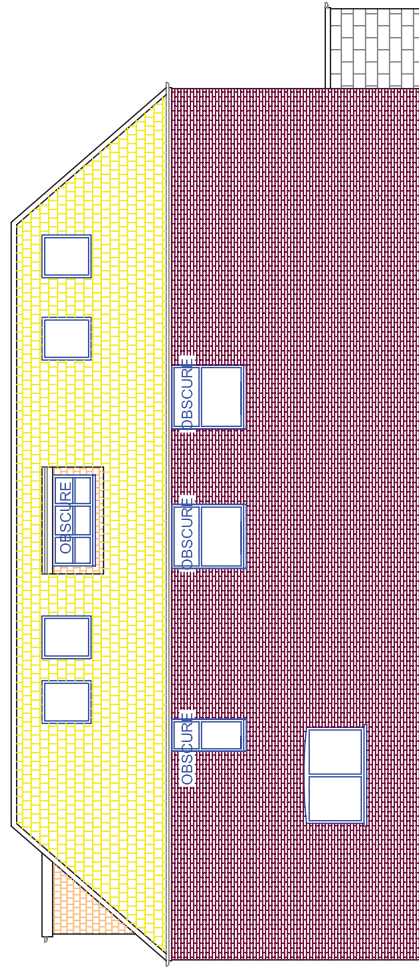
INTERNAL PARTY WALL SEPARATING FLATS FROM COMMON AREAS USING 100mm TIMBER STUD WALL WITH RESILIENT BARS FIXED TO EACH SIDE THEN PROVIDE 100mm DRYTHERM ROCKWOOL-50 IN THE PARTITION. THE SETTING OUT CONFIRMED ON SITE AND TO ACHIEVE SOUND PROOFING BY APPLICATION OF RESILIENT BARS AT EACH FACE AND THEN PROVIDE 1*FIRE BOARD + 1*SOUND BOARD TO EACH FACE THEN SKIMMED & DECORATED



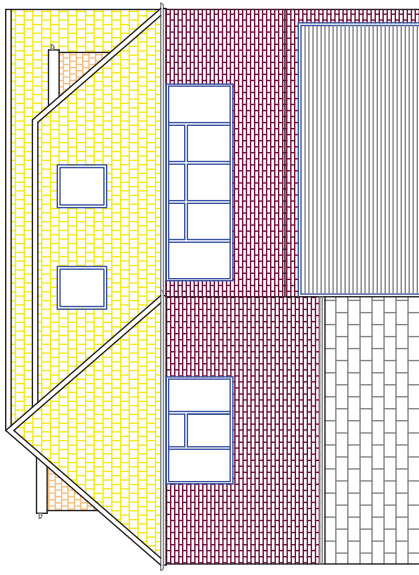


SIDE ELEVATION

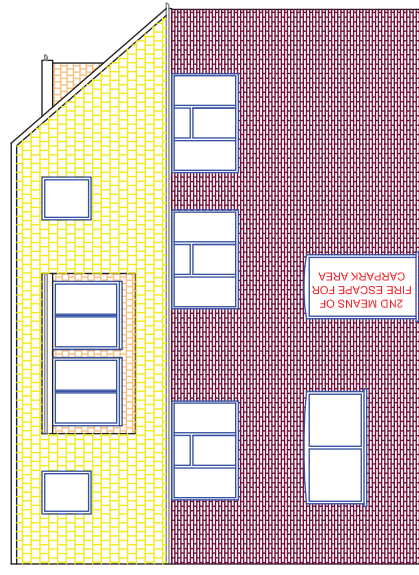
ALL NEW FLANK (SIDE) WINDOWS TO BE TOP
OPENING SET AT 1.7m ABOVE FINISH FLOOR
LEVEL AND IN OBSCURE GLAZING



