



HILLINGDON
LONDON



Borough Planning Committee

Date: WEDNESDAY, 05 APRIL
2023

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

**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 Farhad Choubedar

Councillor Ekta Gohil

Councillor Gursharan Mand

Councillor Raju Sansarpuri

Councillor Jagjit Singh

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camera and scan the code below:



Published: Tuesday, 28 March 2023

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Putting our residents first

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Head of Democratic Services
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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 - 10
- 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	Brandon Lift & Tool Hire Land Off Hayes End Road, Hayes 74089/APP/2022/1960	Charville	Retrospective application for the proposed use of Storing/Displaying/Selling of Cars/Light Goods Vehicles within land off of Unit 1 and Unit 2, Hayes End Road, Hayes. Recommendation: Refusal	11 – 28 140 – 143
7	Hillingdon House, Banqueting Suite, Wren Avenue, Uxbridge 77108/APP/2022/691	Hillingdon West	Retrospective Application for the use of the ground floor as a banqueting suite, with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis). Recommendation: Refusal	29 – 54 144 – 150

8	2 Northbrook Drive, Northwood 56315/APP/2022/2504	Northwood	Erection of first floor side and part rear extensions, replacement of pitched roof over retained part single storey rear extension with a flat roof, part demolition and conversion of existing garage to habitable accommodation, extension and conversion of roof space to habitable accommodation including 2no rear dormers and the formation of a crown roof, new front porch and exterior alterations. Recommendation: Approval	55 – 72 151 – 159
9	18 Iver Lane, Cowley, Uxbridge 19016/APP/2023/20	Uxbridge	Demolition of existing dwelling and erection of 4 x self-contained units including 1 x studio unit, 2 x 1-bed units and 1 x 3-bed unit with associated landscaping, parking, refuse and recycling. Recommendation: Approve + Sec 106	73 – 98 160 – 168

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
10	32 Kingsend, Ruislip 9894/APP/2022/3871	Ruislip	Demolition of existing house and garage and construction of a block of seven purpose-built apartments. Recommendation: Refusal	99 – 126 169 – 177
11	53 Lavendar Rise, Yiewsley 46236/APP/2023/54	West Drayton	Erection of a single storey extension to the rear and side and erection of porch. Recommendation: Approval	127 – 138 178 – 183

PART I - Plans for Borough Planning Committee

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Minutes

BOROUGH PLANNING COMMITTEE

9 March 2023

Meeting held at Council Chamber - Civic Centre,
High Street, Uxbridge UB8 1UW



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Henry Higgins (Chairman) Steve Tuckwell (Vice-Chairman) Philip Corthorne Ekta Gohil Gursharan Mand Raju Sansarpuri Jagjit Singh</p> <p>LBH Officers Present: Michael Briginshaw, Principal Planning Officer Nesha Burnham, Principal Planning Officer Katie Crosbie, Planning Team Leader Glen Egan, Legal Advisor Roz Johnson, Planning Services Manager Noel Kelly, Interim Head of Development Management Liz Penny, Democratic Services Officer Fiona Rae, Planning Team Leader Sophie Wilmot, Transport Strategist</p> <p>Also Present: Ward Councillor Tony Burles</p>
101.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Farhad Choubedar with Councillor Philip Corthorne substituting.</p>
102.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
103.	<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 dated 14 February 2023 be agreed as an accurate record.</p>
104.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

105.	<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> <p>It was confirmed that all items of business were marked Part I and would be considered in public.</p>
106.	<p>NORTHWOOD POLICE STATION, 2 MURRAY ROAD, NORTHWOOD - 46639/APP/2022/60 (<i>Agenda Item 6</i>)</p> <p>Change of use from former Police Station (sui generis) to mixed use place of worship (Class F.1) and community centre (Class F.2), along with minor alterations to car park layout.</p> <p>Officers presented the application and highlighted the information in the addendum. It was noted that the application sought the change of use of a Grade II listed building situated in a Conservation Area. The schedule of existing and proposed activities, together with the likely busiest periods and the estimated numbers of cars which would use the site were highlighted to Members. It was noted that the building had a physical capacity of 292 people and a sanitary capacity of approximately 200. It was anticipated that 100 people would be on site at the busiest times.</p> <p>Officers had raised concerns in relation to parking stress, traffic, the lack of sustainable transport and air quality hence the application was recommended for refusal on the following grounds:</p> <ol style="list-style-type: none"> 1. Unacceptable impact on highways safety; 2. Unacceptable impact on air quality; and 3. Failure to secure mitigation through a S106 legal agreement by virtue of recommendation for refusal. <p>A petition in objection to the scheme had been received and the lead petitioner addressed the Committee. Key points raised included:</p> <ul style="list-style-type: none"> • Petitioners' objections were based purely on the grounds of traffic congestion, noise and air pollution; • Volume of traffic in Northwood was already an issue and the proposed change of use would have a major impact on traffic congestion, safety and the health of all Northwood residents; • The Iron Aid Foundation (IAF) had stated that the premises would be in use from dawn until almost midnight. 100+ attendees were expected to attend some events including Friday prayers and festivals. Seven rooms would be available for rental for other activities; • The Iron Aid Foundation claimed that up to 50 staff had previously worked at the police station. In reality, only 6 members of staff had worked out of Northwood Police Station at one time; • Northwood Police Station had never been a 24 hour Police facility hence a Police telephone box had been placed outside with an out of hours connection to Uxbridge Police Station; • Drop off and pick up at the premises would result in major congestion in a restricted parking zone; • It was likely that drop off / pick up drivers would come into conflict with shoppers

- using the Waitrose car park opposite the entrance to the Police Station car park;
- Crossing the busy junction would be dangerous;
- The IAF had been worshipping at St John's Church in Hallowell Road for over 10 years without any impact on the community but the proposed site was within the central conservation area;
- If granted, the proposal would lead to an increase in air pollution;
- Northwood town centre was at saturation point with heavy traffic and was about to get worse due to the large number of apartment blocks planned / being built.

The applicant and agent for the application were in attendance and addressed the Committee. Key points highlighted included:

- The IAF was an existing organisation which had been operating in Northwood for 12 years close to the proposed site with no complaints raised;
- There were insufficient faith and community facilities available in the Borough at present;
- The proposed location was a vacant listed building which needed to be renovated and brought back into use;
- The proposal would resolve a number of existing issues – the current operation at St John's Church had no parking provision whereas there would be 15 spaces at the Police Station. There were no planning restrictions at the Church whereas restrictions were proposed at the Police Station. Moreover, the proposal obligated travel planning and parking management;
- External consultants had raised no significant concerns;
- The policy threshold for refusal on traffic grounds was **severe cumulative impact** – this was not mentioned in the report;
- The IAF would agree to pay the air quality mitigation contribution if the application were approved;
- The maximum capacity had been calculated by officers as a theoretical exercise based on building regulations;
- If there was to be a population explosion in Northwood, good community facilities would be needed to support it;
- The IAF had been founded in 2010 and aimed to help the Community;
- Prayer was important but represented a small part of the planned centre activities;
- The Foundation had a proven track record of helping those in need e.g. raising significant funds for the Paul Strickland Scanner appeal. £250k had also been raised locally in the last five years for good causes and they were currently planning to join forces with the 'Live at Home' charity;
- The IAF had developed a good relationship with St John's Church based on trust and had received no complaints;
- The IAF had engaged positively with the Council and the community and planned activities would not overlap peak traffic times of school drop off and pick up;
- The proposals had cross-faith support.

The Planning Service Manager addressed Members in relation to some of the points raised. It was confirmed that officers were not recommending a refusal reason in respect of noise following advice received from the Council's noise officer and from an external consultant.

The new site would allow an increase in use and the existing site currently being used would still be available.

For the purpose of clarification, Members' attention was drawn to paragraph 111 of the National Planning Policy Framework which stated that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". It was confirmed that officers had concerns that there would be an unacceptable impact on highways safety.

In response to questions from the Committee, the lead petitioner confirmed that Maxwell Road was extremely congested at all times- even at night.

Members sought clarification from the agent regarding projected numbers of attendees. It was confirmed that these had been calculated based on current numbers and those expected to attend future events. It was estimated that approximately 100 people would attend Friday prayers- attendees at other events would be far fewer.

In response to their questions regarding parking and congestion, Members heard from the agent that this would be carefully managed. Eventbrite would be used as a booking system for the car parking spaces. Those intending to visit the premises would be able to see whether a space was available in the car park and, if not, could make alternative arrangements. There would be car parking spaces for those with disabilities. With regard to drop offs and pick-ups, it was confirmed that many of the proposed events would take place in the evenings when it was quieter. Although there were parking restrictions in the area, a quick drop off or pick-up was permitted. In terms of 'hard measures' to address parking issues, it was anticipated that people would not try to access the car park once it was full. With regard to the 30% car share mode, it was confirmed that this was a voluntary arrangement – a high degree of car sharing (2.7 people per car on average) was anticipated especially for evening prayers.

Further to questions from Committee Members, it was claimed that the number of HGVs likely to use the Waitrose store opposite the application site was insignificant hence there would be little opportunity for conflict.

Councillors sought clarification regarding the air quality concerns and the applicant's failure to secure mitigation through a S106 legal agreement in relation to this. Members were informed that air quality had been reviewed by the Council's air quality specialists who felt the proposed change of use would result in harm due to net additional trips. The development was not deemed to be air quality neutral, and the measures proposed were not sufficient to mitigate the total emissions. The applicant had claimed that the change of use would not result in additional trips therefore had not agreed to contribute towards air quality mitigation measures.

In respect of highways concerns, Members heard that parents dropping their children off for activities would often be obliged to get out their cars and cross a busy road – this was a safety concern. It was anticipated that visitors to the premises would try and park as near as possible rather than using local car parks. It was likely that some 50 or 60 cars would visit in a day with car parking spaces for only 14 cars. Moreover, the busy junction and HGV movements opposite were a matter of concern.

In response to further requests for clarification, Members heard that much of the information provided to officers had related to Friday prayers and there had been a gap in the information relating to the proposed community use of the premises especially between the hours of 6-7pm. There could be up to 90 people on site at that time and this had not been fully assessed as part of the application. Estimated numbers of

attendees were not necessarily an indication of future usage and it was felt that the worst-case scenario had not been adequately assessed by the applicant.

Members expressed their concerns regarding parking, vehicle movements and attendees and noted the strength of the comments from Highways officers.

Noise and disturbance were also a matter of concern. It was confirmed that third party advice had been taken in relation to this and, if approved, mitigation measures were proposed such as closure of the parking at certain times, prohibiting external public address and a Facility Use Operations Manual. It was felt that an acceptable noise environment could be achieved therefore noise was not recommended as a reason for approval. It was confirmed that concerns regarding the access gate were covered in Highways reason for refusal.

In summary Members were in favour of bringing the Police Station back into use and commented that a place of worship would be welcomed. However, it was felt that this was the wrong location given the concerns regarding the highways implications on a busy junction, with a supermarket opposite and a school nearby. Air quality was also a matter of considerable concern.

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

RESOLVED: That the application be refused.

107. **NORTHWOOD POLICE STATION, 2 MURRAY ROAD, NORTHWOOD - 46639/APP/2022/56** (*Agenda Item 7*)

Internal alterations and repairs including relevant works. Reinstatement and repair works to windows, doors, police lamp and call box (application for listed building consent)

Officers presented the application which was recommended for refusal. It was noted that the application site was Grade II Listed and formed part of the Green Lane Conservation Area.

A petition had been received in support of the application. The lead petitioner and the agent addressed the Committee. Key points raised included:

- The interior of the building was in an extremely poor condition.
- The application for Listed Building Consent only related to the minimal internal alterations needed in relation to the change of use.
- The applicant intended to fully refurbish the building.
- Less than substantial harm had been identified by officers.
- Officers were satisfied that sufficient public benefits outweighed the harm.
- It was only because of the earlier refusal that this application was also being refused.
- The applicant was aware that taking on a listed building was not for the faint-hearted.
- Pre-application advice had been taken and the proposals had been amended accordingly - the congregation would be split into smaller units and events staggered. Internal alterations had been minimised and no external alterations were proposed.

	<ul style="list-style-type: none"> • Under the proposal the lamp and call box would be re-installed. <p>Members noted that the application was linked to the previous one which had been refused. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be refused.</p>
108.	<p>TORMEAD, 27 DENE ROAD, NORTHWOOD - 9043/APP/2022/2490 (<i>Agenda Item 8</i>)</p> <p>Demolition of existing buildings and replacement with up to 2.5 Storey extension to main building to provide 4 self-contained flats and redevelopment of existing coach house building to provide 1 maisonette unit with associated parking, cycle and bin storage, and landscape works.</p> <p>Officers introduced the application and highlighted the additional information set out in the addendum. It was considered that the proposed development would not harm the character and appearance of the area and would not unduly impact the living conditions of neighbouring properties. The proposal would provide 16 car parking spaces, seven of which would be allocated to the existing flats at the site. The application was recommended for approval.</p> <p>A petition had been submitted in objection to the application. The Lead Petitioner was in attendance and addressed the Committee highlighting the following points:</p> <ul style="list-style-type: none"> • The application site was located in an Area of Special Local Character (ASLC). The Heritage report described the special local characteristics of Dene Road ASLC as comprising detached houses set back from the road with large gardens, a verdant appearance and mature trees in profusion. This ASLC was about the front gardens – shrubs, trees and green features of quality. • The front garden of Tormead currently had trees in abundance. The application plan sought to cut down the hedge, fell 13 trees at the front and turn the current small car park into a 16-space car park. • The building site next door to Tormead was an ecological disaster zone. Residents did not want to see the same happen at Tormead. • The Council's policies set out the need to conserve ASLCs and protect biodiversity to support changes to adapt to climate change and encourage the development of wildlife corridors. Dene Road was already such a wildlife corridor and needed protection. • A suggested solution was to install the new parking spaces in the basement. The current front garden could then be retained. <p>The agent was in attendance and addressed the Committee. Key points highlighted included:</p> <ul style="list-style-type: none"> • The proposal sought to deliver 4 3-bed units and a 2-bed flat – a net gain of 4 homes. • The proposal had been developed in consultation with planning officers and a Conservation Officer. It had taken account of officer's feedback and had resulted

in a heritage-led sympathetically designed scheme with no loss of good quality trees. Verdancy would be very much maintained.

- The proposal would make better use of an underutilised site and would make a positive contribution to meet the Borough's housing needs.
- It would not impact adversely on neighbouring amenity and would offer high quality accommodation, an abundance of attractive amenity space and sufficient on-site parking.
- The extension's footprint would be comparable to the current and represented a modest and subservient addition to Tormead. Space standards would be exceeded.
- The proposal would sustain the current listing status.
- Planning conditions would be accepted including obscure windows to account for neighbouring amenity.

In response to Members' questions, the agent confirmed that verdancy would be maintained as per the proposed landscaping plans. There would be a loss of 19 trees, but these would be replaced by 4 new trees and additional verdancy.

Members welcomed the proposed much needed family dwellings but expressed concern regarding the impact on the ASLC noting that the development would constitute a dramatic change to Dene Road. It was confirmed that, during the pre-application stage, extensive negotiations had taken place to achieve the current scheme which was considered acceptable. The current coach house would be retained, and the proposed extension would be set behind it hence the main building would remain the key feature and the extension would be subordinate to it. Under the current scheme, the dormers had also been reduced and the proposed glazed link would further protect the current street scene.

In terms of car parking, Members heard that there were currently 8 spaces and the area was tarmacked. The proposal would be to extend this area to accommodate 16 car parking spaces. Soft landscaping would protect verdancy. There would also be replacement trees to the front and to the side and the number could potentially be increased so as to further maintain verdancy.

Councillors noted that the proposed car parking area would be semi-exposed whilst the current one was well-screened. It was vital that the verdancy of Dene Road be protected by way of conditions.

In response to their requests for further clarification, Members were informed that the species of replacement trees could be conditioned, and the Council's Tree and Landscape Officer would advise on this. There would be controls in place to ensure replacement trees were of high quality. It was felt that the proposed scheme would appropriately protect the ASLC and the locally listed building which were non-designated heritage assets – Members were referred to the policies set out on page 153 of the agenda pack (DMHB 3 and NPPF paragraph 2.03).

Members sought reassurance regarding access for emergency vehicles, the amenity of the basement flats and the location of the cycle parking provision. It was confirmed that the ground level lowered at the site thereby ensuring that the occupiers of the basement level flats received adequate light and outlook. The location of the cycle store was pointed out to Members, and it was confirmed that there was sufficient space in the car park area for emergency vehicles to gain access.

At the request of the Committee, it was agreed that the landscaping condition be

amended to ensure the 19 current trees be replaced with 19 trees to be planted within Northwood. The landscaping condition would be submitted to the planning authority in consultation with the Chairman. In terms of surfacing for the car park, Members requested that permeable materials be used. It was agreed that delegated authority be granted to the Planning Service Manager, in consultation with the Chairman, to reword conditions appropriately.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the rewording of the conditions relating to landscaping and materials as discussed.

RESOLVED:

- 1. That delegated authority be granted to the Planning Service Manager, in consultation with the Chairman, to tweak the conditions in relation to landscaping to ensure verdancy and the condition regarding materials to ensure permeability; and**
- 2. That the application be approved.**

109. **170 HAREFIELD ROAD, UXBRIDGE - 23469/APP/2022/3593** (*Agenda Item 9*)

Erection of new 3-bedroom bungalow with dormers and roof lights serving accommodation in the roof on land to the front of existing dwelling; garden and bike stores in garden.

Officers introduced the application which was recommended for refusal. The application followed a previous application which had been refused and dismissed at appeal. The current application was recommended for refusal as it was felt it would form an uncharacteristic, cramped and incongruous form of development which would obscure the host dwelling, reduce openness and fail to harmonise with the character of the area and the street scene. It was also felt that the proposal would give rise to harmful overlooking and loss of privacy between the proposed dwelling and numbers 170 and 172 Harefield Road.

A petition in objection to the development had been received. The lead petitioner addressed the Committee highlighting the following key points:

- Residents were concerned that the properties would effectively disappear from the street scene due to the gradient of the road.
- Nos. 217 and 215 across the road had been offset to ensure they did not look at each other and it was important they did not lose their outlook.
- Numbers 172, 170a and 170b shared the driveway and in excess of 7 vehicles a day could use it. This raised a concern in terms of road safety as there was a blind bend when exiting.
- The proposal would constitute an overdevelopment of the site and the current infrastructure was inadequate.

The agent for the application addressed the Committee and highlighted the following points:

- The applicant had amended the scheme in accordance with the inspector's comments.
- The inspector had been satisfied that the siting of the dwelling would not be uncharacteristic, and the sub-division of the site would not be harmful to the

appearance of the area.

- The inspector had concluded that limited separation to side and rear boundaries would cause the dwelling to appear cramped but the harm arising from the obscuring of 170 and 172 Harefield Road would be modest. Harm to the area would also be modest.
- To address the inspector's concerns, the proposal had been reduced in width, depth and height. Separation distances had been increased and the roof height reduced by 1m. The building footprint had been reduced by 14% and the internal floor area would be 26% less than the previous scheme.
- The new proposal would be more in keeping with the street scene.
- The lounge doors would be set 21.4m away from the front of the attached garage to no.170.
- Planting would minimise overlooking. The garden to the proposed dwelling had been increased in size and now provided 43 square metres more than the Hillingdon standard.
- There was now adequate space to the front of numbers 170 and 172 to provide additional planting if required.
- The site had been separated from no. 170 and did not form part of the front garden therefore should be considered as undeveloped land.
- All concerns of the inspector had been addressed. If refused, the applicant would consider appealing the decision.

Ward Councillor Tony Burles was in attendance and spoke in support of petitioners stating that the proposal was effectively to build a large unit in a front garden. This would be detrimental to the amenity of numbers 170 and 172 and constituted an unacceptable level of overdevelopment.

In response to questions from the Committee, Members were informed that the distance between properties had been scaled at 18m. It was confirmed that previous reasons for refusal relating to transport and highways and access had been dismissed by the inspector. The 2 remaining reasons for refusal as set out in the report related to overdevelopment and overlooking.

Members expressed considerable concern regarding the uncharacteristic nature of the proposal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be refused.

110. **FORMER GARAGES SITE REAR OF SULLIVAN CRESCENT, HAREFIELD - 60653/APP/2022/531** (*Agenda Item 10*)

Erection of no.4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works.

Officers introduced the application which was recommended for approval. The application was a re-submission following the lapse of the previously granted planning permission. It was noted that the garden sizes for plots 4 and 5 fell short of private amenity standards; however, this was deemed to be acceptable given the proximity of a public park and children's playground.

In response to their queries, Members heard that some weight had been given to the previous submission which had now lapsed. The current application had been

	<p>assessed against current policy. It was confirmed that there was sufficient room in the access road for two cars to pass each other safely. In terms of materials, Members were informed that materials would be conditioned to match as closely as possible those of the existing houses in the same section of Sullivan Crescent.</p> <p>Members welcomed the increase in family dwellings. The officer's recommendation was moved, seconded and when put to a vote unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.45 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on epenny@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Item No. Report of the Interim Director of Planning, Regeneration & Public Realm

Address BRANDON LIFT & TOOL HIRE LAND OFF HAYES END ROAD HAYES
END ROAD HAYES

Development: Retrospective application for the proposed use of Storing/Displaying/Selling of Cars/Light Goods Vehicles within land off of Unit 1 and Unit 2, Hayes End Road, Hayes

LBH Ref Nos: 74089/APP/2022/1960

Drawing Nos: Unit 2, Hayes End Road, Hayes, Hillingdon, UB4 8EH SITE PLAN Rev 2
Unit 2, Hayes End Road, Hayes, Hillingdon, UB4 8EH LOCATION PLAN

Date Plans Recieved: 20/06/2022 **Date(s) of Amendment(s):** 20/06/2022

Date Application Valid: 05/07/2022

1. SUMMARY

This planning application has been submitted in response to a planning enforcement investigation, and seeks retrospective planning permission to use the land outside of Units 1 and 2 Hayes End Road for the storage, display and sale of cars and light goods vehicles.

Representations received from local residents and evidence provided by the Borough's Parking Service Manager (detailed in section 6 of this report) suggest that the development has resulted in an adverse impact on the local highways network and neighbouring amenities.

During the course of the application (and in attempt to clarify whether sufficient parking provision could potentially be provided at the development site) additional information was sought regarding the site's existing use(s), function(s), parking arrangement, and parking provisions. No clear or robust information was forthcoming.

It is concluded that the applicant has failed to satisfactorily demonstrate that sufficient parking spaces exist (or could be provided) within the development site to accommodate vehicles associated with the development and the site's other use (as a storage facility). The use for which retrospective planning permission is sought has resulted in parking stress and associated congestion to the detriment of pedestrian and highway safety, as well as the amenities of local residents. It is considered that these issues cannot be satisfactorily addressed through the imposition of planning conditions (or other mitigation measures which could potentially be secured). Consequently, the proposal conflicts with the Development Plan and is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The applicant has failed to demonstrate that sufficient parking spaces exist (or can be provided) within the development site to satisfactorily accommodate vehicles associated with the development and the site's other use (as a storage facility). The use for which retrospective planning permission is sought has resulted in parking stress and associated congestion to the detriment of pedestrian and highway safety, as well as the amenities of local residents and these issues cannot be satisfactorily resolved through the use of

planning conditions. The development is therefore contrary to Policies DMT 1, DMT 2, DMT 4 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy T4 and T6 of the London Plan (2021) and paragraphs 111 and 130 of the National Planning Policy Framework (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon 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 2	Employment Uses Outside of Designated Sites
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMHB 3	Locally Listed Buildings
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP D1	(2021) London's form, character and capacity for growth
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP G2	(2021) London's Green Belt
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the west side of Hayes End Road.

The site comprises a two storey warehouse style building which is connected to a single storey garage. Both of the buildings are low rise and have been finished in yellow brick. They are set back from Hayes End Road and are surrounded by hard surfacing. The site

has 2 no. vehicular accesses and the accesses are connected by a narrow through road within the site.

It is the Council's understanding that Unit 1 is currently being used for storage. Unit 2 is also being used for storage, with the exception of a reception area, which is being used as an office to facilitate car/LGV sales.

The area surrounding the site is mixed use. To the north west of the site is a 4 storey apartment building called 'Murray Grey House' and to the north east, a 3 storey apartment building called 'Charolais House'. To the east is a 3 storey apartment block called 'Thurbin House'. To the south of the site is a 2 storey car garage providing washing, valeting and other services. To the west of the site there are commercial units.

The development site is located within an Air Quality Focus Area and has a PTAL rating of 2. To the east of the site (across the road) is Laburnum Villa, a locally listed building and its associated boundary wall. To the north east of the site (across the road) is the Green Belt.

3.2 Proposed Scheme

The application seeks retrospective planning permission to use the land around Unit 1 and Unit 2, Hayes End Road, Hayes for the storing/displaying/selling of cars/light goods vehicles.

3.3 Relevant Planning History

74089/APP/2018/3053 Gigel Motors Ltd Hayes End Road Hayes

Change of use from car sales (Sui Generis) to cars sales, vehicle service/repair and MOT (Sui Generis)

Decision: 22-04-2020 Refused

74089/APP/2020/3305 Land Off Hayes End Road Hayes End Road Hayes

Demolition of existing buildings and redevelopment of the site to provide a building of 4 storeys to provide residential units (Use Class C3) with associated residential amenity space, landscaping, car and cycle parking, refuse storage and access.

Detailed Description: 27 residential units comprising 5 x 1-bedroom, 16 x 2-bedroom and 6 x 3-bedroom.

Decision: 16-09-2021 Refused

Appeal: 12-05-2022 Withdrawn

Comment on Relevant Planning History

The site's planning history is listed above.

In 2018, planning permission was sought for 'Change of use from car sales (Sui Generis) to cars sales, vehicle service/repair and MOT (Sui Generis)' under planning application No.74089/APP/2018/3053.

The application was refused for the following reasons:

1) The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

In 2020, planning permission was sought for 'Demolition of existing buildings and redevelopment of the site to provide a building of 4 storeys to provide residential units (Use Class C3) with associated residential amenity space, landscaping, car and cycle parking, refuse storage and access. Detailed Description: 27 residential units comprising 5 x 1-bedroom, 16 x 2-bedroom and 6 x 3-bedroom', under planning application No.74089/APP/2020/3305.

The application was refused on 16-09-2021 for the following reasons:

1) The proposed development fails to make appropriate provision of on site affordable housing, contrary Policies H4, H5 and H6 of the London Plan (2021), Policy H2 of the Local Plan: Part One (2012), Policy DMH 7 of the Local Plan: Part Two - Development Management Policies (2020), London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations (2014), Paragraph 65 of the NPPF (2021) and Mayor of London's Affordable Housing and Viability SPG (2017).

2) The proposed development, in the absence of a Section 106 legal agreement, fails to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of air quality contributions, affordable housing, construction training, highways works, carbon offset, employment and training, permit free parking). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part Two Development management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations, Policy DF1 of the London Plan (2021) and paras 55-58 of the NPPF (2021).

The Committee Report noted that at the time, the site (Unit 1 and Unit 2) were in Sui Generis use.

A planning appeal was lodged and subsequently withdrawn.

4. Planning Policies and Standards

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

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

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

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

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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

Part 2 Policies:

DME 2	Employment Uses Outside of Designated Sites
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMHB 3	Locally Listed Buildings
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP D1	(2021) London's form, character and capacity for growth
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP G2	(2021) London's Green Belt
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

57 neighbouring properties were directly notified of the proposal on 07/07/22.

17 letters of objection have been received (including an objection from a local ward Councillor) in response to consultation on the application. Those comments have been summarised below.

- 1) The proposal has and would continue to have an adverse impact on the local highways network, as well as pedestrian and vehicle user safety;
- 2) Insufficient parking spaces exist for the proposed use;
- 3) Cars are being sold at unsocial hours giving rise to harmful levels of noise pollution;
- 4) The proposal would lead to an increase in air pollution;
- 5) The proposed use is already in operation;
- 6) The development is leading to conflict between residents in the area, as on-road parking spaces are being used by operators of the development site;
- 7) Egress from the site is impossible due to the amount of cars parked on the forecourt;
- 8) Several companies are operating from units 1 and 2 / there is an over intensification of the site

use.

A petition with 80 signatures has also been received against the proposed development. The petition raises the following summarised points:

- i) The proposal has and would continue to have an adverse impact on the local highways network, as well as pedestrian and vehicle user safety;
- ii) Insufficient parking spaces exist for the proposed use;
- iii) The site has been used as described since August 2020 not March 2022;
- iv) Most of the vehicles in question are not taxed or MOT as they are for sale. The car dealers also only have one trade plate, instead of two which is a legal requirement. Parking enforcement has been contacted, but tickets are ripped off and discarded. If a car is eventually sold, then the new owner faces such fines from the DVLA;
- v) The car dealers park their vehicles along Newport Road, but have caused criminal damage to the emergency gates at the back of Charolais House;
- vi) Continued trading would encroach on the setting of a listed building and listed wall across the road at Springwell Nursery. It would be detrimental to the setting of the Listed Wall and Listed Building;
- vii) Illegal dwellings upstairs in Brandon Tool hire.

PLANNING OFFICER COMMENTS:

Issues relating to points 1-4, i, ii and vi are considered in the main body of the report. In addition, Members are advised to note the following:

In relation to point 5, the proposed use is already in operation and retrospective planning permission is being sought to regularise it.

In relation to point 6, civil disputes are not a material planning consideration. Nevertheless, the parking implications of the development are and they have been discussed in section 7.10 of this report.

In relation to point 7, issues regarding safe egress from the site have been addressed in section 7.10 of this report.

In relation to point 8, several companies have historically operated from the site (since 2009 at least). However, the development subject of this application is considered to have resulted in an intensification of the site's use.

Point iii is noted. The applicant contends that the site has been used as described since March 2022. Regardless, the application should be considered on its planning merits.

In relation to points iv and v, the issues raised are not considered to be material to the planning decision.

Point vii is considered a separate matter for the Council's Planning Enforcement Team.

Internal Consultees

PARKING SERVICES MANAGER:

There has been a very significant increase in parking contravention notices on Hayes End Road since mid-2022. I do not know if this increase relates directly to the units selling cars as we only deal with the car and have no knowledge of who parked it there or why. However, I would suspect that it does either by them parking cars on the highway or their customers parking cars.

ACCESS OFFICER:

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

HIGHWAYS OFFICER:

Initial Comments:

Retrospective planning permission is sought to use land situated on Hayes End Road for the storage, display and sale of cars and light good vehicles. The application site is situated just c.60m north of a priority junction with the busy A4020 Uxbridge Road - this road forms part of the Council's classified road network. On-street parking outside the application site is controlled by double yellow lines, opposite is marked out Pay and Display parking bays that operate 08:00 to 18:30h Monday to Saturdays with parking limited to a maximum stay of 2 hours. Further along Hayes End Road on the same side of the road as the development, parking is unrestricted, opposite are single yellow lines where parking is restricted 08:00 to 09:00h and 16:30 to 18:30h Monday to Friday. As mentioned above this is a retrospective planning application and the Highway Authority is aware that the site in it's current, albeit unlawful use, is creating parking stress, this is because the business owners are parking vehicles for sale on the highway. The Highway Authority is satisfied that a car sales business could operate from the site without creating parking stress, increasing the risk to road safety, or hindering the free flow of traffic. The amount of traffic the site generates would be no more than staff arriving and leaving each day, visitors/customers and vehicles being delivered and driven away. It is anticipated that most visitors/customers would visit the site outside the network peak hours. There are no highway objections to this proposal subject to the following planning conditions.

1. The vehicles that are stored, displayed and offer for sale on the site should be restricted to cars only.

REASON The Highway Authority is mindful that the proposal site is located close the Hayes End Road junction with the A4020 Uxbridge Road, this is a busy location with a considerable volume traffic activity. Cars as opposed to light goods vehicles are more manoeuvrable and have better all-round vision, if light goods vehicles were stored/displayed and offered for sale this would create more activity on the highway increasing the risk to road safety and hindering the free flow of traffic. This is to be in accordance with the 2021 published London Plan Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

2. Plans are provided for approval that show marked out the area to be used for the storage, display and sales of vehicle.

REASON clearly marked out parking areas limits the numbers of cars that can be parked on-site to amount of space available.

3. Plans are provided for approval that show marked out the location of staff and visitor parking.

REASON this will reduce the likelihood of staff and visitors parking on the surrounding streets resulting in parking stress.

4. Plans are provided for approval that show a wall or fence not exceeding 0.6m high is provided between the site boundary and back of footway.

REASON this is to guard against cars parked on-plot encroaching onto the footway, this would reduce the footway width and increase the road safety risk to pedestrians. This is to be in accordance with the 2021 published London Plan Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

5. That all vehicles for storage, display and sale are driven to the site not transported by lorry.

6. The applicant enters a 1990 Town and Country Planning Act s.106 legal agreement with the

Council obliging the applicant to pay the Council £50,000 for the implementation of a parking management scheme should the use give rise to parking stress. If parking problems do not arise, then the money would be returned at an agreed time.

Planning Officer Comment:

The conditions initially recommended by the Highway Officer are not considered to meet the NPPF tests for conditions. The application seeks retrospective consent for the storing/displaying/selling of cars and light goods vehicles. Therefore, a restriction to cars only (as suggested in condition 1 above) would not resolve the issues on site or accord with the application description. There are also concerns about enforceability of some suggested conditions (e.g. 1 and 5) and moreover, there are concerns that information referred to in conditions 2 and 3 would be required upfront, in order to demonstrate whether acceptable provision could potentially be made to accommodate all of the uses on site (noting that the proposal is an intensification of use e.g. existing storage use to remain). This information has been requested from the applicant and has not been forthcoming.

FINAL HIGHWAY COMMENTS:

The first set of comments submitted by the Highway Authority contained a series of conditions considered necessary to make the development acceptable. Without these conditions then there would have been highway objections. The Highway Authority have since been advised by the Local Planning Authority that the conditions required would not meet the National Planning Policy Framework test and therefore could not be used. Taking this into account there are highway objections to this proposal for the reasons set out in the original comments, it would not be in accordance with the 2021 published London Plan Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

PLANNING ENFORCEMENT

There is an enforcement case ENF/133/22 with regards to unauthorised material change of use of the site for storing, selling and displaying of motor vehicles. It is noted this planning application is retrospective and the outcome of the application is being monitored by the Planning Enforcement Team. Should this planning application be refused, it is considered that the owners/occupiers may be liable to formal planning enforcement proceedings that would require the cessation of the unauthorised use of the land.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT:

The development site is in commercial use, albeit not within a designated employment area. As such, Policy DME 2 (Employment Sites Outside Designated Employment Areas) is considered relevant. It states that: proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if:

- i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
 - ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
 - iii) sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
 - iv) the new use will not adversely affect the functioning of any adjoining employment land;
- or
- v) the proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

The existing site comprises commercial units within a 2-storey and single storey building. The site and buildings appear to have had multiple uses and multiple occupants over the years. The site has historically been used for Sui Generis employment uses (as noted in section 3.3 above) and this would remain the same post development (i.e. there would be no loss of employment floorspace). It is considered that the principle of the development can be supported, subject to compliance with other policies within the Development Plan and relevant material planning considerations.

7.02 Density of the proposed development

Not applicable to this application.

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

Policy DMHB 3 states:

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

Paragraph 203 of the NPPF (2021) states: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Laburnham Villa and its associated boundary wall are located to the east of the site. The building and wall are locally listed and are therefore non-designated heritage assets. There would be no direct impact on the fabric of the heritage assets as a result of the proposal, given the separation from the application site. However, it is considered that the development has resulted in increased parking within the vicinity of the heritage assets (i.e. within the setting). Whilst this results in some visual clutter (refer to section 7.07 of this report), it is considered that this does not justify a refusal of planning permission on heritage grounds.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The London Plan (2021), NPPF (2021) and Local Plan all seek to protect the Green Belt from inappropriate development, unless very special circumstances can be demonstrated to outweigh the identified harm to the Green Belt.

The Green Belt is located to the north east of the site (on the opposite side of Hayes End Road). Given the nature of the application proposal, it would cause no adverse impact on the openness or character of the Green Belt.

7.07 Impact on the character & appearance of the area

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.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) 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 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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.'

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 noted, the site comprises a two storey warehouse style building which is connected to a single storey garage. Both of the buildings are low rise and have been finished in yellow brick. The buildings are set back from Hayes End Road and are surrounded by hard surfacing.

The application development involves no extensions or external alterations to the site's existing buildings, therefore potential impact on the character and appearance of the area is limited. It is acknowledged that the development has resulted in increased parking at the site and surrounds which does result in some visual clutter. However, this would not warrant a refusal of planning permission on visual grounds taking into consideration that

the site has historically been utilised for car related services, and furthermore, it is noted that there is a car garage to the south (providing washing, valeting and other services), therefore parked vehicles are an existing visual feature of the area.

7.08 Impact on neighbours

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

Paragraph 130 (f) of the NPPF (2021) states that planning policies and decisions should ensure that developments: 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.

The proposed development seeks to display cars and light goods vehicles within the development site. Cars would remain on the site until sold or moved, and would therefore be there on a temporary basis. No extensions or external alterations to the site's buildings are proposed. As such, the proposal is not considered to cause any harmful loss of light, outlook or privacy to neighbouring properties.

Notwithstanding the above, the development has resulted in adverse amenity impacts to neighbours in respect of the increased roadside parking/parking stress (and associated disturbance) discussed at Section 7.10 of this report and as reported by residents (see Section 6 of this report). This issue is captured in the recommended reason for refusal set out in Section 2 of this report.

Had the application otherwise been recommended for approval, a planning condition would have been recommended restricting the site's operating hours. This would ensure that neighbours are not subjected to adverse levels of noise (from comings and goings) during unsocial hours.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

POLICY CONTEXT:

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

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to: i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development; ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users; iii) provide equal access for all people, including inclusive access for disabled people; iv) adequately address delivery, servicing and drop-off requirements; and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network. B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such

measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) 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 pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) 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; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

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.

Policy T4 (F) of the London Plan 2021 states 'development proposals should not increase road danger'.

Policy T6 of the London Plan (2021) states:

i - Adequate provision should be made for efficient deliveries and servicing and emergency access.

J - A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

Paragraph 111 of the NPPF (2021) states 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

PARKING:

Within the London Plan and Local Plan there are no specific parking space requirements for the proposed sui generis use. In the interests of ensuring that the proposed

development has no unacceptable and deleterious impact on street parking provision, congestion, highway safety and local amenity, the applicant is therefore required to justify and demonstrate the amount of parking provision required to service the development. Officers have requested further detailed information including:

- a parking layout plan (indicating parking space availability for staff and customers of both units 1 and 2, as well as spaces for the cars/LGVs which are for sale); and
- a parking strategy/management plan.

The above information has not been forthcoming and in the absence of it, the applicant has failed to demonstrate that adequate parking provision for the aforementioned parties exists (or could be provided) on site, leading to concerns about parking stress, congestion and the creation of a more hazardous environment for road users and pedestrians.

This is borne out in the representations received from local residents and the comments from the Council's Highway Officer and Parking Services Manager (see Section 6) which note respectively the occurrence of parking stress and the significant rise in the number of parking contravention notices served by the Council in Hayes End Road since March 2022.

It is considered that road-side parking within parking spaces which are available to parking permit holders/local residents would result in less spaces for those users, potentially leading to parking in restricted areas at the road side; more uncontrolled road side parking and exacerbating issues described above.

Furthermore, 2 units operate from the application site and are likely to have individual parking needs. No information has been submitted (parking strategy/management plan) to demonstrate that those needs can be accommodated alongside each other without creating a more hazardous environment for road users and pedestrians, alongside additional traffic and congestion.

At the time of the Planning Officer's site visit, cars were parked upon the entirety of the site's through road, blocking it. This arrangement prevents cars from entering and exiting the site in a forward gear, leading to vehicles reversing onto the highway, creating a more hazardous environment. The submitted plans suggest that this would be the case moving forward and such an arrangement is considered to be detrimental to the local highway network.

Taking into consideration all of the above and in the absence of a satisfactory parking plan and parking management strategy, it is considered that the development has and would continue to lead to parking stress and associated congestion to the detriment of pedestrian and highway safety. The proposal is therefore contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020), as well as Policies T4 and T6 of the London Plan (2021) and paragraphs 111 and 130 of the NPPF (2021) and should be refused planning permission.

ELECTRIC CHARGING POINTS:

Had the application otherwise been considered acceptable, a condition could have secured provision of electric vehicle charging points.

BICYCLE PARKING:

Had the application otherwise been considered acceptable, a condition could have secured provision of cycle parking.

REFUSE/RECYCLING COLLECTION:

Policy DMHB 11 part (d) 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.

Had the application otherwise been recommended for approval, a condition would have been added to ensure that refuse and recycling would be stored in an accessible location. At present there appears to be adequate space for the storage of such facilities to the sides and rear of the site.

ACCESS:

The site's existing accesses would be retained. However, as has been previously noted, it has not been demonstrated through submission of a parking layout plan and parking management plan that the site could be operated so as to enable access through the site in order for vehicles to enter and leave the site in forward gear.

7.11 Urban design, access and security

Addressed where relevant in other sections of this report.

7.12 Disabled access

The Borough's Access Officer was consulted and has raised no concerns regarding the development and the accessibility of the site.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Issues relating to the development's noise impact have been considered in section 7.08 above. The development is not considered to cause any significant Air Quality issue, taking into account the site history/previous uses, and the scale and nature of the development.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the relevant sections above.

7.20 Planning obligations

N/A

7.21 Expediency of enforcement action

As noted in Section 6 of this report, the outcome of the application is being monitored by the Council's Planning Enforcement Team. Should this planning application be refused, it is considered that the owners/occupiers may be liable to formal planning enforcement proceedings that would require the cessation of the unauthorised use of the land.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

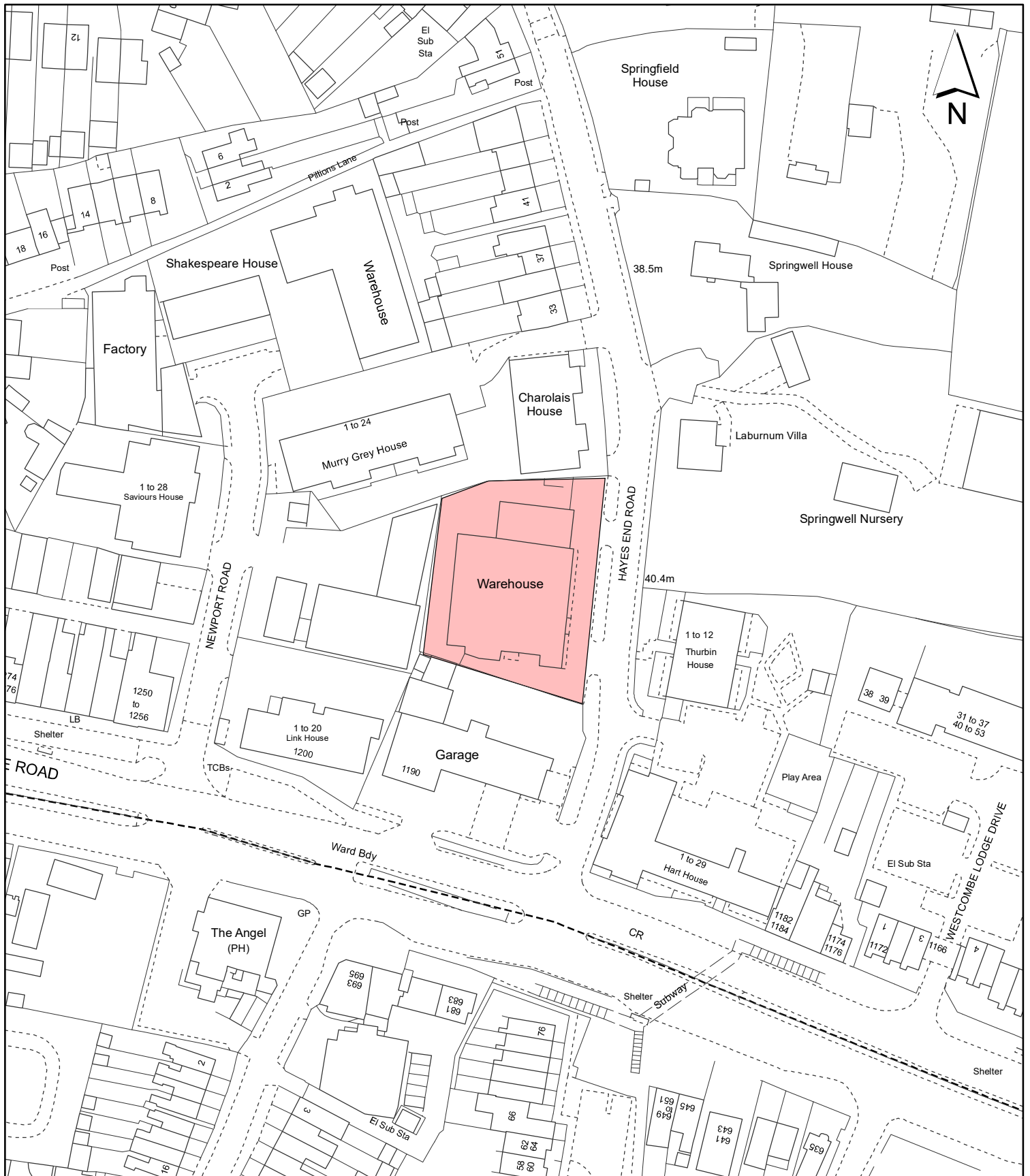
The retrospective development has and would continue to cause significant harm to amenities of local residents and the local highways network, as well as pedestrian and road user safety. Consequently, the proposal conflicts with the Development Plan and the identified harm is not outweighed by material considerations. The planning application is therefore recommended for refusal as set out in Section 2.