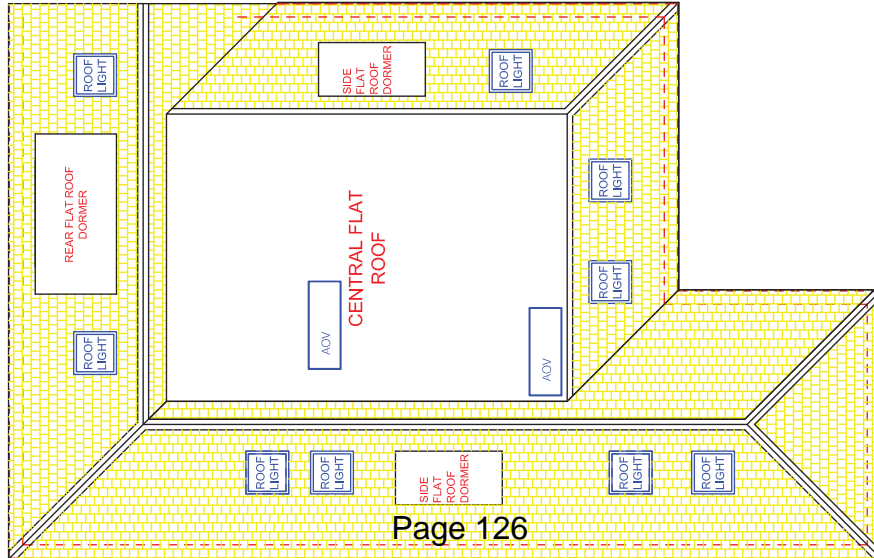
SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION



ROOF PLAN



	PROPOSED ROOF & ELEVATIONS	
	title	75 A - BRIDGE ROAD - UXBRIDGE - MIDDLESEX UB8 2QW
	project	ABC78/2004
	drawing no	rev: 1:100 @ A3
	email: info@homedesignltd.co.uk www.homedesignltd.co.uk	contract no. ABC78 date 02/2021



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Site Address:

**75A BRIDGE ROAD
 UXBRIDGE**

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

Planning Application Ref:
73647/APP/2021/951

Scale:
1:1,250

Planning Committee:
Minor Page 127

Date:
March 2022



Report of the Head of Planning, Transportation and Regeneration

Address NEYLAND COURT PEMBROKE ROAD RUISLIP

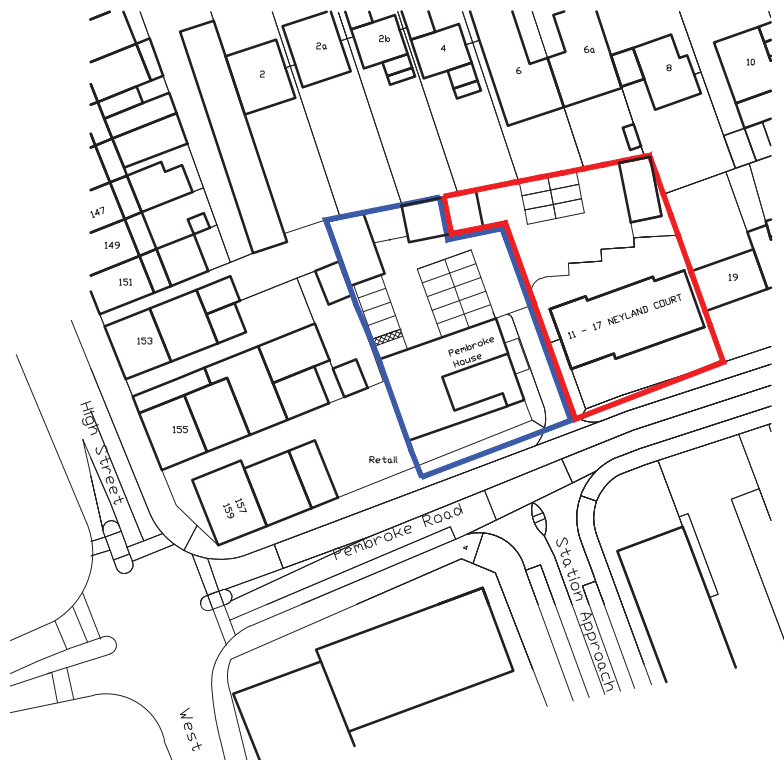
Development: Construction of detached building to accommodate new management office accommodation above replacement parking spaces