11. Reference Documents

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

Contact Officer: Haydon Richardson

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Brandon Lift & Tool Hire
 Land Off Hayes End Road**

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

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

Planning Application Ref:

74089/APP/2022/1960

Scale:

1:1,250

Planning Committee:

BoroughPage 27

Date:

April 2023



HILLINGDON
 LONDON

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Item No.	Report of the Interim Director of Planning, Regeneration & Public Realm		
Address	HILLINGDON HOUSE, BANQUETING SUITE WREN AVENUE UXBRIDGE		
Development:	Retrospective Application for the use of the ground floor as a banqueting suite, with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis)		
LBH Ref Nos:	77108/APP/2022/691		
Drawing Nos:	Noise Mitigation Report Rev 01 13/01/2022 1062_375 Rev A Basement Floor Plan 1062_370 Rev B Ground Floor Plan Planning, Heritage, Design and Access Statement Odour Risk Assessment - Kitchen Extraction System 03/11/2021 Rev 1.0 P000046 - (R1) Transport Statement Location Plan 18-02-2022 Block Plan Car Park 18-02-2022 1062_370 A Ground Floor Plan 1062_375 Basement Floor Plan Block Plan of Abshar Hillingdon House 18-02-2022		
Date Plans Recieved:	01/03/2022	Date(s) of Amendment(s):	01/03/2022
Date Application Valid:	14/06/2022		08/03/2022

1. SUMMARY

This is a retrospective application for the use of the ground floor of Hillingdon House as a banqueting suite, with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis Use).

The ground floor of the property has planning consent for use as a restaurant as part of the hybrid consent for the wider St Andrews Park site, formerly known as RAF Uxbridge.

There is significant local objection to the proposals, including a petition, plus letters of support. A local Ward Cllr has also objected to the application.

Officers have been mindful of the potential detrimental impact on residential amenity to neighbouring properties, in terms of noise, odour and disturbance. Careful consideration has therefore been given to whether the Sui Generis Use itself is inappropriate in this location due to its inherent detrimental impact on residential amenity, or whether it could have an acceptable impact on residential amenity if it were controlled by appropriate conditions.

In policy terms the provision of the proposed Town Centre Sui Generis Use on the site is considered to be acceptable in respect of the existing consent of the building to operate a restaurant at ground floor level. However, this is subject to compliance with all other planning policy considerations, including impact on neighbouring residential amenity, parking and highway safety.

The Council's Highways Officer has raised no objections, subject to relevant conditions. These conditions include the implementation of measures to restrict the hours of use and number of guests.

The submitted Noise Assessment and Odour Assessment have been reviewed by the Council's Noise and Odour Specialist who has raised no objection to the application, subject to conditions to ensure the recommendations of these reports, including required mitigation measures, are implemented. The Council's Conservation Officer has requested further details of the proposed measures to mitigate noise and odour so as to determine if these measures require separate Listed Building Consent and if they would have an acceptable impact on the Grade II Listed Building. Details of the mitigation measures, concluded as necessary within reports submitted as part of the application, have been requested from the applicant. These details have not been provided.

Therefore, it is not possible to determine if the measures required to mitigate the detrimental impact of noise and odour are acceptable, or indeed could be approved through the discharge of planning conditions without requiring separate Listed Building Consent. Without the ability to attach appropriate and necessary conditions, the scheme would have a detrimental impact on the residential amenity of adjacent occupiers and the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

Insufficient detail has been provided to demonstrate that the required mitigation measures to protect residential amenity in terms of noise and odour pollution would not have a detrimental impact on the Grade II Listed Building, or to determine that they do not require separate Listed Building Consent. As such, the required conditions to protect residential amenity cannot be attached to a grant of planning consent. Therefore the Sui Generis Use is considered to have an unacceptable impact on the amenity of adjacent residential occupiers contrary to Policy D14 of London Plan (2021), Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and paragraph 130 of the National Planning Policy Framework.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 6	Development in Green Edge Locations
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 15	Planning for Safer Places
DMHB 2	Listed Buildings
DMT 1	Managing Transport Impacts

DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP G2	(2021) London's Green Belt
LPP HC1	(2021) Heritage conservation and growth
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
SA 28	St Andrews Park, Uxbridge

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to Hillingdon House, a Grade II Listed Building located on the eastern side of St Andrew's Park. Hillingdon House was originally constructed by the Duke of Schomberg as a hunting lodge in 1717. It was reconstructed after a fire in 1844 by George Mair. Prior to the current use, the building was used by the Royal Air Force.

Immediately to the west of the site is Dowding Park with the River Pinn running through a copse of mature trees. The surrounding area is characterised by a topography that slopes up towards the House from the River Pinn elevating the House and giving it a prominence within the landscape. The land directly to the south and west of Hillingdon House is allocated as green belt, including the car park located within the application redline boundary. However, Hillingdon House itself is not within the green belt. To the north of the site are residential properties within Partridge Close, with the closest dwelling only 6.7m from the application building. To the east and south east are further residential properties on Bowling Close.

The site is designated within an Airport Safeguarding Zone and Air Quality Management Area. The site is accessed by vehicles via Wren Avenue, which is a private unadopted road. There are no parking controls in the area and the site has a public transport accessibility level (PTAL) rating of 1a (poor).

3.2 Proposed Scheme

This is a retrospective application for the use of the ground floor of Hillingdon House as a banqueting suite, with associated ancillary facilities at basement level, for private civil ceremonies, weddings and parties (Sui Generis).

The gross internal floor areas of the ground floor and basement are 935 sqm and 195 sqm respectively. The application proposes that 461.6 sqm of the ground floor (as shown on drawing reference 1062_370 Rev B) and 175.3 sqm of the basement area (as shown on drawing reference 1062_375 Rev A) be granted planning permission for a change of

use to a banqueting suite for private civil ceremonies, weddings and parties (Sui Generis). The basement of the premises provides an ancillary kitchen and servery facilities.

The submission advises that the ground floor has a maximum capacity to accommodate 200 persons. However, the maximum number of people 'rarely exceeds 150'. The number of events being held at the site is 4 in a typical week. The use consists primarily of conducting civil marriages / weddings and banqueting at the ground floor level.

The site has a private car park immediately opposite the main building on its southern side. The car park can accommodate 40 vehicles at a time. In addition, 6 parking spaces are located to the eastern side of the building for disabled visitors plus about 4 unmarked spaces. Therefore, the maximum capacity at the car parking area on site is 50 spaces.

The application is only for the material change of use of the building. No details of operational development have been submitted for the Listed Building.

The application advises that the existing use has created 15 jobs for food preparation and servery, 5 other staff and 5 for security. However, the planning agent has advised during the course of the application process (letter dated 22nd February 2023) that the applicant has now engaged outside caterers who supply cooked food to the premises when required. Therefore, there is no cooking involved at the site and the kitchen/servery is only used to heat up pre-cooked food. Therefore, the accuracy of the stated employment of the Sui Generis Use is not known.

The submission includes noise and odour reports, both of which recommend that appropriate mitigation measures are implemented. The details of these measures have been requested but not provided.

3.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c) Creation of a three-form entry primary school of 2 storeys;
- d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

Decision: 18-01-2012 Approved

585/APP/2009/2754 R A F Uxbridge Hillingdon Road Uxbridge

Alterations to Grade II listed Hillingdon House and the associated demolition of adjoining wing, temporary buildings and other buildings within curtilage of Hillingdon House. Alterations to 'Carpenters' building and alterations to curtilage walls (Application for Listed Building Consent.)

Decision: 24-01-2011 Approved

585/APP/2015/848 St Andrews Park Hillingdon Road Uxbridge

Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development.

Decision: 21-12-2015 Approved

585/APP/2016/1969 Hillingdon House, Raf Uxbridge Hillingdon Road Uxbridge

Layout changes to proposed WCs at first and second floor levels, layout changes to ground floor to proposed WCs, secondary access to offices and restaurant spaces, layout changes to basement including formation of new kitchen and staff facilities (Application for Listed Building Consent).

Decision: 15-02-2017 Approved

585/APP/2016/3002 Hillingdon House, Former Raf Uxbridge Wren Avenue Uxbridge
Proposed hard and soft landscaping works to Hillingdon House, including formation of new parking bays

Decision: 16-01-2017 Approved

585/APP/2017/1708 Hillingdon House Wren Avenue Uxbridge

Details pursuant to Condition 6 (Method Statement) of Listed Building Consent ref: 585/APP/2016/1969 dated 15/02/2017 (Layout changes to proposed WCs at first and second floor levels, layout changes to ground floor to proposed WCs, secondary access to offices and restaurant spaces, layout changes to basement including formation of new kitchen and staff facilities)

Decision: 07-02-2018 Refused

585/APP/2017/2352 Hillingdon House Wren Avenue Uxbridge

Details pursuant to Condition 7 (Drawings and Materials) of Listed Building Consent ref: 585/APP/2016/1969 dated 15/02/2017 (Layout changes to proposed WCs at first and second floor levels, layout changes to ground floor to proposed WCs, secondary access to offices and restaurant spaces, layout changes to basement including formation of new kitchen and staff facilities)

Decision: 29-03-2018 Refused

585/APP/2017/3530 Hillingdon House Wren Avenue Uxbridge

Alterations to proposed WCs at first and second floor levels, layout changes to ground floor to proposed WCs, secondary access to offices and restaurant spaces, layout changes to basement, including formation of new kitchen and staff facilities (Application for Listed Building Consent)

Decision: 07-11-2018 Approved

585/APP/2017/3532 Hillingdon House Wren Avenue Uxbridge

Installation of roof level kitchen exhaust and ventilation plant

Decision: 17-05-2018 Approved

585/APP/2019/3054 Hillingdon House Wren Avenue Uxbridge

Erection of a low post and rail timber fence along the southern boundary of the site

Decision: 27-11-2019 Approved

585/APP/2019/382 Hillingdon House Wren Avenue Uxbridge

Proposal for an external 200mm diameter boiler flue from basement level and terminating 300mm above the roof parapet level on the north elevation in matching RAL external wall finish. (Application for Listed Building Consent)

Decision: 29-03-2019 Approved

585/APP/2019/584 Hillingdon House Wren Avenue Uxbridge

Installation of 200mm diameter boiler flue, from basement level and terminating 300mm above the roof parapet level on the north elevation, painted to match RAL colour of external wall finish

Decision: 12-04-2019 Approved

Comment on Relevant Planning History

The relevant consent for Hillingdon House was part of a much wider permission that

covered all of St Andrews Park. That application ref. 585/APP/2009/2752 dated 18-01-12 granted consent for:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c) Creation of a three-form entry primary school of 2 storeys;
- d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
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- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

The element relevant to this application is therefore part 2. g)

'Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors'

The above consent has since been amended under application ref. 585/APP/2015/848, but no changes have been made in relation to the Use Class of Hillingdon House. It is worth noting that the following Conditions were attached to the original consent 585/APP/2009/2752:

Condition 36

In respect of all non-residential uses (including those within Hillingdon House, the District Park and any publicly accessible outdoor space), no amplified or other music shall be played except between 0800 hours and 2000 hours Mondays to Fridays, between 0800 hours and 1600 hours on Saturdays and at no time on Sundays, Public or Bank Holidays unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

Condition 49:

Unless otherwise agreed in writing by the Local Planning Authority, in respect of any Class A3 use hereby approved, no persons shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours with an allowance of up to 30 minutes either side of these times for closing and opening.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition 71

Unless otherwise agreed in writing by the Local Planning Authority, the rating level of the noise emitted from the plant, equipment and any air conditioning units shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, Method for rating industrial noise affecting mixed residential and industrial areas.

REASON

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

The above consent (application ref. 585/APP/2009/2752) has since been amended by application ref. 585/APP/2015/848 dated 21-12-15 for 'Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development.'

Whilst this new consent amended some of the approved plans and the drainage strategy, it did not alter the previous consent for Hillingdon House. The conditions noted above were also carried forward to the new consent.

Since the original consent was granted for the Change of Use of Hillingdon House there have been a number of other minor applications made to make alterations to the Listed Building.

Listed building consent was granted under ref. 585/APP/2009/2754 for alterations to Grade II listed Hillingdon House and the associated demolition of adjoining wing, porta-cabins and other buildings within the curtilage of Hillingdon House.

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.HE1 (2012) Heritage

Part 2 Policies:

DMEI 14 Air Quality

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMEI 6 Development in Green Edge Locations

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 15 Planning for Safer Places

DMHB 2 Listed Buildings

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

DMTC 1 Town Centre Development

LPP D14 (2021) Noise

LPP D5 (2021) Inclusive design

LPP G2 (2021) London's Green Belt

LPP HC1 (2021) Heritage conservation and growth

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

SA 28 St Andrews Park, Uxbridge

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 20th July 2022

5.2 Site Notice Expiry Date:- 26th July 2022

6. Consultations

External Consultees

115 consultation letters were sent to neighbouring owners/occupiers on 29-06-2022 and 4 site notices were displayed at the site.

12 letters of support, 74 letters of objection, 3 neutral comments and one petition with 113 signatures objecting to the proposals have been received.

The petition in objection states:

'We the undersigned petition Hillingdon Council to reject and fully dismiss this planning application.

Justification:

1) Hillingdon House is a Grade II Listed building and original plans were only permitted for a class A3 restaurant/cafe, which is currently being used as a banqueting suite without permission.

2) Planning enforcement still under investigation ENF/837/19, as Hillingdon House is being used as a sui generis class of usage without permission.

3) Hillingdon House is set in a private residential estate, currently they have no consideration for residents, with regards to the noise from their guests. There is streams of cars entering and leaving the Estate, with their cars honking, people shouting and blocking St Andrews Road. Events are being held 7 days a week and disturbing our sleep.

4) The guests leave Hillingdon House after midnight, when the plans state everyone should have vacated by 11.30pm.

5) Music is also played at the venue, against the restricted times as set out in the plans. Residents can hear the music.

6) Our privacy is reduced as their staff block a layby on St Andrews Road and on Wren Avenue with cones and stand in front of houses during the whole time of the event.'

The letters of objection to the proposals can be summarised as:

- Noise pollution, including fireworks
- Light pollution
- Litter in park/smoke bombs
- Increased traffic
- Insufficient parking
- Detrimental to highway safety
- Dangerous for school children
- Permission was only granted for a class A3 restaurant with restrictions on music
- Hillingdon House used illegally as a banqueting suite for a number of years
- Guests/customers leave as late as 1.00am
- Guests/customers use private road that residents pay service charges to maintain
- Threats made to residents who complain
- Current enforcement under investigation (neighbours have not been consulted on this)
- Inappropriate in a quiet residential area/Detrimental impact on character of locality
- Inappropriate use of building, should be a community use
- Disrespect to tax payer
- Impact on wildlife in park
- Business can't control party goers
- Submitted Noise Survey and Transport Statement are inaccurate
- Loss of privacy
- Food left outside venue
- Horse 'poop' on road
- Impact on property value

The letters of support that have been provided can be summarised as:

- Economic benefit/Employment
- Attracts people to the park
- 'Not noisy and all weddings are done respectfully'
- Losing the venue would be a big loss to local community
- Opportunity for local residents to get married in a local venue with local history
- Substantial roads leading to the venue

- Car parking facilities plus tourist attraction (the bunker) on the same site
- Do not believe it will increase the noise and traffic levels
- Venue is well suited for banqueting as well as hosting wedding ceremonies
- Contributes to the community

The three neutral comments request that external waste is disposed of and car parking is managed more appropriately.

A local Ward Councillor has also objected to the proposals stating:

I would like to support the petition objecting to the planning application as detailed above and wish to speak at any potential Committee hearing.

HISTORIC ENGLAND

The local planning authority is to determine the application for listed building consent as the local planning authority thinks fit.

Internal Consultees

PLANNING POLICY

A banqueting suite would fall within the definition of 'main town centre uses' outlined within the NPPF (2021). The proposal is less than 1,000 sqm and therefore, in line with Policy DMTC 1, it would not meet the threshold for requiring a town centre impact assessment. Policies within the Development Plan would require the applicant to submit a sequential test, however this would be a futile exercise based on the following:

1. The proposal has displaced an existing town centre use (restaurant) which already has permission in this location. In the absence of this proposal, a main town centre use (restaurant) would still be allowed to take place on this site.
2. Policy HE1 of the Local Plan: Part 1 (2012) outlines that the Council will encourage the reuse of heritage assets and actively encourage their regeneration. A use is therefore required for the building, which in all likelihood would be a main town centre use.

CONSERVATION OFFICER

The application seeks retrospective permission for the use of the ground floor of Hillingdon House to be used as a banqueting suite, with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis).

The Planning, Heritage, Design and Access Statement suggests that the application is for the material change of use only and that no operational development is proposed and therefore there would be no material impact on the character and appearance of the Listed Building.

Notwithstanding this the Odour Risk Assessment - Kitchen Extraction System report dated 03/11/21 makes recommendations for the upgrade of the kitchen extraction system as it does not currently meet the EMAQ Control of Odour and Noise from Commercial Kitchen Exhaust Systems as set out in Section 2 of the report. The report recommends that the system is fitted with fine filters after the baffle filters followed by activated carbon filtration of sufficient size to allow for a dwell time of 0.2 to 0.4 seconds.

It is unclear what physical changes would be required to the existing extraction system and whether these would have an impact on the character and special interest of the listed building. There is the potential that the modifications would add more visual clutter to the extraction system as well as require additional kit to be fixed to the listed building. We will need further detail on these elements so that the impact can be fully understood, and it can be determined whether or not listed building consent would be required.

The Noise Mitigation Report dated 13/01/22 also makes recommendations to upgrade some of the

external / internal doors with acoustic seals and door closers. Again, we will need more detail on which doors are to be affected. Modification to historic doors to install acoustic seals and closers have the potential to affect the character and special interest and may require listed building consent.

Conclusion

Further detailed information is required to fully understand the impact of the upgrading works to the doors and the extraction system to comply with the recommendations of the Sound Licensing Ltd reports. This will help to determine if there would be any impact on the character and special interest of the listed building and whether additional consents would be required.

NOISE AND ODOUR SPECIALIST

An odour assessment report has been submitted in support of the application. The odour risk assessment has been carried out following recognised methodology. The report recommends that the existing system is upgraded as detailed in the report. It is recommended that no objection is made on odour grounds subject to a suitable condition hence:

'For the lifetime of the development hereby permitted the kitchen extraction system shall be installed, retained and maintained in accordance with the details submitted in support of the application'

A qualitative noise assessment report has been submitted in support of the application. This reports that during an event a 'Barely audible bass beat' was just audible at a nearby dwelling, no. 4 Bowling Close. This distinctive character, often found in music, has the potential to cause adverse reaction, particularly at locations that would appear to be relatively free from anthropogenic noise pollution. At the same time regulation through condition presents difficulties as the commonly used parameter, LAeq, t may not always be sufficient. It is recommended that no objection is made on noise grounds subject to a suitable condition to regulate the most likely cause of local disturbance, hence:

'For the lifetime of the development hereby permitted noise caused by its operation shall not exceed the Noise Rating curve NR 20, and 60 dB for the 31.5 Hz octave band, measured free-field, with no frequency weighting, time averaged over ten seconds, outside of any dwelling, or similarly noise sensitive premises.'

HIGHWAYS OFFICER (Summary, comments set out in Section 7.10).

It is noted that, to the best of the Highway Authority's (HA's) knowledge, there is no historical evidence to suggest that existing event activities cause any notable long term physical detriment to the public highway both in parking or traffic generation/congestion terms. However, it is accepted that patron numbers and associated vehicular activity can inevitably contribute to overall noise nuisance during events, whether it be the sounding of car horns or car engines, thereby raising the concerns cited by the local community which fall, more so, under the jurisdiction of environmental health legislation in lieu of local or regional transport policy controls. Notwithstanding this point and to best aid matters related to noise abatement, if a recommendation for grant is pursued, a planning condition is recommended in order to ensure 'event' numbers of attendance are limited to no more than 160 attendees on site at any one time concluding at 11pm in line with the relevant Environmental Health/Licensing legislation.

It is also strongly advised, that if the application were to be refused (and thereafter appealed) directly on transport/highway related grounds, it is highly unlikely that this stance would be supported by the Planning Inspectorate who would be expected to afford substantive weight to i) the relative remoteness of the site from the majority of other local residential dwellings within the catchment area which do not directly front the roadways utilised by patrons of HH and are thereby less affected by activities and ii) the submitted survey data and justification for continuity of the proposal and iii) paragraph 111 of the NPPF 2021 which directs refusal on highway grounds only if

anticipated/cumulative impacts of a development are likely to be 'severe' which the HA believe is not the case. Accordingly, a transport/highway related refusal reason is not recommended.

Conclusion

On the premise that a planning condition could be imposed limiting event patronage to a maximum of 160 attendees on site at any one time with events concluding at 11pm, the following would apply:

"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)."

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMTC 1: Town Centre Developments of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states:

A) The Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre. Town centre development will need to demonstrate that:

- i) adequate width and depth of floorspace has been provided for the town centre uses; and
- ii) appropriate servicing arrangements have been provided.

B) Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.

C) Proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.

D) 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.

The Council's Planning Policy Manager has reviewed the submission and provided comments, stating that a banqueting suite would fall within the definition of 'main town centre uses' outlined within the NPPF (2021). The proposal is less than 1,000 sqm and therefore, in line with Policy DMTC 1, it would not meet the threshold for requiring a town centre impact assessment. Policies within the Development Plan would require the applicant to submit a sequential test, however this would be a futile exercise based on the following:

1. The proposal has displaced an existing town centre use (restaurant) which already has permission in this location. In the absence of this proposal, a main town centre use (restaurant) would still be allowed to take place on this site.

2. Policy HE1 of the Local Plan: Part 1 (2012) outlines that the Council will encourage the reuse of heritage assets and actively encourage their regeneration. A use is therefore required for the building, which in all likelihood would be a main town centre use.

Given the existing consented Town Centre use of the building as a restaurant, there is no objection in principle to the proposed Town Centre Sui Generis use of the site. However, this is subject to compliance with all other planning policy considerations, including impact on neighbouring residential amenity, parking and highway safety.

7.02 Density of the proposed development

Not applicable to this Sui Generis Use.

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

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on the Local Planning Authority, requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 199 of the NPPF (2021) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Paragraph 202 of the NPPF (2021) states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy 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 HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to substantial harm or total loss of significance without providing substantial public benefit that outweighs the harm or loss;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposals relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

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

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

The Council's Conservation and Design Officer has reviewed the proposals, including The Planning, Heritage, Design and Access Statement, which indicates that the application is for the material change of use only and that no operational development is proposed.

Notwithstanding this, the submitted Odour Risk Assessment - Kitchen Extraction System report dated 03/11/21 makes recommendations for the upgrade of the kitchen extraction system as it does not currently meet the EMAQ Control of Odour and Noise from Commercial Kitchen Exhaust Systems. The report recommends that the system is fitted with fine filters after the baffle filters followed by activated carbon filtration of sufficient size to allow for a dwell time of 0.2 to 0.4 seconds.

It is unclear what physical changes would be required to the existing extraction system and whether these would have an impact on the character and special interest of the listed building. There is the potential that the modifications would add more visual clutter to the extraction system as well as require additional services to be fixed to the listed building. Further detail on these elements needs to be provided so that the impact can be fully understood, and it can be determined whether or not listed building consent would be required.

The submitted Noise Mitigation Report also makes recommendations to upgrade some of the external / internal doors with acoustic seals and door closers. Again, the Council requires more detail on which doors are to be affected and in what manner. Modifications to historic doors to install acoustic seals and closers have the potential to affect the character and special interest and may require listed building consent.

The applicant has been advised that these details are required to be submitted in order for the Council to determine the acceptability of the proposals. However, the planning agent has responded (letter dated 22nd February 2023) to state that the applicant has now engaged outside caterers who supply cooked food to the premises when required. Therefore, due to outsourcing, there is no cooking involved at the site and the kitchen/servery is only used to heat pre-cooked food.

The planning agent states that the suggested measures in the odour report were aimed at extreme or heavy cooking at the premises. However, due to engaging outside caterers to supply hot food, the upgrades to the existing extraction system are not necessary.

There is a conflict therefore in terms of what the application is seeking to approve. An odour report with recommendations has been submitted. Potential mitigation measures have been proposed, but without sufficient detail to determine their impact on the Listed Building and therefore their acceptability. The agent is now stating these mitigation measures are not required.

Whilst the ground and first floor have planning consent for use as a restaurant with kitchens, the submission includes information stating that the kitchen extraction system as it exists does not currently meet the EMAQ Control of Odour and Noise from Commercial Kitchen Exhaust System. It is considered that a condition attached to a grant of planning consent with the intention to limit the level of cooking on site or to define and then control the difference between cooking and re-heating of food (and thus when additional odour mitigation measures might be required) would fail the tests set out in paragraph 56 of the National Planning Policy Framework. This is because such a condition is deemed unenforceable.

In addition, regardless of the level of cooking or reheating on site, the submitted noise report also suggests a number of mitigation measures that are required in order for the use to have an acceptable impact on residential amenity. These details have not been provided despite them being required to mitigate the impact of noise from the building.

It is considered therefore that insufficient information has been provided to determine the impact of the proposals on the Grade II Listed Building. As such, the impact on the building may be unacceptable, contrary to London Plan (2021) Policy HC1, Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.04 Airport safeguarding

Not applicable to the Sui Generis Use.

7.05 Impact on the green belt

Paragraph 137 of the NPPF (2021) states that the essential characteristics of Green Belts are their permanence and openness.

Paragraph 138 of the NPPF (2021) notes the Green Belt serves 5 purposes:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 147 of the NPPF (2021) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 of the NPPF (2021) requires local planning authorities to ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Policy G2 of the London Plan (2021) states that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in

national guidance.

Policy DMEI 4 of the Local Plan: Part Two (2020) states that extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site;
- iv) the relationship of the proposal with any development on the site that is to be retained; and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

Policy DMEI 6 of the Local Plan: Part Two (2020) states that new development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

The land directly to the south and west of Hillingdon House is designated as green belt, including the car park located within the application redline boundary. However, Hillingdon House itself is not within the green belt. The number of visitors and hours of use are proposed to be controlled by condition should the application be recommended for approval. The car park within the green belt would be utilised in the same way as it would be for the existing restaurant consent. Therefore, the proposals are considered to have no greater detrimental impact on the green belt than the existing consented restaurant use of the ground floor of Hillingdon House.

7.07 Impact on the character & appearance of the area

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) re-emphasises the importance of good design in new development by

- A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure;
- B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space;
- C) safeguarding the development potential of adjoining sites; and
- D) making adequate provision for refuse and recycling storage.

As stated above, the submitted Planning, Heritage, Design and Access Statement, indicates that the application is for the change of use of the building only and that no physical changes to Hillingdon House are proposed, subject to further details of the odour and noise mitigation noted within Section 7.03 of this report. The car park would be utilised in the same way as it would be for the existing restaurant consent.

Therefore, the proposals are considered to have no material impact on the character and appearance of the area.

7.08 Impact on neighbours

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'.

Policy D14 of London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, proposals should manage noise by amongst other criteria, avoiding significant adverse noise impacts on health and quality of life and mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses.

Policy DMHB 11 part B) of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals should not adversely impact on the amenity of adjacent properties and open space.

This is a retrospective application for the continued use of the ground floor of Hillingdon House as a banqueting suite, with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis).

As detailed previously in this report no physical changes are proposed to the existing Grade II Listed Building or parking. The impacts of the Sui Generis Use on residential amenity are therefore considered to be noise, odour and traffic. This section of the report will consider noise and odour from the premises. The impact of traffic/vehicle movements, including traffic noise, is considered within Section 7.10 of this report.

There have been a significant number of objections to the proposals which relate to the noise and disturbance caused to local residents. The Council's Policy Team has confirmed that the use is itself acceptable in principle. The matter for consideration therefore is whether the use itself is inappropriate in this location due to its inherent detrimental impact on residential amenity, or whether it is an appropriate use, or could be, in terms of residential amenity if it were controlled by appropriate conditions, such as limiting the hours of use or degree of noise pollution.

It is notable that the consented restaurant use is controlled by conditions relating to:

1. No amplified or other music shall be played except between 0800 hours and 2000 hours Mondays to Fridays, between 0800 hours and 1600 hours on Saturdays and at no time on Sundays, Public or Bank Holidays.
2. No persons shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours with an allowance of up to 30 minutes either side of these times for closing and opening.
3. The rating level of the noise emitted from the plant, equipment and any air conditioning units shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises.

Given that the majority of objections relate to late night noise from music and people leaving the venue at anti-social hours, it is considered that conditions similar to those attached to the consented restaurant use would remain appropriate for a 'Town Centre Use' directly adjacent to residential properties. Given the Sui Generis Use proposed a greater degree of flexibility may be required in terms of amplified music. However, noise

controls on noise pollution would be required as set out below. The concerns raised regarding additional litter could be controlled through a Waste Management Plan to ensure that the immediate area was cleared of any waste following an event. Controlling the use or frequency of fireworks could also be controlled through a Noise Management Plan.

ODOUR

An odour assessment report has been submitted with the application. The Council's Noise and Odour Specialist has reviewed the document and confirmed that the odour risk assessment has been carried out following recognised methodology. The report recommends that the existing system is upgraded. The Council's Noise and Odour Specialist has raised no objection on odour grounds subject to a suitable condition to ensure that the required upgraded odour preventing extraction system is implemented.

However, the upgrade to the system requires works that are not detailed in the report or elsewhere in the submission. As set out within Section 7.03 of this report, these details have been requested from the applicant to determine if the works will have an acceptable impact on the Grade II Listed Building and whether separate Listed Building Consent may be required. These details have not been provided and therefore it is not possible to attach the condition requested by the Council's Noise and Odour Specialist. The planning agent has stated (letter dated 22nd February 2023) that the applicant has now engaged outside caterers who supply cooked food to the premises and these upgrades are no longer required, despite being stated as necessary in the submitted report. As set out in Section 7.03, a condition attached to a grant of planning consent with the intention to limit the level of cooking on site or define the difference between cooking and re-heating of food (and thus when additional extraction upgrade measures are required) would fail the tests set out in paragraph 56 of the National Planning Policy Framework, as such a condition would not be enforceable.

The submitted report states that the existing kitchen extraction system 'does not comply with the recommendations in EMAQ Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. The proposals are therefore deemed to have an unacceptable detrimental impact on the amenity of adjacent residential occupiers in terms of odour.

Without the ability to recommend appropriate conditions, the proposals are considered to have an unacceptable detrimental impact on the amenity of adjacent residential occupiers, contrary to Paragraph 130 of the NPPF (2021), and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

NOISE

A noise assessment report has been submitted and reviewed by the Council's Noise and Odour Specialist. This report states that during an event a 'barely audible bass beat' was just audible at a nearby dwelling, No. 4 Bowling Close, about 20 metres away. This distinctive character, often found in amplified music, has the potential to cause adverse reaction, particularly in areas that would appear to be relatively free from anthropogenic noise pollution.

There is some concern that the submitted noise report states that only a single night-time site visit has been carried out to monitor noise breakout from the premises and that this visit was carried out on the 12th of December when, due to the seasonal weather conditions, guests to the premises are more likely to remain indoors and windows and doors kept closed. There is no mention of fireworks within the report despite this concern

being raised by local residents. The report also states that there is no in-house audio system currently fitted, with hirers of the venue bringing their own systems into the premises. The different systems could therefore produce different levels of noise pollution. However, the Council's Noise and Odour Specialist has raised no objection on noise grounds subject to a suitable condition to control noise pollution from the premises. As set out within Section 7.03 of this report, the details of the measures required to mitigate noise pollution have been requested from the applicant and have not been provided. It is therefore not possible to know if the mitigation measures (which include acoustic door seals and door closers) would have an acceptable impact on the Grade II Listed Building or whether they require separate Listed Building consent.

Without the ability to recommend appropriate conditions, the proposals are deemed to have an unacceptable detrimental impact on the amenity of adjacent residential occupiers with regard to noise pollution, contrary to Paragraph 130 of the NPPF (2021), Policy D14 of London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

Not applicable to the Sui Generis Use.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy T4 of the London Plan (2021) states that development proposals should not increase road danger. Policy T6 of the London Plan (2021) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

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

Policy DMT 5 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, including the provision of cycle parking in accordance with Appendix C, Table 1 or, in agreement with the Council.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

Hillingdon House is a Grade II listed building that fronts onto Wren Avenue which, in common with the wider catchment, is private and unadopted and there are no parking controls in the area. Carriageway widths of the immediate roadways range from 5m to just over 5.5m with a measure of footway provision.

A remote and private off-street carpark in proximity and just south of the venue is an established and affiliated provision for the address that can accommodate up to 40 formal parking spaces with 6 disabled compliant and 4 informal spaces located within the curtilage of the building itself that are generally utilised by the event hosts.

The site has a public transport accessibility level (PTAL) rating of 1a (poor) which therefore encourages near total dependency on the use of private motor transport to and from the address.

The Council's Highways Officer has been consulted on the application and they acknowledge that the aspect of noise disturbance generated by activities can prevail. Accordingly, local residents have predominantly complained about amenity issues such as noise pollution into the early hours emanating from car engines/sounding of car horns etc. affiliated to banqueting and wedding events.

Parking and Traffic Generation

There are no prescriptive local or regional parking standards that can be applied to this proposed Sui Generis use. In lieu of this position, the applicant has undertaken parking surveys of the car park in December 2021 during 2 separate events on a Sunday & Thursday comprising of 120 & 160 attending guests respectively between the hours of 6pm to midnight in order to gauge the level of vehicular impact on the locality, including the burden on the capacity of the dedicated car park.

When reviewing the surveyed events there is a high percentage of private car use inclusive of car-sharing and taxi 'drop-offs/ pick-ups' associated with the larger event attendance of 160 patrons. In that case it was found that, on an hourly basis, between the surveyed hours of 5.30pm and 12.30am:

- Taxi arrivals/departures peaked at up to a near dozen vehicles
- In the region of half-a-dozen vehicles were parked on the surrounding carriageways
- Several vehicles were parked on the building frontage
- Up to 35 vehicles were parked within the remote car park (up to 40 space capacity)

To appraise the aspect of trip generation, the applicant has applied a percentage modal split of arrivals/departures during the event window. The most significant assumption relates to the figure of 40% of patrons arriving by

- i) private car (with car-share) and
- ii) taxi car-share modes with an average of 1.5/2 passengers respectively.

This assumption is considered reasonable and with a patronage of 160, just under 40/30 private vehicles/taxis respectively are expected thereby indicating that there is adequate off-street carpark and roadway capacity that can satisfactorily cater for this level of attendance. This is further reinforced by the fact that it is unlikely that there would be competing on-street parking demand in proximity of the site during events generated by local residents given the relative isolation of the site from other residential dwellings that may otherwise create on-street parking demand thereby inherently reducing spare capacity.

An assumption that 50% of patrons would arrive within 30 minutes of the start of an event, with 20% arriving before and after commencement has also been considered and the results align with the above conclusion. Finally, the assumed and stated 20% of patrons arriving by public transport is considered optimistic but does not measurably influence final outcomes given the above data related to parking demand and available capacity.

The above appraisal and survey data therefore informs the level of trip generation to and

from the address and indicates that car-borne activity during events is at level that is unlikely to exceed operational capacity of the area during event periods.

It is accepted by the Highway Officer that patron numbers and associated vehicular activity can inevitably contribute to overall noise nuisance during events, whether it be the sounding of car horns or car engines, thereby raising the concerns cited by the local community. To aid matters related to noise abatement, if the application is recommendation for approval, a planning condition is recommended to be attached in order to ensure 'event' numbers of attendance are limited to no more than 160 attendees on site at any one time and that events conclude at an appropriate time.

It is also strongly advised by the Highways Officer, that if the application were to be refused (and thereafter appealed) directly on transport/highway related grounds, it is highly unlikely that this stance would be supported by the Planning Inspectorate. Accordingly, a transport/highway related refusal reason is not recommended.

Electric Vehicle Charging Points (EVCP's)

In line with the Local Plan: Part 2 Policy DMT 6 (Appendix C), within any final parking quantum there is a requirement for a minimum of 5% 'passive' and 5% 'active' EVCP provision. In this case, it is recommended that 38 'passive' & 2 'active' spaces be provided within the car park area and secured via planning condition, should the application be recommended for approval.

Cycle Parking

There should be a provision of 1 space per 20 staff + 1 space per 50 seats to conform to the most relevant adopted borough cycle parking standard. Spaces should be secure and accessible. As no detail is presented, this aspect should be secured via planning condition should the application be recommended for approval and subject to any cycle parking shelter having an acceptable impact on the setting of the listed building.

Travel Plan

The submitted Travel Plan attempts to capture and develop the promotion of sustainable travel and modal shift away from 'single occupancy' car journeys by patrons to the establishment.

The approach broadly conforms with Transport for London's (TfL's) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. The Travel Plan represents a strategy for managing travel by supporting and marketing measures (i.e. via social media), that promote and support sustainable travel choices with reduction of single occupancy car journeys by encouraging car-sharing, use of public transport, walking and cycling.

Implementation, monitoring and management of the Travel Plan would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon. The Travel Plan could be secured, should the application be recommended for approval.

Deliveries and Servicing (D&S)

As the address has consent for a restaurant use, an established D&S regime has previously been in place and the proposal requires comparable provisions. General servicing and refuse arrangements and collection would therefore continue with loading/unloading areas and bin storage provision as depicted within the transport statement and be organised by way of a private contractor. The latter would require a separate conversation with the appropriate private waste collection service.

On the premise that a planning condition limiting event patronage to a maximum of 160 attendees on site at any one time with events concluding at an appropriate time, then The Highways Officer has concluded 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).

7.11 Urban design, access and security

Not applicable to the Sui Generis Use.

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment and be able to be entered, used and exited safely, easily and with dignity for all.

No changes are proposed to the current access arrangements. These arrangements are acceptable for the consented restaurant use and are not deemed to require amendment in order to be acceptable for the Sui Generis Use.

7.13 Provision of affordable & special needs housing

Not applicable to the Sui Generis Use.

7.14 Trees, landscaping and Ecology

Not applicable to the Sui Generis Use.

7.15 Sustainable waste management

Policy DMHB 11 part (d) 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.

In the event of an approval, a condition would be secured requiring details of the refuse facilities to be submitted to the Council for consideration. Subject to the above condition and a condition requiring the submission of a Waste Management Plan, it is considered that the proposed development would be able to provide a convenient location for refuse and recycling facilities in accordance with Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.16 Renewable energy / Sustainability

Not applicable to the Sui Generis Use.

7.17 Flooding or Drainage Issues

Not applicable to the Sui Generis Use.

7.18 Noise or Air Quality Issues

Refer to section 7.08 of this report. The level of vehicle movements have been considered and are not deemed to result in a significant increase such as to raise air quality concerns.

7.19 Comments on Public Consultations

Comments received in response to the public consultation have been summarised in Section 6 of this report and addressed in the relevant sections of the report where they refer to material planning considerations.

With regards to the concerns raised in relation to light pollution and the impact on the wildlife and ecology of Dowding Park, there is existing external lighting in situ at the site and it is considered that the Sui Generis Use would not have a greater impact in this

regard than the consented restaurant use.

7.20 Planning obligations

Not applicable to the Sui Generis Use.

7.21 Expediency of enforcement action

There is a current Enforcement Investigation under way for the site in relation to its unauthorised use. The investigation is being held in abeyance whilst the planning application is determined. Following the determination of this application by committee, and if refused in line with the officer's recommendation, the matter will be referred back to Planning Enforcement.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

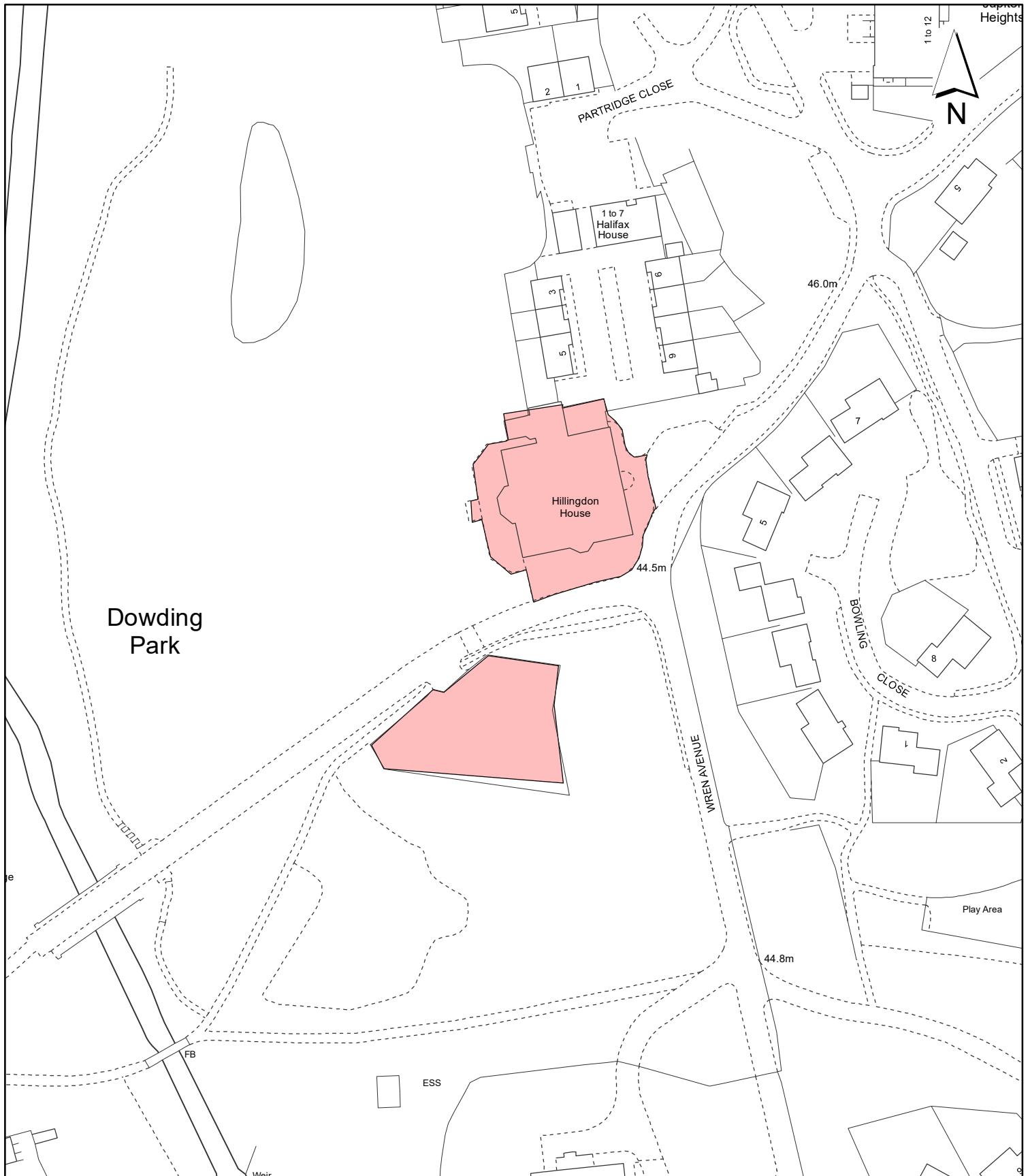
As set out within the report, it has not been possible to determine if the measures required to mitigate the detrimental impact of noise and odour are acceptable, or indeed could be approved through the discharge of planning conditions without requiring separate Listed Building Consent. Without the ability to attach appropriate and necessary conditions, the scheme is considered to have a detrimental impact on the residential amenity of adjacent occupiers and 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)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Hillington House

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
77108/APP/2022/691

Scale:
1:1,250

Planning Committee:
Borough Page 54

Date:
April 2023



A

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 2 NORTHBROOK DRIVE NORTHWOOD

Development: Erection of first floor side and part rear extensions, replacement of pitched roof over retained part single storey rear extension with a flat roof, part demolition and conversion of existing garage to habitable accommodation, extension and conversion of roof space to habitable accommodation including 2no rear dormers and the formation of a crown roof, new front porch and exterior alterations.

LBH Ref Nos: **56315/APP/2022/2504**

Drawing Nos: 6021/ PL002 E dated 20.03.23
6021/ PL003 E dated 20.03.23
Title No NGL125619
6021/ PL003 D dated 03.02.23
6021/ PL002 D dated 03.02.23
6021/ PL001-D dated 22.11.22
22210-22-03
22210-22-02
6021-PL001-E dated 07.03.23

Date Plans Received: 10/08/2022 **Date(s) of Amendment(s):** 07/03/2023

Date Application Valid: 10/08/2022

Recommendation: APPROVE subject to conditions

1. **CONSIDERATIONS**

1.1 **Site and Locality**

The application site is located on the south side of Northbrook Drive and comprises a two storey detached house with an attached garage and a single storey rear extension. To the southeast lies No.4 Northbrook Drive and to the northwest lies No.55 Murray Road, both two storey detached houses.

The dwelling currently comprises a front driveway with space to park one car on the existing hard standing in front of the garage. The dwelling has a good sized private rear garden.