LBH Ref Nos: 76364/APP/2021/4604

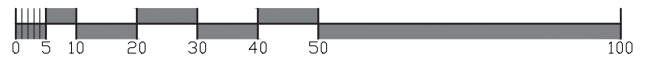
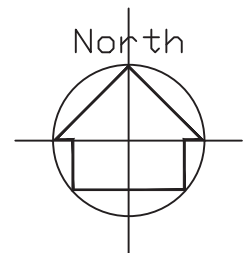
Date Plans Received: 21/12/2021

Date(s) of Amendment(s): 21/12/2021

Date Application Valid: 21/12/2021



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CLIENT

Anslip UK Ltd

PROJECT

Proposed Management Office for
11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ

TITLE

Location Plan

SCALE

1:1250 @ A4

DATE

17.12.21

PROJECT NO.

15.530

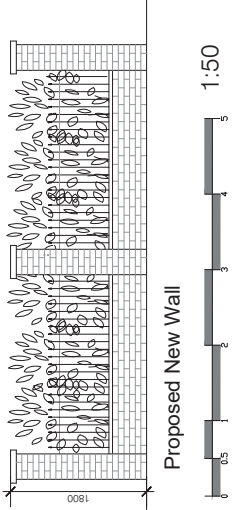
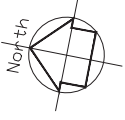
L.10	-
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CLIENT	Anslip UK Ltd		
PROJECT	Proposed Management Office for 11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ		
TITLE	Existing Site Layout		
SCALE	1:200 @ A2	DATE	17.12.21
		PROJECT NO.	15.930
			P. 10

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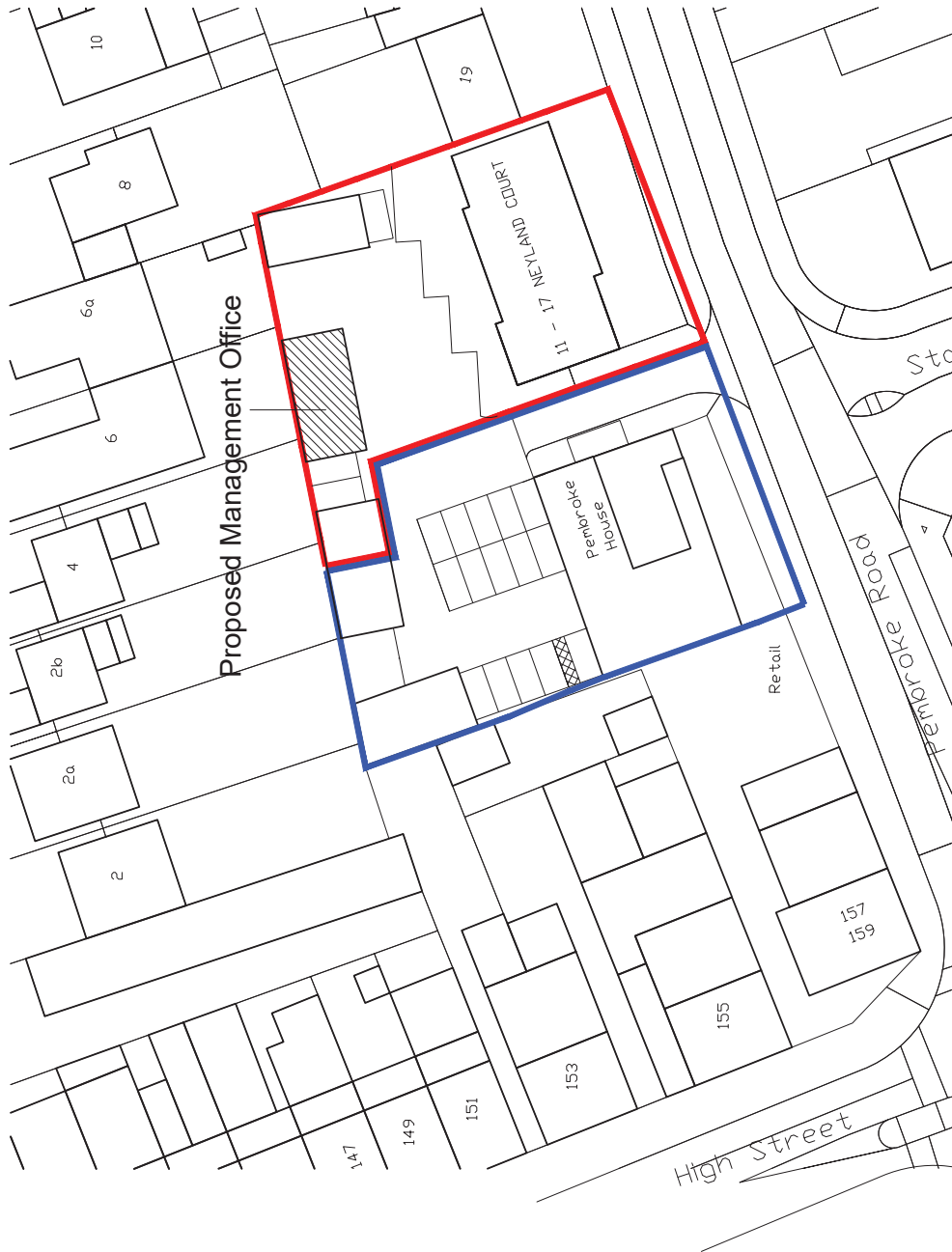
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SCALE 1:50, 1:200 @ A2
 DATE 17.12.21
 PROJECT NO. 15.530