The street scene is residential in character and appearance comprising two storey detached houses, which along this section of Northbrook Drive are of a relatively uniform design, clearly part of a planned development.

The application site is not subject to any heritage designations (although it is noted that the Northwood Town Centre, Green Lane Conservation Area is situated approximately 33m to the north west). The site is not subject to a tree preservation order and is not located within flood zone 2/3 or a critical drainage area/area identified as at risk of surface water flooding.

1.2 Proposed Scheme

Planning permission is sought for the erection of first floor side and part rear extensions, replacement of pitched roof over the retained part single storey rear extension with a flat roof, part demolition and conversion of the existing garage to habitable accommodation, extension and conversion of roof space to habitable accommodation including 2no rear dormers and the formation of a crown roof, new front porch and exterior alterations.

Revised plans have been received which set the single storey side/rear extension back from the side boundary in line with the existing side elevation. As a result, the existing side gap to the shared boundary with No.55 Murray Road is maintained. In addition, the first floor side extension is set back behind the principal elevation and the site plan has been updated to show 2no parking spaces on the front drive.

1.3 Relevant Planning History

56315/APP/2001/1216 2 Northbrook Drive Northwood
ERECTION OF A SINGLE STOREY REAR EXTENSION

Decision Date: 29-08-2001 **Approved** **Appeal:**

Comment on Planning History

The relevant planning history is listed above.

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

5 neighbours and Northwood Residents' Association were consulted by letters dated 22-08-22. An additional two neighbours were consulted on 08-09-23. All parties were renotified by letter dated 16-02-23 to reconsult on revised plans and description change.

3 letters of objection were received including from the Residents' Association citing concerns regarding the impact on trees, the development being overbearing, out of keeping, potential to become an HMO, overdevelopment, impact on residential amenities, ground stability and drainage, loss of privacy, parking and access.

In addition, a petition in objection has been received with 25 signatures. Concerns raised include the potential change of the family dwelling to a House of Multiple Occupancy (HMO), rental or care home and that the development proposal represents excessive development.

Following the 14 day re-consultation on the revised plans and proposal description, further representations were received from one resident and also the Northwood Residents' Association. These further representations maintained their objections to the application as per their original responses, namely on grounds of parking provision; the design of the porch and first floor rear extension and the impact on the character of the dwelling and street scene; and the need to restrict use of the family dwelling to prevent the formation of a HMO.

Officer Comments:

The material considerations (including design and impact on the character and appearance of the dwelling and wider area, residential amenity and parking) are discussed in the main body of the report.

Concerns have been raised regarding the impact on the neighbouring conifer trees along the boundary with No.55 Murray Road. Neither the application site nor the neighbouring property No. 55 Murray Road are covered by a Tree Preservation Order (TPO). These conifer trees are therefore not protected and the applicant would be able to trim back any overhanging branches under common law. Any damage to these unprotected trees resulting from the construction process or otherwise, would be a civil matter. Notwithstanding the above, as the development proposal would retain the existing ground floor footprint and not bring the development closer to the neighbour, it is not anticipated that there would be any undue impact to the roots of these neighbouring trees. The Council's Tree Officer (see comments below) recognises that if the applicant were to exercise their common law right and prune the overhanging branches back to the shared boundary, it is likely that the trees would not recover on the side of the application site. However, given that the extension would obscure these views, the impact on visual amenity would be minimal and is considered acceptable in planning terms.

The site is not subject to any drainage or flooding designations. Drainage would be dealt with under the relevant building regulations. As the development proposal would not require significant ground excavation and being a householder extension, ground stability and drainage in this instance are not material planning considerations. To clarify, ground stability, with respect to potential damage to neighbouring properties, would be considered a civil matter.

Regarding the potential for the property to be rented out privately, this is not a material planning consideration.

The application has been submitted under a householder application and at this stage there is no indication that the property is intended to be a House of Multiple Occupancy (HMO) or a care home. The application has been assessed as a householder application without speculation, as the Council is required to determine the application that is before it.

It should be noted that in most cases, a dwelling can be converted to a Class C4 'small house in multiple occupation' for up to 6 unrelated individuals without planning permission. However, it is considered reasonable to impose a condition to prevent this (without an express grant of planning permission), so that the potential access and disturbance considerations could be assessed along with the potential loss of a family home. This condition is recommended (Condition 7).

Turning to a potential change of use from a dwelling (Class C3) to a residential care home (Class C2), planning permission would be required. However, determining the use class (e.g. whether it is C2) will depend on if the change amounts to a material change of use, so as to change the character and use of the property from that of a conventional residential use. This will be a matter of fact and degree. It is noted that it can be permitted development for a single household to have up to six residents where care is provided, as this can be considered as remaining within the C3 use class. In any respect, the stated

proposal does not include any element of residential care to be provided.

Internal Consultees

Council's Tree Officer

"The Cypress hedge is not covered by a TPO and not within a Conservation Area. From the applicant's photos the trees are situated in the neighbouring property and branches are currently near/touching the existing property.

If the applicant is to prune the overhanging branches back to the shared boundary line (common law right) it is likely this will go into "brown wood" and the trees would not recover on this side, however the visual amenity of this would be minimal as the view of this side would be obscured by the proposed extension. I have no tree objections to this application but would like to condition tree protection measures."

Planning Officer Response

It is noted that the Tree Officer has raised no objections. The recommended condition has been included (Condition 8). As noted above under 'Comments on Public Consultation' the potential impacts on the adjacent conifer trees in visual amenity terms are considered minimal, and therefore acceptable. A refusal on visual amenity grounds would not be warranted or sustainable in the event of an appeal. There are no specific planning protections (e.g. the trees are not covered by a TPO and they are not located within a Conservation Area) afforded to the trees and as noted above, any damage to adjacent trees would be a civil matter.

Council's Highway Officer

"The planning permission is sought for erection of first floor side and part rear extensions. The property is a semi-detached dwelling and benefits from a driveway. In accordance with London Plan 2021 Policy T6.1 Residential Parking if this was a new development there would still be 0.75 car parking space be allocated [sic]. As this is an existing dwelling and on the basis that when the development is built out there would still be off street parking available, there are no objections from the Highways Authority for this proposal."

4. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 18 Private Outdoor Amenity Space

DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
NPPF12	NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the existing dwelling and the visual amenities of the surrounding area, the impact on the residential amenity of the neighbouring dwellings, the provision of acceptable private amenity space and living conditions for the application dwelling and the provision of sufficient off-street parking.

Character and appearance:

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

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

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

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

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), states -

A) Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area;
- ii) a satisfactory relationship with adjacent dwellings is achieved;
- iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height;
- iv) new extensions respect the design of the original house and be of matching materials;
- v) there is no unacceptable loss of outlook to neighbouring occupiers;
- vi) adequate garden space is retained;
- vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C;

viii) trees, hedges and other landscaping features are retained.

With regard to side extensions, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

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

With regards to rear extensions, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

- 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;
- 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.

With regards to front extensions, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

- i) alterations and extensions to the front of a house must be minor and not alter the overall appearance of the house or dominate the character of the street. Front extensions extending across the entire frontage will be refused;
- ii) porches should be subordinate in scale and individually designed to respect the character and features of the original building; pastiche features will not be supported; and
- iii) notwithstanding the above, at least 25% of the front garden must be retained.

The proposed first floor side extension would be built over the existing garage to be converted. The forward projection of the existing garage would be pulled back in line with the principal elevation. The first floor side extension would be set back behind the principal elevation by 1metre to accord with Policy DMHD 1. This element also resembles the design of the first floor side element of the neighbouring property No. 4 Northbrook Drive. The side extension would align with the existing rear elevation and would be set under a hipped roof with the eaves and ridge height matching that of the main dwelling.

Revised plans have been received and the existing 1.5metre side gap to the shared boundary with No.55 Murray Road would be retained. In this regard, the development proposal would maintain the existing separation distance to the neighbouring northwest boundary and a side gap which is compliant with Policy DMHD 1. As the height of the dwelling would not be increased, and as a suitable side gap would be maintained, it is considered that the development proposal would be proportionate to the existing dwelling and would not have any overbearing effects or result in a harmful loss of openness.

The existing front porch surround and the adjacent rendered ground floor/ window section would be removed. A new front porch with a 1.3metre projection would be erected in place of the existing front porch surround which has a similar design. The proposed porch would not project beyond the building line as it would align with the existing garage projection.

The rendered ground floor/ window section next to the porch would be rebuilt in matching brick and pulled back in line with the principal elevation. Whilst the development proposal would result in the loss of the rendered ground floor/ window section, a feature which is found on the row of detached dwellings (Nos. 2-10) along this side of Northbrook Drive, this alteration would not, on balance, unduly harm the character and appearance of the dwelling and the visual amenity of the area.

The proposed first floor rear extension would be erected directly from the rear elevation over part of the existing single storey rear extension. Following the removal of the pitched roof over the rear extension, the southwest corner section of the single storey rear extension would be set under a flat roof with a roof lantern. The proposed first floor rear extension would be 3.3metres deep aligning with the rear edge of the single storey rear extension. Two flat roof rear dormers are proposed which are a suitable scale and positioning, sitting comfortably within the roof slope.

The proposed first floor rear extension would result in the formation of a crown roof, however as this wouldn't be considered a 'large crown roof' there would not be any conflict with Policy DMHD 1. It is also noted that the neighbour to the north west No.55 Murray Road features a crown roof profile that is very similar in appearance to the crown roof shown on the development proposal. Therefore having regard to the context of the street scene, the introduction of a crown roof at the application site, would not be an alien feature or harmful to the character and appearance of the area.

The exterior materials are proposed to match the existing materials, and a condition would be attached in the event of an approval, to ensure that external materials are consistent with the character and appearance of the street scene on Northbrook Drive.

The existing crossover would be retained and the concrete hardstanding would be widened to accommodate the provision of 2no off-street parking spaces to serve the extended dwelling. Despite the area of hardstanding being widened, the soft landscaped area to the front garden would be largely retained and therefore the character of the frontage would not be adversely affected. A condition has been included to ensure that at least 25% of the front garden is retained, and to ensure that surface water is appropriately managed (Condition 9).

The development proposal is considered to be acceptable with regards to the character and appearance of the host dwelling and area. The development proposal is considered to accord with the objectives of Policy BE1 of the Hillingdon Local Plan: Part One -

Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local plan - Part Two (2020) and Policy D3 of the London Plan (2021).

Impact on neighbouring residential amenities:

Policy D3 of the London Plan (2021) states that - Development proposals should: deliver appropriate outlook, privacy and 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.

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

It is noted from the planning history that the nearest first floor window in the rear elevation of the neighbour at No.4 serves an en-suite bathroom. The two centrally positioned first floor rear windows serve a bathroom and stairs. The nearest first floor habitable room window is on the far side of the rear elevation closer to its boundary with No.6 Northbrook Drive. As the development is set away from the adjacent neighbour's rear bedroom window, the 45 degree splay would not be infringed upon at first floor level.

The new side facing windows would serve two en-suite bathrooms and these window could be conditioned to be obscure glazed in the interests of preserving neighbour privacy (Condition 6).

The first floor rear extension would be sited in a slightly set back position relative to the neighbour's single storey rear extension that would retain its main aspect that faces towards their garden. As such the neighbours at No.4 Northbrook Drive would not experience any undue loss of outlook or loss of light that would warrant a refusal of planning permission.

A suitable side gap would be retained between the development proposal and the shared boundary with the neighbours at No.55 Murray Road to the northwest. There are no side windows facing towards this neighbour which eliminates the potential for overlooking.

It is noted the development proposal would be largely screened from view by the existing boundary treatment (row of conifer trees) that are located along the neighbouring shared boundary at No.55 Murray Road. The separation between the proposed side elevation and the rear elevation of the neighbour would be approximately 13 metres. Whilst the proposed first floor side extension would result in a slightly more prominent built form, taking into consideration the natural screening provided along the boundary and the separation distance, the development proposal is not considered to result in a significant worsening of the neighbours outlook, relative to the existing situation. Therefore it is considered that a refusal on loss of outlook would not be sustainable.

The proposed development would maintain adequate separation gap of 28 metres from the rear elevation and the neighbouring property to the rear at No.5 Drysdale Close. It is

therefore considered that the development would not result in any neighbourly harm to this neighbour with regards to overlooking and loss of outlook.

The impact of the development proposal on neighbouring residential amenity is considered to be acceptable. The development proposal is considered to accord with Policies DMHB 11 and DMHD 1 of the Hillingdon Local plan - Part Two (2020) and Policy D3 of the London Plan (2021).

External amenity space:

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure an adequate garden.

Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires 4+ bedroom houses to have at least 100 square metres of private amenity space.

The private rear garden area would not be reduced as a consequence of the development. The site would retain a private amenity space of 185sq.metres in the rear garden, which is more than adequate for a dwelling of this size. As such, the development proposal would not be considered an overdevelopment of the site and would be in accordance with Policies DMHB 18 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Living conditions:

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms.

Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

It is considered, that all the proposed habitable rooms, and those altered by the development would still maintain an adequate outlook and source of natural light, therefore complying with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Parking:

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. Appendix C requires 2 parking space per 3 or more bed unit.

The existing crossover would be retained and the hardstanding in the front garden would be widened to accommodate the provision of 2no off-street parking spaces to serve the

extended dwelling. Whilst the development proposal results in the loss of the garage space, this would be offset by the additional parking space on the front drive.

It is noted that the highway authority do not raise any objections.

Sufficient parking provision would be provided within the site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Conclusion:

It is considered that the proposed development would not have a detrimental impact on the character and appearance of the surrounding area or on parking/ highway safety. The proposal would provide an appropriate living environment for future occupiers and would not unduly impact upon the residential amenity of neighbouring occupants.

As set out within this report, subject to conditions, the scheme is considered to comply with the relevant Local Plan and London Plan policies and consequently the application is recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted drawing numbers Title No NGL125619, 6021/ PL001 D dated 22.11.22, 6021/ PL002 E dated 20.03.23, 6021/ PL003 E dated 20.03.23 and 6021/PL001 E dated 07.03.23.

REASON

To ensure the development complies with the provisions of the Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2021).

3 HO4 Materials

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

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Local Plan: Part Two - Development

Management Policies (2020).

4 HO7 No roof gardens

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

REASON

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

5 RES12 No additional windows or doors

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

REASON

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

6 HO6 Obscure Glazing

The first floor windows serving the en-suite bathrooms in the southeast elevation shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

7 NONSC Restrict subdivision or HMO

The dwelling shall not be sub-divided to form additional dwelling units or used as a house of multiple occupation without a further express permission from the Local Planning Authority.

REASON

To ensure that the boroughs housing stock of family dwellings is protected and that the residential amenities of neighbouring occupiers are not harmed in accordance with Policies DMH 1, DMH 4, DMHB 11 of the Hillingdon Local Plan Part 2 (2020), as well as other relevant planning guidance contained within the London Plan (2021) and NPPF (2021).

8 RES8 Tree Protection

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

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

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be

submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

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

REASON

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

9 HO10 Front Garden Landscaping

Notwithstanding the details hereby approved a minimum of 25% of the front garden area shall be soft landscaped (eg. grass or planted beds) for so long as the development remains in existence.

The hard surface for the driveway shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse for as long as the development remains in existence.

REASON

To ensure the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMEI 10 and DMHD 1 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

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

2 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.

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

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

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

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

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

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

4 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.

Standard Informatives

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
NPPF12	NPPF 2021 - Achieving well-designed places

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

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

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

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

prior

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

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

Contact Officer: Christos Chrysanthou

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **2 Northbrook Drive, Northwood**

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
56315/APP/2022/2504

Scale:
1:1,250

Planning Committee:
Borough Page 72

Date:
April 2023



Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 18 IVER LANE COWLEY UXBRIDGE

Development: Demolition of existing dwelling and erection of 4 x self-contained units including 1 x studio unit, 2 x 1-bed units and 1 x 3-bed unit with associated landscaping, parking, refuse and recycling.

LBH Ref Nos: 19016/APP/2023/20

Drawing Nos: 1851 P101
 1851 P203
 1851 P206
 1851 P201
 1851 P202
 1851 P203
 1851 P205

Date Plans Recieved: 04/01/2023

Date(s) of Amendment(s):

Date Application Valid: 04/01/2023

1. SUMMARY

The application site is a rectangular plot on the northern side of Iver Lane, about 140m west of Cowley High Street and one property removed from Frays River to the west. The borough boundary and Green Belt lie beyond. The surrounding area is predominantly of medium density terraced development though with a more traditional semi detached character to Iver Lane and employment and pub uses to the west.

The proposal involves the demolition of the existing bungalow and its replacement with a two storey, four unit flat building comprising one x studio, two x 1-bed and one x 3-bed flat. The application is a resubmission following the refusal of 19016/APP/2022/1277 on 5 October 2022 which proposed five units (two x 1-bed and three x 2-bed) with landscaping and parking. It was refused for five reasons - excessive bulk and scale and subsequent harm to the character of the area and the adjacent Cowley Lock Conservation Area, harm to neighbour amenity, lack of internal amenity, poor dwelling mix and the absence of a legal agreement to secure parking permit restrictions.

The amendments made in this scheme have satisfactorily resolved the above concerns and approval is recommended on the basis that the net increase in residential accommodation is supported in the planning balance. It is conditional on replacement landscaping (Condition 3), tree protection (Condition 4), drainage details (Condition 5), biodiversity enhancements (Condition 6), schedule of materials (Condition 7) and delivery of allocated parking (Condition 12). As the parking arrangements involve three spaces for four units, one unit has no on-site parking. Approval is subject to the successful completion of a legal agreement to ensure that future residents of the three units not being provided with on site parking cannot apply for a permit to join any parking management scheme.

There are no objections from the Council's Highways or Access Officer, though there have been objections received from local residents, including a petition with 30 signatures against the development. The primary issues relate to the establishment of a residential flat building in this location (principle of development), relationship with the surrounding area and dominance, loss of light and overlooking (neighbour amenity).

The application is being reported to the Borough Planning Committee owing to the submission of the petition.

2. **RECOMMENDATION**

That delegated powers be given to the Director of Planning, Regeneration and Public Realm to grant planning permission, subject to the following:

Subject to a legal agreement with the Local Planning Authority that prohibits future residents of the three units with on site parking from applying for a permit to join any parking management scheme in the vicinity of the site of the new development, and subject to the following conditions:

1 T1 Time Limit

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

REASON

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

2 RES4 Accordance with approved plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans numbered 1851 P101, 1851 P201, 1851 P203, 1851 P205 and 1851 P206, all received 4 January 2023 and shall thereafter be retained/maintained for as long as the development remains in existence.

Notwithstanding the approved details, the west facing side windows to the ground floor of the development are to be non obscure glazed.

REASON

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

3 RES9 Landscaping details

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

1) Details of soft landscaping including replacement planting in the front garden to offset trees approved to be removed, with planting plans (at not less than a scale of 1:100), written specification of planting and cultivation works to be undertaken and a schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate.

2) Details of hard landscaping including permeable paving, levels and finishes to the rear terrace, elevations and floor plans of refuse storage and cycle storage structures, means of enclosure/boundary treatments, car parking layouts (including demonstration that at least one parking space is served by an electrical charging point), external lighting and any other structures.

3) Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities

of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

4 RES8 Tree Protection

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

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

b) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

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

REASON

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

5 SUS5 Sustainable drainage details

No development shall take place until full sustainable drainage details for the development have been submitted to and approved in writing by the Local Planning Authority. These shall include consideration of the drainage hierarchy with a drainage plan showing pipe locations, details and levels, details of ground investigations, calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at greenfield rates, or better and maintenance arrangements for the life of the development. The approved measures are to be maintained thereafter for the life of the development.

REASON

To ensure that surface water run off is managed in accordance with DMEI 10 of the Local Plan Part 2 2020 and Policy S1 13 of the London Plan 2021.

6 RES19 Biodiversity enhancement details

No development shall take place until a scheme to protect and enhance ecological features of the site has been submitted to and approved by the Local Planning Authority. Details shall include the control and removal of invasive non-native plant species, ongoing garden management and relevant best practice guidance, location and types of ecological enhancement options for birds, insects and bats, wildlife friendly planting, hedgehog doorways and an appropriate external lighting scheme to protect against harm to foraging bats. The approved details shall be implemented prior to occupation and maintained for the life of the development.

REASON

In order to encourage a wide diversity of wildlife on the site in accordance with policy DME1 7 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

7 RES7 Materials

No development shall take place until details of all materials and external surfaces, including roofing, walls, window and door treatments, paving, rainwater goods and rear decking, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

8 H10 Swept path details

No development shall take place until swept path drawings for the three parking spaces have been submitted to and approved in writing by the Local Planning Authority. The car park shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose than parking and turning of vehicles.

REASON

To ensure safe pedestrian movement and forward vehicular movement from the site in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two (2020) and Policy T6.1 of the London Plan (2021).

9 OM19 Construction management plan

No development shall take place until a demolition and construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of development works
- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting existing trees on the site and neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)

- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
- h) The storage of demolition/construction materials on site

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy BE1 of the Hillingdon Local Plan Part 1 (2012).

10 NONSC Accessibility details

Prior to any works above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The ground floor dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

11 RES16 Sustainability details

The dwelling(s) shall be constructed so as to minimise carbon emissions in accordance with London Plan targets. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request. The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020) and Policy SI2 of the London Plan (2021) are achieved.

12 RES22 Parking details

Prior to the occupation of the development hereby permitted, details of on-site car parking, including details of allocation and dedication to which of the residential units shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall demonstrate that three of the four residential units hereby approved shall be allocated one parking space each. The approved parking arrangements shall remain allocated and dedicated in such manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

13 H15 Cycle storage and Electric Charging points

The development hereby permitted, shall not be occupied until the cycle storage and EV charging facilities have been provided in accordance with the approved plans. Thereafter,

these facilities shall be permanently retained on site.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policy T6.1 of the London Plan (2021).

14 HO7 No roof gardens

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

REASON

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

15 RES13 Obscure glazing

The first floor side facing windows shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan Part 2 (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 IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

3 I73 Community Infrastructure Levy

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

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

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

4

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

A proposal to discharge ground water to the public network would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online.

5

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

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

B) All noise generated during such works should be controlled in compliance with British

Standard Code of Practice BS 5228: 1984.

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

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

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

6

The Council is aware of the presence of land, situated within 250 metres of the subject site, with the potential to emit landfill gas. However, at this stage the risk of gas migration is considered minimal due to the age, nature and location of the fill materials. It is recommended that the building is designed and constructed to prevent the possible entry of any migrating landfill gas. Please contact your building surveyor and/or architect if you require advice concerning suitable construction techniques.

7 170 Positive and proactive

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site is on the north side of Iver Lane, opposite its junction with Curran Close and approximately 10m east of the Fray's River. The plot size is approximately 530m², it is relatively flat and is occupied by a single storey bungalow with dual pitched roof with roof slopes to the side boundaries. The entrance to the dwelling is from the front and side of the building. The property has a large front and rear garden with side extensions. The site allows for vehicular access via an existing dropped kerb. The on-site garage and driveway allow for parking of up to three vehicles in tandem layout.

To the west is a largely identical bungalow with Fray's River and the Uxbridge Industrial Estate beyond. To the east are a series of four semi detached buildings.

Site Constraints:

- Settlement Limits
- Hillingdon Air Quality Management Area
- Colne Valley Archaeological Priority Area
- Cowley Lock Conservation Area (to the south)
- River Bank (20m) Protection Area
- Flood Zone 1
- Public Transport Accessibility Level (PTAL) of 1b
- Potentially contaminated land
- Landfill buffer zone

3.2 Proposed Scheme

The proposal involves the following:

- Demolition of existing bungalow.
- Erection of two storey flat building comprising four flats (one x studio, two x 1-bed and one x 3-bed).
- Parking for three vehicles at the front.
- Associated site works, including amenity space and landscaping with bin storage at the front and cycle storage at the rear.

3.3 Relevant Planning History

19016/APP/2022/1277 18 Iver Lane Cowley Uxbridge

Demolition of existing dwelling and erection of 5 x self-contained units, including 2 x 1-bed units and 3 x 2-bed units together with associated landscaping, parking, refuse and recycling

Decision: 05-10-2022 Refused

Comment on Relevant Planning History

19016/APP/2022/1277 involved the demolition of the existing detached dwelling with a new building comprising five flats consisting of three x 2 bed and two x 1 bed flats with landscaping, amenity space and parking. It was refused on 5 October 2022 for the following reasons:

1) Harm to the character of the area

Due to its depth, bulk, scale, massing, footprint and design, the proposed building would form an oversized, uncharacteristic and visually incongruous form of development, which would fail to harmonise with the established character and appearance of the street scene. The proposal would therefore be detrimental to the visual amenities of the streetscene and character of the surrounding area, and would fail to preserve or enhance the setting of the designated Cowley Lock Conservation Area, all contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11, and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1 and D3 of the London Plan (2021) and the National Planning Policy Framework (2021).

2) Harm to neighbour amenity

Due to its depth, size, siting and design, the proposed building would be overbearing and would lead to a harmful sense of enclosure, loss of outlook and loss of privacy to 16 Iver Lane, thus significantly harming the residential amenity enjoyed by the occupiers of this neighbouring property. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 (f) of the NPPF (2021).

3) Lack of family housing

The proposed development fails to provide any three or more bedroom (family sized) units. Robust justification has not been provided to demonstrate that the provision of family sized units would be unsuitable or unviable. The proposal would therefore not provide a suitable mix of housing to support sustainable, inclusive and mixed communities, contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021).

4) Parking Management Scheme

No legal agreement is in place to prohibit future residents of the proposed development from applying to join the Council's on street parking management scheme. In the absence of such an agreement, the Council's Parking Management Scheme is likely to be overutilised, leading to roadside parking, congestion and reduced highway safety. The proposal would therefore be contrary to Policy DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy T4 and T6 of the London Plan (2021).

5) Insufficient internal amenity

The applicant has failed to demonstrate with the submission of detailed section drawings that the second floor 1-bedroomed unit would have sufficient internal floor to ceiling heights to provide good quality residential accommodation. Furthermore, the proposed ground floor flat situated at the front of the building would have inadequate levels of privacy to its bedrooms, by virtue of the proximity of the parking/access court and lack of defensible space. The proposal therefore fails to provide a satisfactory standard of living accommodation for future occupiers of the development, in conflict with Policies DMHB 15 and DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan 2021 and the Technical housing standards - nationally described space standards.

4. **Planning Policies and Standards**

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

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

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

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:

DMCI 7 Planning Obligations and Community Infrastructure Levy
DMEI 2 Reducing Carbon Emissions
DMEI 1 Living Walls and Roofs and Onsite Vegetation
DMEI 7 Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbour consultation

A total of 23 residents were consulted between 10-31 January 2023 but owing to suggestions that no letters were received, the consultation period was extended to 14 March 2023. A petition was received with 30 signatures. The contents requested "planning permission to be refused". Submissions were also received from four properties which raised the following concerns:

- Non-compliance with parking requirement

Officer comment: The parking standard is a maximum requirement and on that basis, the proposal complies. Approval is subject to the parking being allocated one space per unit and the fourth unit being car free.

- Lack of neighbour notification or site notice

Officer comment: It is confirmed that the application was consulted upon in accordance with planning legislation and the Council's Statement of Community Involvement. There was no requirement for a site notice. Nonetheless, due to resident concerns with a lack of receipt of letters, the application was reconsulted in good faith.

- Conflict between footpath and turning space within the site
- Insufficient parking
- Insufficient access
- Harm to the local highway network/increased traffic congestion

Officer comment: With a 6m aisle width, there is likely to be identifiable overlap between the pedestrian path and the turning space. However, swept path plans are required in Condition 8. The level of parking is policy compliant and is satisfactory, subject to prohibition against joining the local parking scheme, as secured by legal agreement. Traffic generation is acceptable and access via the existing driveway is not opposed. The proposal is acceptable to the Council's Highways Officer and no objection raised.

- Increased noise

Officer comment: The density of the development is wholly appropriate for the location and is not unreasonable on noise disturbance grounds.

- Inadequate internal space for 3 bed flat

Officer comment: The 3 bed unit measures 81m², which accords with the minimum standards.

- Excessive scale and bulk in comparison to neighbouring properties
- Over development of the site

Officer comment: The scale and form of the development is appropriate within its plot and compatible with surrounding development, as noted in Section 7.07.

- Sense of enclosure, loss of outlook and loss of privacy to 16 and 20 Iver Lane

Officer comment: The revisions to the scheme have resolved the amenity issues raised in the previous refusal and on that basis, no objection is raised.

- Increased flood risk

Officer comment: Flooding and drainage issues are acceptable, as noted at Section 7.17 and Condition 5.

- Loss of bungalow
- Loss of family home

Officer comment: The loss of the family home is not opposed when weighed against the increase in housing and the varied unit mix.

Statutory consultation

Greater London Archaeological Advisory Service: No objection.

Environment Agency: No objection.

Internal Consultees

Highways Officer:

No objection on parking and traffic grounds, subject to conditions relating to the following:

- Delivery of EV charging points (Condition 13)
- Parking spaces being allocated to each flat (Condition 12)
- Swept path plans showing forward movement from the site (Condition 8)
- Prohibition against joining the parking scheme for units with on-site parking (legal agreement)

Access Officer:

No objection, subject to details of step free access.

Refer to Condition 10.

Contaminated Land Officer:

No objection subject to condition relating to restrictions for importation of soil.

Officer comment: Given the minimal change to ground levels, there would not be any soil importation onto the site and the condition does not meet the six tests for its inclusion, as it is not necessary.

Waste Officer:

No comments received.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Housing Provision

Policy NPPF1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) requires a proactive approach to sustainable development. Planning applications that accord with the

policies in the Hillingdon Local Plan will be approved without delay, unless material considerations indicate otherwise. Policy DMH 1 of the Hillingdon Local Plan Part 2 (2020) states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace. Policy H1 of the Hillingdon Local Plan Part 1 (2012) addresses annual housing growth of 425 dwellings per year, where this can be achieved, in accordance with other Local Plan policies.

The proposal involves the demolition of a two bedroom dwelling and its replacement with four flats or a total of six bedrooms. This is a net increase in bedrooms and residential accommodation which is supported in principle. The development would make a small additional contribution to the Borough's housing need.

Flat Development

Paragraph 69 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement and are often built out relatively quickly. Paragraph 119 seeks effective use of land in meeting the need for homes. However, this is subject to a consideration against Policy DMH 4 of the Hillingdon Local Plan Part 2 (2020), which permits the redevelopment of dwellings into flats where no more than 10% of the street has been redeveloped into flats.

Iver Lane is 275m in length before it reaches Green Belt and 490m to the borough boundary. There are 21 properties on the southern side and 13 properties on the northern side for a total of 34 properties. These include a hall, two pubs and industrial warehouse, giving a somewhat varied context. One building in the street is divided into flats - at 15-17 Iver Lane. The addition of a second such building within the street would equate to 6% of the total, which complies with Policy DMH 4.

Loss of Existing Dwelling/Unit Mix

Strategic Objective 7 (SO7) of the Hillingdon Local Plan Part 1 (2012) aims to address housing needs in Hillingdon. The type of dwellings should reflect housing needs identified in the Borough, particularly the need to provide more family homes with adequate garden space. Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan Part 2 (2020) require a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties.

The proposal involves the loss of a non-family sized dwelling and therefore the provision of additional accommodation is not contrary to SO7. The previous scheme was refused in part because it failed to provide any three or more bedroom (family sized) units. Robust justification had not been provided to demonstrate that the provision of family sized units would be unsuitable or unviable. It was therefore concluded that the previous proposal would not provide a suitable mix of housing to support sustainable, inclusive and mixed communities.

In the current application the mix has been altered, with one 3-bed dwelling (25%) alongside three other studio/1-bed flats. The inclusion of a 3 bed flat resolves the previous concern. Given the modest scale of the development, the site location near the high street (which is supportive of smaller dwellings) and when noting the net increase in accommodation, the mix is broadly acceptable.

7.02 Density of the proposed development

Policies D1, D3 and GG2 of the London Plan aim to make the best use of land and

proactively intensify the use of land to support additional homes through a design-led approach that optimises the capacity of sites. Higher density developments should generally be in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. This should be interpreted in the context of Policy H2 of the London Plan which supports well-designed new homes on small sites below 0.25 hectares in size. Policy DMHB 17 of the Hillingdon Local Plan Part 2 (2020) specifies a density of 35-100 units or 105-300 rooms per hectare.

The proposed density is 75 units or 113 rooms per hectare which is within the scope of Policy DMHB 17. However, numerical densities are more appropriate to larger sites and what is of greater significance is local context. The key consideration is whether the development would integrate with the character of the area, and respect residential amenity considerations. This is discussed below.

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

Archaeology

Policy DMHB 7 of the Hillingdon Local Plan Part 2 (2020) aims to ensure that sites of archaeological interest are not disturbed or satisfactory measures are taken to mitigate impacts through archaeological fieldwork. The site is within the Colne Valley Archaeological Priority Area but the Greater London Archaeological Advisory Service has advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. This is due to its small scale and as it is sited mostly on the footprint of the existing dwelling.

Conservation Area

The site is opposite the Cowley Lock Conservation Area and the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area, including its setting (Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Paragraphs 199-202 of the NPPF require consideration of the harm to the significance of the Conservation Area.

Policy DMHB 4 of the Hillingdon Local Plan Part 2 (2020) seeks to ensure that development on the fringes of a Conservation Area preserves or enhances the character or appearance of the area, including through high quality design and resisting the loss of buildings and features. Policy HC1 of the London Plan seeks to conserve significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Due to its depth, bulk, scale, massing, footprint and design, the previous scheme was viewed as an oversized, uncharacteristic and visually incongruous form of development, which would fail to harmonise with the established character and appearance of the street scene. This extended to failing to preserve or enhance the setting of the designated Cowley Lock Conservation Area.

The previously refused development had a footprint of 166m², building width of 9.7m and a height of 5.5m (eaves) to 9.25m (ridge) with a front and rear facing hip projection and side and front facing dormers creating a relatively busy building and roof form. The officer report identified the primary issues as excessive footprint, height, width and depth, the blank side wall, a lack of any pedestrian definition to the front elevation and the intrusive nature of the dormers.

The subject application has a footprint of 154m², building width of 9.7m (though 7.7m at first floor level) and a height of 5.5m (eaves) to 8.5m (ridge). The front and rear projections and the dormers to the front and side roof planes have been removed and a

front door has been added. A standard hipped roof to the front and rear are proposed. Collectively, these changes have resulted in a design and form that is more compatible with the area and there is no longer any undue impact upon the setting of the Conservation Area opposite.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

The site is 130m from the Green Belt and would not have an adverse impact upon its openness.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) seeks a quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design, including harmony in consideration of the height of surrounding structures. Policy DMHB 12 of the same plan requires integration with the surrounding area.

Noting the proportions of the building above, as amended in the subject application, the proposed development is two storeys in height with a typical pitched roof, with at least 1.5m to the boundary (more at the eastern side of the first floor). At this height and building separation, it fits comfortably within the site and accords with the predominant character of the area which is of two storey developments. Whilst it will adjoin a single storey bungalow to the west, this property is an anomaly rather than an example of typical building forms and scale. There are no longer bulk and scale concerns with this revised development proposal.

The design is much less complicated than the previously refused scheme. A front door provides building activation, the hipped roof form is uncluttered and cohesive within the streetscene. The building width is much reduced at first floor level which provides very generous building separation and adds some transition to the single storey bungalow to the west. The ground floor flat eastern side extension has a flat roof. Whilst not typical in a new build development, it relates appropriately to the single storey flat roofed garage across the eastern boundary.

The building will be setback 10m from the street, which is suitably within the stepped setback of the street, with 20 Iver Lane to the west at 11.5m and 16 Iver Lane to the east at 6.1m. The alignment is broadly consistent with the building line and there is no adverse disruption in the street. The building line at the rear extends about 8m beyond 16 Iver Lane (and the other semi detached properties) to the east but it is consistent with 20 Iver Lane to the west. With adequate garden depth, no neighbour impacts and some cohesion when measured with the outbuildings/garages on properties to the east, there is no unacceptable disruption to the landscape character achieved to the rear. Overall the siting and alignment of the dwelling accords with the predominant character.

A parking area with three parking bays is proposed at the front of the site which will necessitate removal of some small shrubs and trees. This will have a net impact on the landscape character of the site, but it is not uncharacteristic of the area and would be subject to replacement planting in Condition 3. A bin store to the eastern boundary would not add excessive clutter to the street.

Boundary treatments are unclear but details are required by Condition 3. By virtue of being a flat building, permitted development rights need not be removed.

7.08 Impact on neighbours

Policy DMHD 1 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020) seek to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.

To the west is a largely identical bungalow (20 Iver Lane) and to the east is a two storey semi detached dwelling (16 Iver Lane). There is open space over the rear boundary to the north associated with the terraced development in Heritage close though there are no buildings in the immediate vicinity, there is a significant setback to the boundary and heavy vegetation cover on the boundary such that no concerns are raised. The streetscene is not atypical and with a 10m setback from the front boundary, no issues are raised in respect of the relationship with properties across the road.

- To 16 Iver Lane

The previous scheme was refused, in part, because "due to its depth, size, siting and design, the proposed building would be overbearing and would lead to a harmful sense of enclosure, loss of outlook and loss of privacy to 16 Iver Lane." More specifically, the officer report refers to the sheer size and proximity of the building towering over the rear garden area and overlooking from a first floor kitchen/dining room window and the rear balcony.

The subject application includes no habitable side facing windows on the first floor, the removal of the balcony and a ground floor setback of 1.5m and a first floor setback of 3.4m. As such, the previously identified issues are resolved.

More broadly, the ground floor of the proposed development still extends 8.2m beyond the rear building line of 16 Iver Lane but it aligns with the garage on the neighbouring property, which has no setback from the boundary. At 6.7m, the projection at the first floor is slightly less and in combination with the generous side setback, there would be adherence to the 45 degree line and no undue perception of dominance or sense of enclosure. A single first floor window within the neighbouring side elevation would be impacted but it does not serve a habitable room and as such, no issue of amenity is raised. Taking account of the orientation and compliance with 45 degree guideline, there would be no undue harm in relation to daylight/sunlight. There are three first floor side facing windows within the proposed development, all to non habitable spaces and these are noted as obscure glazed but to be secured in Condition 15 nonetheless.

- To 20 Iver Lane

The proposed building will not extend significantly beyond the front and rear building lines of the neighbouring property and is setback 1.6m from the boundary which is 650mm more than the corresponding elevation at 20 Iver Lane. There is a non habitable bathroom window and a dining/living room window within the neighbouring elevation, though the latter is a secondary window with the main opening northwards to the rear garden. Despite its two storey height, there are no unacceptable impacts. There is no incursion of the 45 degree line back towards the rear elevation of its neighbour. Sunlight and daylight would be adequately maintained and the setback from the side boundary is adequate to prevent any dominance or sense of enclosure.

The ground floor side facing windows are shown as obscure glazed but this appears unnecessary given the existing boundary fence achieves satisfactory screening to the

neighbour. At first floor level, there is a side facing living room window to each of the flats (as well as a bathroom window to the studio) but they are shown as obscurely glazed. Whilst the outlook is over the roof of the bungalow opposite, the use of obscure glazing is appropriate as it would otherwise restrict the future development potential of 20 Iver Lane. There would not be an adverse effect on the internal amenity of the two units. At 4.5m from the front or rear elevations, the windows serve a secondary purpose and the light and outlook to the very back of these rooms would not be unreasonable.

A rear facing ground floor terrace is proposed for the use of the 3 bed flat at the rear. There is no expectation that it would involve any raising above existing ground level to the extent where it could pose overlooking concerns. However, for confirmation, these details are required by Condition 3.

7.09 Living conditions for future occupiers

Internal Amenity

Policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020) requires a minimum internal space standard based on occupancy and number of floors as follows:

- The unit at the front of the ground floor (1 bedroom, 2 person) requires a minimum of 50m². At 50m², compliance is achieved.
- The unit at the rear of the ground floor (3 bedroom, 4 person) requires 74m². At 81m², compliance is achieved. It is noted that 11m² of this floorspace is within the hallway leading from the front of the building. Whilst not wholly desirable, it is not unreasonable when accounting for the exceedance of the requirement.
- The first floor studio (1 person) requires 39m². At 39m², compliance is achieved.
- The flat at the rear of the first floor (1 bedroom, 2 person) requires 50m². At 51m², compliance is achieved.

All of the units meet the minimum standards. There is also compliance with bedroom sizes (single and double) and widths. There is provision for storage for all but the studio unit. Given its size and occupancy this is acceptable on balance. The living spaces are generously sized. Internal amenity is therefore acceptable.

Policy D6 of the London Plan aims for dual aspect dwellings with a design that provides sufficient daylight and sunlight that is appropriate for its context. The units are all dual aspect and even with obscure glazing, the upper parts of side facing windows can be opened and a degree of cross ventilation can be achieved. The two units at the rear are north facing but will still have sunlight through the morning and afternoon via the side elevations. There is also an uninterrupted green outlook to the rear which offsets any limitation of direct sunlight. On this basis no objection is raised.

The previous application was refused, in part, because of substandard internal amenity, or at least a lack of information to confirm that there was no adverse impact and because the bedroom windows of the ground floor flat opened onto the car park at the front of the building, thereby raising privacy concerns. The issue of head height related to the loft unit and this aspect has been removed from the subject scheme. A landscape buffer has also been introduced at the front of the building such that the previous reason for refusal is sufficiently resolved.

External Amenity

Policy DMHB 18 of the Hillingdon Local Plan Part 2 (2020) requires a minimum outdoor amenity space of 20m² for the proposed studio and 1 bed flats and 30m² for the 3 bed flat or 90m² in total. A 25m² terrace is provided at the rear of the ground floor for use by

the 3 bed flat. There is no provision for private amenity space for the remaining flats. Rather, the rear garden, separated from the private terrace for the 3 bed flat, will be used. It measures 140m² which exceeds the above cumulative requirement.

The area is north facing and has a relatively dense canopy cover such that sunlight will be constrained. It is also disconnected from the front entrance though side access is generous and not uninviting. However, it is removed from the road and would provide a tranquil area. Whilst not wholly ideal, the arrangement is still appropriate in the context of the site. The officer report for the previously refused scheme raised no objection to the provision of outdoor amenity space and on this basis, no objection is raised.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Traffic impact

Policy DMT 1 of the Hillingdon Local Plan Part 2 (2020) requires that development be sustainably located, with access to public transport, walking, cycling, services and facilities, with accessible and convenient access through the site, adequate servicing and delivery and no adverse transport, air or noise impacts.

There is a local bus stop which is served by the 583, this is a non-TfL bus service and only operates Monday to Friday with a limited frequency. The proposal site has a PTAL rating of 1b indicating that its access to public transport is poor when compared to London as a whole suggesting that there will be a strong reliance on the private car.

The proposal will increase potential traffic generation when measured against the existing residential dwelling. However, the Council's Highways Officer advises that peak period traffic movement into and out of the site would not be expected to rise above two to three additional vehicle movements during the most crucial and sensitive peak morning and late afternoon/early evening traffic periods. Such potential uplift is marginal in generation terms and can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Parking

- Car parking

Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) requires accordance with the 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. For a development of four flats of the sizes proposed, the proposal would require a provision of 5 parking spaces. However, Policy T6.1 of the London Plan, which is the overriding policy, seeks compliance with the relevant parking standards, in this case being a maximum of 3.25 spaces.

Parking along Iver Lane is controlled by a parking management scheme C1 which restricts parking to permit holders only Monday to Friday 09:00 and 17:00h, with parking bays being located outside of the site. The proposal includes a car park with three spaces at the front of the property. This accords with policy and the Council's Highways Officer raises no objection although this is conditional on the parking being allocated to specific units (Condition 12) and the future occupants of the three units provided with on site parking not being entitled to the residential parking scheme to avoid any prospective purchasers of the unit seeking to park on local streets. This formed a reason for refusal in the previous scheme on the basis that the application was to be refused on other reasons. But because the application is recommended for approval, the approval is conditional on completion of the s106 legal agreement.

No visitor parking is proposed though this is not unacceptable given the small scale of the development.

- Cycle parking

Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policy T5 of the London Plan require one cycle space for the studio and 1 bed units and two spaces for the 3 bed unit. This equates to five spaces. A storage area is located at the rear of the property which shows a capacity of eight spaces. As the quantum has been exceeded, no objection is raised. Final details are required in Condition 3.

- EV charging

Policy T6.1 of the London Plan requires that 20% of spaces should have active charging facilities, with passive provision for all remaining spaces. One active space is required and in the absence of such detail, this is conditioned at Condition 3.

- Disabled parking

Policy T6.1 of the London Plan and Appendix C(9) of the Local Plan require disabled persons parking for new residential developments. One disabled parking space has been shown alongside the front entrance which satisfies requirements.

Access

Policy DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires safe and efficient vehicular access, safe and convenient access for cyclists and pedestrians and management of existing and future traffic flows and mitigation, where necessary. Policy T4 of the London Plan also states that development proposals should not increase road danger. Section 4.7.1 of the Hillingdon Domestic Vehicle Footway Crossover Policy requires pedestrian visibility which states that obstructions be kept to a maximum height of 0.6m.

The existing shared crossover and access will be used, which is acceptable. Aisle width is 6m allowing forward movement from the site, though the Council's Highways Officer has sought swept path plans in Condition 8 as confirmation. Given the driveway is shared, there will also be acceptable sightlines for pedestrian movement. There are no issues with vehicular splays given the generous verge in front of the property.