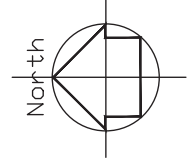
P.11 A

CLIENT Anslip UK Ltd
 PROJECT Proposed Management Office for 11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ
 TITLE Proposed Site Layout



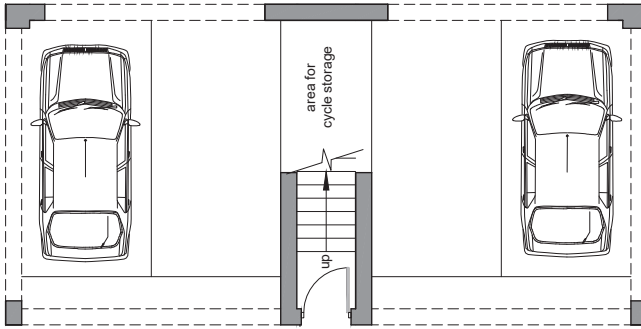
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CLIENT	Anslip UK Ltd		
PROJECT	Proposed Management Office for 11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ		
TITLE	Proposed lock Plan		
SCALE	1:500 @ A3	DATE	17.12.21
		PROJECT NO.	15.530
			.10

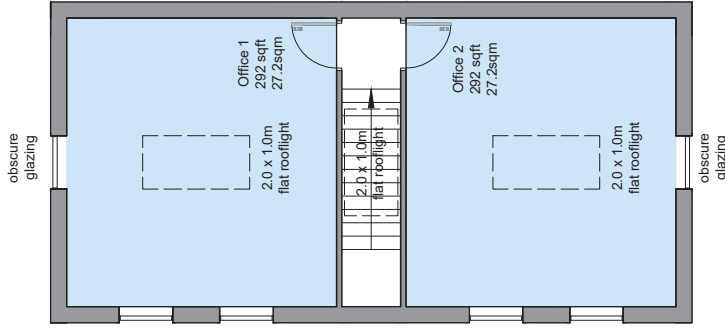


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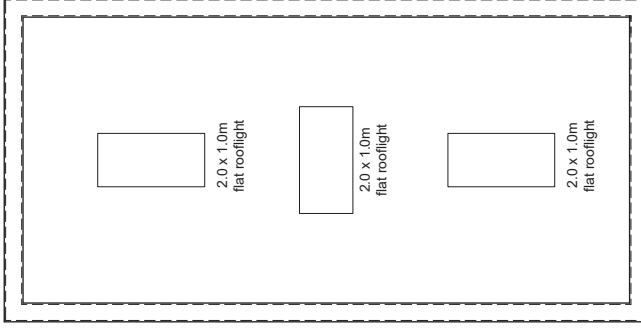