Construction

A detailed construction management plan will be a requirement given the scale of the development with reference to construction related routing, frequency and construction related parking arrangements, wheel washing, thereby avoiding/minimising potential detriment to the surrounding public realm during the build programme. This is outlined at Condition 9.

7.11 Urban design, access and security

Paragraph 92 of the NPPF and Policy DMHB 15 of the Hillingdon Local Plan Part 2 (2020) require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. The proposal exhibits relatively positive design outcomes. Window openings provide good surveillance of the street and the parking court and the side setbacks do not create an enclosing environment. The cycle storage is acceptable but also secure on siting grounds being at the rear.

7.12 Disabled access

Policy D7 of the London Plan requires all new housing, as a minimum standard, to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations. Level access is not shown between the car park and the ground floor lobby and this is required by Condition 10. With the disabled parking space, the front ground floor unit would be designated as accessible. The open plan layout and generously sized main bedroom and bathroom are such that this is achievable.

7.13 Provision of affordable & special needs housing

The proposal is below the threshold for affordable housing.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy G5 of the London Plan seeks to integrate green infrastructure to contribute to urban greening and Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.

The application was not supported by any arboricultural details though the proposed site layout plan suggests that the proposal would have no adverse impact on significant trees. Two modestly sized trees at the front of the site alongside several shrubs will be removed to accommodate the proposed car parking area. There is likely to be some minor landscaping works in the rear garden though the mature vegetation at the rear of the site is removed from the proposed footprint of the replacement building. Nevertheless, tree protection details are required in Condition 4.

Broadly, there will be an immediate net loss of landscape character within the front garden and this will have some consequence for the setting of the street. However, it is not out of character with the wider area and a landscape scheme is required by Condition 3.

Ecology

Section 15 of the NPPF and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020) aim for the retention of existing features of biodiversity or geological value within the site and enhancement and net gain of biodiversity within a proposed development. Policy DMEI 7 requires appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Policy DMEI 5 of the same plan also states that development in Green Chains (such as watercourses) will only be supported if it conserves and enhances the visual amenity and nature conservation value of the landscape.

The application was not supported by any ecological details but the previous application did not raise issue with the potential for building on the site on the basis that "The site does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low."

On the basis of the above stance and to ensure consistency in decision making, no further objection is raised. However, there still remains the very low potential that the existing building could be used for bat roosts. Accordingly, an informative is included to outline that any disruption of a bat roost as part of the demolition of the existing building is a criminal offence.

Paragraph 174 of the NPPF seeks biodiversity net gain (BNG) within development proposals. There is good potential for biodiversity enhancements (such as woodpiles, wildlife friendly fencing and bird and bat boxes) within the site, and subject to securing details of suitable enhancements, the proposal would result in a satisfactory ecological outcome. These details are secured by Condition 6.

7.15 Sustainable waste management

A bin store is shown alongside the eastern boundary. It is capable of accommodating six x 240L bins. The Council uses sack collection but the principle of the bin store is still acceptable. It is sufficiently proportioned to accommodate the likely waste, recycling, green waste and food waste from the proposed development. Its siting is acceptable on streetscape grounds given it is located to the side of the property though final details are required in Condition 3. Odour wise, there is unlikely to be any significant issues subject to waste being suitably stored.

The positioning would allow for conformity with the accepted distance collection standards of 10m from the point of collection on the public highway and 30m from each flat. There is convenience for residents and no undue issue for collection, with kerbside collection occurring as existing. The above parameters are satisfied and the Council's Highways Officer raises no objection.

7.16 Renewable energy / Sustainability

Policies BE1 and DME1 2 of the Hillingdon Local Plan (Part 1 and Part 2 respectively) seek to achieve reductions in carbon dioxide emissions through energy efficient design and effective use of low and zero carbon technologies, including the use of SUDS, water efficiency, lifetime homes and sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill. No such details have been submitted and whilst it is feasible that minimum standards to meet Building Regulations would bring a satisfactory outcome, Condition 11 seeks final sustainability details prior to commencement.

7.17 Flooding or Drainage Issues

Flooding

Policy SI12 of the London Plan states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. The property is in Flood Zone 1 and there is no change to the classification of the use such that there is no significant flood risk within the site or impacts elsewhere. The proposal is therefore acceptable.

Drainage

Policy SI13 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 DME1 10 of the Hillingdon Local Plan Part 2 (2020) states that developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated.

The site is not in a Critical Drainage Area and not shown to be at risk from surface flooding. The application form refers to discharge to the private sewer. In terms of the drainage hierarchy, the first option for drainage is via a sustainable drainage system, or an existing water course, soakaway and then main sewer. No drainage details have been submitted, therefore it remains unclear why discharge to the sewer is required. The previously refused application referred to "a SuDS condition to ensure that water was adequately and appropriately managed on site". Whilst not necessarily opposed in principle, further details of the proposed drainage arrangements would be required in

Condition 5 to ensure that all proactive steps have been undertaken to ensure the best management of on site drainage.

7.18 Noise or Air Quality Issues

Air Quality

Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020) states that development should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

The site falls within the Air Quality Management Area, but given the relatively minor scale of development and continued residential use of the site, no real concerns are raised.

Condition 9 (Construction Management Plan) will aid with minimising pollution during the construction process.

Noise Disturbance

Section 15 of the NPPF requires consideration of noise disturbance on sensitive receivers within the development or on surrounding land uses.

The density of the development is 4 units, six bedrooms, nine persons and this is appropriate for its site and the surrounding area. By contrast, the semi detached properties to the east are 3 and 4 bed dwellings, which is not too dissimilar to the subject proposal. The rear terrace will be for the sole use of the rear ground floor unit, which is not unlike other properties. The rear garden will be communal but likely usage will be limited given the connectivity to the internal areas of the units.

Internally, the layout and siting of rooms is broadly acceptable. Non habitable spaces such as bathrooms within separate units are sited together. There is some overlap with living spaces on the upper units directly above sleeping areas of the units on the ground floor but it is limited in its extent. Given that the development is a new build and will be required to be built to Building Regulations, no objection is raised.

7.19 Comments on Public Consultations

See above.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) refers to the delivery of sufficient infrastructure alongside development whether by planning obligations or the Community Infrastructure Levy (CIL). The CIL charge for residential developments is £95/m², in addition to the Mayoral CIL charge of £60/m². With a net increase in dwellings and floorspace, the proposal would be CIL liable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Land Contamination

Policy DMEI 12 of the Hillingdon Local Plan Part 2 (2020) states that development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. There is no change to the land use and the surrounding area is residential in nature. The Council's Contamination Officer raises no objection subject to a condition relating to soil importation. However, as noted previously, this is not relevant as no significant level changes are being proposed.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the

protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The principle of establishing a residential flat building at the site accords with policy. Issues identified in the previously refused application for a similar scheme have been satisfactorily addressed, such that the development now represents a development of appropriate scale and form without any undue neighbour amenity, highways, landscaping or ecological impacts.

The proposal would contribute towards the Council's housing supply targets which weighs in favour of the scheme. There are no in-principle objections to the unit mix, including when considered against the loss of the existing dwelling. It results in economic activity associated with the construction phase and through Community infrastructure Levy. Weight applied is moderate.

There is a degree of social benefit associated with a mix of dwelling types including one larger dwelling. The level of amenity afforded to the future occupants is of sufficient standard. Overall, social outcomes should be afforded moderate weight.

There are acceptable environmental benefits. The scale of the building is modestly proportioned, there is no drastic tree removal and ecological enhancements can be incorporated without any major issue. Cumulatively, the environmental benefits could be considered as minor.

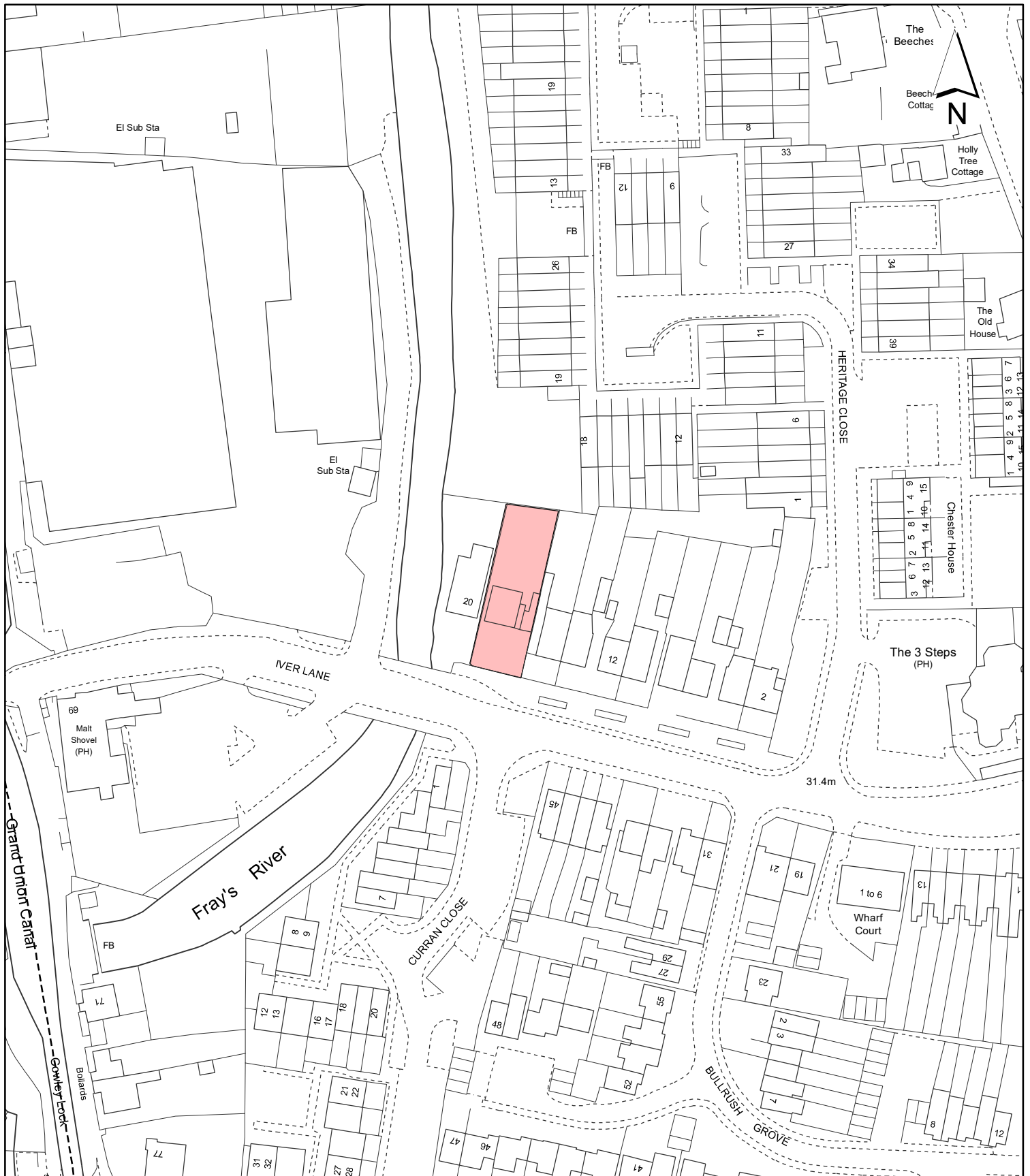
The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the development plan should not prevail. Consequently, it is recommended that planning permission be granted, subject to the legal agreement and conditions outlined at Section 2 of this 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)
National Planning Policy Framework (NPPF) (July 2021)
National Planning Practice Guidance (NPPG)
Technical Housing Standards - Nationally Described Space Standard (2015) (as amended)

Contact Officer: Simon Taylor

Telephone No:



Notes:

 Site boundary

For identification purposes only.
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Site Address:

18 Iver Lane

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
19016/APP/2023/20

Scale:
1:1,250

Planning Committee:
Borough Page 98

Date:
April 2023



Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 32 KINGSEND RUISLIP

Development: Demolition of existing house and garage and construction of a block of seven purpose-built apartments

LBH Ref Nos: 9894/APP/2022/3871

Drawing Nos: TQRQM20267092643804
PL01
PL02
PL03
PL04
PL05
PL05

Date Plans Recieved: 21/12/2022

Date(s) of Amendment(s):

Date Application Valid: 21/12/2022

1. **SUMMARY**

The application site consists of a large plot within the Ruislip Village Conservation Area, about 250m west of the Ruislip Town Centre. The surrounding area is predominantly of detached dwelling houses though there are some flat buildings and backland cul-de-sac developments.

The proposal involves the demolition of the existing two storey dwelling and its replacement with a 2.5 storey flat building with basement comprising one x 3-bed flat, five x 2-bed flats and one x 1-bed flat, including two flats within an excavated basement and one unit in the roof space.

There are no objections from the Council's Highways Officer, Trees Officer or Flooding Officer though there have been 22 resident objections received. The primary issues relate to the establishment of a residential flat building in this location (principle of development), built form, height, design and excavation to accommodate a habitable basement (character of the area), dominance and overlooking, perceived or not (neighbour amenity), internal amenity afforded to the basement level and wider landscape implications.

The net increase of residential accommodation is noted but the application is recommended for refusal on the following grounds:

- 1) Principle of development
- 2) Lack of justification for the loss of the existing building
- 3) Over development of the site and harm to the character of the streetscene and Conservation Area
- 4) Loss of acoustic and visual privacy within and beyond the boundaries of the development
- 5) Substandard internal amenity within the two basement flats
- 6) Unnecessarily poor location of the cycle storage

The application was called to committee by a Local Councillor as it is "excessive for the site and would result in overdevelopment on the site and is therefore contrary to planning

policy".

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Principle of development

The proposal will result in more than 10% of properties on Kingsend consisting of flatted developments with adverse implications for the character of the streetscene and neighbour impacts, contrary to Policy DMH 4 of the Hillingdon Local Plan (Part 2) 2020.

2 NON2 Potential loss of non designated heritage asset

In the absence of a robust, thorough and well supported Heritage Assessment advocating for the demolition of the existing dwelling, it has not been adequately demonstrated that the demolition of the existing dwelling would not result in harm to the Ruislip Village Conservation Area; the streetscene; and historic character of Kingsend. The proposal is therefore contrary to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the National Planning Policy Framework 2021, Policy HC1 of the London Plan 2021, Policy BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policy DMHB 4 of the Hillingdon Local Plan (Part 2) 2020.

3 R13 Harm to the character of the conservation area

By virtue of its excessive scale, form, footprint, building width (including roof ridge) and crown roof, incompatible design, net loss of mature trees and landscaping, and alteration to the natural landform at the rear of the proposed building, the proposed dwelling would result in a development that does not harmonise with the built form and significantly detracts from the character of the area, failing to preserve or enhance the character and appearance of the Ruislip Village Conservation Area, contrary to Sections 12 and 16 of the National Planning Policy Framework 2021, Policies BE1, DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan 2020, and Policy D3 of the London Plan 2021.

4 R13 Harm to neighbour amenity

By virtue of the number, location and siting of side facing windows and rear facing balconies and because of the subterranean nature of the patio areas of the basement, the development will pose unacceptable privacy implications for residents at neighbouring properties to the east and west and within the development. The extension of the building well beyond the rear building line of 34A Kingsend to the west also poses an unacceptable level of dominance to its neighbour. Therefore, the proposal is contrary to Policies BE1 and EM8 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMH 4, DMHB 1 and DMHB 11 of the Hillingdon Local Plan (Part 2) 2020.

5 NON2 Poor internal amenity within the basement

By virtue of their subterranean location with little to no outlook, access to sunlight or natural ventilation, large number of windowless rooms, no connectivity to the rear garden and significant internal room and unit depth, the level of amenity afforded to the future occupants of the two basement units is very poor and is contrary to Section 12 of the National Planning Policy Framework 2021, Policies D6 and D10 of the London Plan 2021, Policy BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policy DMH 2 of the Hillingdon Local Plan (Part 2) 2012.

6 NON2 Poor siting of cycle storage

The siting of the cycle storage shed is ill-considered on account of the significant distances required for residents to move between the shed and the front entrance of the building, the lack of natural surveillance, and the unnecessary removal of Tree 9. This is

likely to make cycle usage by residents inconvenient, thus deterring use of cycles and resulting in a less sustainable development, increased potential of theft of bicycles and avoidable and unacceptable landscape and ecological impacts for the site. This is contrary to Sections 9, 12 and 15 of the National Planning Policy Framework 2021, Policies D11, G6, G7 and T5 of the London Plan 2021, Policy BE1 of the Hillingdon Local Plan (Part 1) 2012 and Policies DMH 4, DMHB 14, DMHB 15, DMT 5 and DMEI 7 of the Hillingdon Local Plan (Part 2) 2020.

INFORMATIVES

1 171 Discussion

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principle of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of a large plot measuring 1250m² in area and 55m deep on the northern side of Kingsend. On the site is a large, two-storey detached house of faux Georgian design with hipped ends and a garage extension on its eastern side. The frontage comprises a heavily landscaped front boundary which provides screening from the road but with lawn and paving beyond and a mature, TPO protected Oak just beyond the western boundary providing substantial canopy cover. The rear garden includes numerous mature trees including a TPO protected Chestnut in the centre and boundary planting.

Kingsend is characterised by a mixture of two-storey dwellings of a similar design and plots, and some residential flat developments. There are also some backland cul-de-sac developments to the east. Several buildings are of significant building width and with crown roofs. The site falls within the Ruislip Village Conservation Area and lies approximately 250m west of Ruislip Town Centre which is identified as a primary shopping area.

Site Constraints

- Tree Preservation Order 507 (Oak to frontage)
- Tree Preservation Order 779 (Chestnut in rear garden)
- Ruislip Village Conservation Area
- Critical Drainage Area
- Flood Zone 1
- PTAL Rating 3

3.2 Proposed Scheme

The proposal involves the following works:

- Demolition of the existing dwelling house
- Erection of a 2.5 storey flat building with excavated basement with seven flats (one x 3 bed, five x 2-bed and one x 1-bed)

- Stopping up of the existing access and creation of a new central access leading to car park in the front garden with parking for seven cars
- Associated site works including removal of the Horse Chestnut tree at the rear, soft landscaping, bin storage and cycle storage

3.3 Relevant Planning History

9894/TRE/2017/31 32 Kingsend Ruislip

To carry out tree surgery, including a crown reduction by cutting back to 25-50 mm beyond previous pruning points, to one Oak (T3) on TPO 507

Decision: 24-02-2017 Approved

9894/TRE/2020/138 32 Kingsend Ruislip

To carry out tree surgery including, a crown reduction to previous pruning points One Oak T3 on TPO 507 and One Horse Chestnut T1 on TPO 779.

Decision: 30-07-2020 Approved

9894/TRE/2020/46 32 Kingsend Ruislip

To carry out tree surgery, including a crown reduction to previous points with an additional 2m reduction on the est side, to one oak, T3 on TPO 507, and to crown reduce by 3m more than previous, to one Horse Chestnut, T1 on TPO 779.

Decision: 10-06-2020 Refused

Comment on Relevant Planning History

There are no relevant planning applications though two TPO applications have been granted in 2017 and 2020 for crown reduction to the Oak and Horse Chestnut trees.

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 consists of:

- 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.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage

Part 2 Policies:

NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
LPP D10	(2021) Basement development
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP S11	(2021) Improving air quality
LPP S112	(2021) Flood risk management
LPP S113	(2021) Sustainable drainage
LPP S12	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
DMEI 14	Air Quality

DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 4	Conservation Areas
DMHD 2	Outbuildings
DMHD 3	Basement Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **1st February 2023**

6. Consultations

External Consultees

A total of 62 residents, the Ruislip Residents Association and Ruislip Village Conservation Panel were consulted between 29 December 2022 and 20 January 2023. A site notice was placed at the site from 12 January to 2 February 2023 (though there is an allegation that it was removed prior) and a newspaper advertisement was placed from 11 January to 1 February 2023.

Comments were received from a total of 22 properties. The submissions raised the following concerns:

Principle of Development

- Will breach the 10% limit in the street
- Assertion that the 10% limit has been breached is incorrect, as established in 16 and 18 Kingsend and at 28B Kingsend
- Loss of family home
- Additional flats would disrupt the character of the streetscene and change the landscape of the Conservation Area

Officer comment: The principle of the development fails, as outlined in the body of the report. This forms the basis of Reason for Refusal 1.

Character of the Area

- Overdevelopment
- Over dominance with increased footprint
- Is significantly larger than the original house
- Increase in built up development on the site
- Inappropriate size, scale, bulk and design
- Ridge height is excessive and does not account for slope of the land
- Height will be inconsistent with the predominant height of the street
- Negative impact upon Conservation Area
- Loss of garden character

Officer comment: The scale of the development represents an enlargement from the existing dwelling and when measured in terms of footprint and building width, is excessive. This forms the basis of Reason for Refusal 3. Refer to Section 7.07.

- Basement will pose significant damage to the appearance of the garden
- Habitable basements are not a feature in the area
- Lightwells or basements should not be allowed in a Conservation Area

Officer comment: Whilst not a common feature in the Conservation Area, the front lightwells are not opposed on character grounds when viewed from the street, given the set back. However, the extension of the basement into the rear garden is pronounced and forms part of the basis for Reason for Refusal 3. Refer to Section 7.07.

- Chimneys are of stark design
- Queen Anne Style building is rather random

Officer comment: The above comments are noted and design matters are discussed in Sections 7.03 and 7.07 of this report.

- Dwelling should be renovated instead
- Opportunities to restore the original features of this Soutar building would be a positive contribution
- Incorrect assertions in the heritage statement about when the dwellings at 34 and 34A were built

Officer comment: A failure to satisfactorily argue for the demolition of the existing dwelling forms the basis of Reason for Refusal 2. Refer to Section 7.03.

- Application makes no reference to the oldest property Orchard Cottage, at 65 Kingsend, Grade II listed

Officer comment: Whilst this is noted, it is not consequential to the assessment of the application.

Housing Mix and Amenity

- Lack of unit mix for larger dwellings
- Lack of family sized dwellings

Officer comment: The proposal involves a net increase of six dwellings with an acceptable unit mix and this offsets the loss of a large family home. Refer to Section 7.01.

- Poor amenity from large numbers of obscure windows
- Poor amenity for future occupants in the basement with shading from ground floor elements (trees and vehicles)
- Poor internal layout of the flats

Officer comment: The basement flats are of substandard amenity and form the basis of Reason for Refusal 5. Refer to Section 7.09.

Neighbour Amenity

- Loss of outlook
- Overshadowing and dominance
- Overlooking within the development
- Overlooking of neighbouring amenity space
- Increased noise from additional residents
- Loss of residential amenity
- Overbearing form of balconies

Officer comment: Neighbour amenity issues are noted above and visual and acoustic privacy concerns from side facing windows and rear outdoor amenity spaces form the basis of Reason for Refusal 4, along with concerns about dominance of the proposed building (Refer to Section 7.08).

Traffic and Parking

- Increased traffic and noise
- Lack of parking
- Lack of visitor parking
- No disabled parking
- Access hazards

Officer comment: The Council's Highways Officer has reviewed the proposal and raises no objection on traffic and parking grounds. Visitor parking is unnecessary on the basis that the provision of seven spaces is an exceedance of the minimum standards. Disabled parking and visibility splays at the entrance can be accommodated by condition as discussed at Section 7.10.

Trees and Landscaping

- Lightwells will impact upon the Oak tree
- Horse Chestnut is classified as Category C in an attempt to have it removed
- Tree protection measures will be necessary
- Loss of trees and hedgerow resulting in substantial loss of landscape setting
- Replacement trees will take years to grow and will not replace the existing character

Officer comment: The basement and lightwells fall outside of the root protection area of the TPO protected Oak. The classification and removal of the Horse Chestnut is not opposed by the Council's Tree Officer, subject to further details of proposed landscaping and details of tree protection measures for retained trees being provided. Notwithstanding the above, given the context of the scale of the building and its location within the Conservation Area, the net loss in landscape character is viewed as detrimental and forms part of the basis of Reason for Refusal 3. Refer to Section 7.07 and 7.14.

Flooding and Drainage

- Drainage infrastructure is unable to cope
- Risk of flooding
- Increased flooding and drainage issues
- Basement will lead to additional flooding at the High Street

Officer comment: The proposal has been reviewed by the Council's Flooding Officer and no objection is raised. In the event of approval, sustainable drainage measures could be conditioned to ensure that there is no additional offsite impact arising from an increase in impermeable surface

and increase in building footprint. The inclusion of the basement is acceptable in terms of flooding and drainage impacts, including any impediment to subterranean flows and particularly when accounting for other sustainable drainage measures. Refer to Section 7.17.

Basement

- No methodologies or impact survey findings are included in the Basement Impact Survey (in relation to tree and flood risk)
- No measures to ensure no harm to the amenity of neighbours from the basement construction
- Reference to basements in the area are invalid (either original from the 1920s or not primary living space)
- The slope of the land is downplayed and the depth of the basement will be 4.5m within 2m of the boundary
- Incorrect assertion in the basement statement about London Clay soil (it is Lambeth Clay as understood from HS2 works) and there being no nearby streams
- Subsidence risk from excavated basement

Officer comment: The construction of the basement is acceptable on technical grounds, as noted in Section 7.11.

Ecology

- Ecological concerns
- Lack of an Ecological Harm Assessment (including lack of bat survey, no badger survey, foxes, squirrels etc.)

Officer comment: The proposal is broadly acceptable on ecological grounds, as noted within this report. However, there are concerns about tree removal and these form part of Reasons for Refusal 3 and 6. Given the site location and the extent and siting of the building works, there are no issues with the scope of the ecological assessment. Refer to Section 7.14.

Other

- Increased air pollution
- Loss of trees will reduce absorption of noise and air pollution

Officer comment: The building itself will have an acceptable air quality outcome. Replacement planting of younger trees can be beneficial in absorbing more CO2 and overall, there are no objections on these grounds. The loss of trees is concentrated at the streetfront where there are no measurable noise issues. To the rear, tree removal would be of limited consequence to any noise disturbance issues.

- Impact upon property values
- Badly drawn plans
- Original conveyance contained restrictive covenants to protect from over development
- Inconsistencies in the documents (actual inconsistencies not specified)

Officer comment: The plans and documentation are sufficient for the purposes of the assessment. Any perceived inconsistency is viewed as a difference of opinion rather than a factual inaccuracy. Covenants do not form part of the planning assessment and property values are not a material consideration.

Internal Consultees

Conservation Officer

No comments received at the time of writing the report, any response will be reported in the

addendum.

Highways Officer

No objection in relation to car, cycle and EV charging parking provision, traffic generation, access and turning arrangements, construction measures and refuse collection. Conditions are required in relation to delivery of EV charging, visibility splays and a Construction Management Plan. The new crossing and extinguishment of the old crossover would need to be to an appropriate Council standard executed under S184 of the Highways Act 1980.

Tree Officer

No objection to the removal of the Chestnut. Appropriate conditions relating to hard and soft landscaping and tree protection would be required.

Flooding Officer

No objection. In response to neighbour submissions, evidence shows standing water in low areas in the garden, consistent with heavy rain. No reports of internal property flooding or inundation of the rear garden have been made.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Housing Provision

Policy NPPF1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) requires a proactive approach to sustainable development. Planning applications that accord with the policies in the Hillingdon Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy H1 of the Hillingdon Local Plan Part 1 (2012) addresses annual housing growth of 425 dwellings per year, where this can be achieved, in accordance with other Local Plan policies. The proposal involves the demolition of a four bedroom or family sized dwelling and its replacement with seven flats or a total of 13 bedrooms. This is a net increase in bedrooms or residential accommodation which is supported in principle. However, the Council is currently able to demonstrate a five-year supply of deliverable housing sites and the 'tilted balance' as set out in paragraph 11(d) of the NPPF (2021) is not engaged and the assessment requires a consideration of the benefits against harm as part of the wider planning balance.

Flat Development

Paragraph 69 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement and are often built out relatively quickly. Paragraph 119 seeks effective use of land in meeting the need for homes. However, this is subject to a consideration against Policy DMH 4 of the Hillingdon Local Plan Part 2 (2020), which permits the redevelopment of dwellings into flats where no more than 10% of the street has been redeveloped into flats.

The applicant has asserted that the subject application would result in six of 71 properties as flat buildings, or 8.45%. Kingsend is 600m in length between the intersections with Ickenham Road in the west and High Street in the east. Excluding corner buildings not having a primary frontage to Kingsend, there are 30 properties on the northern side and 38 properties on the southern side or a total of 68 properties.

The Council's own assessment concludes that properties at 3, 16 and 18 (two distinct flat buildings), 28, 30, 36, 41 and 45 are flat buildings. This equates to eight properties or 12%. When accounting for the subject application, this increases to 13%.

Paragraph 4.11 of the Local Plan specifies that flatted development "must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation."

There is a departure with Policy DMH 4 of the Local Plan and to varying degrees, the proposed development brings about some of the above impacts (neighbour and streetscape impacts), as outlined below. Accordingly, the principle of the development fails on this basis and this forms Reason for Refusal 1.

Loss of Existing Dwelling/Unit Mix

Strategic Objective 7 (SO7) of the Hillingdon Local Plan Part 1 (2012) aims to address housing needs in Hillingdon. The type of dwellings should reflect housing needs identified in the borough, particularly the need to provide more family homes with adequate garden space.

The proposal involves the loss of a family sized dwelling which is broadly contrary to SO7. However, it must be weighed against Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan Part 2 (2020), which requires a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties.

The proposal involves one x 3-bed flat (14%), five x 2 bed flats (72%) and one x 1 bed flat (14%). With only one dwelling considered as a family sized dwelling, the loss of the existing family unit is compensated for, however the proposal does not contribute to increasing the stock of family sized dwellings in the Borough.

Notwithstanding, Policy H10 seeks a higher proportion of one and two bed units closer to a town centre or station or with higher public transport access and connectivity, as well as optimising housing potential on sites and delivering mixed and inclusive neighbourhoods.

The site exhibits a public transport accessibility level (PTAL) of 3 which is considered as moderate. There is good access to local facilities and services on Ruislip High Street and the site is 450m walking distance from Ruislip Underground Station. Accordingly, there is justification for redevelopment of the site and for a higher proportion of smaller dwellings. Further, a higher proportion of smaller 1 and 2 bed units have been approved at other flat buildings on Kingsend such as 16-18 Kingsend (at appeal APP/R5510/A/08/2078969). That application was not refused on unit mix grounds and the appeal did not focus on this issue.

The absence of larger dwellings is unfortunate but given the modest scale of the development and the site location, it is not unacceptable. The predominant character of the area is of larger detached dwellings and this development would provide further diversity to the mix of development in the area. On this basis, no objection is raised in respect of housing mix.

7.02 Density of the proposed development

Policies D1, D3 and GG2 of the London Plan aim to make the best use of land and proactively intensify the use of land to support additional homes through a design-led approach that optimises the capacity of sites. Higher density developments should generally be in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. This should be interpreted in the context of Policy H2 of the London Plan (2021) which supports well-designed new homes on small sites below 0.25 hectares in size. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) specifies a density of 50-110 units or 150-330 rooms per hectare.

The proposed density is 56 units or 112 rooms per hectare. Taking account of the site constraints, including protected trees and a need to accord with the pattern of development, the proposal is broadly within the scope of Policy DMHB 17. However, numerical densities are more appropriate to larger sites and what is of greater significance is local context. The key consideration is whether the development would integrate with the character of the area, and respect residential amenity considerations. This is discussed below.

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

The site is within the Ruislip Village Conservation Area and the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area, including its setting (Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Paragraphs 199-202 of the NPPF requires consideration of the harm to the significance of the Conservation Area.

Policy DMHB 4 of the Local Plan Part 2 (2020) seeks to ensure that development within a Conservation Area preserves or enhances the character or appearance of the area, including through high quality design and resisting the loss of buildings and features. Policy HC1 of the London Plan (2021) seeks to conserve significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Demolition of the existing dwelling

The plot relates to the original layout of the area when it was first developed for housing. The property is located in the residential character area of the Conservation Area which predominantly comprises of early to mid-20th century houses. The development of the area as 'Metroland' was influenced by the expansion of London and the railway. Predominantly, properties have an overarching Arts and Crafts style and the area was designed as a typical garden suburb. Individual dwellings were set on individual plots with ample space around the building, including a notable set back from the road. The verdant appearance of the street scene has matured over the 20th century contributing to the area's garden suburb character.

The dwelling at 32 Kingsend Road is a simply detailed detached dwelling constructed of red brick with a substantial hipped roof finished in plain clay tiles. There are a number of alterations and additions, including rather crude modern windows, a flat porch canopy held up by columns and a large flat roof two storey rear addition. These alterations were carried out prior to the designation of this part of the Ruislip Village Conservation Area.

The application is accompanied by a Heritage Statement (Mola, December 2022) but it does not include a structural survey. It instead argues that the demolition of the existing building will have no impact on the significance of the Conservation Area as the building was heavily altered in the 1960s and 1970s, thus losing its original design. This is not agreed as appropriate justification.

Neighbour objection instead suggests that there is justification for its retention and

renovation because of the significance of the original architect. Whilst Officers do not side with this statement, in the absence of such details, Officers are not satisfied that the demolition of the building is justified, even in its altered form. This forms Reason for Refusal 2.

Design of replacement building

The design of the proposed development combines a predominantly Queen Anne revival style with a Neo-Georgian style with a number of conflicting features. The building aims to reference the Locally Listed buildings at 16 and 18 Kingsend (non-designated heritage assets) which are designed in a Queen Anne revival style relating to the garden suburb aesthetic of the Conservation Area. The design approach is of concern. The building has the massing and footprint of the contemporary flatted developments next door but the design and detailing conflicts with this.

The design includes two side, two rear and two front dormers. Whilst front facing dormers are not an uncommon feature within the street scene, side dormers are less common and are intrusive in this case, as would be the large box dormer to the rear, which is overly large. The dormer would need to be reduced in size and/or broken up into two separate dormers as depicted similar to the front elevation. This all forms part of the basis of Reason for Refusal 3, which refers to impacts upon the character of the area. The crown roof and overall scale and bulk are also of concern, resulting in a monolithic building, which is further discussed at Section 7.07 of this report.

The design and proportions of the windows are consistent, understated and sympathetic to the design intent. Materials include clay roof tiles, inset feature brickwork and double and triple glazed timber framed windows and doors. The reveals around the windows are detailed as segmental brick arches in a contrasting brick tone. The string course detail between the ground and first floors and brick quoin detailing to the corners is broadly consistent with that at 16-18 Kingsend. Whilst, the materials are considered to be traditional and high-quality and reflective of the Conservation Area, there are concerns overall regarding the incompatible design and impact on the character and appearance of the Conservation Area as described above and in Reason for Refusal 3.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan Part 1 (2012) seeks a quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design, including harmony in consideration of the height of surrounding structures. Policy DMHB 12 of the same plan requires integration with the surrounding area and Policy DMHD 1 states that large crown roofs on detached houses will not be supported. It relates to alterations and extensions to residential dwellings though offers relevance for replacement buildings.

Built form

Inclusive of the attached garage, the existing dwelling has a footprint of 220m², an area of 377m² and a volume of approximately 1145m³. The replacement building will have a footprint of 305m², an area of 868m² (including basement floorspace), and an above ground volume of about 1750m³. This represents an increase in above ground built form of about 40-50%. Additionally, the building width is increasing from 16.2m (excluding the garage) to 17.6m (9% increase). The height is unchanged at 9.2m though the eaves are being raised by 1.2m and the roof includes a 70m² crown roof. There is a secondary hip dominating the centre of the front elevation with a lower ridge of 8.5m.

It is therefore apparent that much of the increase in building bulk is at the rear of the building or within the roofspace. Of note, 305m² of the area is below ground and 137m² is within the roofspace, with dormers to three roof planes.

The predominant character of the area is of detached dwellings though there are flat buildings in the area. The two properties to the east have substantial footprints (280-340m²) with crown roofs (at least 110m²). There is also evidence of crown roofs elsewhere in Kingsend Road but at about 15% of properties, it is not nearly the prevailing character. The ridge width is increasing from 8m to 11.7m and it is this aspect that contributes most notably to additional bulk. Further, the flat buildings that exist are not considered examples of good design that should be replicated elsewhere.

An increase in built form on the site would likely be acceptable given the larger plot size and width. However, there is increased sensitivity to the location within the Conservation Area. New buildings should ideally be able to incorporate traditional, fully hipped roof forms as part of the design. Crown roof elements are usually a sign that the development is overly large and this exacerbates the bulky and boxy appearance of the development. There is also a preference to avoid replicating examples of large crown roofs. The three most apparent examples of crown roofs are in the immediate vicinity. 28 Kingsend (5740/APP/2008/1214) and 30 Kingsend (46299/APP/2006/2165) are alongside and 41 Kingsend (2792/APP/2006/2719) is diagonally opposite. All three permissions are from at least fifteen years ago when there was less importance on consideration of crown roofs. In the case of the two latter examples, the dual gable design with an indented or setback element between the two gables allows for building separation and a break in the building width, creating the impression of two buildings and minimising the impression of the crown roofs. This is not employed in the subject application.

The scale and bulk of the development would have a significant presence from public views. The depth of the built form and crown roof would be significantly evident when viewed from the west, due to the positioning of the neighbouring flatted block. The rear elevation would also be visible, particularly the upper floors, from the public right of way along the western site boundary. The increase in built form is viewed as excessive and causes harm to the area and the Conservation Area and this is outlined in Reason for Refusal 3.

Siting

The buildings to the west and east are about 11m and 16m from the front boundary respectively. The proposed building is setback 15.3m from the front boundary which is about 1m behind the existing alignment. The modified alignment is broadly consistent with the building line and there is no adverse disruption in the street.

The building line at the rear extends about 8m beyond the established building line to the west with the hole associated with the excavated basement extending a further 6m. This would ordinarily pose a degree of concern on the grounds that there would be disruption

to the green corridor that is created by the back to back rear gardens. However, the depth of the plot is greater than those to the west and much more comparable to the subdivision pattern of properties to the east. When viewed in the context of development to the east, there is indeed consistency in the rear building line. Moreover, at 25m deep, the total depth of the rear garden is greater than the gardens of the properties to the west in total depth and comparable as a proportion of the overall plot depth.

Side boundary setbacks are at least 2m, which allows for adequate and consistent building separation in this part of the Conservation Area.

For these reasons, no objection is raised in respect of the siting of the building, although there are concerns regarding scale and excavation as discussed above and below.

Basement

Policy DMHD 3 of the Hillingdon Local Plan Part 2 (2020) state that basements may be acceptable, subject to consideration of any impact upon the built and natural environment, amongst other factors. They are not permitted in Conservation Areas where their introduction would harm the special architectural or historic character of the area.

The proposal includes a basement with 1070m³ of building volume below ground level (not included in the volume calculation above) and 1180m³ of soil being removed from the site when accounting for lightwells at the front and rear.

Basements are not a feature within the Conservation Area though the applicant has cited recent examples at 28 Ickenham Road and 15 King Edwards Road. The officer report for the latter application notes that the basements "are mainly directly below the buildings with small pavement lit areas at the rear. As such, they will not have any impact on the townscape of the Conservation Area or street scene and are considered acceptable."

The proposed basement has a footprint that is 60% larger than the ground floor footprint. There are two small lightwells at the front, but the bulk of the incursion outside of the ground floor footprint is at the rear and totals 130m². From the street, the basement would not be readily apparent, primarily because it is setback about 14m from the front boundary. Whilst the extension at the rear is not visible from the road, it is still visible from neighbouring properties. The resulting change to the natural landform is sizeable and stark. Crudely put, it appears as a large hole in the ground and is not supported on this basis and forms Reason for Refusal 3.

It is noted that there were no such extensions outside of the footprint in the examples cited by the applicant because they were not primary living spaces and there was no need to extend beyond the building line to allow for natural light, ventilation and outlook such is required in this case for the two lower ground floor units.

Landscape character

The proposal includes the relocation of the access drive from the eastern corner to the centre of the plot. This will require the removal of some hedgerow and T1 (Laburnum) to the front boundary. Even if the existing access drive were used instead, some vegetation removal would have been inevitable for visibility reasons given the increased use. It is also apparent that the subject property probably exhibits the most established landscape character on both sides of Kingsend, aided in part by the canopy of the TPO protected Oak. On that basis and when noting the surrounding context, the loss of some landscaping at the front of the site would not be opposed, though it would need to be well

considered and subject to suitable replacement planting.

The TPO protected Oak at the front will be retained but the TPO protected Horse Chestnut at the rear is proposed for removal. It is noted that the Tree Officer is not opposed to its removal on arboricultural grounds. However, the tree is still a visible feature in the landscape (including from the public footpath to the side) and because of its siting within the Conservation Area the landscape character would be adversely affected, particularly where replacement planting would take several years to provide similar cover. Whilst not a reason for refusal on its own, when considered collectively alongside other factors, including the scale of the building, it forms part of Reason for Refusal 3 for its impact in the Conservation Area.

Parking and ancillary items

A parking area with seven parking bays is proposed at the front of the site. To accommodate this, the hard surfacing is increasing from 120m² to 185m², with encroachments into the root protection area of the TPO protected tree. A bin store is to be sited in the south eastern corner adjacent to a new pedestrian entrance. Given the predominance of properties with large parking areas forward of the building in the street and it has been demonstrated that the Oak can be protected, the marginal increase in hardstanding and the provision of the bin store are acceptable, subject to details of the latter by condition.

7.08 Impact on neighbours

Policy DMHD 1 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020) seek to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.

An 11 unit flat building (Elthone Court) adjoins to the east though it is separated by an access path linking Kingsend and Ickenham Road. A single detached two storey dwelling (34A Kingsend) adjoins to the west. To the rear is 27 Ickenham Road though there is 25m separation distance to the common boundary and no residential amenity issues are evident to that property.

Overlooking

The proposal includes generously and consistently proportioned windows and doors to all four elevations with rear facing balconies to the first and second floors. To the front, the outlook will be over the front parking area and the street such that no objection is raised. To the rear elevation, the outlook from the windows will be over the rear garden with ample distance to the rear boundary. Whilst diagonal sightlines are possible, they are not uncommon in a residential setting and even with the increased density, not unreasonable. However, the sightlines are more pronounced from the balconies. Whilst privacy screening is included, the screens lower towards the rear, thereby not proving wholly effective against sideways overlooking across the boundary.

Looking to the west, the boundary treatment along the common boundary with 34A Kingsend is of landscaping and a chain link fence, and there is openness that allows for some mutual overlooking between the two properties. The proposed building will extend significantly beyond the rear building line of the neighbouring property. There are five ground floor windows proposed (which are non habitable/obscure glazed along with a kitchen and living room) and four first floor windows (three obscure glazed, including to a kitchen and a separate living room). Where proposed to be fitted with obscure glazing, this would need to be conditioned, including that they are fixed.

Having regard to the lack of solid screening on the boundary, the number and proportions of windows, the direct outlook from the living room windows at the rear of the property and lack of effective privacy screening, the proposal would result in an unacceptable level of overlooking towards the rear garden and back towards the rear elevation and patio area of 34A Kingsend. Because of the sheer number of windows, some of this impact would be a perception of overlooking that would not be suitably resolved through obscure glazing.

To the east, the proposed development broadly aligns with the rear building line of Elthone Court and there are no habitable windows in the corresponding elevation of its neighbour. The boundary is separated by the public footpath, allowing for separation distance and some screening. The proposal includes the same number, proportion and positioning of windows as proposed on the western elevation (plus 2 no. side facing dormers at roof level). Non habitable spaces will be obscure glazed (and fixed by condition) and a ground floor bedroom window would look onto the boundary fence. At first floor level, there are opportunities for overlooking from the living room window and from the rear balconies towards the rear garden, the extent of which is unreasonable.

Broadly, where the neighbouring property was designed with sufficient internal amenity without compromising neighbour amenity through inappropriate siting of side facing habitable windows, the subject application includes multiple side facing windows and four balconies. The concerns of overlooking to both adjoining properties form the basis of Reason for Refusal 4.

Within the development itself, there is a poor relationship between the ground floor amenity space and the patio area of the lower ground floor units. Occupants on the ground floor would be able to look immediately downwards into the lower ground floor area, thereby compromising privacy. Whilst this would be anticipated in most flatted settings, the issue is heightened here because the subterranean nature of the basement units would make the outdoor patio of these units more important to the occupant's wellbeing. It is also feasible that some design treatments could ameliorate this impact though none have been proposed and on this basis, it is unacceptable.

Loss of light and dominance

To the west, the proposed building will be setback 2.3m from the boundary and 3.7m from the corresponding elevation of 34A Kingsend. Whilst the building will extend about 6m beyond the rear elevation of 34A Kingsend, the indented nature of the building at the rear and the adequate separation distance to the boundary is such that there is insufficient justification to oppose the development on the grounds of loss of light. A 45 degree line plan has been provided and compliance is achieved. That said, the depth into the plot would be extensive and result in a harmful sense of enclosure and overbearing impact to their main rear garden and amenity spaces. This forms part of Reason for Refusal 4.

To the east, there is 7m separation distance because of the public footpath separating both properties. There is also consistency in the building lines such that there are no issues of loss of light or dominance. There is easy compliance with the 45 degree line.