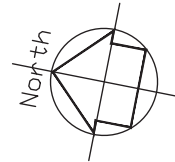
Ground Floor Plan



First Floor Plan



Roof Plan



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CLIENT

Ansliip UK Ltd

PROJECT

Proposed Management Office for

11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ

TITLE

Proposed - loor Plans

SCALE

1:100 @ A3

DATE

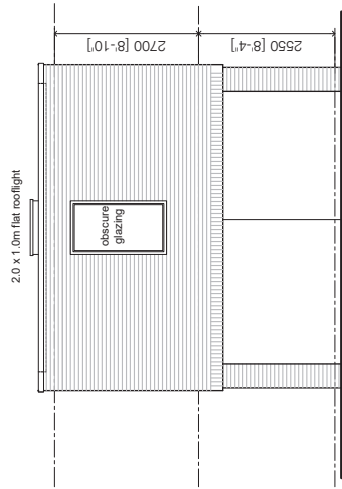
17.12.21

PROJECT NO.

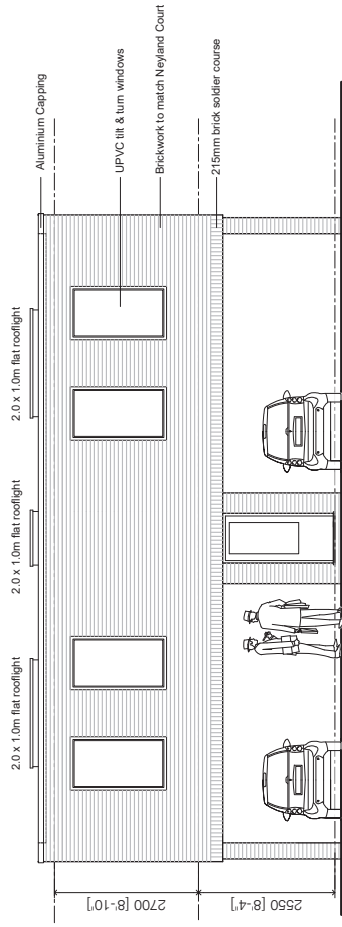
15.530

P.12

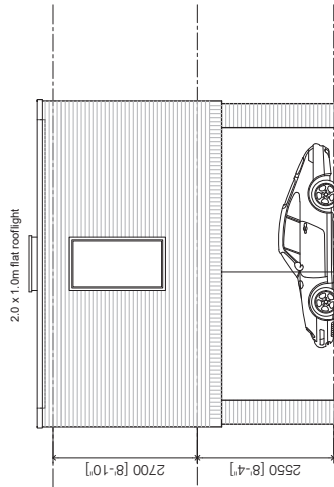
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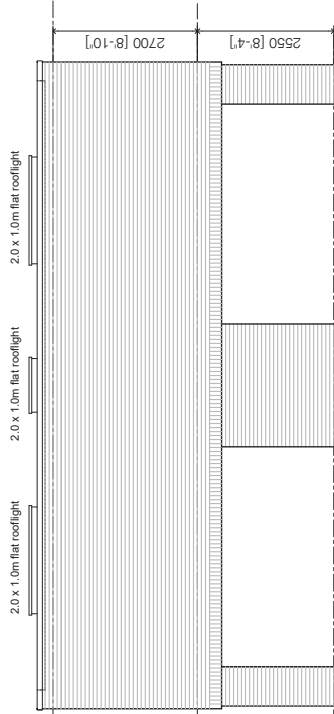
Proposed Side Elevation



Proposed Front Elevation



Proposed Side Elevation



Proposed Rear Elevation

CLIENT
Ansllip UK Ltd

PROJECT
Proposed Management Office for
11-17 Neyland Court, Pembroke Road, Ruislip, HA4 8NQ