Noise disturbance

The density of the development is not excessive and relative to its plot, appropriate in the residential context. Accordingly, the creation of seven units is unlikely to lead to an unreasonable level of noise disturbance across the property boundaries. The exception is that the patio area at the rear of the basement units has the potential to create an echoing effect through use of the patio or from the units when the rear doors are opened. This has

the potential to impact the amenity of the other occupants of the development and to a lesser extent, on neighbouring properties. This forms part of the Reason for Refusal 4.

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020) requires a minimum internal space standard based on occupancy and number of floors as follows:

- The two basement flats (2 bedroom, 4 person) require a minimum of 70m². At 124m², compliance is achieved.
- The left side ground floor flat (2 bedroom, 3 person) requires 61m². At 89m², compliance is achieved.
- The right-side ground floor flat (3 bedroom, 4 person) requires 74m². At 89m², compliance is achieved.
- The first floor flats (2 bedroom, 4 person) require 70m². At 84m², compliance is achieved.
- The loft flat (1 bedroom, 2 person) requires 50m². At 125m² (measured to where it is above 1.5m floor to ceiling height), compliance is achieved.

All of the units meet the minimum standards. There is also compliance with bedroom sizes (single and double) and bedroom widths. There is provision for storage (utility rooms) within the flats which is acceptable. There is adequate living space and the common access areas are generously sized.

Policy DMHB 18 of the Hillingdon Local Plan Part 2 (2020) requires a minimum outdoor amenity space of 20-30m² for the proposed flats. The lower ground and ground floor flats have patio areas measuring 25m² and 30m² respectively. The first floor flats have rear balconies measuring 6m² and with a depth of 1.5m. The loft flat has a small 2.8m x 1m rear balcony.

Whilst there are departures with the standards for the first floor and loft flats, the overall amenity is not adversely affected because of shared access to the rear garden which extends to about 500m² (or 20m²/resident). Access is somewhat convoluted, particularly where the basement and ground floor units open onto the rear garden but no direct access is provided. Nonetheless, because of its spacious and well landscaped nature, no objection is raised. Further, the units are also all in excess of the minimum internal space standards, reducing reliance upon outdoor amenity space. On this basis, the provision of amenity space for each of the units is acceptable.

Policy D6 of the London Plan aims for dual aspect dwellings with a design that provides sufficient daylight and sunlight that is appropriate for its context. All of the units have three external elevations with good access to sunlight, light, ventilation and outlook with the exception of the two basement flats which are wholly below ground level. The streetside bedrooms have a 900mm deep lightwell, which is very minimal. The lounge room and bedroom 1 open onto a 3.6m deep patio area though it is north facing with no access to sunlight and without any connectivity to the rear garden. It is also overlooked by the units above. Internally, there is 9.5m depth between the rear elevation and the rear wall of the kitchen, further limiting the negligible amount of available natural light. Overall, there are at least ten non habitable rooms across both dwellings and communal spaces that would require some form of mechanical ventilation because of no external wall above ground.

The result is a wholly subterranean development with no access to sunlight aside from potential glimpses to the front lightwells. Even then, they would be partly screened by parked vehicles in the car park and the Oak tree. There is no outlook whatsoever and very little cross ventilation. The overall quality of amenity afforded to future occupants is very poor and would not be envisaged in a suburban context. It forms Reason for Refusal 5.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Traffic impact

Policy DMT 1 of the Hillingdon Local Plan Part 2 (2020) requires that development be sustainably located, with access to public transport, walking, cycling, services and facilities, with accessible and convenient access through the site, adequate servicing and delivery and no adverse transport, air or noise impacts.

The address exhibits a public transport accessibility level (PTAL) of 3 which is moderate but still heightens dependency on the ownership and use of private motor transport.

The proposal will increase potential traffic generation when measured against the existing residential dwelling. However, the Council's Highways Officer advises that peak period traffic movement into and out of the site would not be expected to rise above two to three additional vehicle movements during the most crucial and sensitive peak morning and late afternoon/early evening traffic periods. Such potential uplift is marginal in generation terms and can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Parking

- Car parking

Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) requires accordance with the 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. For a development of seven flats, the proposal would require an on-plot provision of 7-10 spaces. Policy T6.1 of the London Plan seeks compliance with the relevant parking standards, in this case being 5.5 spaces (maximum).

The proposal includes a car park with seven spaces at the front of the property, with one space per unit. No visitor parking is proposed. Seven spaces falls broadly half way between each standard and thus is considered acceptable and on that basis, visitor parking is deemed unnecessary.

- Cycle parking

Policy DMT 6 of the Local Plan and Policy T5 of the London Plan (2021) require 1-1.5 cycle spaces for smaller (1 and 2 bed) dwellings and two spaces for larger (3+ bed) dwellings. This equates to 11 spaces.

A storage shed is located at the rear of the property. As the quantum has been exceeded, no objection is raised. The applicant has indicated that the location of the shed was dictated by streetscape implications. However, in doing so, residents are required to proceed to the rear of the property and back to the front entrance each time a bike is used - a distance of more than 100m. This is likely to prove inconvenient for residents and lead to unfavourable storage or reduced usage. A more favourable design outcome would be for the integration of the storage in the building itself. This is achievable given the ample space within the basement and the exceedance of the minimum floorspace standards for all of the units. Regardless, the issue forms Reason for Refusal 6.

- EV charging

Policy T6.1 of the London Plan requires that 20% of spaces should have active charging

facilities, with passive provision for all remaining spaces. The applicant has indicated that all seven spaces would be designated as active (ready to use) provisions to future proof for anticipated demand which demonstrates conformity to the requirement.

- Disabled parking

Policy T6.1 of the London Plan (2021) and Appendix C(9) of the Local Plan require disabled persons parking for new residential developments. No disabled parking has been shown but it could be conditioned without detriment to the design or character of the area such that no objection is raised.

Access

Policy DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires safe and efficient vehicular access..., safe and convenient access for cyclists and pedestrians and management of existing and future traffic flows and mitigation, where necessary. Policy T4 of the London Plan (2021) also states that development proposals should not increase road danger. Section 4.7.1 of the Hillingdon Domestic Vehicle Footway Crossover Policy requires pedestrian visibility which states that obstructions be kept to a maximum height of 0.6m.

The existing vehicular access is to be relocated to a centralised position via new carriageway crossing. The roadway is covered extensively by waiting restrictions operational from 8am to 6.30pm - Monday to Saturday. There is no objection to the new centralised carriageway and internal parking layout which conforms to best practice and allows forward movement when exiting. It is therefore welcomed by the Council's Highways Officer. There would need to be conformity with the Council's Domestic Vehicle Footway Crossover Policy. As no detail has been submitted, it would be subject to condition and the extinguishment of the old crossover.

As Kingsend is a major thoroughfare, visibility sightline requirements for vehicles and pedestrians would need to be demonstrated. No such details have been submitted though the Highways Officer has taken the view that these are achievable and raises no objection, subject to the height of walling on either side of the new opening should not exceed 0.6m in any post consent details to be submitted.

Policy DMT 5 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020) require safe, direct and inclusive access for pedestrians and cyclists, including enhancement of routes and a high-quality public realm. A separate pedestrian entrance has been provided, which is supportive of the above. It would lead onto the communal car park but with low traffic movements, no objection is raised.

Construction

A detailed Construction Management Plan would be required (in the event of approval) given the scale of the development with reference to construction related routing, frequency and construction related parking arrangements, wheel washing, thereby avoiding/minimising potential detriment to the surrounding public realm during the build programme.

7.11 Urban design, access and security

Safer by Design

Paragraph 92 of the NPPF and Policy DMHB 15 of the Hillingdon Local Plan Part 2 (2020) require healthy, inclusive and safe places so that crime and disorder, and the fear of

crime, do not undermine the quality of life or community cohesion. The proposal exhibits relatively positive design outcomes. Window openings provide good surveillance of the street, the parking court and the public footpath along the western boundary. However, the siting of the cycle store raises potential for theft given it is more than 25m from the nearest habitable window and shaded by tree canopies. This issue is consolidated in Reason for Refusal 6.

Basement

Policy D10 of the London Plan (2021) and Policy DMHD 3 of the Hillingdon Local Plan Part 2 (2020) refer to the specific considerations of basements, including consideration of flooding or ground instability (as well as trees and landscaping, archaeological remains). The proposal includes a basement of substantial proportions including a depth of 3.6m and extending well beyond the building footprint. The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

A Basement Impact Assessment (Earth Environmental and Geotechnical, dated March 2022) was submitted with the application. It includes a Geotechnical Risk Assessment, Contamination Risk Assessment and Flooding Considerations.

The findings refer to London Clay (and associated risks of settlement and heave), an unproductive aquifer, a lack of flooding risk of any nature and a lack of any identified contamination and a lack of significant geotechnical risks. Recommendations include further ground investigations (which would be required as part of any future planning condition) and phased excavation. Overall, there are no perceived risks to the excavation process associated with the constriction of the basement and there should be no technical reason to oppose it.

Resident submissions have queried the accuracy of the Basement Impact Statement, including that the site is founded on Lambeth Clay not London Clay), it slopes more than is implied, that there is an underground stream causing surface flooding, that there is differential depth change in close proximity, the extent of hard surfacing is increasing significantly and that the flood risk is more apparent than is implied. There is also concern raised about the depth of the excavation within 2m of the boundary and the potential for harm from the basement construction and the lack of any methodology.

The above concerns are noted but do not unduly affect the conclusions of the Basement Impact Assessment. Flooding implications have been reviewed by the Council's Flooding Officer and no objection raised. There is a gentle slope from east to west across the site and despite the depth and length of the basement, there is no reason for the Council to conclude that subsurface flows would be unduly affected. A 2m setback from the property boundaries, even when accounting for piling and foundations is adequate to ensure protection of neighbouring properties during the construction phase, though this would be subject to full construction details prior to commencement. The remaining issues raised are incidental and inconsequential to the overall conclusion that the basement can be accommodated from a technical perspective.

7.12 Disabled access

Policy D7 of the London Plan (2021) requires all new housing, as a minimum standard, to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition).

A passenger lift serves each floor of the building and the open plan layout and adequate size and circulation space of the main bedrooms and bathrooms and the width of

doorways and hallways is such that all of the units would be fully accessible. Level access is not shown between the car park and the ground floor lobby but like the provision of disabled parking, this could be achieved without any impediment to the design and could be conditioned. On this basis, no objection is raised.

7.13 Provision of affordable & special needs housing

The proposal is below the threshold for affordable housing.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy G5 of the London Plan (2021) seeks to integrate green infrastructure to contribute to urban greening and Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.

The site lies within the Ruislip Village Conservation Area, a designation which protects trees. There are also two TPOs affecting specific trees on the site. An oak in the front garden (on the boundary of 34A) is T3 on the schedule of TPO 507. A Horse chestnut in the back garden is covered by TPO 779.

The application is supported by an Arboricultural Report (GHA Trees, December 2022) which indicates the removal of six trees and one hedge. All of the trees to be removed have been given either a C or U category grading in accordance with BS 5837. There is resident objection on the classification of trees but this is not opposed by the Council's Tree Officer.

Removal includes the Horse Chestnut in the rear garden (T11) which is TPO protected. The report offers the following explanation for its removal:

"This tree has been the subject unsympathetic past management as it has been previously crown reduced and also pollarded at 7m, where there is significant decay present at the old pruning wounds. The tree is also suffering from leaf blotch, leaf miner and bacterial canker with black exudates at the base of the tree. Whilst prominent in the rear garden, this tree is of limited amenity in the wider context as it is barely visible from Kingsend. The loss of this tree (and the other trees listed in 6.1) will be compensated for by significant new planting on the northern and eastern boundary as noted below."

The tree has been subject to TPO approved crown lifting in 2017 and 2020 and the Council's Tree Officer does not oppose its removal (as noted previously), with agreement that the tree is in decline. Any approval would be subject to replacement planting.

Three of the trees to be removed are on the street boundary. Whilst supported by the Council's Tree Officer, these trees add significant quality to the character of the Conservation Area and replacement planting of quality and maturity at the time of planting would be paramount.

A 9m high Ash (T6) is also proposed for removal even though it appears to fall outside of the western property boundary. There appears some dispute on this matter between the relevant parties. Even if it is not removed, the proposed basement extends significantly into the 7m root protection area. Regardless, the Council's Tree Officer does not oppose its removal.

Of the trees to be retained, the TPO protected Oak at the front will come under some pressure from the car park extension with an incursion of about 5m into the root protection

area. However, the tree officer is content with this arrangement, subject to an arboricultural method statement for the construction of driveway.

The cycle store at the rear of the site appears to require the removal of a tree specified for retention (T9 - 12m high Larch). This appears unnecessary and easily avoidable and is viewed as unacceptable on landscape grounds. On this basis, it forms part of Reason for Refusal 6.

Broadly, there will be an immediate and apparent net loss of landscape character within the front and rear gardens and this will have consequences for the setting of the Conservation Area. Despite the Tree Officer raising no objection and whilst replacement planting will, in time, lead to a more managed outcome, there will be a clear and apparent loss of landscape character within the Conservation Area that when considered alongside a net increase in bulk and scale, will contribute to a degradation of the quality of the Conservation Area and this forms Reason for Refusal 3.

Ecology

Section 15 of the NPPF and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020) aim for the retention of existing features of biodiversity or geological value within the site and enhancement and net gain of biodiversity within a proposed development. Policy DMEI 7 requires appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects.

The application was supported by a Bat Survey (Ecoline, September 2022), guided by a building survey and a follow up emergence survey. The external inspection of the building revealed a network of cracks within the brickwork and missing roof tiles. The building is regarded as having low suitability to support bats and that if bats were to occur, they are likely to be solitary individuals roosting in an opportunistic fashion. The evening emergence survey recorded foraging bats but no bats emerged from the building and none were recorded in close proximity to the building.

The surrounding habitat includes connected gardens, dense shrub planting and mature trees which are likely to attract foraging bats if present within the area. However, this habitat is generally quite isolated with no connectivity to the wider landscape. The suitability is noted as low to moderate.

The report concludes that demolition of the building would be acceptable from an ecology perspective and this conclusion is not opposed. The report also states that it is possible that tree losses would reduce the amount of foraging habitat present within the area but if the area is only supporting a small number of bats, it is unlikely that such losses would have a dramatic impact on foraging opportunities overall. Removal of trees would need to be outside of season.

Paragraph 174 of the NPPF seeks biodiversity net gain (BNG) within proposals and the bat report suggests that to achieve a 10% BNG, ten bat boxes should be installed in suitable locations within woodland habitat. There is no actual net gain metric in support of this statement and it appears that the statement is intended for off site delivery. Nonetheless, the general premise is accepted. The scope of the application and the possibility for biodiversity enhancements (such as woodpiles, wildlife friendly fencing and bird and bat boxes) within the site are such that the proposal would result in a satisfactory ecological outcome.

Neighbour objections have extended to concerns about the lack of a wider ecology report,

including concerns about badgers. The applicant has submitted a badger survey. Not unexpectedly for a suburban setting where the replacement building will be built mostly within the existing footprint, there were no identifiable setts and no issue is raised. Given the site location and scope of the proposal, other protected species are unlikely to be affected.

7.15 Sustainable waste management

Refuse collection will continue via the roadway on Kingsend. The bin storage positioning should allow for conformity with the accepted distance collection standards of 10m from the point of collection on the public highway and 30m from each flat. As a bin storage area is shown on the site frontage, the above parameters are satisfied and the Council's Highways Officer raises no objection. Given streetscape implications, final design details would be subject to condition but its location is not unreasonable on character grounds.

7.16 Renewable energy / Sustainability

Policies BE1 and DMEI 2 of the Local Plan (Part 1 and Part 2 respectively) seek to achieve reductions in carbon dioxide emissions through energy efficient design and effective use of low and zero carbon technologies, including the use of SUDS, water efficiency, lifetime homes and sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill.

Section 5.3 of the Design and Access Statement outlines the sustainability credentials of the scheme. This includes insulation to Code 5, centralised heating and underfloor heating, EV charging within all parking spaces, PV solar panels, rainwater storage, SuDS measures and recycling of building materials. Whilst much of the measures are standard, they appear sufficient to meet the required standards. Delivery of such measures would be conditioned.

Notwithstanding, the construction of the basement will require the removal of about 1200m³ of soil from the site. This equates to about 180 vehicle movements to and from the site which is significant and would need to be considered carefully within an appropriately managed Construction Logistics/Management Plan. Further, the use of the basement, where 100% of the floorspace of each of the units is wholly below ground, would require ongoing use of artificial lighting of all rooms though the day and mechanical ventilation of the large number of windowless non habitable areas, including three bathrooms, a utility room and kitchen within each unit and a service area and lobby within the common spaces.

The inclusion of two units below ground level, as distinct from ancillary spaces within a basement that are part of above ground dwellings, does not generally accord with the intent behind delivering a scheme with energy efficient design. However, measures to offset these impacts could likely be satisfactorily achieved within the scope of the sustainability measures that would be conditioned in the event of an approval.

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. The property is in Flood Zone 1 and there is no change to the classification of the use such that there is no flood risk within the site or impacts elsewhere. The proposal is therefore acceptable.

Drainage

Policy SI 13 of the London Plan (2021) 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 10 of the Hillingdon Local Plan Part 2 (2020) states that developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated.

The site is in a Critical Drainage Area but not shown to be at risk from surface flooding though there is a relatively significant increase in impermeable surfacing. The Design and Access Statement indicates that soakaways are not practical given the clayey nature of the soil and instead gives details of two attenuation tanks in the rear garden, with controlled discharge to the public sewer. There is no in-principle objection to this arrangement alongside other measures such as permeable paving and rainwater harvesting. Full details would be required by condition in the event of approval.

7.18 Noise or Air Quality Issues

Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020) states that development should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. The scope of the application and the location of the site outside of the Air Quality Management Area are such that there are no reasonable objections on air quality grounds.

7.19 Comments on Public Consultations

See above.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) refers to the delivery of sufficient infrastructure alongside development whether by planning obligations or the Community Infrastructure Levy (CIL). The CIL charge for residential developments is £95/m², in addition to the Mayoral CIL charge of £60/m². With a net increase in dwellings and floorspace, the proposal would be CIL liable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The principle of establishing a residential flat building on Kingsend is contrary to policy because more than 10% of the existing buildings in the street are already used as flatted properties. There are subsequent character and neighbour amenity impacts associated with the scheme that are inconsistent with the underlying basis of the policy.

The proposal would contribute towards the Council's housing supply targets and there are no in-principle objections to the unit mix. It results in economic activity associated with the construction phase and through Community infrastructure Levy. Weight applied is moderate.

There is a degree of social benefit associated with a mix of dwelling types including one larger dwelling, though it is tempered somewhat by the fact that there is a predominance of smaller dwellings. The loss of the family home is noted but as it is replaced by one 3

bed dwelling and there is a net increase in dwellings, the impacts are offset. The level of amenity afforded to the future occupants of the basement flats is highly questionable, leading to a degradation of their quality of life. Overall, social outcomes should be afforded minor to moderate weight.

In terms of environmental impacts, the scale of the building has increased, the proposal includes additional car parking, several established trees will be removed and ecological enhancements are limited by the constraints and size of the site. The inclusion of the basement will require movement of soil offsite and the future occupation of the lower ground floor level will require ongoing mechanical ventilation.

In conclusion, it is recognised that the proposal involves a net gain in accommodation in an accessible location. However, collectively, the scale and form of the development and its relationship within its surrounds represents an over development of the site and the proposal would be harmful as described throughout this report. When weighing the benefits against the various deficiencies with the scheme, the harm outweighs the benefits, and the application is recommended for refusal.

11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

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

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

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document
(September 2017)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer: Simon Taylor

Telephone No:



Notes:

 Site boundary

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Site Address:

**32 Kingsend,
 Ruislip**

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

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

Planning Application Ref:

9894/APP/2022/3871

Scale:

1:1,250

Planning Committee:

BoroughPage 126

Date:

April 2023



HILLINGDON
 LONDON

A

Item No. Report of the Interim Director of Planning, Regeneration & Public Realm

Address 53 LAVENDER RISE YIEWSLEY

Development: Erection of a single storey extension to the rear and side and erection of porch

LBH Ref Nos: 46236/APP/2023/54

Drawing Nos: Block Plan
Location Plan
Existing Plan
Proposed plan

Date Plans Received: 09/01/2023

Date(s) of Amendment(s):

Date Application Valid: 09/01/2023

Recommendation: APPROVE subject to conditions

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the north-eastern side of Lavender Rise, Yiewsley. The site comprises a two storey end terrace dwelling that is characterised by its original dual-pitched roof profile and use of facing brick for the external walls. The dwelling is set-back from the road of Lavender Rise with amenity space to the frontage, with no space for in-curtilage parking. The site comprises of boundary treatments, including hedgerow and a wall between the application dwelling and the boundary shared with no. 51 Lavender Rise, and a wall built using facing brick at front elevation and to mark the boundary between the application site and no. 55 Lavender Rise. To the rear of the site, is a rear garden which serves as private amenity space for the dwelling's residents.

The north-eastern side of Lavender Rise in which the application site is located, is defined by terrace dwellings consistent in appearance in terms of architectural form and style. However, the application site differs in appearance to the remaining properties along Lavender Rise. It has been noted that the adjoining neighbour (no. 55 Lavender Rise) has been extended to the rear up to the shared boundary, approved under application no. 56715/APP/2001/2244. Furthermore, a number of rear and side extensions have been approved along Lavender Rise in recent years.

The site is not located within a Conservation Area, Area of Special Local Character (ASLC), within close proximity of Listed Buildings or TPOs. Nor is the site located within a Critical Drainage Area.

1.2 Proposed Scheme

This application seeks planning permission for the following:

- A single storey side and rear extension (both joining the existing rear extension with a new roof);
- Erection of a front porch.

It should be noted that revised drawings have been requested by officers to correct a minor plan discrepancy (existing window not shown on existing elevation drawing) and to remove the shading on the windows for clarity. At the time of writing this report, the revised drawings had not yet been received. Given the minor nature of the requested changes, should the revised plans not have been received prior to the Borough Planning Committee meeting, this matter could be satisfactorily addressed by the imposition of a planning condition to secure the revised drawings. An update will be provided to Members in an Addendum Report.

1.3 Relevant Planning History

46236/APP/2022/3365 53 Lavender Rise Yiewsley

Erection of a single storey rear extension, single storey side extension and porch (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 22-12-2022 Withdrawn **Appeal:**

Comment on Planning History

The most recent planning record for this site relates to application no. 46236/APP/2022/3365. This application sought a certificate of lawfulness for a proposed single storey rear extension, single storey side extension and porch. The application was withdrawn by the applicant following the Planning Officer's advice, as it was considered planning permission would be required for the proposal.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

8 neighbouring properties were consulted as part of the consultation process for this application on 12/01/23. The consultation period ended on 02/02/23 with no objections or comments received.

4. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 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 2 Highways Impacts

DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
NPPF12	NPPF 2021 - Achieving well-designed places

5. MAIN PLANNING ISSUES

The key considerations in determining this application are the effect of the proposal on the character and appearance of the original dwelling; the visual impact on the surrounding area; the impact on the residential amenity of the neighbouring dwellings; the quality of internal and external amenity space for the occupiers at the site; car parking provision; and flood risk.

CHARACTER AND APPEARANCE

Chapter 12 of the National Planning Policy Framework 2021 (NPPF), Policy D3 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) concern the design of new development. These policies require new development to incorporate principles of good design to create high quality buildings and places that contribute positively to the local context. In terms of householder extensions (which are principally managed through Policy DMHD 1), these should not have an adverse impact on the character and appearance of the streetscene (including the host dwelling), and should appear subordinate to the main dwelling.

ASSESSMENT

Front Porch:

Given the architectural form of the host dwelling, the proposed porch would be slightly obscured from the streetscene, meaning the visual impact would be minimal. This is further certified given the set back distance from the building line at front elevation by 2.8M. The porch would have a width of 1.6M, length of 1.85M and overall height of 2.8M (including roof height). The porch comprises a gently sloping roof, with eaves height of 2.5M. The external walls and roof materials would match those used on the existing dwelling, ensuring the porch would integrate functionally and visually with the host dwelling and neighbouring properties along Lavender Rise. The proposed porch would be subordinate in height, scale and mass to the host dwelling and designed in a manner that respects the streetscene. The porch complies with the relevant planning policies detailed above.

Proposed Single Storey Side Extension:

The proposed side extension would project 3M from the existing side wall with a length of 6.89M. The extension would incorporate a hipped roof with eaves measuring at 2.5M. The side extension would have an overall height of 3.1M. The width of the host dwelling is 6.4M, meaning the extension is less than half the width of the dwelling. This is in accordance with Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). The proposed side extension would be partially shielded from view of the streetscene by the proposed porch, resulting in minimal visual impact and no detrimental effects on the character and appearance of the host dwelling or neighbouring properties located on Lavender Rise. The size, scale and mass would remain subservient and subordinate to the main dwelling, preserving the architectural

integrity of the site. The proposed external materials would match those used on the existing dwelling. Overall, the side extension complies with the relevant planning policies detailed above.

Proposed Rear Extension:

The proposed rear extension projects 3.6M from the existing rear wall with a width of 1.9M to attach to the existing rear extension, resulting in an overall width of 6.4M. The rear extension would have an overall height of 3.1M with eaves measuring at 2.5M and incorporating a new roof over the existing extension. It is noted that the proposed dimensions of the extension accord with the depth and height limitations prescribed by Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). The proposed rear extension is considered an infill extension given its design and positioning along the boundary shared with no. 55 Lavender Rise. Furthermore, the rear extension would be shielded from the streetscene as it is located to the rear of the site, meaning the wider visual impact on the character and appearance of Lavender Rise would be negligible. Whilst the rear extension would lead to internal and external modifications to join the existing rear extension, the proposed size and scale of the cumulative extensions would not result in any discernable harm to the character and appearance of the host dwelling or surrounding area.

Character and Appearance Conclusion:

The proposed extensions and alterations to the dwelling (proposed and in situ) are suitably subordinate additions that have been thoughtfully designed to respect the design features and appearance of the original dwelling. All proposed external materials are due to match the existing dwelling, ensuring functional and visual integration with the host dwelling and surrounding area. Given the positioning of the proposed porch, side and rear extensions, the development integrates well with the street scene of Lavender Rise and preserves its existing character and appearance. The development is therefore acceptable, and compliant with the objectives of the aforementioned planning policies.

NEIGHBOURING RESIDENTIAL AMENITY

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The residences most likely to be affected by the development are no. 51 Lavender Rise (which adjoins the site to the West), No. 55 Lavender Rise (which adjoins the site to the East) and 56 Briar Way (which adjoins the site to the North). It is necessary to note that 51 Lavender Rise has a staggered building line, so is set further back than the application site.

ASSESSMENT

Amenity Impact on no. 51 Lavender Rise:

The components of the proposal which have the most potential to impact upon no. 51 Lavender Rise are the proposed porch and proposed side extension, given their location

close to the shared boundary. The proposed porch is located circa 2.5M from the boundary shared with no. 51 Lavender Rise. Given the modest scale and height of the porch and the distance to the boundary, there are no significant concerns regarding overbearing impact, loss of light or loss of outlook to no. 51 Lavender Rise. The proposed side extension is set off 0.9M from the boundary shared with no. 51. There are two doors and one window which are proposed to face onto the boundary. Given the existing hedgerow boundary treatment between the application site and no. 51, and the fact the side extension will not face directly onto any habitable rooms within no. 51, the proposal would not unduly impact upon outlook or loss of privacy. Furthermore, the proposed height of 3.1M and set off distance of 0.9M would not result in any undue loss of light to no. 51.

Amenity Impact on no. 55 Lavender Rise:

The proposed rear extension is the element of the scheme that has the most potential to impact upon the residential amenities of no. 55 Lavender Rise. The shared boundary is noted to be splayed and at its furthest point, the extension would be set off circa 0.4M from the shared boundary. No. 55 benefits from an existing rear extension and consequently the proposed extension would protrude only a minimal distance beyond this (approx. 0.45M). Furthermore, the depth of extension proposed accords with the depths prescribed by Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) (3.6M for a property of this type). In view of the above, the proposal would not result in any undue impacts upon the residential amenity of no. 55 in terms of loss of light, overbearing impact, loss of outlook, privacy or otherwise.

Impact on no. 56 Briar Way:

56 Briar Way is located to the North of the site and would have view of the proposed rear and side extensions. The proposed rear and side extensions would be located 11.75M from the shared boundary. Given this distance and that 118.57 square metres of amenity space would further separate the view of the extensions from the second floor of no. 56 Briar Way, there would be no undue amenity impacts on this dwelling.

INTERNAL AMENITY SPACE PROVISION

Policy DMHB 11(iii) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development, including extensions and alterations, should ensure that the internal design and layout of development maximises sustainability and is adaptable to different activities. Furthermore, London Plan Policy D6 (2021) seeks to ensure a good standard of living accommodation. The additional living spaces created by the extensions are afforded suitable outlook and light provision, and are sufficiently sized and laid out to be flexibly used for different domestic activities.

EXTERNAL AMENITY SPACE PROVISION

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that adequate garden space is retained. Policy DMHB 18 specifies the amount of garden space expected for new dwellings. The development is not a new dwelling but rather extensions to an existing dwelling house. Nonetheless, Policy DMHB 18 remains a useful guide in considering the retention of private amenity space. 118.57 square metres of private amenity space would remain to the rear of the application site, which is considered ample and acceptable.

PARKING AND HIGHWAY SAFETY

Policy DMHD 1 vii) of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that adequate off-street parking should be retained. This is reinforced by Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) which requires developments to comply with parking standards to facilitate sustainable development and address issues relating to congestion and amenity. For this application the relevant standard requires a maximum of two on-site car parking spaces per dwelling. However, it is noted that the amenity space to the site frontage is currently not utilised for parking and on-street parking is availed of. Given the modest increase in floorspace and as no off street parking would be displaced by the proposals, the approval of this proposal would not discernibly exacerbate the demand for street parking or have a harmful effect on highway safety. This is in accordance with Policies DMHD 1 and DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

FLOODING AND DRAINAGE

The site is not located within a Flood Zone or Critical Drainage Area. Consequently, no significant drainage or flood risk issues are raised.

CONCLUSION

The development accords with the relevant policies set out in the Hillingdon Local Plan: Parts One (2012) and Two (2020), the London Plan (2021) and the National Planning Policy Framework (2021). The development is considered to comply with the Development Plan read as a whole. The development integrates sympathetically with the appearance of the dwelling, the visual amenity of the street scene and preserves the character of Lavender Rise. The development does not harm the living conditions of neighbouring occupiers. The existing parking situation of the application site will be no further exacerbated through approval of this application. The development also has acceptable living conditions for the applicants, and retains sufficient rear garden space. It is therefore concluded, taking all matters into account, that planning permission should be granted subject to conditions.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Nos.

- Location Plan

- A108
- A110

REASON

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

3 HO4 Materials

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

REASON

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

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing nos 51 and 55 Lavender Rise.

REASON

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

INFORMATIVES

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

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

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

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

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

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

Standard Informatives

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

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 2 Highways Impacts
DMT 6 Vehicle Parking
LPP D6 (2021) Housing quality and standards
NPPF12 NPPF 2021 - Achieving well-designed places

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any

deviation

from these drawings requires the written consent of the Local Planning Authority.

- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control that is considered to cause harm to local amenity.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 - carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning Services Civic Centre, Uxbridge,

UB8 1UW.

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

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

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

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

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

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

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

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

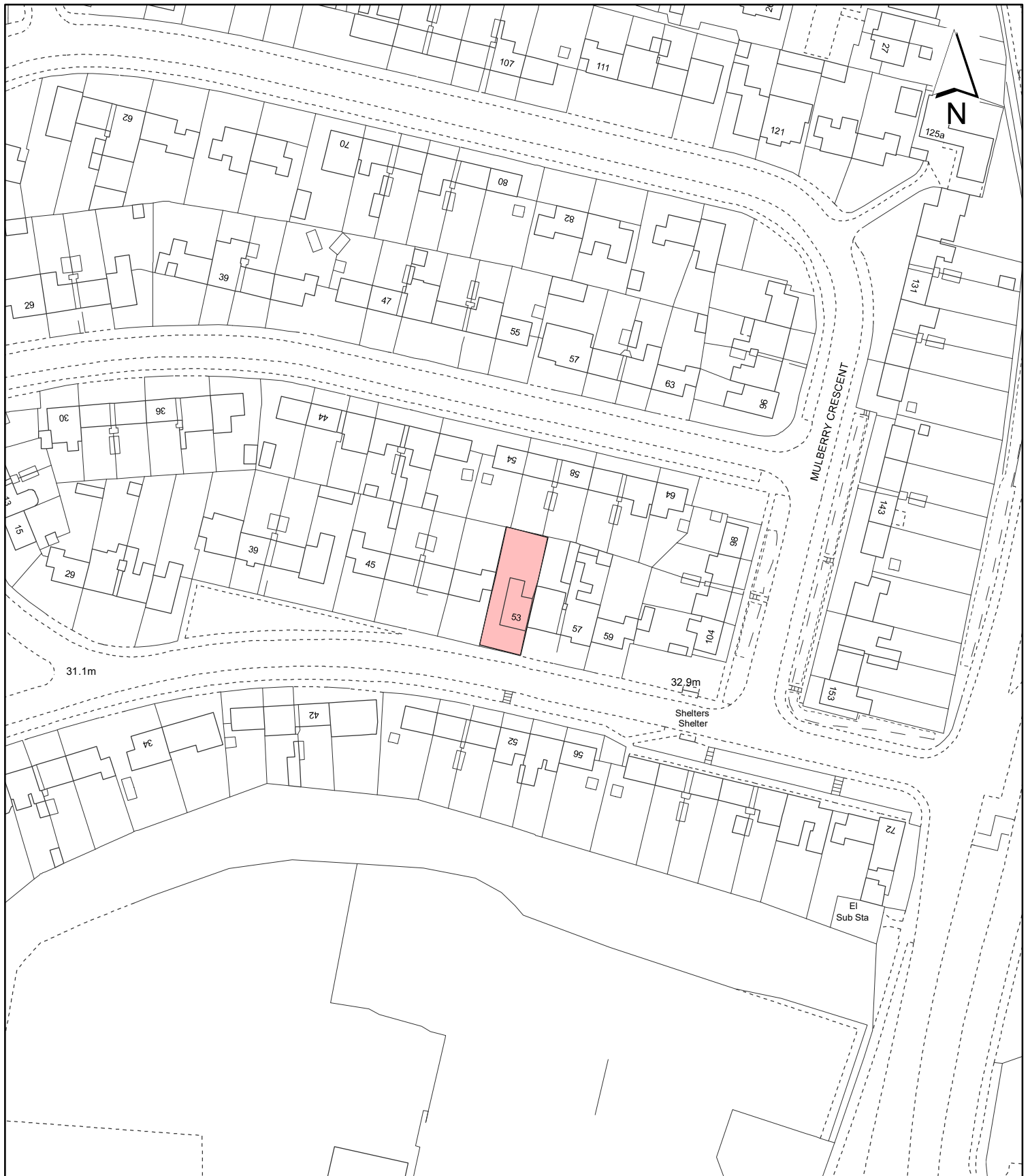
11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

12 You are advised that care should be taken during the building works hereby

approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Rebekah McCullough

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**53 Lavendar Rise
 Yiewsley**

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

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

Planning Application Ref:
46236/APP/2023/54

Scale:
1:1,250

Planning Committee:
BoroughPage 138

Date:
April 2023



Plans for Borough Planning Committee

Wednesday 5th April 2023



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Interim Director of Planning, Regeneration & Public Realm

Address BRANDON LIFT & TOOL HIRE LAND OFF HAYES END ROAD HAYES END ROAD HAYES

Development: Retrospective application for the proposed use of Storing/Displaying/Selling of Cars/Light Goods Vehicles within land off of Unit 1 and Unit 2, Hayes End Road, Hayes

LBH Ref Nos: 74089/APP/2022/1960

Unit 2, Hayes End Road, Hayes, Hillingdon, UB4 8EH SITE PLAN



Block Plan shows area bounded by: 508800.94, 181868.55 508890.94, 181958.55 (at a scale of 1:500), OSGridRef: TQ 8848191. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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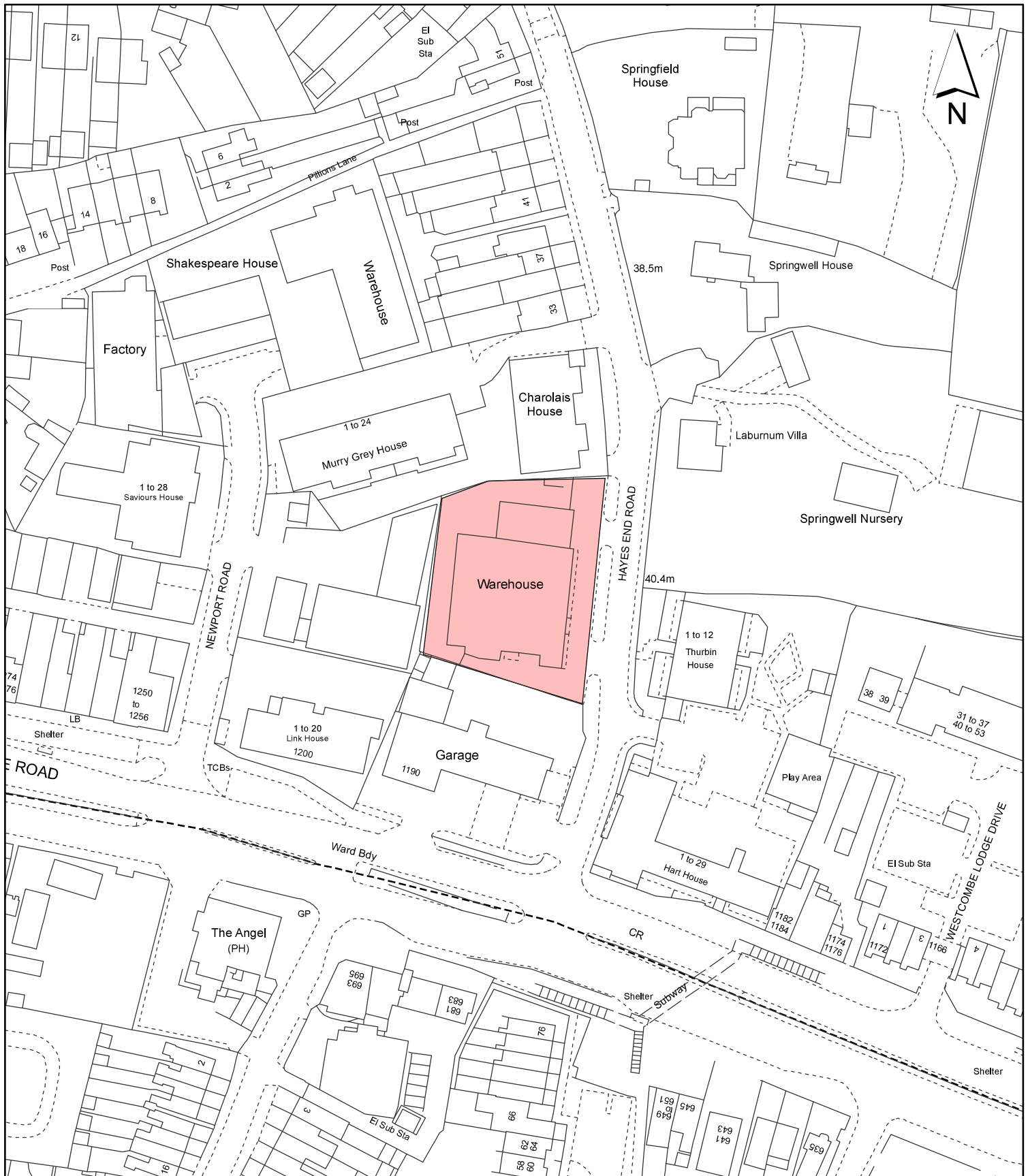
Unit 2, Hayes End Road, Hayes, Hillingdon, UB4 8EH SITE PLAN Rev 2



Block Plan shows area bounded by: 508800.94, 181868.55 508890.94, 181958.55 (at a scale of 1:500), OSGridRef: TQ 8848191. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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Site Address:

**Brandon Lift & Tool Hire
 Land Off Hayes End Road**

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

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

Planning Application Ref:

74089/APP/2022/1960

Scale:

1:1,250

Planning Committee:

BoroughPage 143

Date:

April 2023



HILLINGDON
 LONDON

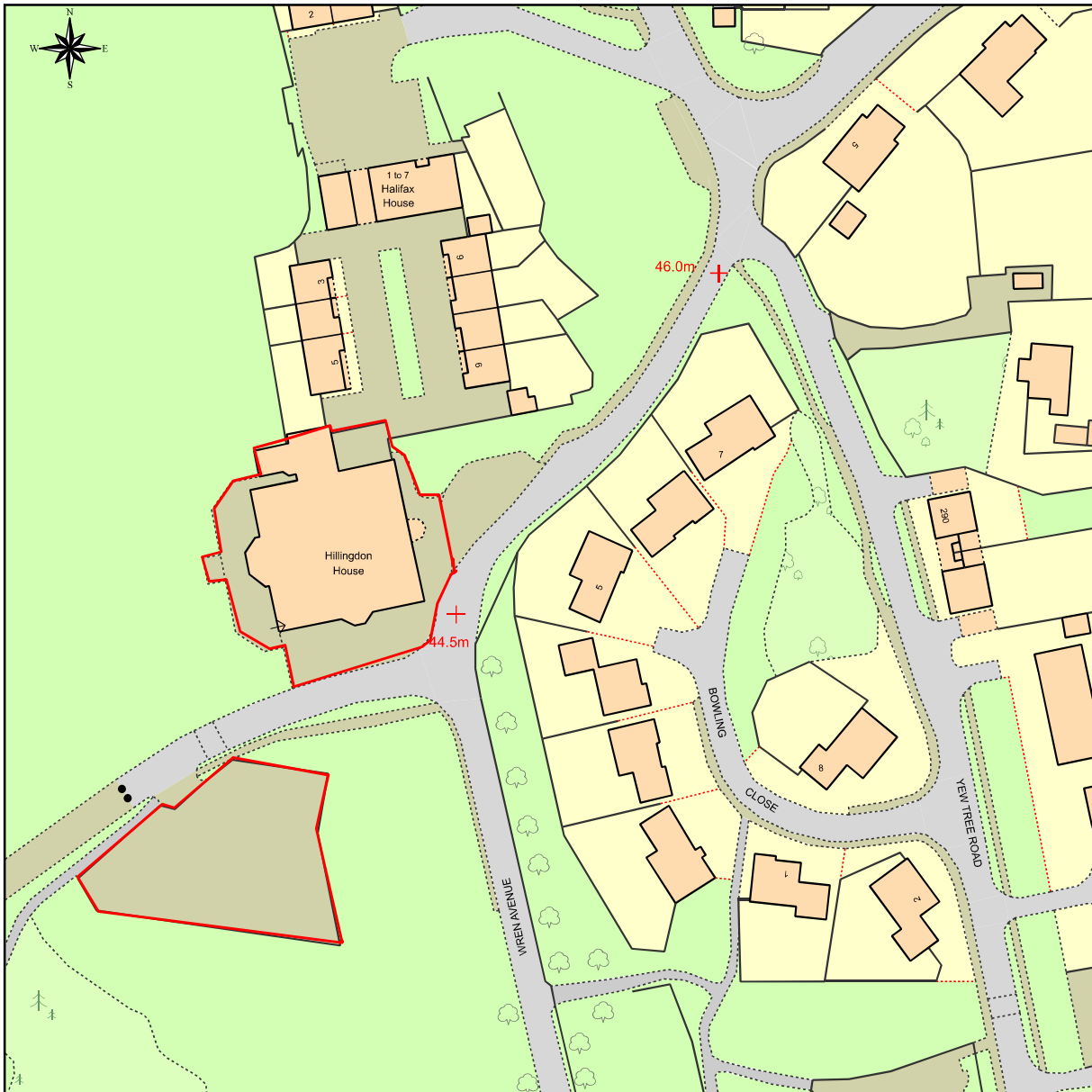
Report of the Interim Director of Planning, Regeneration & Public Realm

Address HILLINGDON HOUSE, BANQUETING SUITE WREN AVENUE UXBRIDGE

Development: Retrospective Application for the use of the ground floor as a banqueting suite with associated ancillary facilities at basement level for private civil ceremonies, weddings and parties (Sui Generis)

LBH Ref Nos: 77108/APP/2022/691

Location Plan of Abshar Hillingdon House UB10 0FD



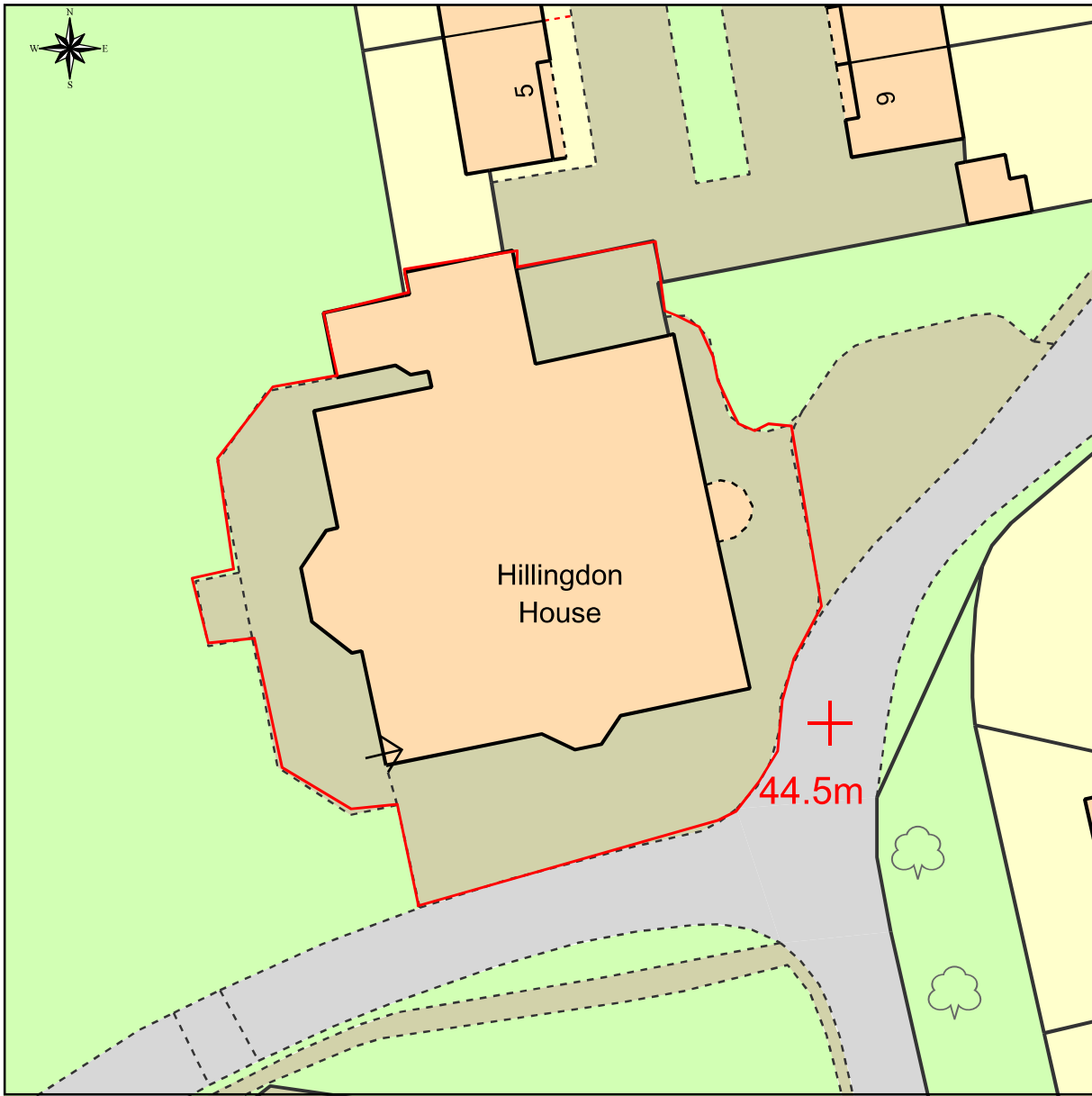
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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4



Block Plan of Abshar Hillingdon House UB10 0FD



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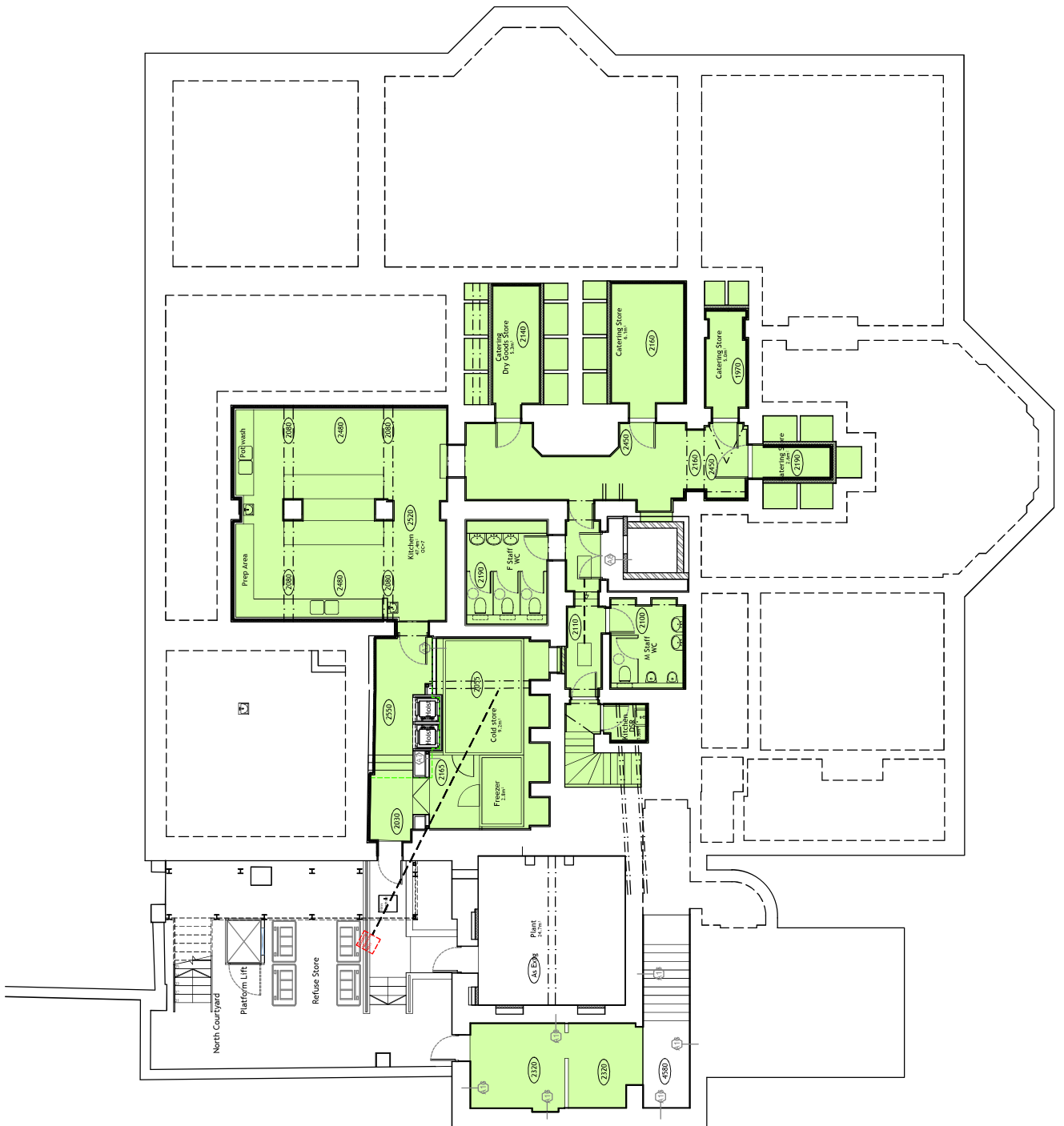
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2100



Key



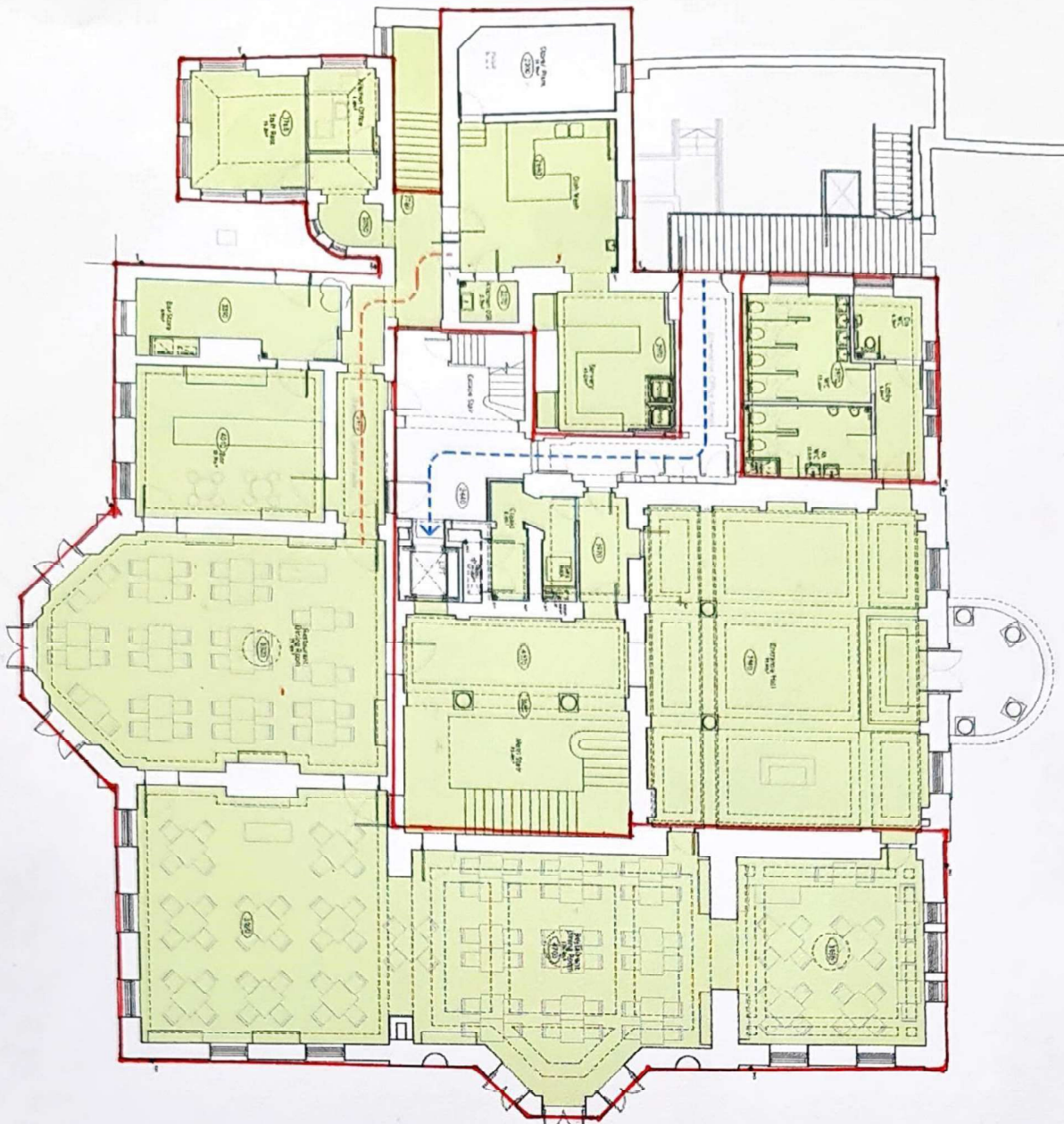
Extent of Lease basement
 Area, 165.3 sqM, 1,779 sq ft

youngandgault
 Chartered Architects
 Masterplanners
 Environmental
 Development Consultants

Project Title
**PROPOSED REFURBISHMENT
 HILLINGDON HOUSE
 UXBRIDGE**

Drawing Title	A2
BASEMENT FLOOR PLAN	
Date	SEP 2018
Scale	1 : 100
Stage	CONSTRUCTION
Drawn By	WG
Rev	
Dwg No	1062_375
Checked By	BG

YG
 Colin S. Young, Martin Mason
 Registered Architects
 Hillingdon Road, Uxbridge, Middlesex, UB8 3PH
 T: 0141 332 2225 F: 0141 332 2977
 www.youngandgault.co.uk
 www.youngandgault.com



Extent of Lease
 4 G/L SEM

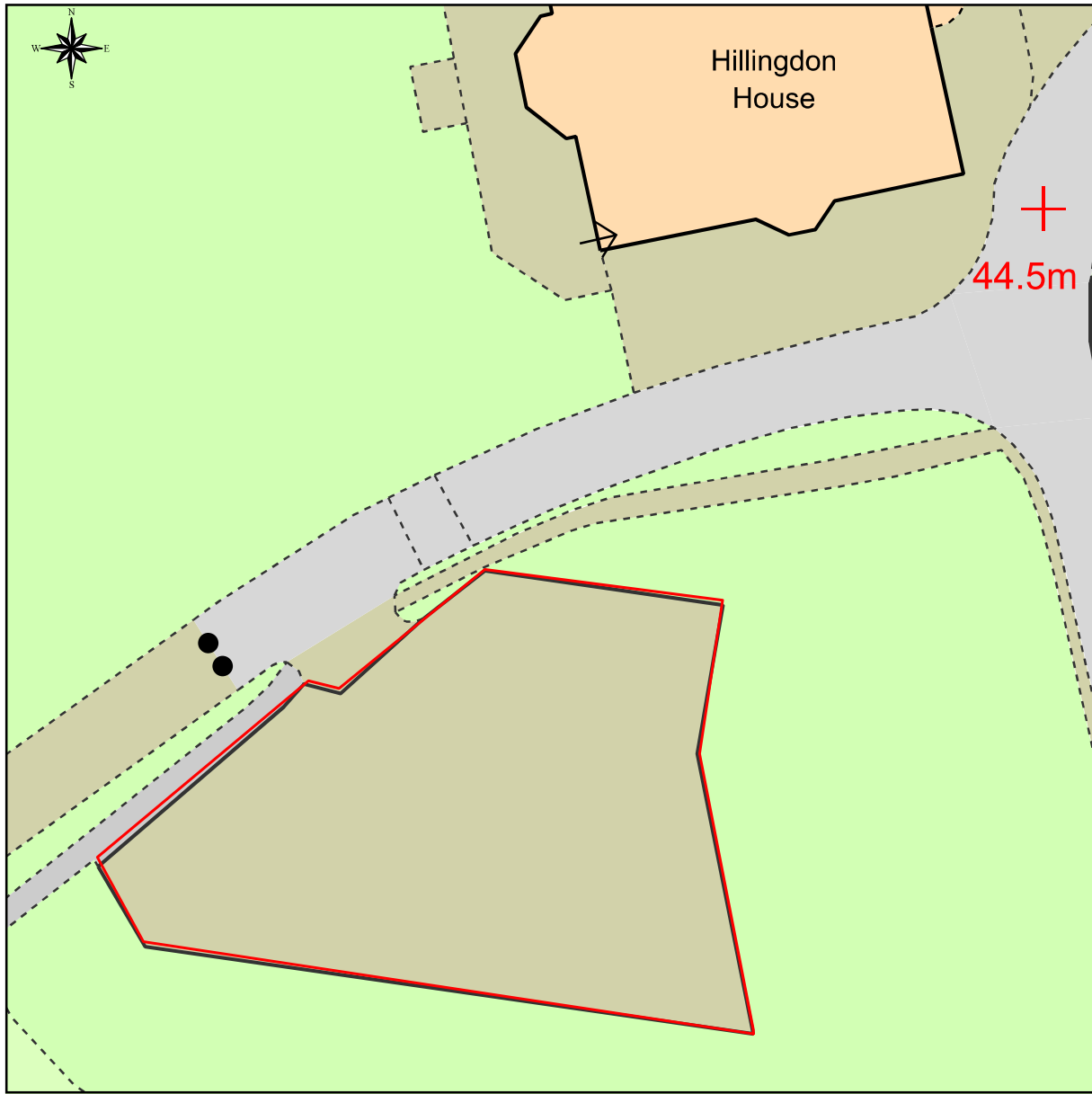
Revision	Issued	Date
A	WD	27.11.18

Young and Gault
 GENERAL ARCHITECTS
 PROJECT MANAGER
 DEVELOPMENT CONSULTANTS

Drawing Title	A2
GROUND FLOOR PLAN	
Scale	2/16
DATE	SEP 2018
CONSTRUCTION	Site
Drawn by	AW
Checked by	AW
Drawn No	1062_370
Rev	A
Issued by	AW

100% 3rd Floor
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 100% 5th Floor
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Block Plan Car Park UB10 0FD

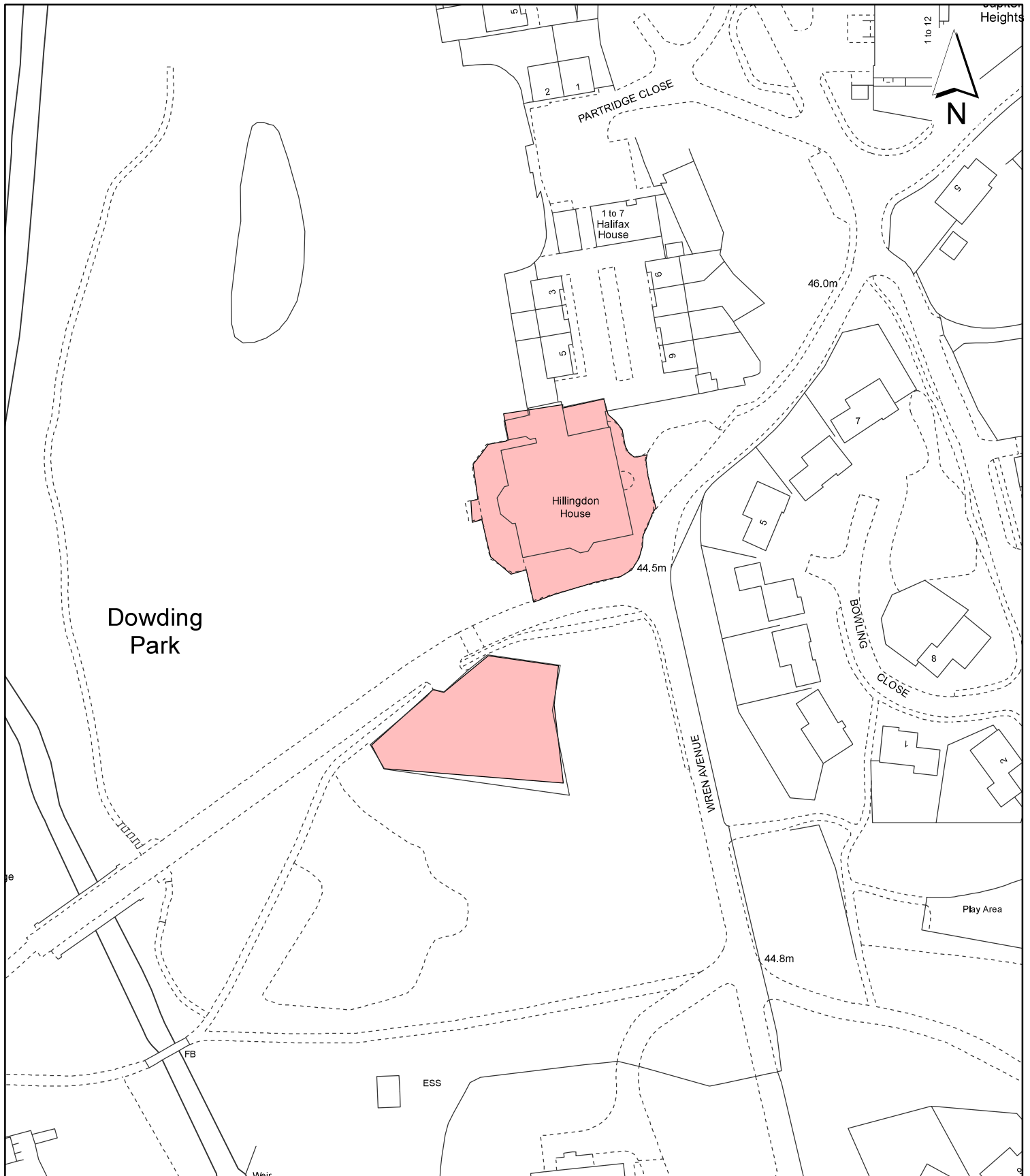



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0m 5m 10m 15m 20m 25m 30m 35m 40m

Scale: 1:500, paper size: A4





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	<p>Planning Application Ref:</p> <p style="text-align: center;">77108/APP/2022/691</p>	<p>Scale:</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee:</p> <p style="text-align: center;">BoroughPage 150</p>	<p>Date:</p> <p style="text-align: center;">April 2023</p>	



HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address 2 NORTHBROOK DRIVE NORTHWOOD

Development: Erection of first floor side and part rear extensions, replacement of pitched roof over retained part single storey rear extension with a flat roof, part demolition and conversion of existing garage to habitable accommodation, extension and conversion of roof space to habitable accommodation including 2no rear dormers and the formation of a crown roof, new front porch and exterior alterations.

LBH Ref Nos: 56315/APP/2022/2504

H. M. LAND REGISTRY

NATIONAL GRID PLAN TQ 0991

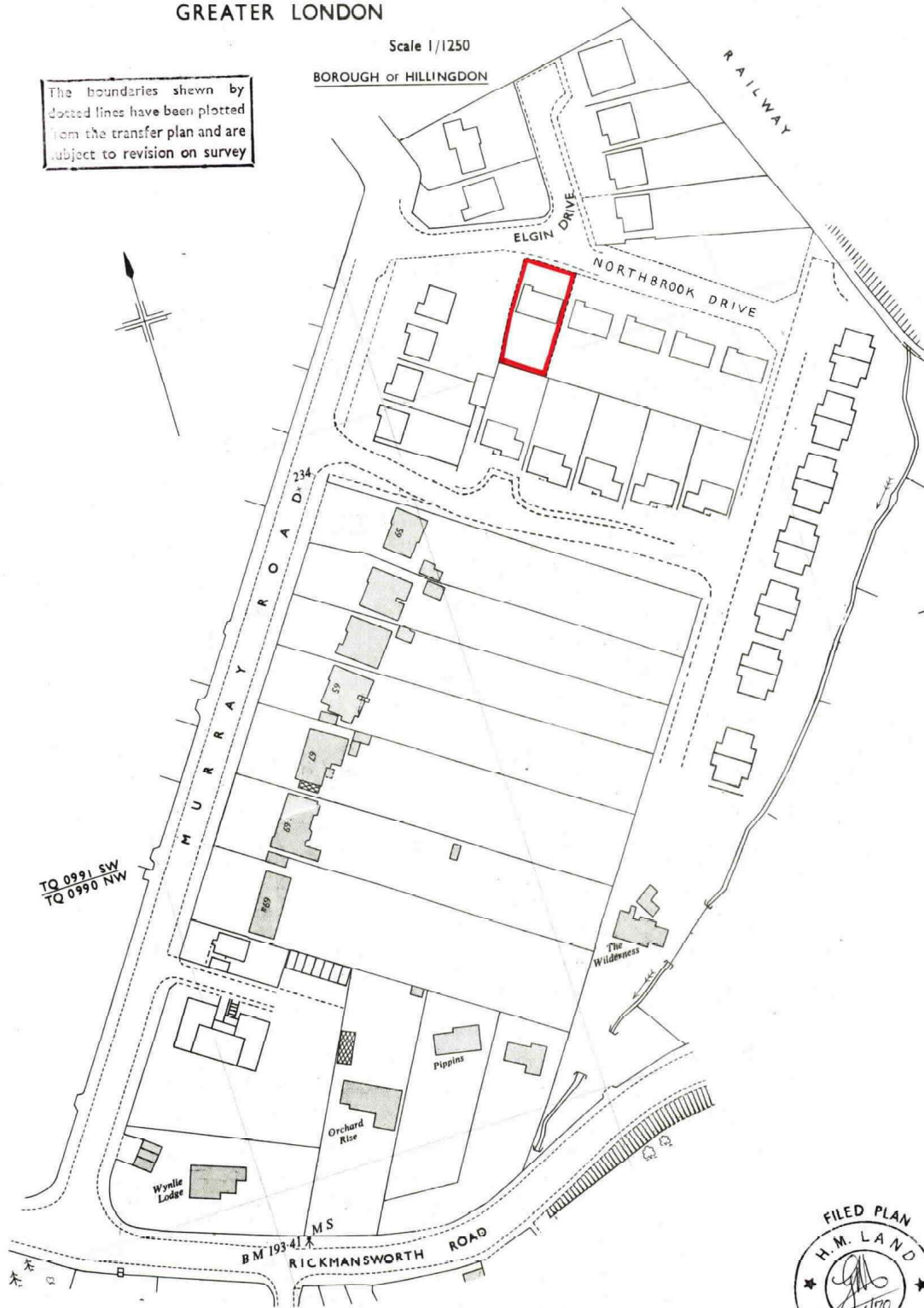
SECTION R

GREATER LONDON

Scale 1/1250

BOROUGH of HILLINGDON

The boundaries shown by dotted lines have been plotted from the transfer plan and are subject to revision on survey



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TITLE No NGL 125619

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- Legend:
- D-2 TV Point
 - D-4 Phone Point
 - D-10A Power Socket
 - D-10B Fixed Socket
 - D-10C Shaver Socket
 - Extender Fan
 - Lumen Light
 - Down Light
 - Light Dimmer Switch
 - Light Switch
 - Flood Lighting
 - Radiator
 - Vents
 - Fire Alarm Button
 - Fire Extinguisher
 - Floor Level to Datum
 - Structural Ceiling Height
 - False Ceiling Height

Notes:

This plan should only be used for its original purpose. SV Surveying Ltd accepts no responsibility for any other party other than the original client.

All dimensions must always be checked on site prior to design and construction.

The position of structural points cannot be guaranteed due to access or other conditions.

Damage information (where applicable) has been noted on the plan and should be treated as approximate only.

The site levels (where applicable) have been surveyed from ground level and therefore should be treated as approximate only.

Down and up/down positions have been measured to the structural opening, wherever possible.

The survey has been fixed to an arbitrary grid.



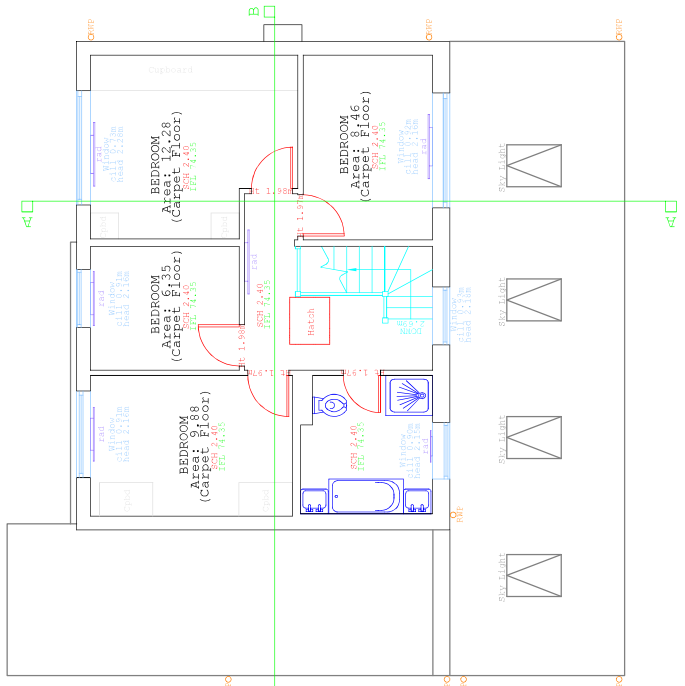
SV SURVEYING LTD
 BUILDING SURVEYS • SITE ENGINEERING
 76B MARKET STREET
 ASHBY-DE-LAZOUCH
 LEICESTERSHIRE
 LE65 1AP
 Tel 01530 560837
 Fax 01530 560123
 Email: info@svsurveying.co.uk
 sv@svsurveying.co.uk

Project
SEABROOK ARCHITECTS
2 NORTHBROOK DRIVE

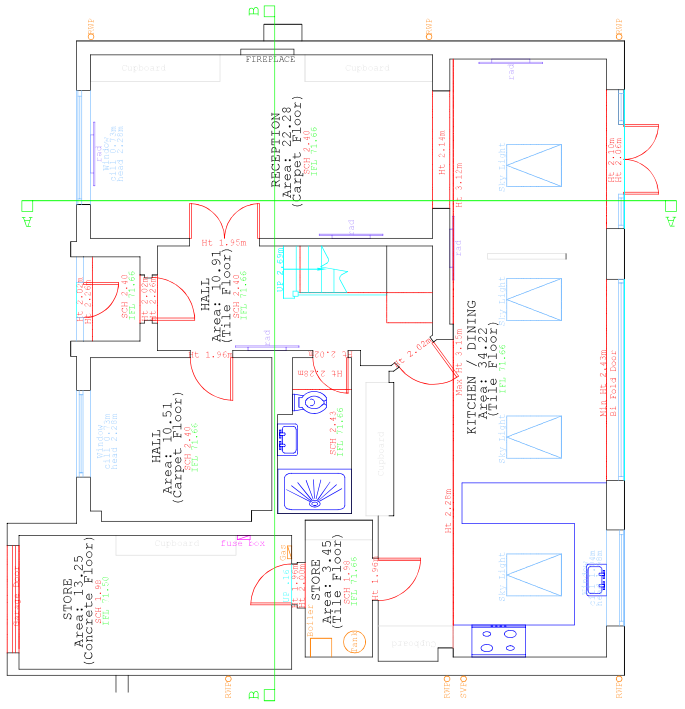
Drawing
MEASURED
SITE SURVEY

Scale:	Drawn/Plot Size
1:50	E/A/1
Survey Date	Drawing No.
22-06-2022	22210-22-02
DO NOT SCALE	
<small>© Copyright SV Surveying Ltd 2022.</small>	

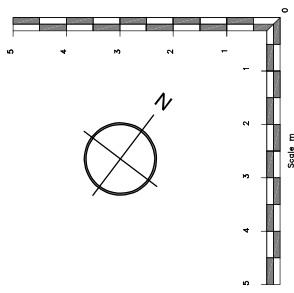
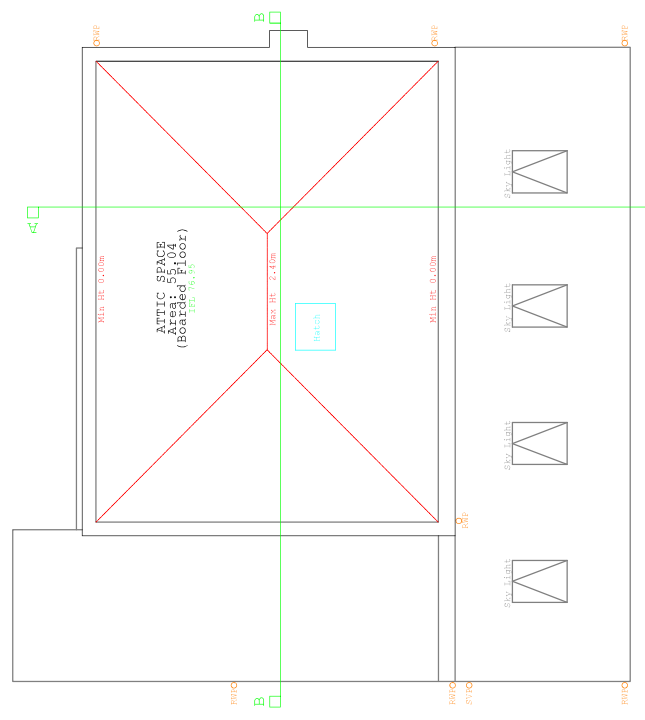
FIRST FLOOR PLAN



GROUND FLOOR PLAN



ATTIC SPACE



Legend:

- TV Point
- Phone Point
- 13A Power Socket
- Fused Socket
- Shaver Socket
- Extractor Fan
- Luminaire Light
- Down Light
- Light Dimmer Switch
- Light Switch
- Fixed Lighting
- Reliator
- Vents
- Fire Alarm Button
- Fire Extinguisher
- Floor Level to Datum
- Structural Ceiling Height
- False Ceiling Height

Notes:

This plan should only be used for its original purpose. SV Surveying Ltd accepts no responsibility for any errors or omissions which may be made in reliance on this plan.

All dimensions must be checked on site prior to design and construction.

The position of electrical points cannot be guaranteed due to access or other conditions.

Damage information (where applicable) has been treated as approximate only.

The site visit (where applicable) has been surveyed from ground level and therefore should be treated as approximate only.

Down and reference positions have been measured to the structural opening wherever possible.

The survey has been fixed to an arbitrary grid.



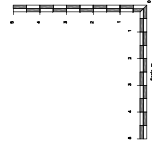
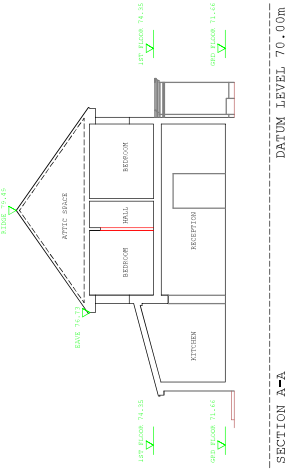
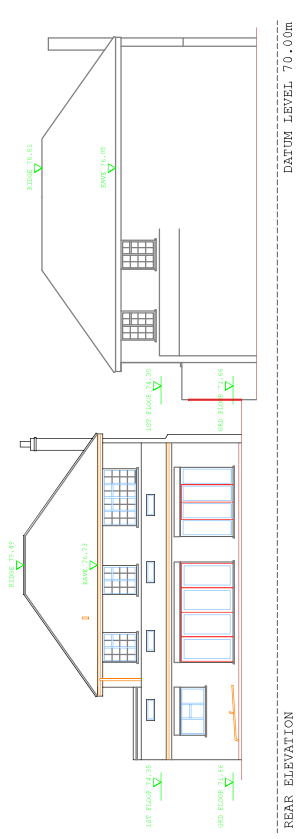
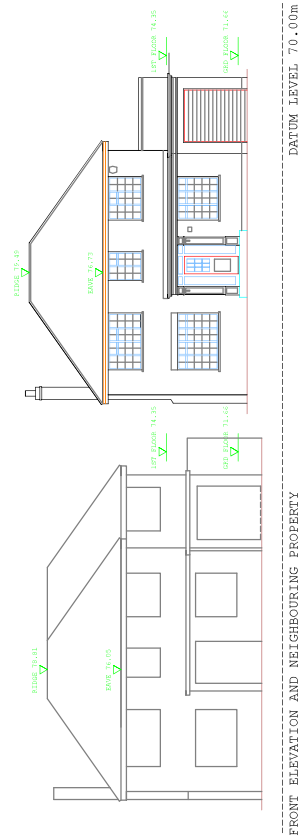
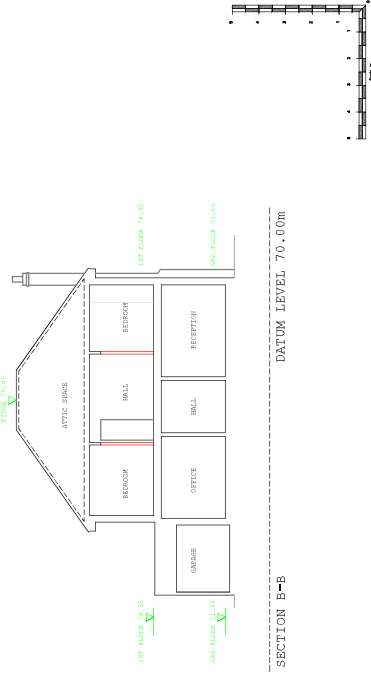
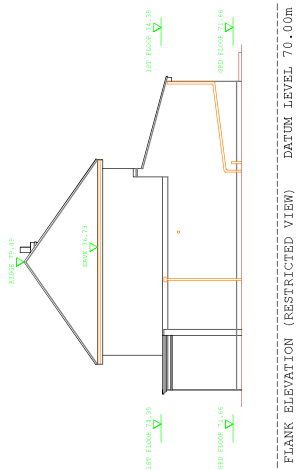
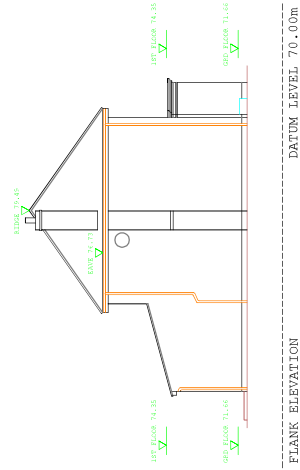
SV SURVEYING LTD
 BUILDING SURVEYS • SITE ENGINEERING
 76B MARKET STREET
 ASHBY-DE-LAZOUCH
 LEICESTERSHIRE
 LE65 1AP
 Tel 01530 560837
 Fax 01530 560123
 Email: info@svsurveying.co.uk
 sv@svsurveying.co.uk

Project
SEABROOK ARCHITECTS
2 NORTHBROOK DRIVE

Drawing

**MEASURED
 SITE SURVEY**

Scale:	1:100	Drawn/Paper Size:	E/A/1
Survey Date:	22-06-2022	Drawing No:	22210-22-03
DO NOT SCALE			
© Copyright SV Surveying Ltd 2022.			



Amendments/Notes		
Rev.	Detail	Date
A	Front right FFL corner extended	SL 04/08/22
B	Removed West side extension	SL 08/11/22
C	Set back 330mm side extension	SL 11/11/22
D	2 Parking spaces added	SL 22/11/22

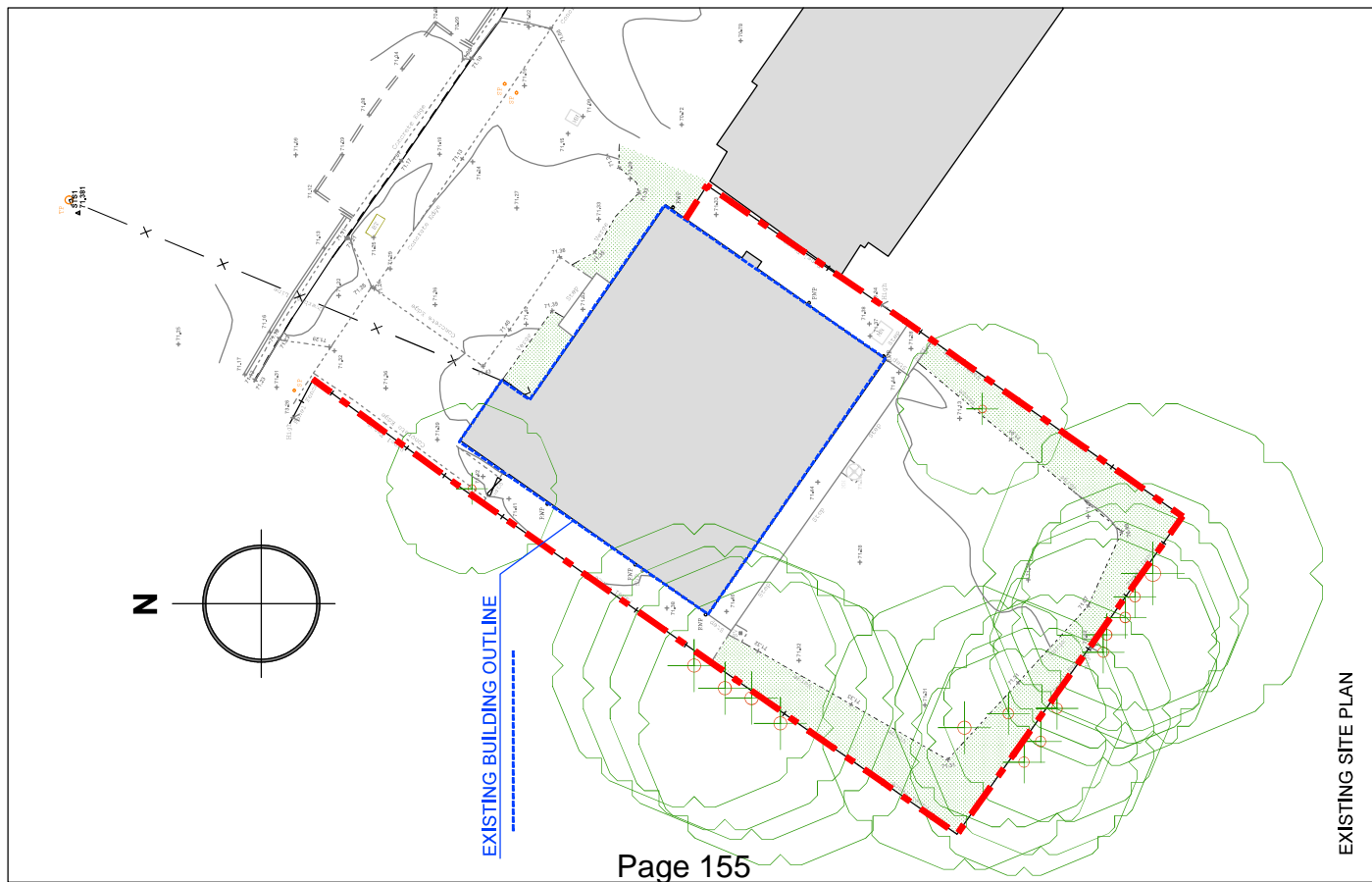
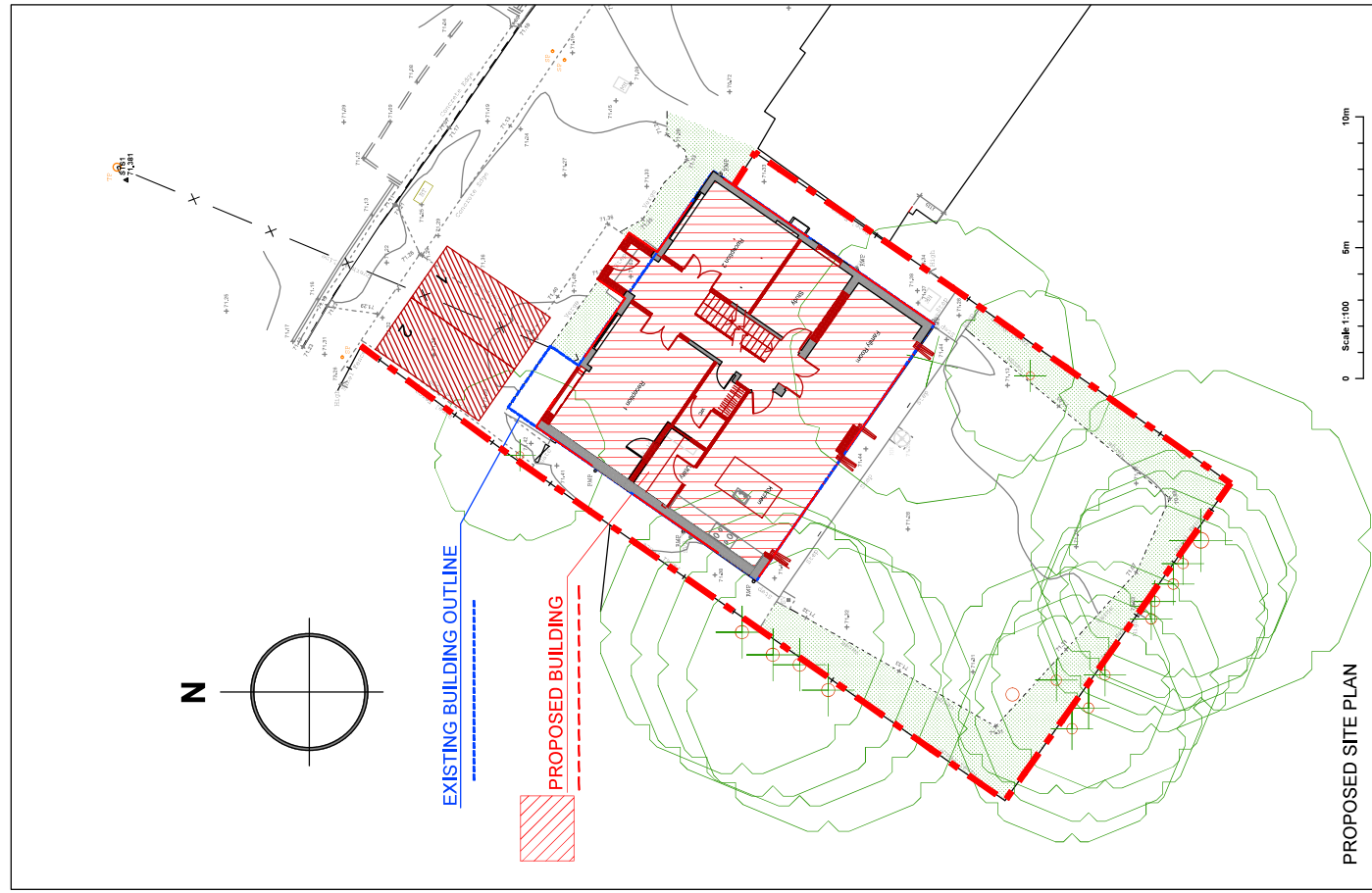
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Project
2 NORTHBROOK DRIVE

Drawing
EXISTING & PROPOSED SITE PLANS

SEABROOK ARCHITECTS
 CHARTERED ARCHITECTS
 Unit 17, Culham Court, Ashridge Road,
 Chesham, Bucks, HP5 2PX
 e-mail: info@seabrookarchitects.co.uk

Drawn By: SL	Date: 20/10/2022
Checked By: JB	Date: -
Approved By:	Scale: 1:100 @ A1
Drawing No:	Rev: D



Rev.	Detail	By	Date
A	Front right FFL corner extended	SL	04/08/22
B	Removed West side extension	SL	08/11/22
C	Set back 330mm side extension	SL	11/11/22
D	2 Parking spaces added	SL	22/11/22
E	45 Diagonal line added	SL	07/03/23