TITLE
Proposed - Elevations

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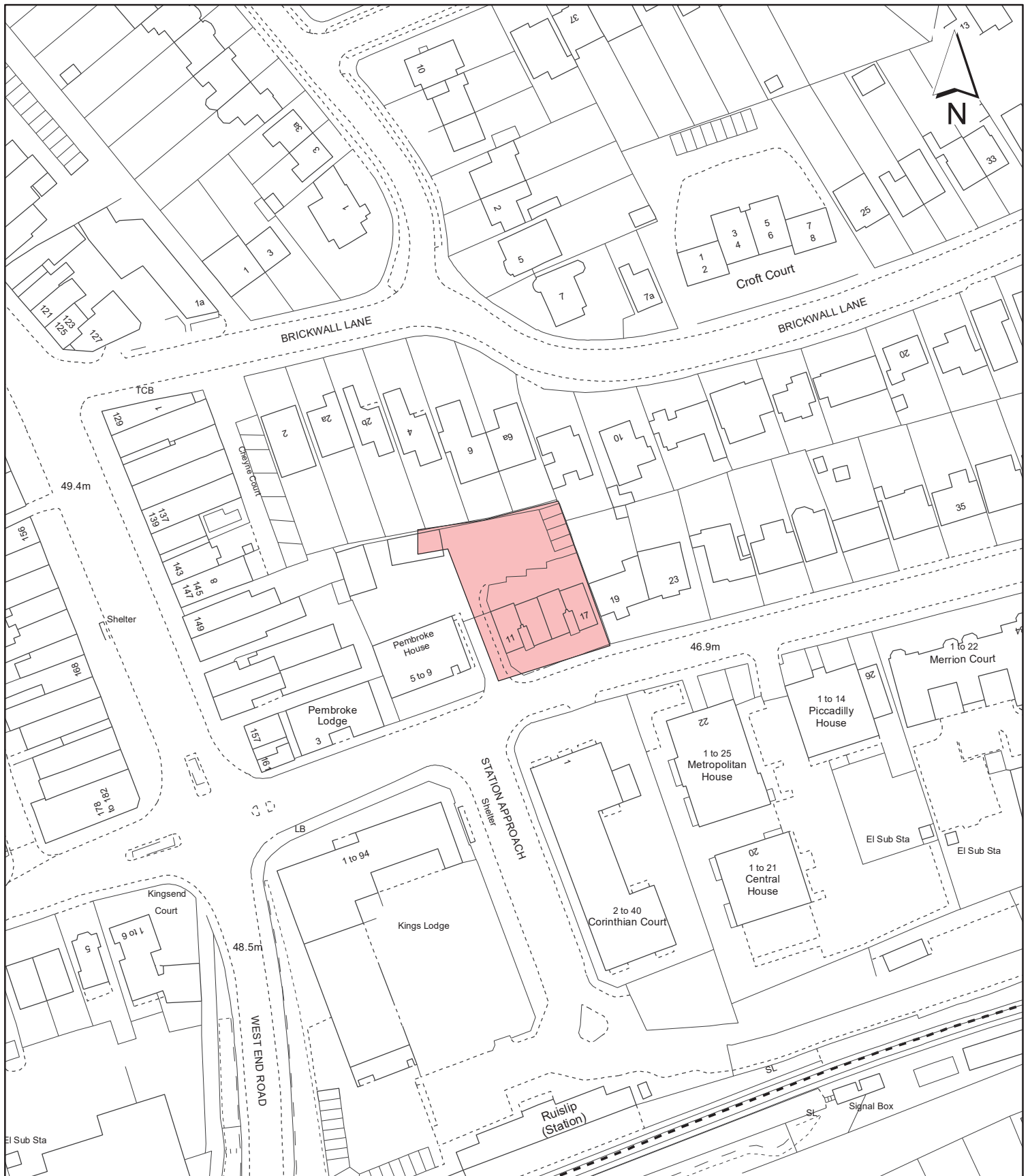
SCALE
1:100 @ A3

DATE
17.12.21

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15.530

P.13

-



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Site Address:

**NEYLAND COURT
 PEMBROKE ROAD
 RUISLIP**

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

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

Planning Application Ref:

76364/APP/2021/4604

Scale:

1:1,250

Planning Committee:

Minor Page 135

Date:

March 2022



HILLINGDON
 LONDON

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