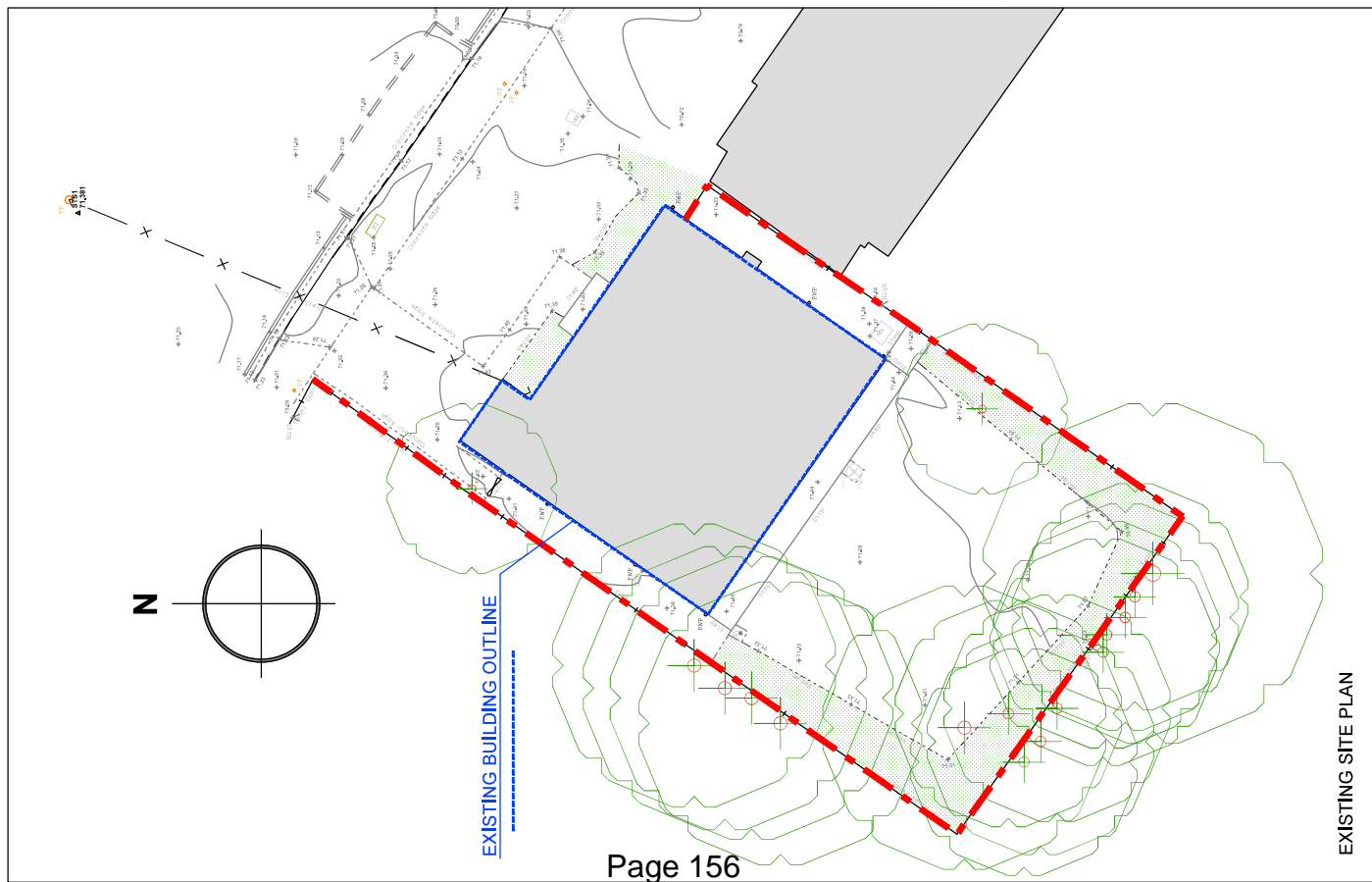
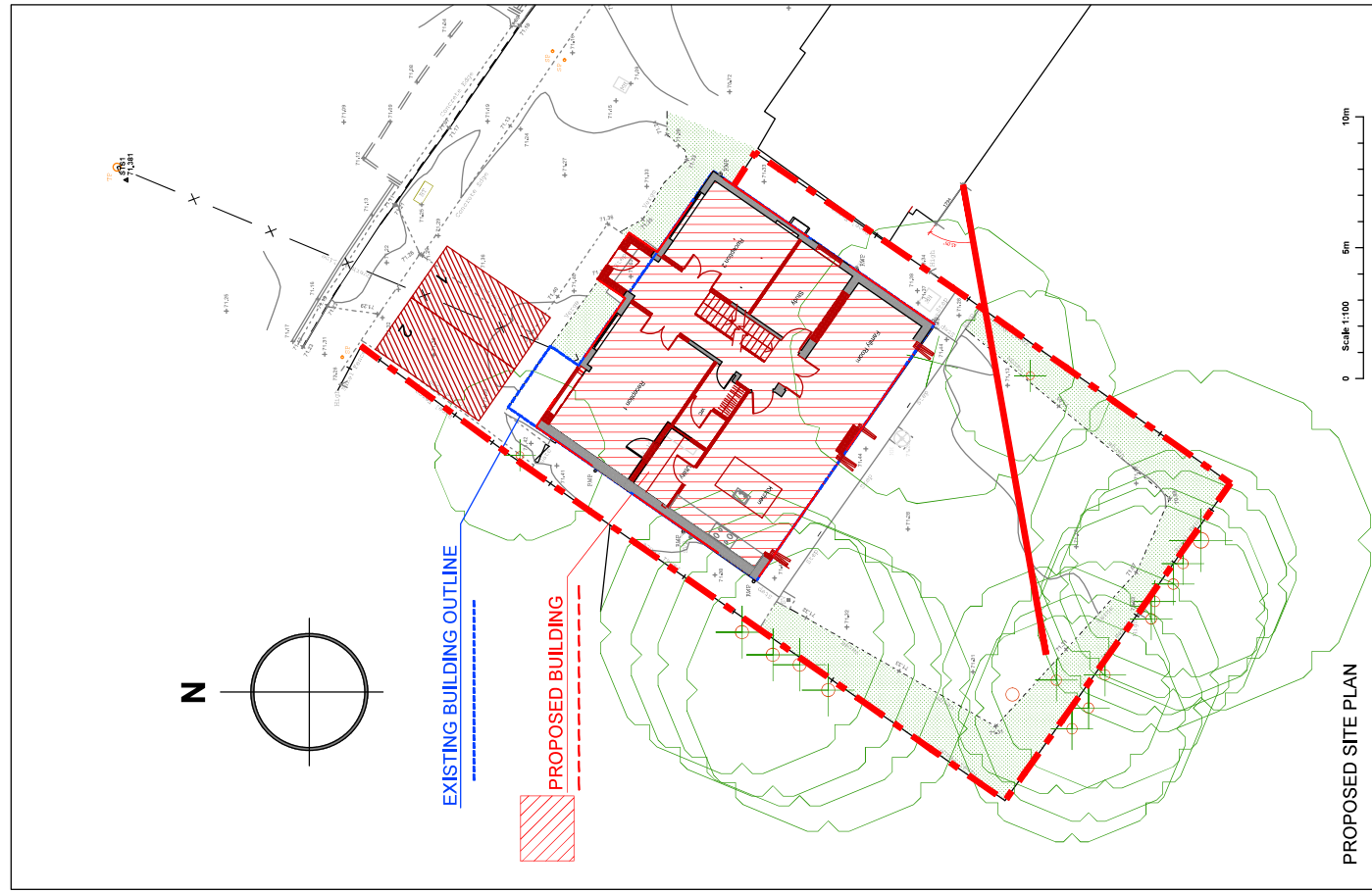
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Project
**2 NORTHBROOK DRIVE
 NORTHWOOD**

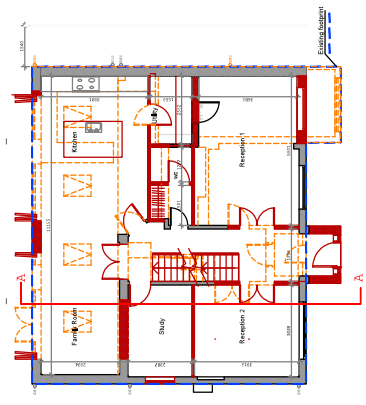
Drawing
**EXISTING & PROPOSED
 SITE PLANS**

SEABROOK
 ARCHITECTS
 CHARTERED ARCHITECTS
 Unit 17, Chilton Court, Ashridge Road,
 Chesham, Bucks., HP5 2PX
 e-mail: info@seabrookarchitects.co.uk

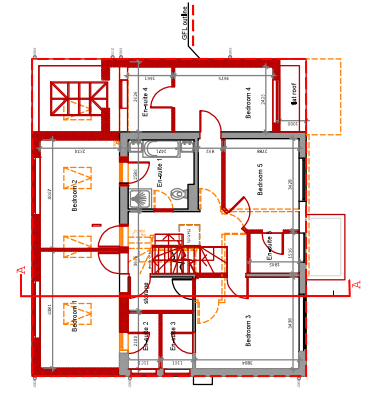
Drawn By: SL	Date: 20/10/2022
Checked By: JB	Date: --
Approved By:	Scale: 1:100 @ A1
Drawing No:	Rev: E



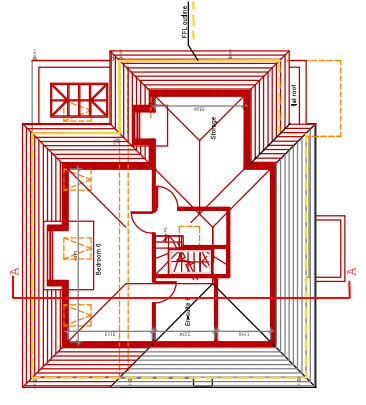
Amendments/Notes		
Rev.	Detail	By / Date
A	Front right FFL corner extension	SL 04/08/22
B	Removed West side extension	SL 08/11/22
C	Set back 320mm side extension	SL 11/1/22
D	Added alterations material AS/Section AA	SL 03/02/23
E	Set back 1m the FFL side extension	SL 20/03/23



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED LOFT FLOOR PLAN
Cut @ 900mm

LEGEND

- PROPOSED
- EXISTING
- DEMOLISHED

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Project
2 NORTHBROOK DRIVE

Drawing
PROPOSED FLOOR PLANS

SEABROOK ARCHITECTS
CHARTERED ARCHITECTS
10th Fl, Chatham Court, Ashford Road,
Chatham, Kent, ME5 2PX
e-mail: info@seabrookarchitects.co.uk

Drawn By: SL	Date: 11/07/2022
Checked By: JS	Date: -
Approved By:	Scale: 1:100 @ A1
Drawing No: 6021/PL002	Rev: E

Rev.	Detail	By	Date
A	Front right FFL corner extension	SL	04/08/22
B	Removed West side extension	SL	08/11/22
C	Set back 330mm side extension	SL	11/11/22
D	Added elevations material & section AA	SL	03/02/23
E	Set back 1m the FFL side extension	SL	20/03/23

Amendments/Notes	
<p>LEGEND</p> <p>— PROPOSED</p> <p>— EXISTING</p> <p>- - - DEMOLISHED</p>	<p>All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of construction.</p> <p>Third party and the copyright and patents therein are the property of the Architect and may not be used or reproduced without consent.</p> <p>This document is to be read in conjunction with all relevant conditions and/or specialist drawings/Accessories and any discrepancies or variations are to be notified to the Architect immediately.</p> <p>All works are to be carried out fully in accordance with current CDM regulations and recommendations, current building regulations, British Standards and Codes of Practice as appropriate.</p>

Project
2 NORTHBROOK DRIVE
NORTHWOOD
MIDDLESEX

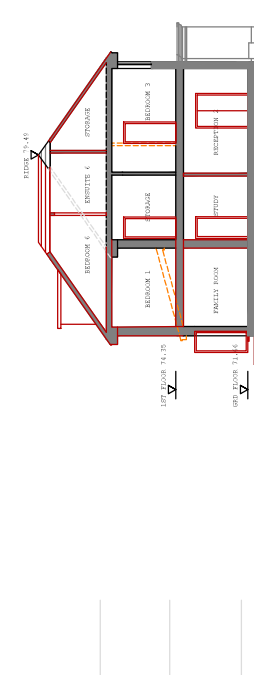
Drawing
PROPOSED ELEVATIONS

SEABROOK ARCHITECTS
 CHARTERED ARCHITECTS
 Unit 17, Chilton Court, Ainslie Road,
 Chesham, Bucks., HP5 2FN
 e-mail: info@seabrookarchitects.co.uk

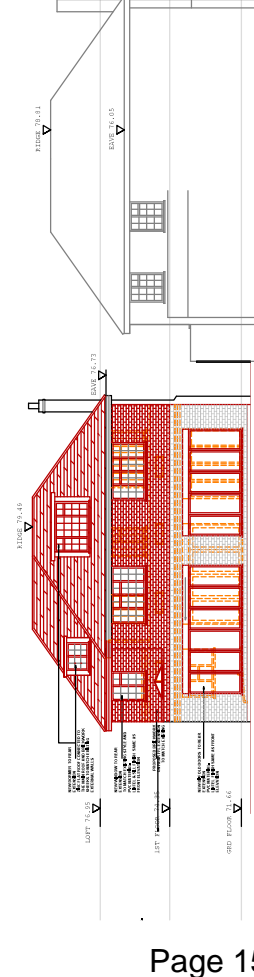
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 Drawing No: 6021/ PL003 Rev: E



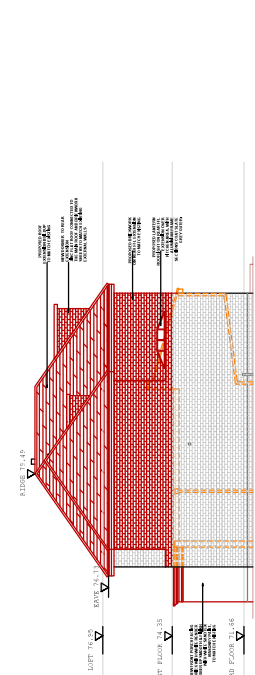
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 DATUM LEVEL 70.00m



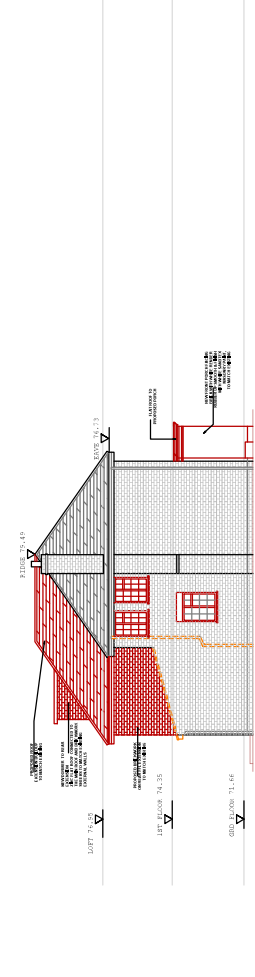
REAR ELEVATION
 DATUM LEVEL 70.00m



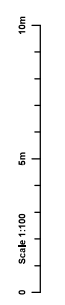
SECTION A-A
 DATUM LEVEL 70.00m

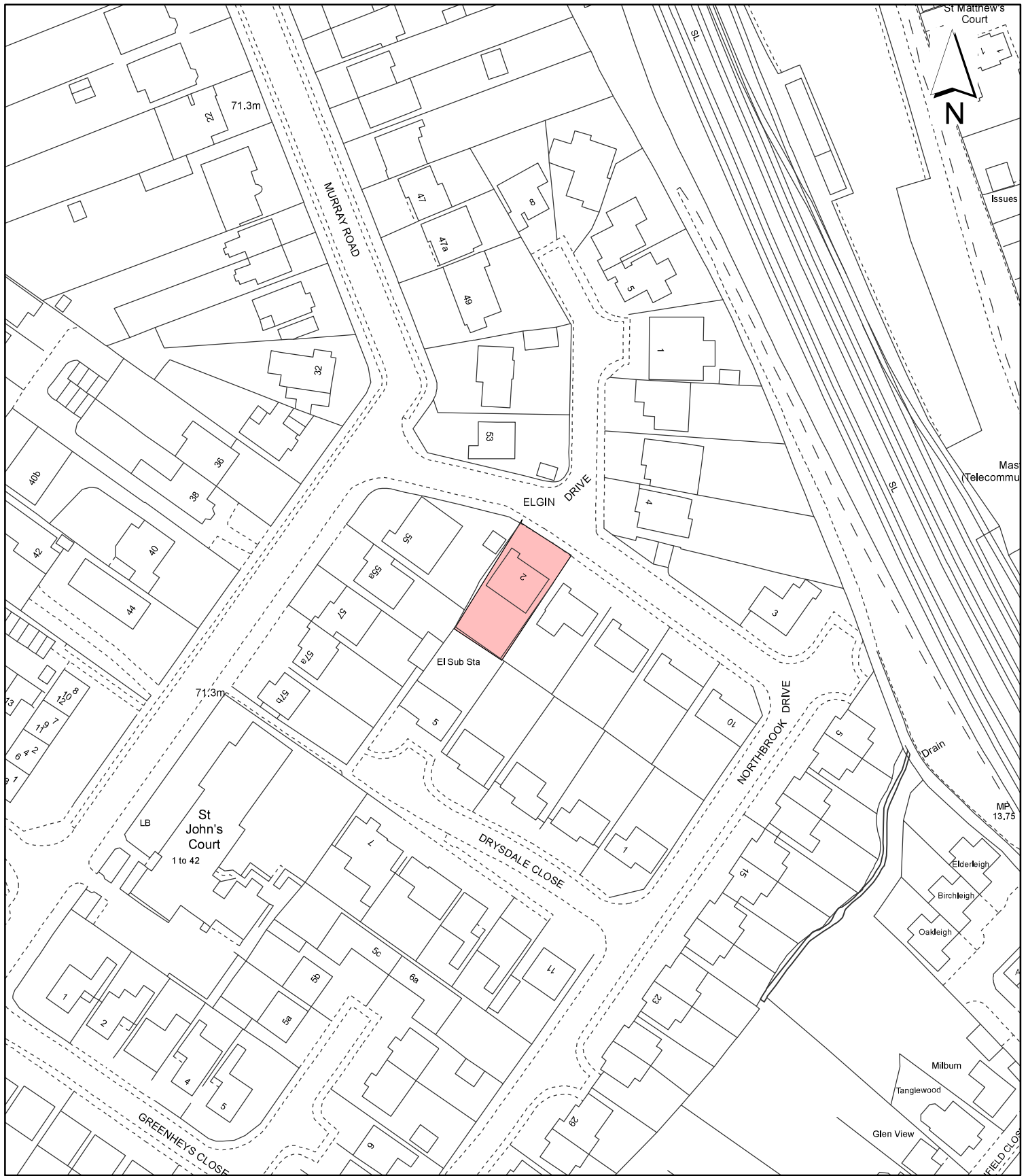


EAST FLANK ELEVATION
 DATUM LEVEL 70.00m



WEST FLANK ELEVATION
 DATUM LEVEL 70.00m





Notes:

 Site boundary

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Site Address: **2 Northbrook Drive, Northwood**

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

Planning Application Ref:
56315/APP/2022/2504

Scale:
1:1,250

Planning Committee:
BoroughPage 159

Date:
April 2023

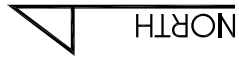
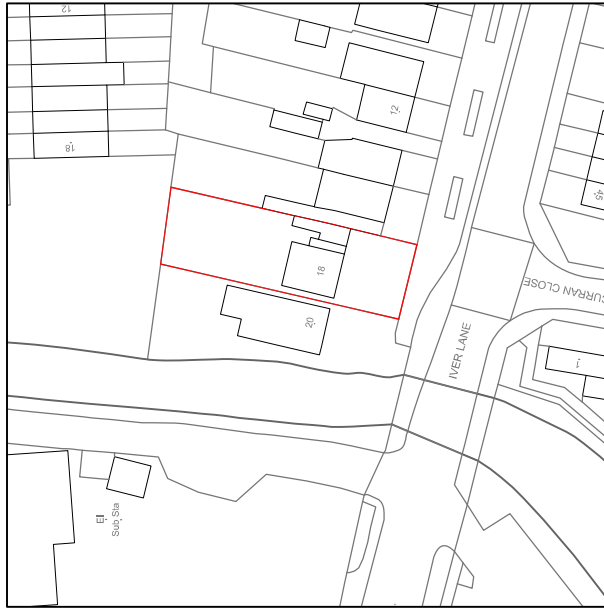
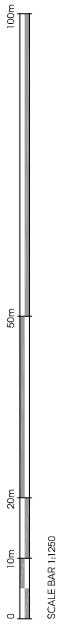


Report of the Interim Director of Planning, Regeneration & Public Realm

Address 18 IVER LANE COWLEY UXBRIDGE

Development: Demolition of existing dwelling and erection of 4 x self-contained units including 1 x studio unit, 2 x 1-bed units and 1 x 3-bed unit with associated landscaping, parking, refuse and recycling.

LBH Ref No 19016/APP/2023/20



Rev.	Date	Description	Init.
Client			

MR MALHI

Project Title
PROPOSED EXTENSION
 18 RIVER LANE, UXBRIDGE, UB8 2JD

Drawing Title

LOCATION PLAN

Cad File	Sheet Size	Scale
P101	A4	1:1250
Drawn by	Drawing Date	Approved by
AG	MAY 2021	NJ
Project No.	Drawing No.	Revision
1851	P101	-



2-4 High Street, Fulfillip,
 Medfield, MA 021
 01922 840077 | 01923 840078
 info@jutlaarchitects.com
 jutla-architects.com

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PLANNING ISSUE



PROPOSED SITE PLAN
Scale 1:200



EXISTING SITE PLAN
Scale 1:200

Rev	Date	Description	By
-	-	-	-

Client: MR MANU

Project Title: PROPOSED DEVELOPMENT
 10 IVER LANE, IVERHOPE, IBS 21D
 Drawing Title: EXISTING & PROPOSED SITE PLAN

Coord File	Sheet Size	Scale
11/09/2022	A4	1:200

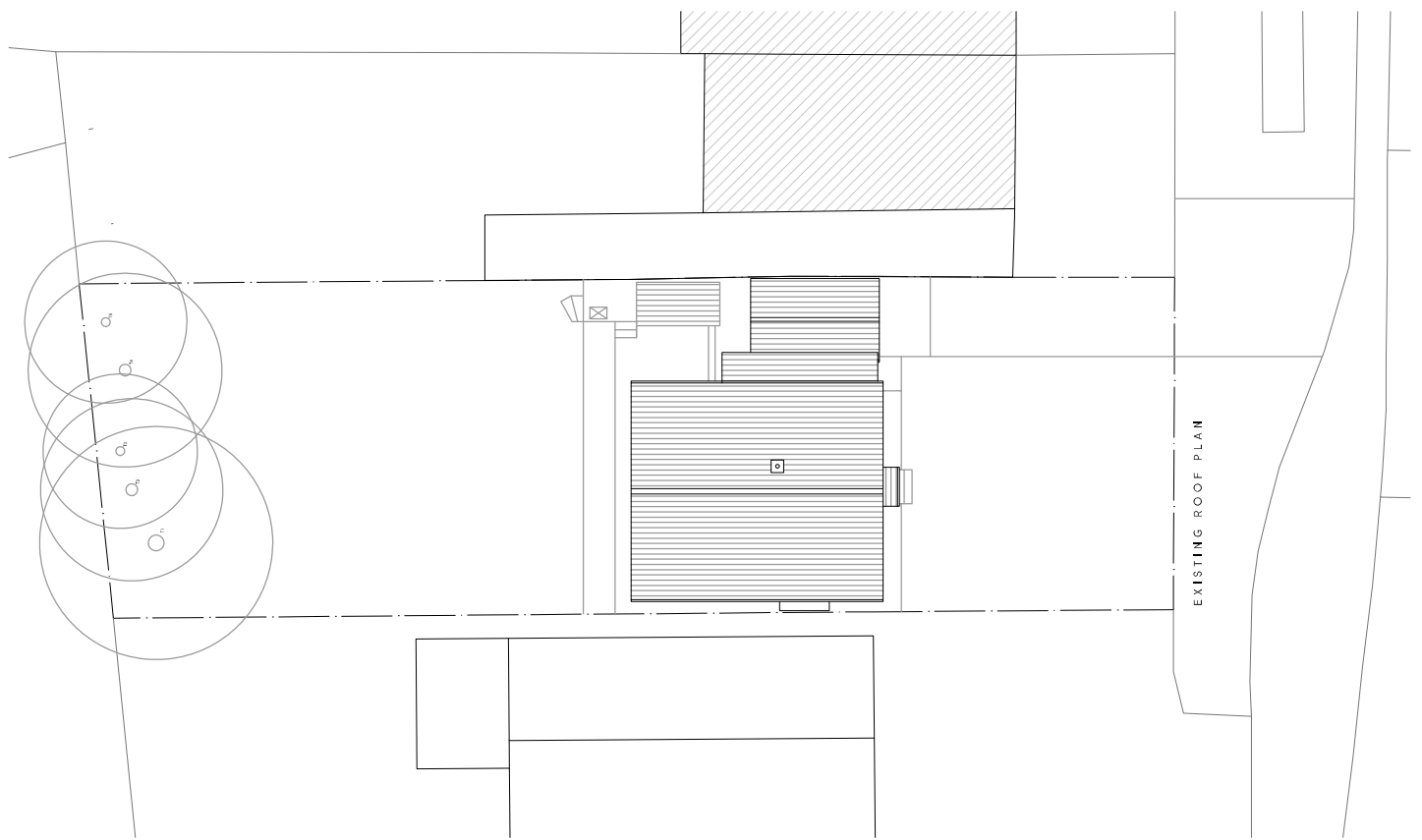
Drawn by: JUTFLA
 Checked by: JUTFLA
 Project No: 1861
 Drawing No: P201

11/09/2022 10:02:54
 Jutfla Architects Ltd 2021
 www.jutfla.com

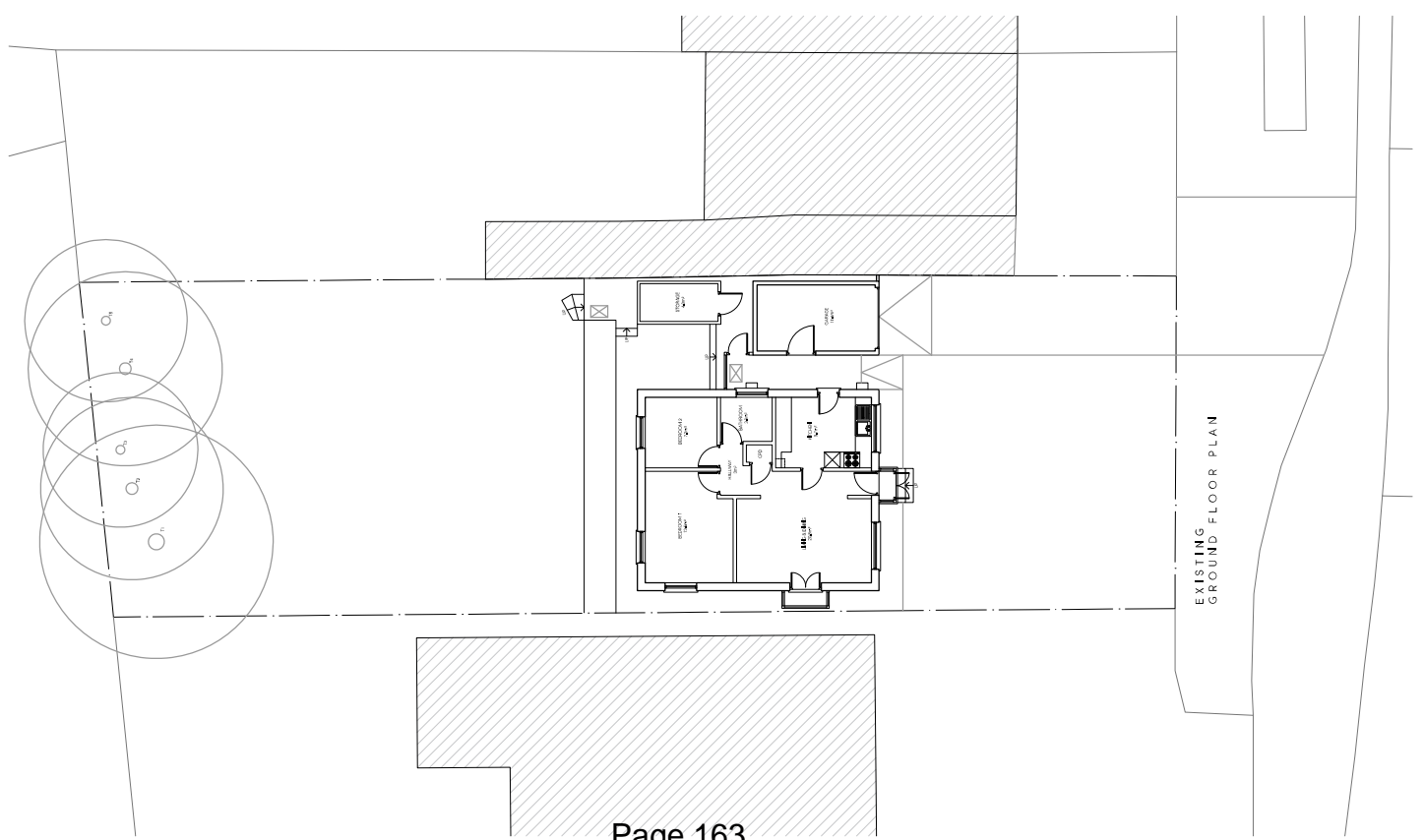
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PLANNING ISSUE



EXISTING ROOF PLAN



EXISTING GROUND FLOOR PLAN

Rev	Date	Description	By	CHK

Client: MRL MALU

Project Title: PROPOSED DEVELOPMENT
 NUMBER ONE UNDERGROUND 210

Project No: 1881
 Drawing No: P202
 Revision: -

Juffla Architects
 11002 860277 | 01932 80203
 11002 860277 | 01932 80203
 11002 860277 | 01932 80203
 11002 860277 | 01932 80203

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PLANNING ISSUE



EXISTING FRONT SOUTH ELEVATION

EXISTING REAR NORTH ELEVATION

EXISTING SIDE EAST ELEVATION

EXISTING SIDE WEST ELEVATION

Rev	Date	Description	By	CHK

Client: MR. MAULI

Project Title: PROPOSED DEVELOPMENT
 10181 LANE, URBESIDE, IBB 210
 Drawing Title:

Sheet No.	Sheet Size	Scale
AA	DEC 2022	1/8" = 1'-0"

Project No.: 1861

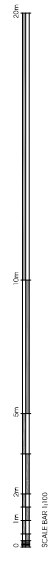
Revision: -



Jutfla Architects
 10181 LANE, URBESIDE, IBB 210
 10181 LANE, URBESIDE, IBB 210
 10181 LANE, URBESIDE, IBB 210

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PLANNING ISSUE



- KEY**
- UNIT 1 - WEDROOF FLOOR + 0.0m?
 - UNIT 2 - WEDROOF FLOOR + 1.0m?
 - UNIT 3 - WEDROOF FLOOR + 0.0m?
 - UNIT 4 - STEEP FLOOR + 0.0m?

Rev	Date	Description	PK
-	-	-	-

MR MALI

Project Title
 PROPOSED DEVELOPMENT
 14 MELBANE UNDERGE, IBS 21D
 Drawing Title

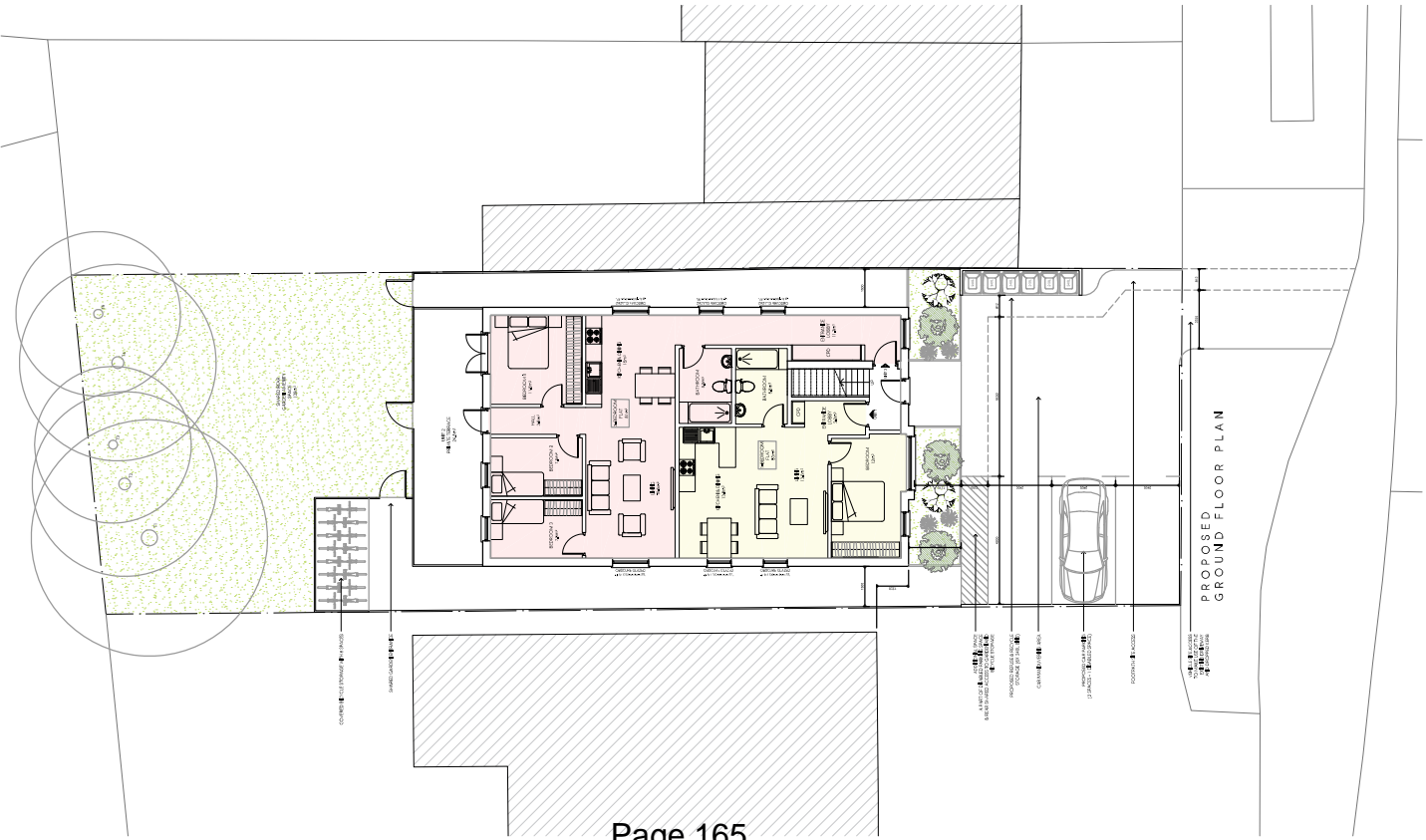
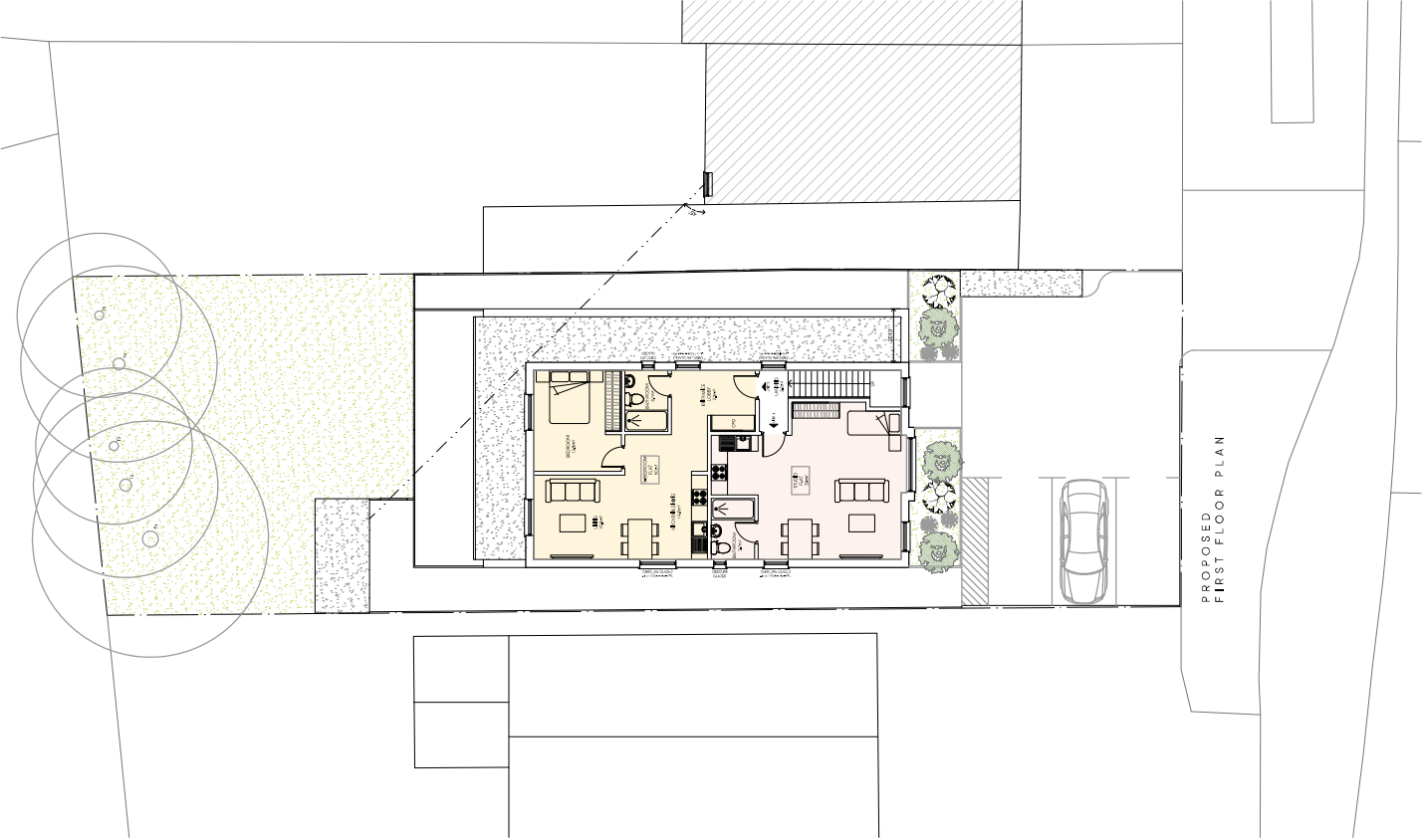
PROPOSED GROUND FLOOR & FIRST FLOOR PLAN

Client Name
 Scale
 Drawing Date
 Approved by
 AA
 Project No.
 1861



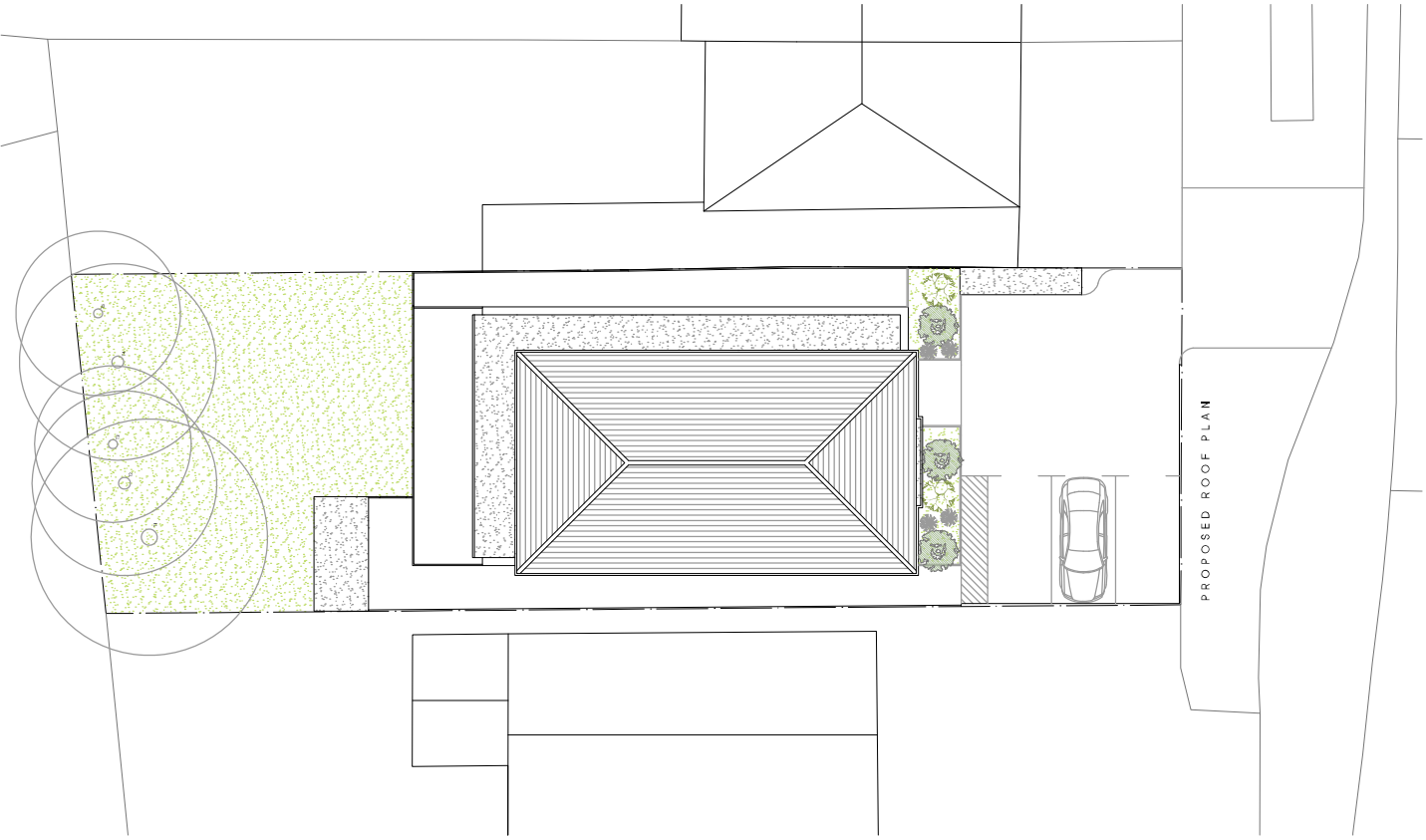
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PLANNING ISSUE





- KEY**
- UNIT 1 - WEDGECORUM FLAT - 60m²
 - UNIT 2 - WEDGECORUM FLAT - 41m²
 - UNIT 3 - WEDGECORUM FLAT - 45m²
 - UNIT 4 - STRIBB FLAT - 29m²



Rev	Date	Description	By	CHK

MR MANU

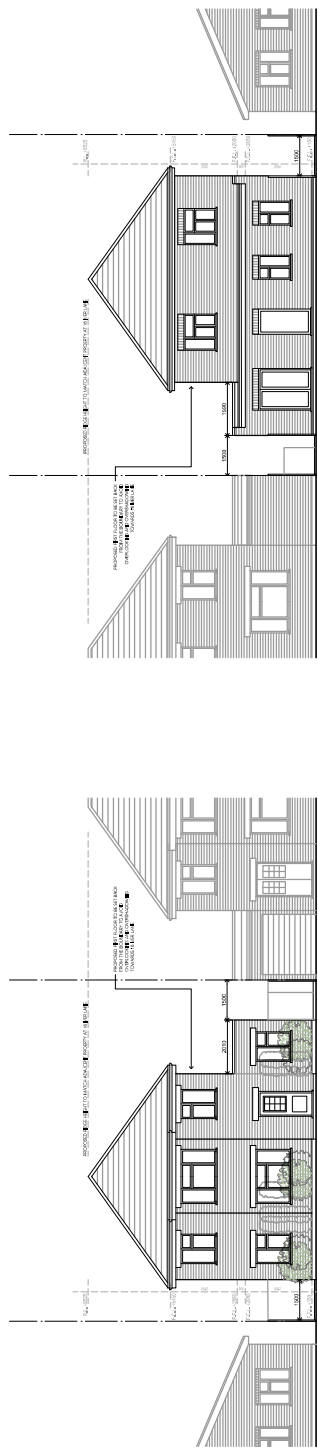
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NUMBER: UBESDC/18/210
DRAWING TITLE: UBESDC/18/210

PROPOSED SECOND FLOOR PLAN & ROOF PLAN
Sheet Size: A4
Drawing Date: DEC 2022
Project No: 1861
Drawing No: P206

Jutfla Architects
11002 640277 | 01923 542035
11002 640277 | 01923 542035
11002 640277 | 01923 542035

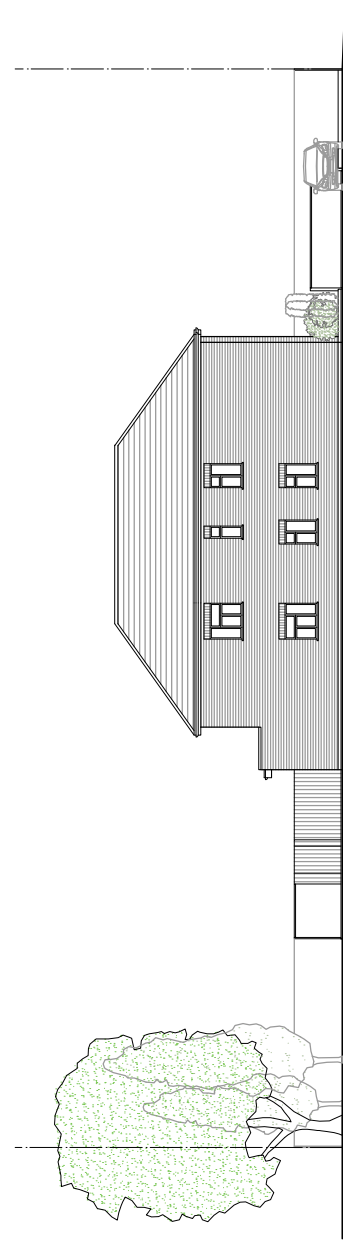
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PLANNING ISSUE

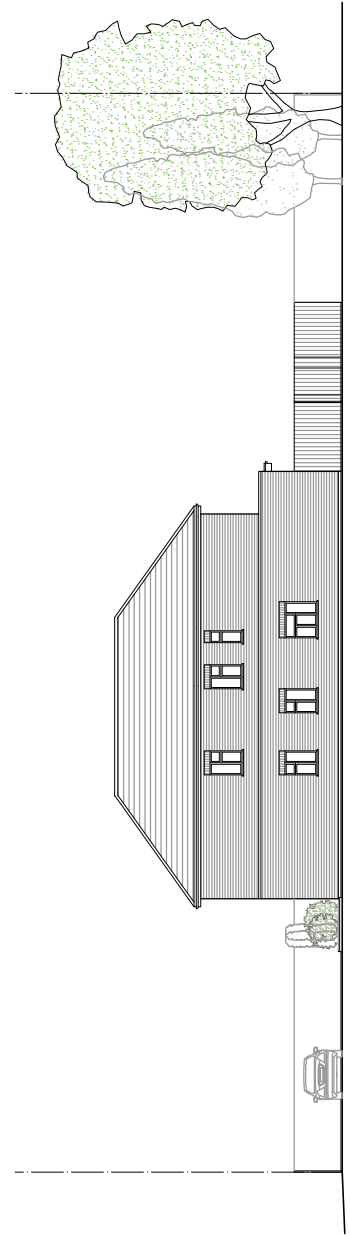


PROPOSED REAR NORTH ELEVATION

PROPOSED FRONT SOUTH ELEVATION



PROPOSED SIDE WEST ELEVATION



PROPOSED SIDE EAST ELEVATION

Rev	Date	Description	By
1			

Client: MR MANUJI

Project Title: PROPOSED DEVELOPMENT
 11 MILL LANE, URBESIDE, IBB 2LD
 Drawing Title: PROPOSED ELEVATIONS

Sheet No.	Scale
1	1:100

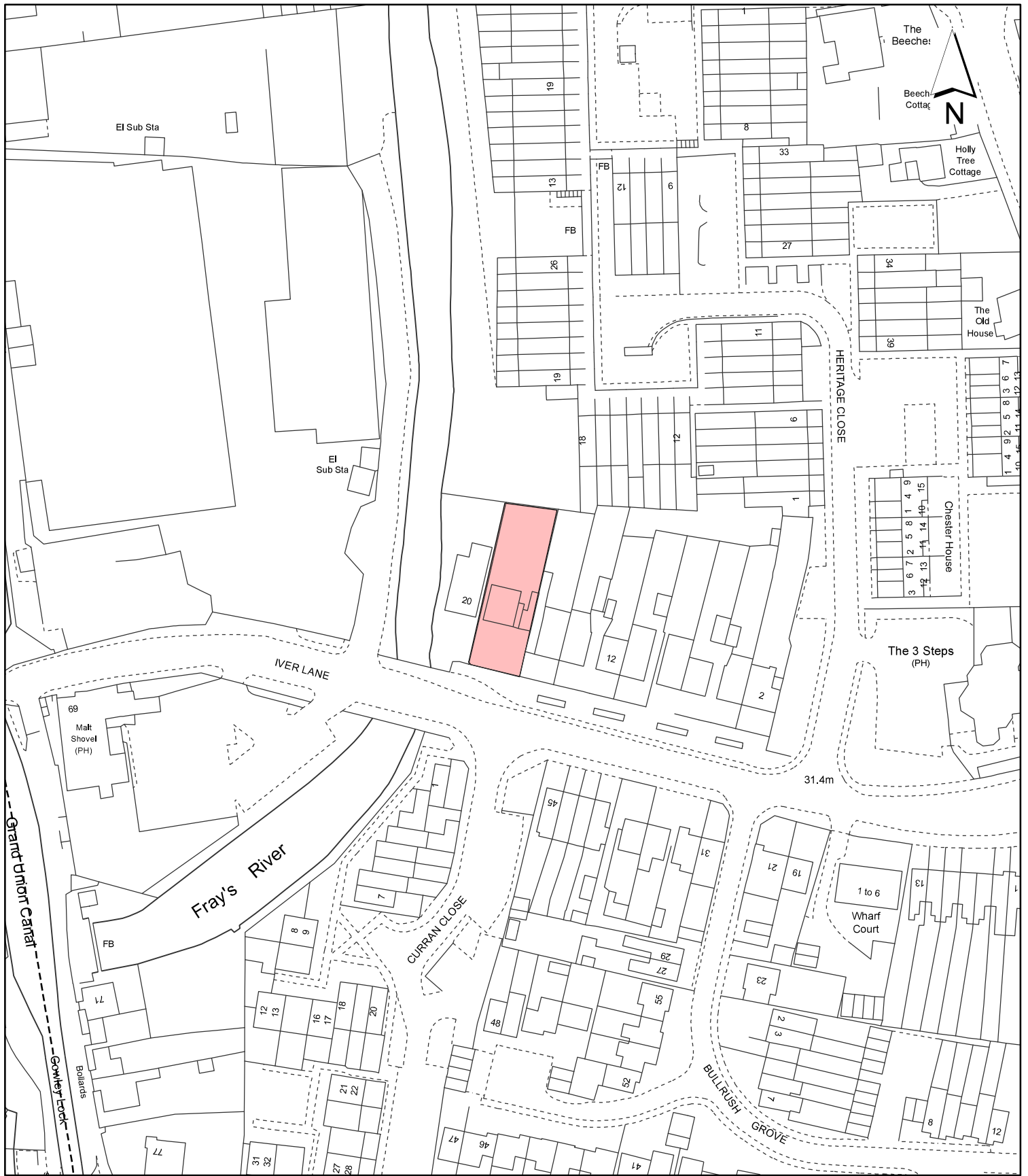
Drawn by: AA
 Checked by: AA
 Project No.: 1861
 Drawing No.: P200

Approved by: [Signature]
 Date: DEC 2022



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PLANNING ISSUE



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Site Address:

18 Iver Lane

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
19016/APP/2023/20

Scale:
1:1,250

Planning Committee:
BoroughPage 168

Date:
April 2023

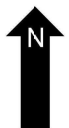
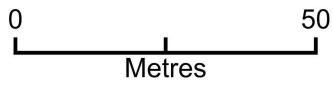
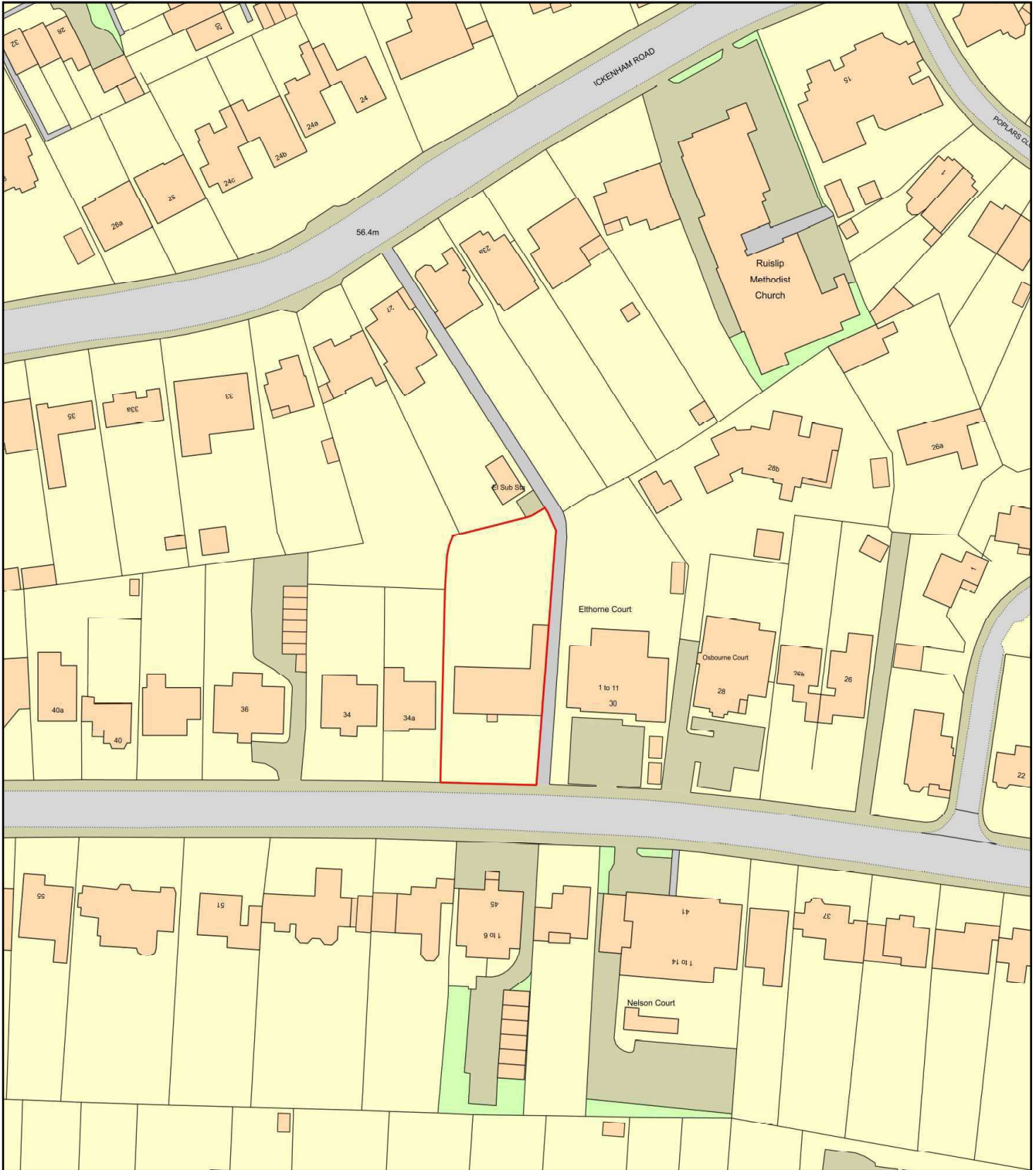


Report of the Interim Director of Planning, Regeneration & Public Realm

Address 32 KINGSEND RUISLIP

Development: Demolition of existing house and garage and construction of a block of seven purpose-built apartments

LBH Ref Nos: 9894/APP/2022/3871



Plan Produced for: 32K
Date Produced: 23 Sep 2020
Plan Reference Number: TQRQM20267092643804
Scale: 1:1250 @ A4

Rev	Description	Date

PROJECT
32 Kingsend

TITLE
Proposed Floor Plans

CLIENT
BGA

DRAWN BY
TS

CHECKED BY
TS

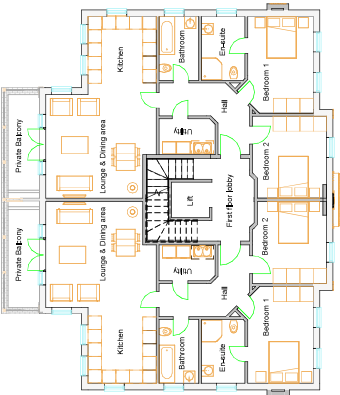
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06/07/21

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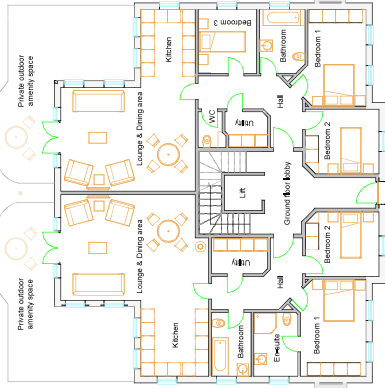
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PL02

REV

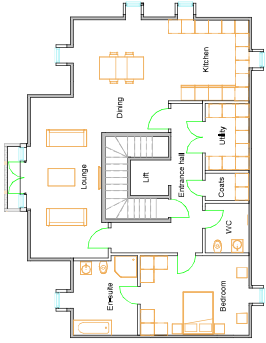
First floor



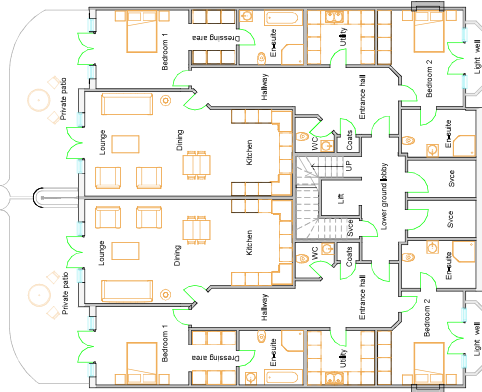
Ground floor



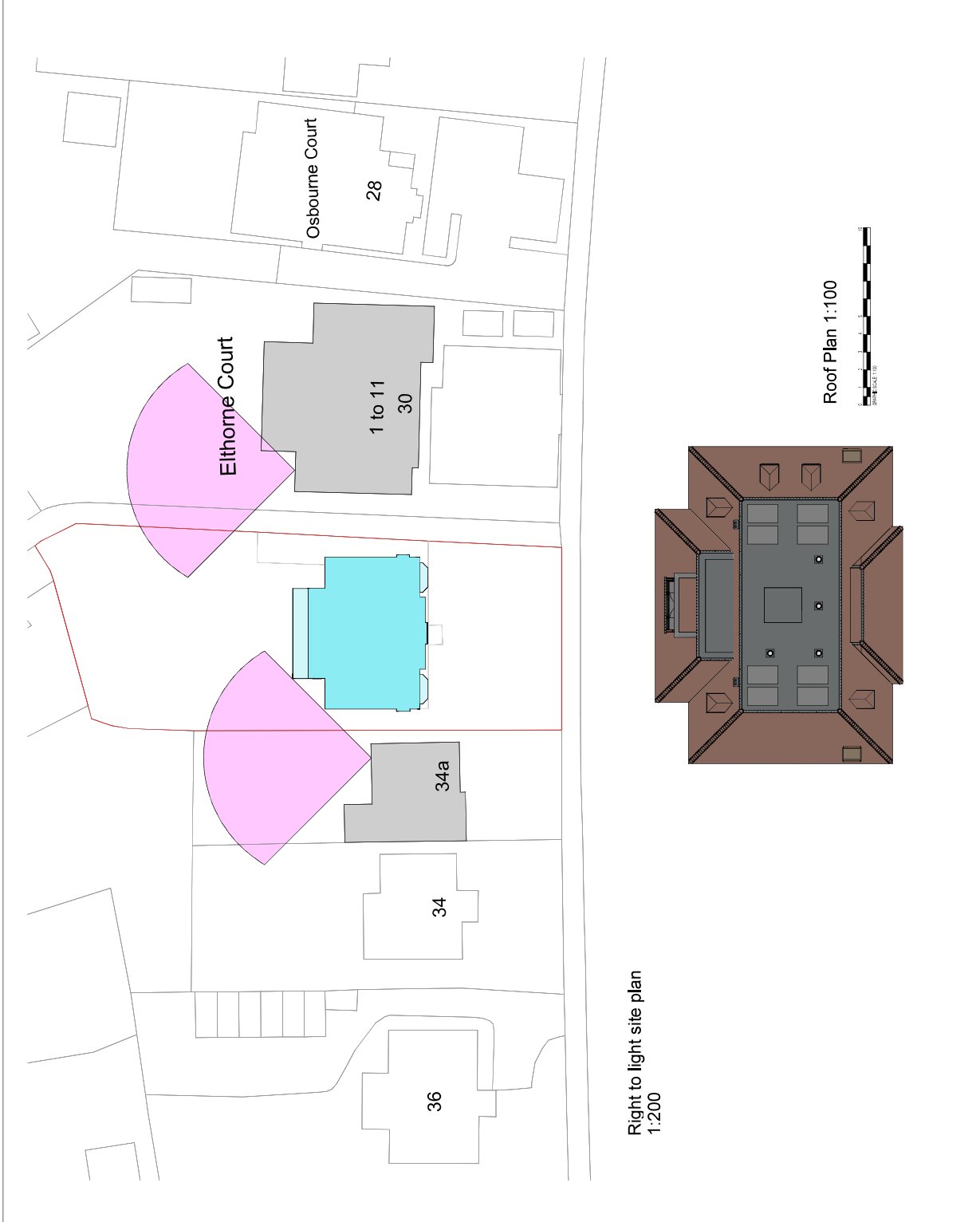
Roof space (2nd floor)



Lower ground floor

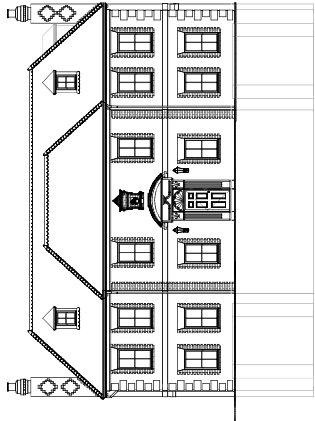


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PROJECT	32 Kingsend																																									
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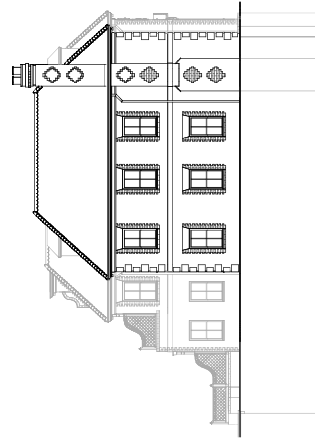


Right to light site plan
1:200

Roof Plan 1:100



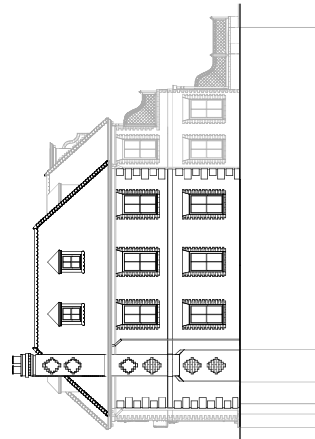
South Elevation (Front)



West Elevation (LHS)



North Elevation (Rear)

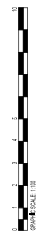
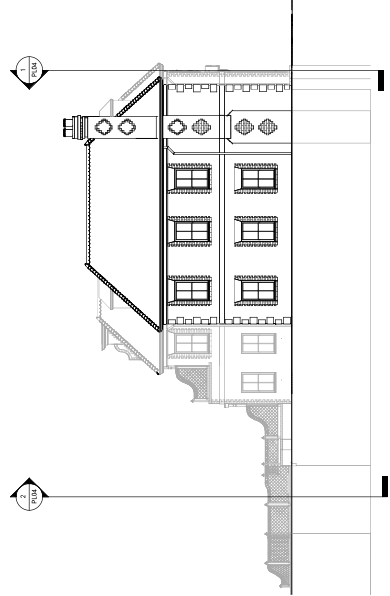
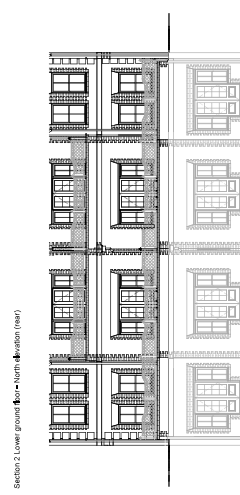
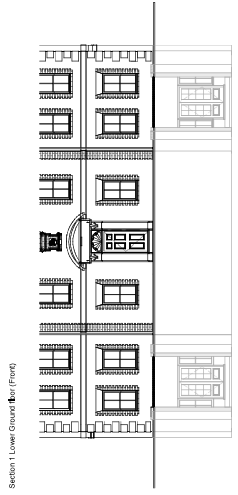


East Elevation (RHS)

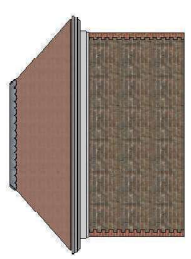


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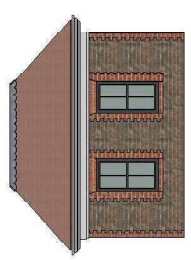
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			TITLE	Lower Ground Sections	
			CLIENT	BGA	
DRAWN BY	CHECKED BY	DATE			
DC	TS	06/07/21			
SCALE (@ A1)	PROJECT NUMBER	Project Number			
1 : 100					
			DRAWING NUMBER	PL04	



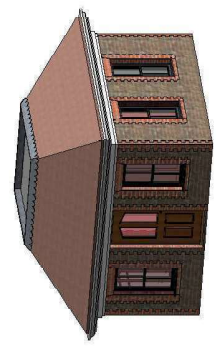
Rear (northerly) elevation



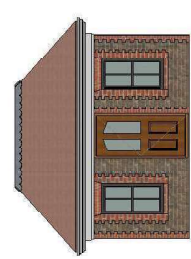
Right hand (easterly) elevation



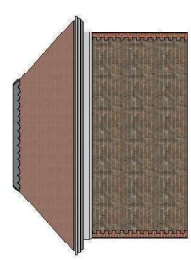
3D perspective



Front (southerly) elevation

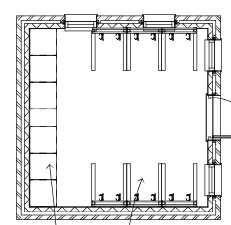


Left hand (westerly) elevation



Cycle shed styled to match apartment block facade:
- material colour palette
- feature brickwork around openings
- roof shape
- soffit detailing

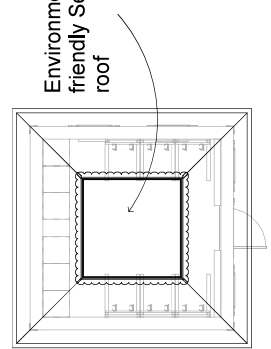
Floor plan



Secure units for garden storage
Twelve bicycle storage system (2 runs x 6 bays)
1 Metre wide door opening
Door opens outwards for easy access
Electrically operated door for ease of use and security



Roof plan

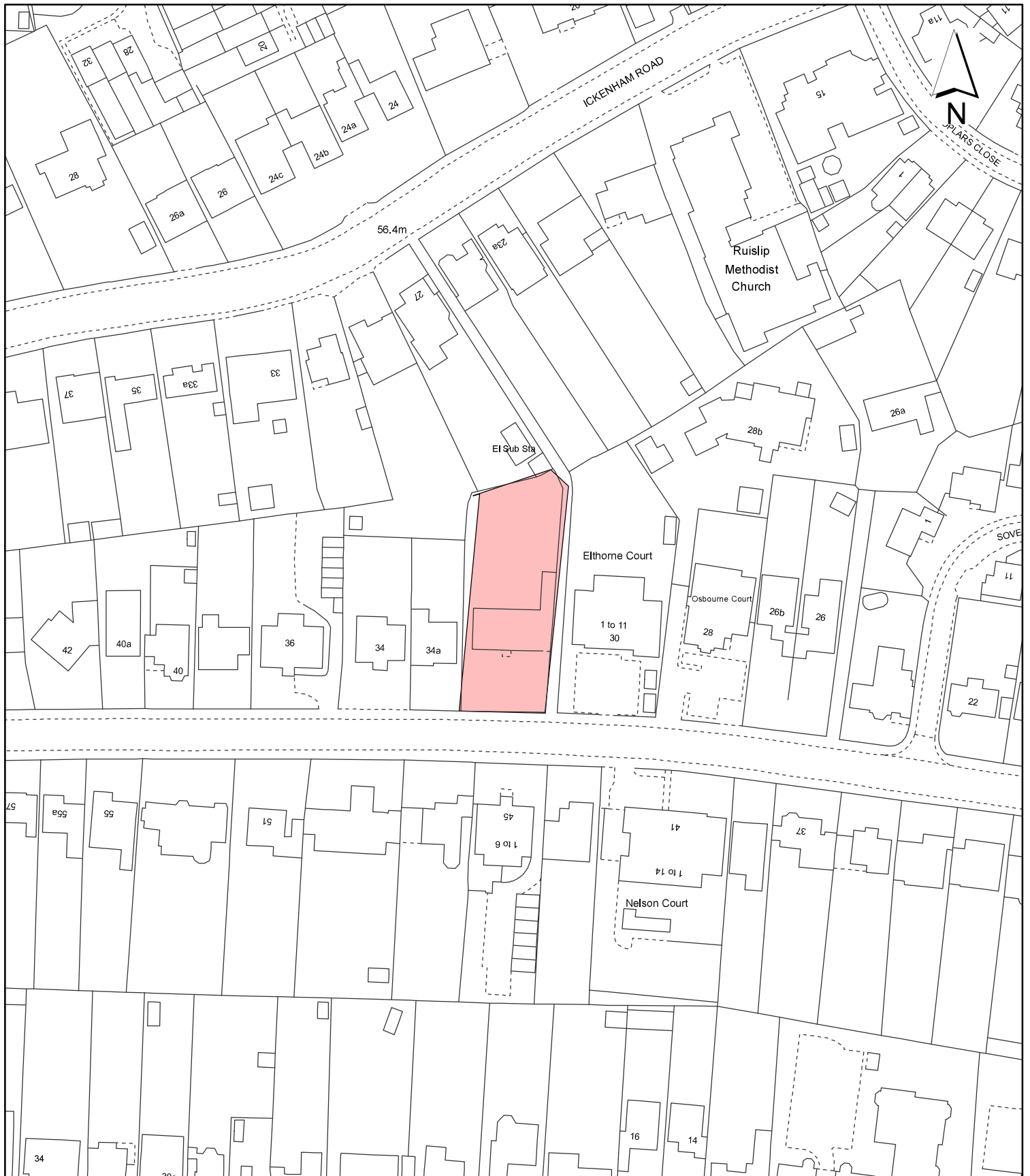


Rev	Description	Date

PROJECT
32 Kingsend

TITLE
Cycle & garden storage

CLIENT	
DRAWING NUMBER	PL06
SCALE (@ A1)	1 : 50
PROJECT NUMBER	
DATE	08/05/22
DRAWN BY	
CHECKED BY	



Notes:

 Site boundary

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Site Address:

**32 Kingsend,
Ruislip**

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

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

Planning Application Ref:

9894/APP/2022/3871

Scale:

1:1,250

Planning Committee:

BoroughPage 177

Date:

April 2023



HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address 53 LAVENDER RISE YIEWSLEY

Development: Erection of a single storey extension to the rear and side and erection of porchl

LBH Ref Nos: 46236/APP/2023/54

53 Lavender Rise Location Plan



Plan Produced for: Nur Begum
Date Produced: 24 Oct 2022
Plan Reference Number: TORQM/22297170968599
Scale: 1:1250 @ A4

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Notes:
Simple Notes



REV: DESCRIPTION: P: DATE:
001 For Planning

NAME:
Site: Nur Begum
Tel: 079112547829
Email: nurbegum03_9@gmail.co.uk

CLIENT:
Nur Begum

PROJECT:
53 - 53 Lavender Rise
West Crayford
URP 0527

TYPE:
Block Plan

SCALE: 1:200
DATE: 10/27/22 AM
DRAWN: L101
CHECKED: A110

NO.	REV.	DATE	BY	CHK.	APP.

Prepared For: Planning

PROJECT: 27-2422-0622
 604 - 999-9999
 1000 - 1000

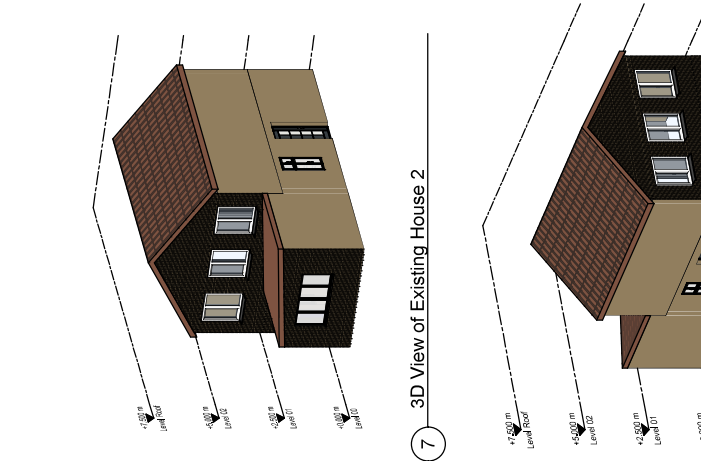
DATE: 10/2024

DR: Nur Hegum

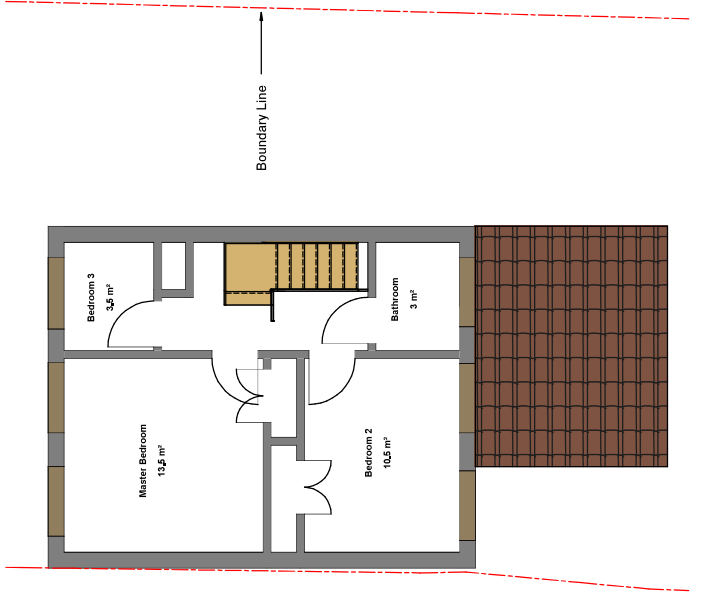
SCALE: 1:50

TITLE: Existing Plan

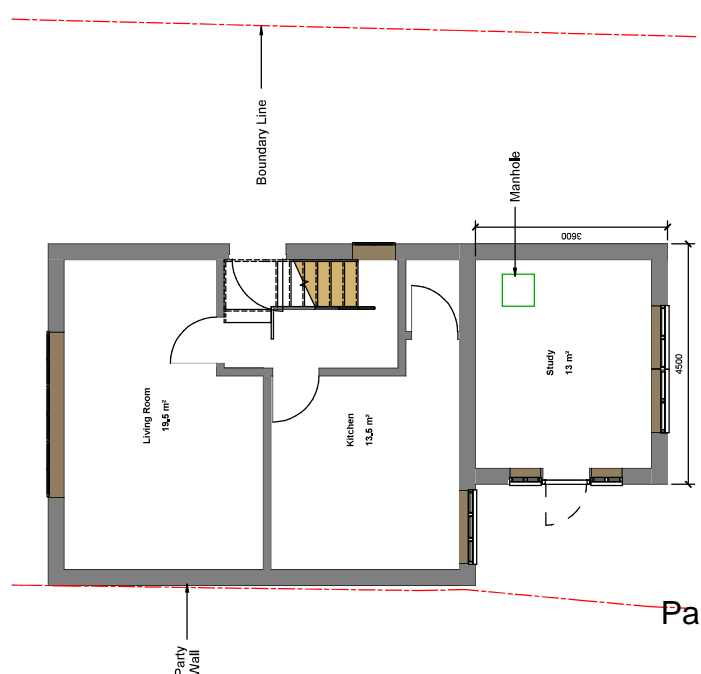
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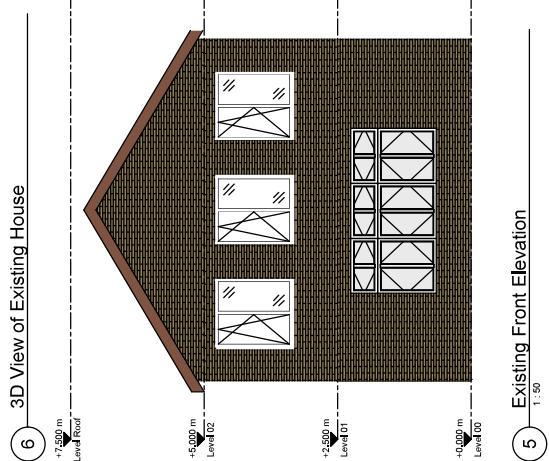
7 3D View of Existing House 2



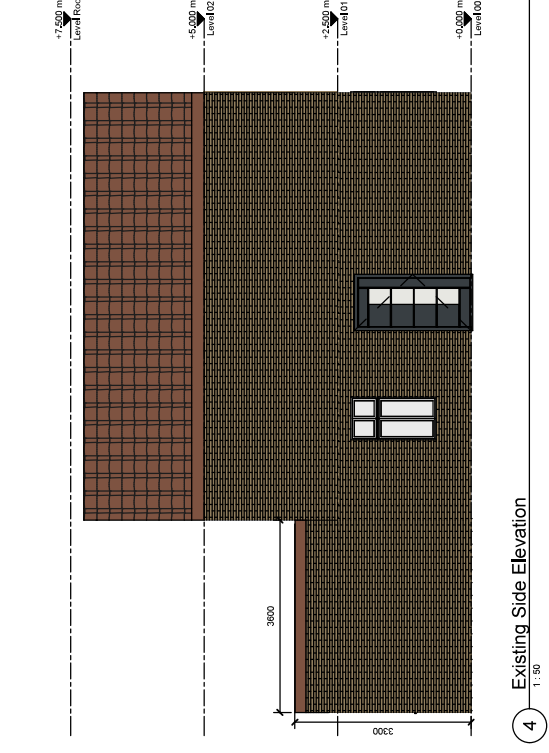
2 Existing First Floor Plan
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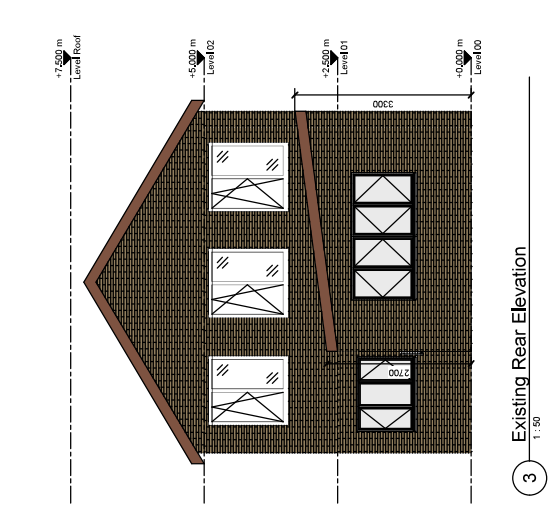
Existing Ground Level Plan
1:50



6 3D View of Existing House



4 Existing Side Elevation
1:50



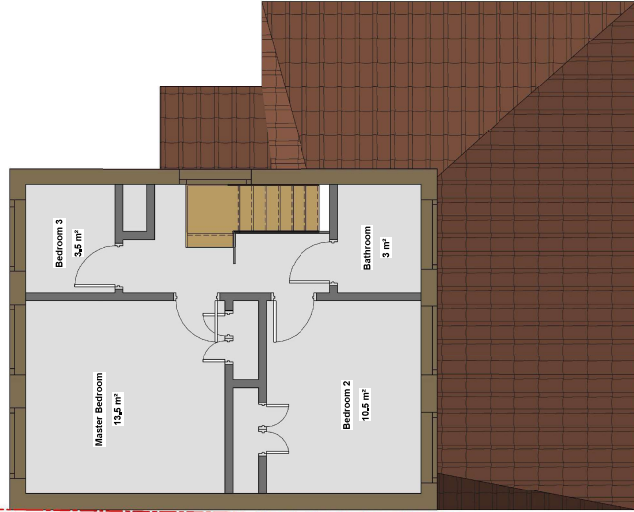
3 Existing Rear Elevation
1:50

5 Existing Front Elevation
1:50

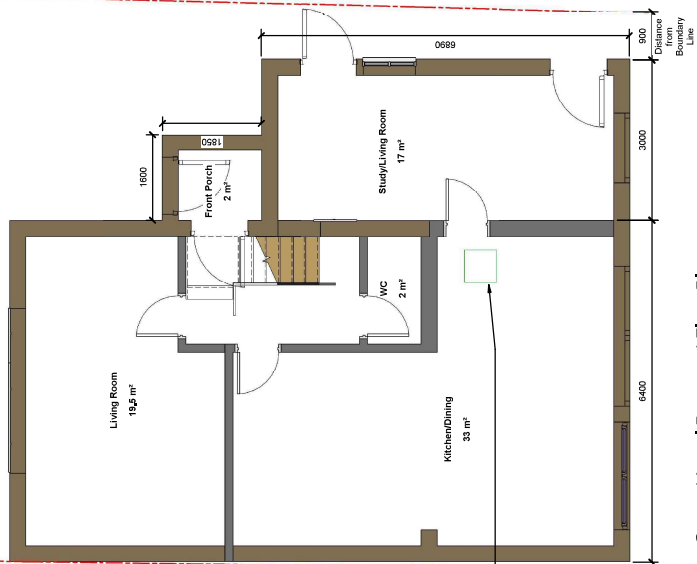
Notes:

10/2024

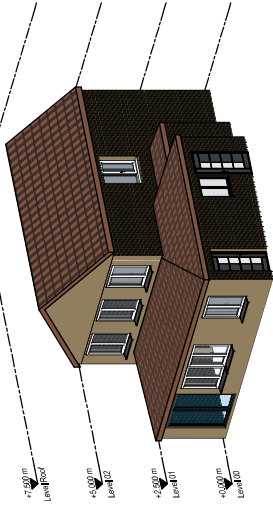
THE MATERIALS TO BE USED IN THE CONSTRUCTION OF THE EXTERNAL SURFACES OF THE DEVELOPMENT SHALL MATCH THOSE USED ON THE EXISTING DWELLINGS.



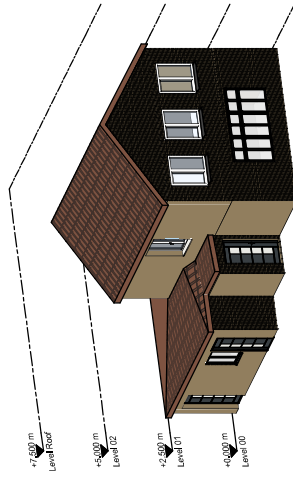
2 First Floor Proposed Floor Plan
1:50



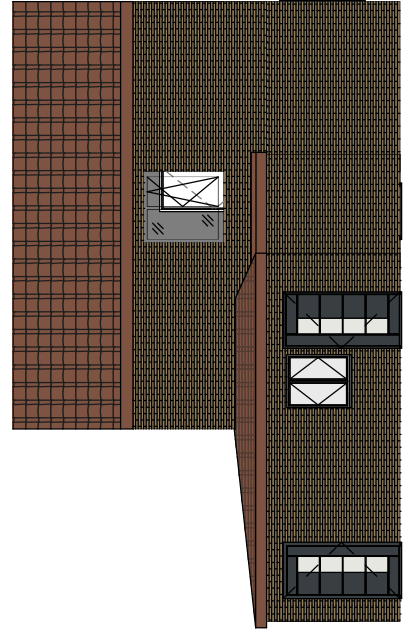
Ground Level Proposed Floor Plan
1:50



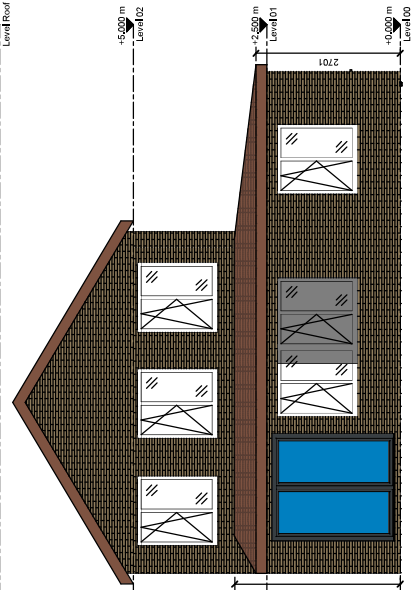
6 3D View of Proposed House



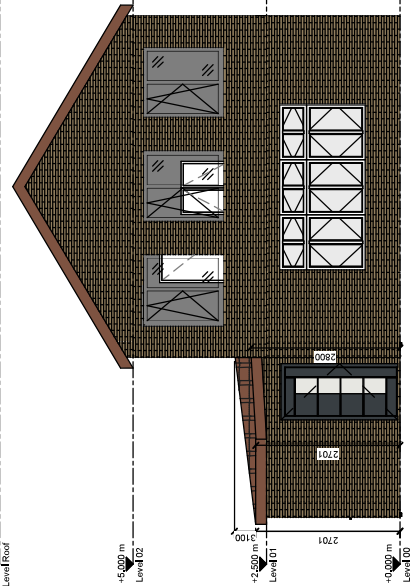
7 3D View of Proposed House 2



5 Proposed Side Elevation
1:50

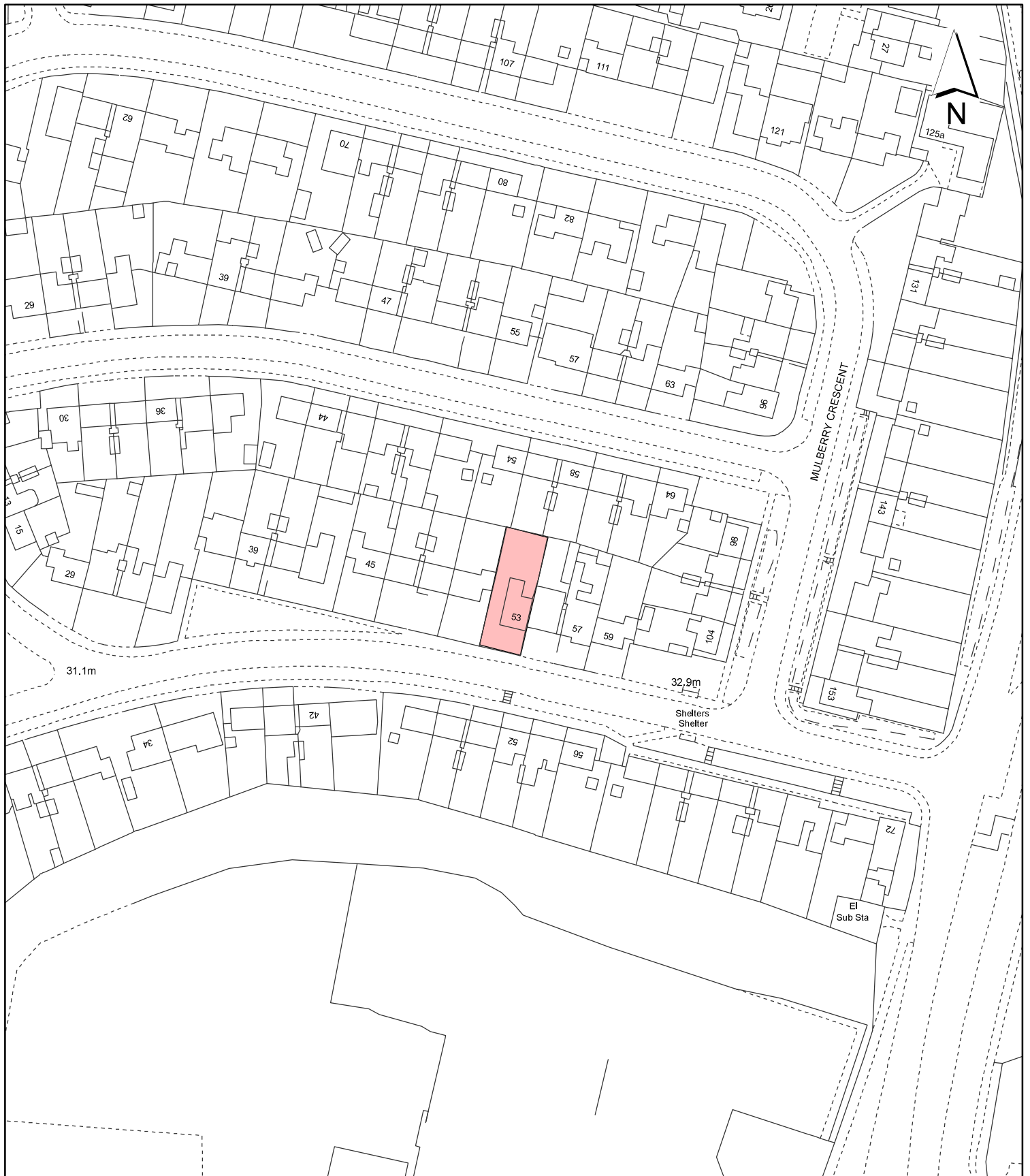


4 Proposed Rear Elevation
1:50



3 Proposed Front Elevation
1:50

NO.	REV.	DATE	BY	CHK.	APP.
Title: For Planning					
Project: 27-2122-0022					
Client: Nur Regum					
Architect: Nur Regum					
Scale: 1:50					
Drawing No: A108					
Title: Proposed Plan					
DATE	BY	CHK.	APP.		



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Yiewsley**

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Residents Services
Planning Section**

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

Planning Application Ref:

46236/APP/2023/54

Scale:

1:1,250

Planning Committee:

BoroughPage 183

Date:

April 2023



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